



## Committee Report

**Planning Committee South - 28 September 2021**

**Application no** DC/21/1575/ARM

**Location**

Orwell Crossing Service Area  
A14 Nacton East Bound  
Nacton  
Suffolk

**Expiry date** 28 June 2021  
**Application type** Approval of Reserved Matters  
**Applicant** Orwell Truck Stop Limited

**Parish** Purdis Farm

**Proposal** Reserved Matters approval sought for details of access, appearance, layout, landscaping and scale pursuant to condition 1 of outline planning permission ref. DC/17/4257/OUT dated 28th June 2018 comprising the erection of 4 no. warehouse buildings with associated parking and servicing arrangements, along with details submitted pursuant to conditions nos. 7 (phasing management plan), 9 (construction management plan), 10 (site wide masterplan document), 14 (parameter plan), 18 (link road), 8 (surface water management strategy), 11 (external facing and roofing materials), 12 (roads and footways), 13 (electric vehicle charging points), 16 (boundary and boundary enhancements), 17 (noise attenuation measures, 4 (framework travel plan) and 5 (external lighting)".

**Case Officer** Grant Heal  
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## **1. Summary**

- 1.1 This report considers an application which seeks approval for the Reserved Matters (including details of access, appearance, landscaping, layout and scale etc.) pursuant to condition no.1 of Outline Planning Permission DC/17/4257/OUT (Class B8 Storage and Distribution and Ancillary Class B1 Office Uses including associated infrastructure, car and lorry parking) at Orwell Crossing Service Area, A14 East Bound, Nacton.
- 1.2 In addition, the application also seeks to discharge planning conditions 4 (Travel Plan), 5 (External lighting), 7 (Phasing Management Plan), 8 (Surface Water Management Strategy) 9 (Construction Management Plan), 10 (Site Wide Masterplan Document), 11 (External facing and roofing materials), 12 (Roads and footways), 13 (Electric vehicle charging), 14 (Parameter plan), 16 (Boundary treatments details), 17 (Noise attenuation assessment) and 18 (Link road details) of DC/17/4257/OUT.
- 1.3 Considered against all relevant material planning matters, the application is deemed compliant with the parameters and expectations of the outline consent as well and sustainable and policy compliant and therefore recommended for approval in accordance with the NPPF and relevant policies of the adopted development plan.
- 1.4 Reviewed against the Council's adopted scheme of delegation, the Head of Planning and Coastal Management is minded that the application is of significant public interest and should therefore be referred to planning committee for consideration by democratically elected members.

## **2. Site description**

- 2.1 The approximately 26.6 hectare application site lies wholly within East Suffolk Council's administrative boundary, while its western extremity abuts that of Ipswich Borough Council. This is a part of a 30 hectare site allocated under Policy SCLP12.21 (Ransomes, Nacton Heath) for new employment provision for a mix of B1, B2 and B8 uses.
- 2.2 The majority of the site's northern boundary is separated from a row of two-storey dwellings (fronting Felixstowe Road) by the Ipswich to Felixstowe railway line; which is intersected by two level-crossing points known locally as 'Routs' and 'Shepherd and Dog'.
- 2.3 A small group of businesses (including vehicle and hot tub retailers) also front Felixstowe Road close to the manually controlled 'Routs' crossing that provides access to a considerable area of land separating the application site's eastern and western parcels. This area is within separate ownership and contains several large agricultural structures, including former piggery buildings, serving a number of small businesses.
- 2.4 Much of the western half of the site has previously been developed and is therefore considered brownfield. It abuts the Ransomes industrial/commercial estate, which has a ground level approx. two metres higher at the party boundary.
- 2.5 Conversely, the site's eastern parcel is undeveloped greenfield land that lies within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). It is solely accessible from the north via a footway level-crossing (Shepherd and Dog) which grants pedestrians a link to a Public Right of Way (PRoW) known 'footpath ref. 1, Nacton Parish'.

- 2.6 The eastbound A14 trunk road abuts much of the site's southern/eastern boundary and the existing Orwell Crossing (between junction 57/58) access provides the principal vehicular entrance into the site.
- 2.7 The southern portion of the site comprises a network of internal access roads and parking areas associated with the Orwell Crossing Truckstop and service buildings (diner/ rest facilities) positioned nearby. A number of other buildings and parking areas associated with existing logistics and vehicle hire businesses are also evident between the western half of the site and the A14 further south. A separate application (DC/21/3486/FUL) has since been submitted to redevelop the majority of this area with new buildings for Class B2 and B8 Uses, along with access and servicing arrangements, vehicle parking, landscaping and associated works. As such, this current reserved matters application does not concern the loss of the Orwell Crossing Truckstop and associated service buildings as this will be considered within the determination of DC/21/3486/FUL.

### **3. Proposal**

- 3.1 This application seeks approval for the Reserved Matters (including details of access, appearance, landscaping, layout and scale etc.) pursuant to condition no.1 of Outline Planning Permission DC/17/4257/OUT (Class B8 Storage and Distribution and Ancillary Class B1 Office Uses including associated infrastructure, car and lorry parking) at Orwell Crossing Service Area, A14 East Bound, Nacton.
- 3.2 Outline permission with all matters reserved (DC/17/4257/OUT) was granted on 28 June 2018. The reserved matters are set out within condition no.1, which is worded as follows:

'Plans and particulars showing the detailed proposals for all the following aspects of the development ("the reserved matters") shall be submitted to the Local Planning Authority and development shall not be commenced before these details have been approved:

1. The layout including the positions and widths of roads and footpaths including levels and gradients;
2. The siting of all buildings and the means of access thereto from an existing or proposed highway;
3. The design of all buildings;
4. Proposed landscaping within the site and on the site's boundaries;
5. A landscape design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels;
6. The arrangements to be made for the future maintenance of landscaped and other open areas;
7. Measures to minimise water and energy consumption and to provide for recycling of waste;
8. The layout of foul sewers and surface water drains;
9. The provision to be made for the parking, loading and unloading of vehicles;
10. The alignment, height and materials of all walls and fences and other means of enclosure.'

3.3 Indicative proposals submitted in support of DC/17/4257/OUT established the planning principle for the following:

- Four (Class B8 Use) storage and distribution warehouse buildings (with a gross internal area of 97,198 square metres) with dedicated car parking and servicing arrangements.

3.4 Pursuant to the design requirements set out within condition no. 1 (access, appearance, landscaping, layout and scale etc.), this current reserved matters application provides details of a development with the following key features:

- Three (Class B8 Use) storage and distribution warehouse unit buildings (with a gross internal area of 98,039 square metres) with a maximum ridge height of 21 metres;
- All units to have a uniform appearance comprising silver/grey/anthracite metal cladding with expanses of glazing/curtain walling;
- All units built to BREEAM 'very good' rating with inclusion of photovoltaics and Air Source Heat Pumps (ASHP) for on-site generation;
- Site-wide vehicular access via the existing Orwell Crossing A14 eastbound (between junction 57/58);
- Separate vehicular and pedestrian access for each unit within the site;
- Separate gatehouse, transport office and loading/unloading bays for each unit;
- Separate car parking for each unit with a combined total of 915 car parking spaces (with Electric Vehicle Charging) and 396 cycle spaces (including cycle shelters);
- 213 total HGV parking spaces (associated with the three units);
- Improvements to existing merge/diverge A14 access;
- Retention and improvement of existing Public Rights of Way (PRoW - footpath ref. 1, Nacton Parish) pedestrian/cycle route;
- Inclusion of a new pedestrian/cycle connection to Ransomes Industrial Estate;
- New street lighting, crossing points and dropped kerbs throughout;
- Comprehensive landscaping/planting scheme with details of all fencing and boundary treatments.
- Comprehensive site wide drainage strategy including foul and surface water management.

3.5 In addition, this reserved matters application also seeks to discharge the detailed information required by the following planning conditions. Typically details submitted to discharge conditions are not presented to Planning Committee for determination and do not tend to involve public consultation, however in this case they have been submitted as an integral part of the reserved matters planning application for determination under one decision:

**\*Condition 4 - Travel Plan\***

'Before any of the buildings hereby approved are occupied details of the travel arrangements to and from the development in the form of a Travel Plan, including monitoring provisions, shall be submitted to and approved in writing by the Local Planning Authority and such approved arrangements shall be implemented before the development is first brought into use and thereafter adhered to'.

**\*Condition 5 - External lighting\***

'There shall be no external lighting installed until the details of such have first been approved in writing by the Local Planning Authority and the scheme shall be implemented as approved'.

**\*Condition 7 - Phasing Management Plan\***

'Prior to the commencement of development, a phasing management plan to include timescales and order of phasing, shall be submitted to and approved by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the approved phasing management plan'.

**\*Condition 8 - Surface Water Management Strategy\***

'Before each phase of the development, as agreed in the phasing plan required under condition 7 is commenced a surface water management strategy shall be submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority'.

**\*Condition 9 - Construction Management Plan\***

'Prior to the commencement of development hereby approved, a Construction Management Plan shall be submitted to the Local Planning Authority for approval. This statement should set out the site management practices for the development of the site. The construction of each phase of the development shall be carried out strictly in accordance with the Construction Management Plan'.

**\*Condition 10 - Site Wide Masterplan Document (SWMD)\***

'Notwithstanding the submitted Indicative Masterplan, a Site Wide Masterplan Document (SWMD) shall be submitted to the Local Planning Authority either prior to or alongside the first application for approval of reserved matters. The SWMD shall include the following set of Design Principles:

- a) the principles for determining the design, form, heights and general arrangement of external architectural features of buildings;
- b) the principles of the hierarchy for roads and public spaces;
- c) potential arrangements for car parking;
- d) the principles for the design of the public realm
- e) the proposed materials to be used throughout the site; and

The SWMD shall also include a two-dimensional layout drawing that shows:

- a) the broad arrangement of buildings;
- b) maximum building heights;
- c) existing landscape features to be retained; and
- d) proposed structural planting'.

Submissions for the approval of the reserved matters shall accord with the approved SWMD'.

**\*Condition 11 - External facing and roofing materials\***

'Before each phase of the development, as agreed in the phasing plan required under condition 7 is commenced details of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details'.

**\*Condition 12 - Roads and footways\***

'Before the each phase of the development as agreed in the phasing plan required under condition 7 is commenced, details of the roads and footways within the site, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority'.

**\*Condition 13 - Electric vehicle charging\***

'Before each phase of the development, as agreed in the phasing plan required under condition 7 is commenced full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. The charging points shall be available for beneficial use before the occupation of any buildings hereby approved and retained in such position'.

**\*Condition 14 - Parameter plan\***

'Prior to or concurrent with the submission of the first reserved matters application, a parameter plan showing heights and positions of all buildings on site shall be submitted to and approved in writing by the Local Planning Authority. The reserved matters submissions shall be undertaken in complete accordance with the parameter plan'.

**\*Condition 16 - Boundary treatments details\***

'Before each phase of the development, as agreed in the phasing plan required under condition 7 is commenced details of boundaries and boundary enhancements shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in complete accordance with the approved details'.

**\*Condition 17 - Noise attenuation assessment\***

'Before each phase of the development, as agreed in the phasing plan required under condition 7 is commenced, a noise attenuation assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken, and retained in perpetuity, in complete accordance with the approved details'.

**\*Condition 18 - Link road\***

'Before the commencement of the development hereby approved, details showing a link road up to the boundary of the site with Lytham Road shall be submitted to and approved in writing by the Local Planning Authority. The road shall be retained in such form and free from obstruction in perpetuity'.

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

- 4.1 The Council has received 19 third-party letters of objection and four neutral representations which collectively raise the following summary of concerns and observations relating to material planning matters:

Principle

- The proposal would result in the loss of the Orwell Crossing Truckstop which provides vital parking and service facilities for the haulage industry in area already underserved by such facilities.

Design

- The scale of the proposal would result in an overdevelopment of the site.

- The height of the proposed warehouses would have an overbearing/ domineering impact on existing neighbouring properties.
- The proposed landscaping scheme is insufficient to negate the adverse visual effects of the development.
- A lack of sustainability measures are included within the proposal, such as vehicle charging and on-site solar power generation.

#### Amenity

- The proximity of proposed built-forms would result in an unacceptable erosion of the rear-facing outlook of residential properties fronting Felixstowe Road.
- The proposed use would have a harmful impact on neighbouring resident's wellbeing resulting from increased light, dust and noise pollution emanating from the proposal's 24-hour operation.
- The proposed siting of buildings and landscaping will restrict neighbouring residents' access to daylight/ sunlight.

#### Environment

- The proposal would have a detrimental visual impact on the site's semi-rural location from increased light and noise pollution that would negatively impact the Suffolk Coasts and Heaths Area of Outstanding Natural beauty (AONB).
- Air pollution within the area would rise due to a significant increase in vehicle movement around the proposal site.
- Ground nesting birds present on the eastern half of the site would lose important habitat.
- Flood lighting and illuminated advertisement boards resulting from the development should be restricted due to increased light pollution and the resulting impacts on visual amenity and biodiversity.

#### Access

- The proposed single point of vehicular access from the east bound A14 is insufficient for the scale of development proposed. This has the potential to implicate existing highway safety along an important strategic route.
- Increased visitors to the site would exacerbate safety issues at nearby railway level-crossings.
- The proposal lacks permeability with the neighbouring Ransomes site and would result in the obstruction of an existing public right of way (PROW).

#### Flood risk

- Development of the site would result in increased surface water runoff onto A14 which would have implications for highway safety.

4.2 The following concerns were also raised relating to wholly civil matters which are immaterial considerations in the determination of this reserved matters application:

- Land ownership is contested by a neighbouring resident.
- The development would devalue neighbouring residential properties.

## 5. Consultees

### Parish/Town Council

Consultee	Date consulted	Date reply received
Purdis Farm Parish Council	21 April 2021 and 23 July 2021	5 May 2021 and 23 August 2021
Summary of comments:		
<p><u>23 August 2021</u></p> <p><i>'The Parish Council has carefully considered the revised proposals but can find no reason to change our strong objections to this proposal. Whilst we are pleased that pedestrian and cycle access has now been guaranteed to the site through the Ransomes Europark we remain concerned about the other two access points. Pedestrian access is also via a narrow, unlit, badly maintained virtually redundant footpath which goes across the rail line and between two residential properties to the Felixstowe Road. We continue to believe that this is not a suitable access to the site due to the crossing of the rail line by an uncontrolled pedestrian crossing and the likely traffic hazards caused by people being dropped off and picked up from the end of the footpath. Many people consider the existing entrance and exit to the Orwell Truck Stop off the A14 dangerous due to the short length of the entry and exit lanes and sharp turns involved. This is particularly dangerous at peak times and at night, this danger will only increase with the increased number of lorries entering and leaving the site. It is unclear what changes are going to be made to this entrance and whether or not it meets the current standards for such a junction. The revised proposal reduces the number of warehouses from 4 to 3 but increases their height by up to another three metres. Such a large development will have a serious impact on the residential amenity of local residents as expressed in their letters of objection. The Parish council fully supports the local residents in their view that this development should not take place and for the reasons stated above strongly objects to this proposal'.</i></p> <p><u>5 May 2021</u></p> <p><i>'The Parish Council strongly objects to this Reserved Matters application for the development of the Orwell Crossing Logistics Park. The Parish Council continues to object to the principal of constructing such a large development on a 25.07-hectare island site with limited access in what many people consider to be a rural area. As highlighted by local residents such a development will have a devastating effect on their lives and wellbeing. It will operate 24 hours a day 365 days a year and they will be constantly subject to vastly increased noise, light and air pollution. The outlook of the closest residents will change from a rural field to a 20m wall of steel, which will tower above the existing properties. In addition to these general concerns, we have specific concerns about access to the site and how these have been addressed in the Reserved Matters application. As identified by Suffolk County Council (SCC) Highways at the time the outline planning application DC/17/4257/OUT, there are a lack of sustainable links to the site. There are two proposed pedestrian &amp; cycle only routes into the site both of which cannot be guaranteed (as they would connect to third party land without any form of agreement with the third party). One access is from Felixstowe Road along a narrow footpath and across an unguarded pedestrian level crossing across the busy Felixstowe branch line. This level crossing is due to be closed by Network Rail. The applicant has stated in their latest newsletter that they are liaising with the relevant authorities on the future of pedestrian access across the railway line. In addition, it was agreed at the time of the outline application that a footway would need to be constructed along Felixstowe Road to link this</i></p>		



footpath with the residential area of Ipswich at Murrills Road, if this was considered to be a viable access to the site. The applicant has not included the construction of such a footway in its current plans. The second pedestrian and cycle access described in the application and travel plan, but not shown on the masterplan, is via the emergency road which links to Lytham Road on the Ransomes Europark. This was subject to a specific condition in the outline planning permission. Whilst it is intended to build this road up to the site boundary there are no guarantees that this access will be available for use by pedestrians and cyclists as it would mean entering Ransomes Europark which is private land with no public right of way. The applicant has assured us that access has been agreed with the landowner for emergency vehicles but we have received no such assurance or evidence about pedestrian and cycle access. Has the Planning Authority seen any agreement between the two parties for such access? It is clear that either or both of these access points must be guaranteed to make the Travel Plan (which is a condition of outline permission) realistic. We fully support the comments made by SCC Highways about the inadequate nature of the Travel Plan and the steps being taken by the applicant to provide sustainable links to the site which means that the existing conditions relating to the outline planning permission cannot be discharged. For all these reasons we object to this Reserved Matters Application’.

Consultee	Date consulted	Date reply received
Kirton Parish Council	N/A	12 August 2021
<p>Summary of comments:  ‘Kirton &amp; Falkenham Parish Council has considered the above application and object to the proposals over traffic aspects. Only vehicles approaching the site from A14 west will have ready access to the facility. Traffic from the east on A14 will need to travel on to the Nacton interchange or even further to the Copdock interchange to execute a U turn to travel back along A14 in order to reach the service area. Equally those leaving the site, to travel west, will have first to proceed east to the Seven Hills interchange. None of these interchanges are particularly suited to this kind of manoeuvre from increased heavy goods traffic’.</p>		

### Statutory consultees

Consultee	Date consulted	Date reply received
SCC Highways Department	8 April 2021 and 23 July 2021	23 April 2021 and 9 August 2021
<p>Summary of comments:</p> <p><u>9 August 2021</u></p> <ul style="list-style-type: none"> <li>• Previous concerns have been addressed.</li> <li>• Travel Plan elevation and support contribution sort.</li> <li>• Recommend conditions.</li> </ul> <p><u>23 April 2021</u></p> <ul style="list-style-type: none"> <li>• Recommend holding objection due to insufficient information.</li> <li>• Recommend discharge of conditions 4, 5, 12, 13 and 18.</li> </ul>		

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	8 April 2021 and 23 July 2021	16 April 2021 and 4 August 2021
<p>Summary of comments:</p> <p><u>4 August 2021</u></p> <ul style="list-style-type: none"> <li>No further comment.</li> </ul> <p><u>16 April 2021</u></p> <ul style="list-style-type: none"> <li>No grounds for objection.</li> <li>Recommend conditions.</li> </ul>		

Consultee	Date consulted	Date reply received
SCC Flooding Authority	8 April 2021 And 23 July 2021	29 April 2021; 20 May 2021 And 10 August 2021
<p>Summary of comments:</p> <p><u>10 August 2021</u></p> <ul style="list-style-type: none"> <li>No further comments.</li> </ul> <p><u>20 May 2021</u></p> <ul style="list-style-type: none"> <li>Recommend approval subject to conditions.</li> </ul> <p><u>29 April 2021</u></p> <ul style="list-style-type: none"> <li>Recommend holding objection due to insufficient information relating to surface water management.</li> </ul>		

Consultee	Date consulted	Date reply received
Natural England	8 April 2021 And 23 July 2021	13 April 2021; 22 April 2021 And 29 July 2021
<p>Summary of comments:</p> <p><u>29 July 2021</u></p> <ul style="list-style-type: none"> <li>No objection.</li> </ul> <p><u>22 April 2021</u></p> <ul style="list-style-type: none"> <li>No objection.</li> </ul> <p><u>13 April 2021;</u></p> <ul style="list-style-type: none"> <li>No objection.</li> </ul>		

Consultee	Date consulted	Date reply received
SCC Rights Of Way	8 April 2021 And 23 July 2021	23 April 2021 And 10 August 2021
<p>Summary of comments:</p> <p><u>10 August 2021</u></p> <ul style="list-style-type: none"> <li>No further comment.</li> </ul> <p><u>23 April 2021</u></p> <ul style="list-style-type: none"> <li>No objection to diversion of existing PROW.</li> <li>Confirm support for enhancements to new route.</li> </ul>		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	8 April 2021 And 23 July 2021	17 May 2021 And 1 September 2021
<p>Summary of comments:</p> <p><u>01 September 2021</u></p> <ul style="list-style-type: none"> <li>No objection subject to increase in use of 'Shepherd and dog' level crossing near to site's northern boundary.</li> </ul> <p><u>17 May 2021</u></p> <ul style="list-style-type: none"> <li>Objections to intensified use of 'Shepherd and dog' level crossing near to site's northern boundary.</li> </ul>		

Consultee	Date consulted	Date reply received
SCC Minerals And Waste	8 April 2021 And 23 July 2021	6 May 2021
<p>Summary of comments:</p> <ul style="list-style-type: none"> <li>Recommend trial testing for on-site mineral extraction due to site's position within minerals safeguarding zone.</li> </ul>		

Consultee	Date consulted	Date reply received
Highways England	8 April 2021 And 23 July 2021	27 April 2021; 10 June 2021 And 12 August 2021
<p>Summary of comments:</p> <p><u>12 August 2021</u></p> <ul style="list-style-type: none"> <li>No objection.</li> <li>Recommend conditions.</li> </ul> <p><u>10 June 2021</u></p>		

- Recommend holding objection due to insufficient information.

27 April 2021

- Recommend holding objection due to insufficient information.

Consultee	Date consulted	Date reply received
Ipswich Borough Council	8 April 2021 And 23 July 2021	5 May 2021 And 28 July 2021
Summary of comments:		
<u>28 July 2021</u>		
<ul style="list-style-type: none"> <li>• No further comments.</li> </ul>		
<u>5 May 2021</u>		
<ul style="list-style-type: none"> <li>• Recommend improvements to connectivity and biodiversity enhancements.</li> </ul>		

### Non statutory consultees

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	8 April 2021 And 23 July 2021	27 April 2021
Summary of comments:		
<ul style="list-style-type: none"> <li>• Recommend the removal of non-native species from proposed planting scheme.</li> </ul>		

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	8 April 2021 And 23 July 2021	6 May 2021
Summary of comments:		
<ul style="list-style-type: none"> <li>• Internal consultation - recommend conditions relating to noise mitigation and air quality.</li> </ul>		

Consultee	Date consulted	Date reply received
East Suffolk Arboriculture and Landscape Team	8 April 2021 And 23 July 2021	21 April 2021 And 5 August 2021
Summary of comments:		
<u>5 August 2021</u>		
<ul style="list-style-type: none"> <li>• Internal consultation - no further comment.</li> </ul>		
<u>21 April 2021</u>		
<ul style="list-style-type: none"> <li>• Internal consultation – no objection (see officer report assessment below).</li> </ul>		

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	8 April 2021 and 23 July 2021	7 June 2021 And 5 August 2021
Summary of comments:  <u>5 August 2021</u> <ul style="list-style-type: none"> <li>No further comments.</li> </ul> <u>7 June 2021</u> <ul style="list-style-type: none"> <li>No objection.</li> </ul>		

Consultee	Date consulted	Date reply received
East Suffolk Design And Conservation	8 April 2021 And 23 July 2021	No comment required.
Summary of comments: <ul style="list-style-type: none"> <li>Internal consultation - no comment required.</li> </ul>		

Consultee	Date consulted	Date reply received
East Suffolk Economic Development	8 April 2021 And 23 July 2021	7 May 2021 And 5 August 2021
Summary of comments:  <u>5 August 2021</u> <ul style="list-style-type: none"> <li>Internal consultation - no further comment.</li> </ul> <u>7 May 2021</u> <ul style="list-style-type: none"> <li>Internal consultation – support the proposal.</li> </ul>		

Consultee	Date consulted	Date reply received
East Suffolk Ecology	23 July 2021	11 August 2021
Summary of comments: <ul style="list-style-type: none"> <li>Internal consultation – No objection (see officer report).</li> </ul>		

Consultee	Date consulted	Date reply received
Port Of Felixstowe	8 April 2021 And 23 July 2021	6 August 2021
Summary of comments: <ul style="list-style-type: none"> <li>Support.</li> </ul>		

## Publicity

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

Category	Published	Expiry	Publication
Major Application	15 April 2021	7 May 2021	Eastern Daily Press

## Site notices

General Site Notice

Reason for site notice: Major Application

Date posted: 16 April 2021

Expiry date: 10 May 2021

## 6. Planning policy

- National Planning Policy Framework 2021

East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020

- SCLP3.1 - Strategy for Growth
- SCLP2.1 - Growth in the Ipswich Strategic Planning Area
- SCLP4.1 - Existing Employment Areas
- SCLP4.5 - Economic Development in Rural Areas
- SCLP7.1 - Sustainable Transport
- SCLP7.2 - Parking Proposals and Standards)
- SCLP9.1 - Low Carbon & Renewable Energy
- SCLP9.2 - Sustainable Construction
- SCLP9.5 - Flood Risk
- SCLP9.6 - Sustainable Drainage Systems
- SCLP9.7 - Holistic Water Management
- SCLP10.1 - Biodiversity and Geodiversity
- SCLP10.3 - Environmental Quality
- SCLP10.4 - Landscape Character
- SCLP11.1 - Design Quality
- SCLP11.2 - Residential Amenity
- SCLP12.34 - Strategy for the Rural Areas
- SCLP12.21 - Ransomes, Nacton Heath

## 7. Planning considerations

### Planning principle:

- 7.1 Outline planning permission DC/17/4257/OUT established the planning principle for the application site's use for the purposes of storage and distribution (Class B8 Use), along with ancillary office space (Class B1(a) Use), associated infrastructure and vehicle parking.
- 7.2 While all matters of design (including access, appearance, landscaping, layout and scale etc.) were otherwise reserved for a latter detailed application (as sought herein), an

indicative scheme submitted in support of DC/17/4257/OUT demonstrated a development including four storage and distribution warehouse buildings with a total gross internal area (GIA) of 98,039 square metres, along with dedicated parking and servicing arrangements. The proposal remains fully compliant with the parameters and expectations of the outline consent.

#### Legislative and policy changes:

- 7.3 It is important to note that since the approval of DC/17/4257/OUT on 28<sup>th</sup> June 2018, several changes have taken place which represent notable adjustments to the legislative and policy landscape through which this current reserved matters application will be assessed. These are summarised as follows:
- (i) The East Suffolk Council - Suffolk Coastal Local Plan - was adopted on 23 September 2020 and forms part of the Development Plan. Upon its adoption all policies within the pre-existing Suffolk Coastal District Local Plan were abandoned, including those within the following documents:
    - East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (Adopted July 2013);
    - East Suffolk Council - Suffolk Coastal District Local Plan - Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017);
    - East Suffolk Council - Suffolk Coastal District Local Plan - The Felixstowe Peninsula Area Action Plan (adopted on 26 January 2017);
    - East Suffolk Council - The 'Saved' Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations.
  - (ii) Updates were made to the Town and Country Planning (Use Classes) Order 1987 (as amended) on 1 September 2020 which revoked a number of the former use classes, including Class B1(a) (business/ office) which was reclassified as Class E(g) (commercial, business and service/ office). Generally, the Use Classes in effect when the application was submitted will be used to determine it.
  - (iii) Various revisions have been made to the National Planning Policy Framework (The Framework), since the outline consent on 24<sup>th</sup> July 2018, 19<sup>th</sup> June 2019 and most recently on 20<sup>th</sup> July 2021. The latest revision places greater emphasis on beauty, place-making, the environment, sustainable development and underlines the importance of local design codes. The changes made in July 2018 following the outline consent also introduced a new paragraph (now paragraph 109) which states: *'Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use'*.

#### Planning principle overview:

- 7.4 While the above legislative and policy changes do not prejudice the validity of the planning principle already established by extant outline consent DC/17/4257/OUT, it is nevertheless

important to understand how the proposed detailed information included within this current reserved matters application measures against the strategic growth principles of current planning policy, with specific regard to the NPPF and Suffolk Coastal Local Plan.

7.5 As such, attention is first drawn to Local Plan policy map no.41 (Nacton with parts of Purdis Farm and Levington) which identifies the entirety of the application site as an existing employment allocation as per Policy SCLP12.21: Ransome, Nacton Heath. Indeed, this policy allocation includes all land up to the Ipswich Borough Council administrative boundary (west), as identified by the eastern edge of the Ransomes industrial/commercial estate. The Ipswich to Felixstowe railway line bounds the full length of the allocation area's northern edge, while its south-eastern edge abuts the A14 trunk road and includes an area of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB).

7.6 The wording of Policy SCLP12.21 (Ransomes, Nacton Heath) is as follows:

'30ha of land is identified at Ransomes, Nacton Heath as shown on the Policies Map for new employment provision for a mix of B1, B2 and B8 uses.

Development will be expected to accord with the following criteria:

- a) Minimising impact on landscape including the nationally designated Area of Outstanding Natural Beauty, including through the use of appropriate mitigation measures, informed through Landscape and Visual Impact Assessment;
- b) Further investigation into any designated and non designated heritage assets required;
- c) Impact on the local and strategic highway network including provision for access to public transport, and access via foot and cycle, and provision of any mitigation measures required;
- d) Ensure an appropriate design, scale and massing of buildings for example through the introduction of a design code, and minimise impacts arising from lighting;
- e) Evidence is required to demonstrate there is adequate Water Recycling Centre capacity or that capacity can be made available;
- f) Potential contamination of the site will need to be investigated and addressed where necessary;
- g) Integration of new uses with existing businesses within the site;
- h) An archaeological assessment will be required;
- i) A site wide surface water management strategy;
- j) A site-specific Flood Risk Assessment is required; and
- k) Confirmation of adequate capacity in the foul sewerage network or action to upgrade to create the required capacity'.

7.7 Policy SCLP12.21 is underpinned by strategic growth policy SCLP2.1 (Growth in the Ipswich Strategic Planning Area) which mandates the role of the Suffolk Coastal Local Plan in supporting the economic growth of the Ipswich Strategic Planning Area, including a contribution to the creation of at least 30,320 jobs through the provision of at least 49.8ha of employment land over the plan period 2018-2036, while enhancing quality of life, protecting high-quality environments and supporting the continued role of Ipswich as County Town. Indeed, the 'Settlement Hierarchy' (SCLP3.2) identifies Ipswich as a 'Major Centre' where development requirements will principally be met through site allocations.

7.8 Policy SCLP12.21 also reflects the Council's 'Strategy for Growth' across the wider district as set out within policy SCLP3.1 which, amongst other things, commits the district to



supporting and facilitating economic growth through the supply of more than the baseline requirement of 11.7ha of land for employment uses to deliver at least 6,500 jobs and to enable key economic activities to maintain and enhance their role within the UK economy. Further, this strategy also seeks to provide opportunities for economic growth towards creating and enhancing sustainable and inclusive communities via the provision of infrastructure needed to support growth and new employment allocations based around key transport corridors, including a focus on growth along the A12 and A14 corridors.

- 7.9 To that end, a planning statement submitted in support of this reserved matters application estimates that the proposals as herein sought will serve to provide the creation of approx. 1,180 new full and part time employment opportunities, as well as 300 construction jobs over a two year build program.
- 7.10 With relevance to this reserved matters application, policy SCLP4.1 (Existing employment areas) makes clear that existing employment areas are those identified in Area Specific Strategy Policies in Section 12 of the Local Plan (including SCLP12.21: Ransomes, Nacton Heath). Further, SCLP4.1 confirms that new development for employment uses which takes place during the plan period (including sites currently with consent for employment use) will be treated as existing employment areas.
- 7.11 In-line with the above overview of current Local Plan policy, it is clear that the planning principles established by extant outline consent DC/17/4257/OUT remain consistent with the overriding aims of the Suffolk Coastal Local Plan, including its long-term economic growth strategy for the plan period. In these ways, the application site's development in accordance with policy allocation SCLP12.21 reinforces The Framework's (para.83) economic objectives by recognising the specific locational and operational requirements of the storage and distribution sector within a suitably accessible location.
- 7.12 While the Council otherwise acknowledge the concerns raised by consultees relating to the potential loss of haulier service facilities currently offered by the Orwell Crossing Truckstop, it is noted that neither the extant Outline planning permission nor this current reserved matters application includes the land containing these facilities. A separate full planning application (DC/21/3486/FUL) has however since been received by the Council to redevelop this area with new buildings for Class B2 and B8 Uses, along with access and servicing arrangements, vehicle parking, landscaping and associated works. The determination of DC/21/3486/FUL will therefore be considered at a later date and it need not influence the determination of this application.
- 7.13 In conclusion, it is therefore found that, subject to a satisfactory assessment of the reserved matters information against the requirements of all other relevant planning policies, including those relating to design, landscape, amenity, environment, access, flood risk, drainage, as set out within SCLP12.21, the planning principle of the site's development for the storage and distribution purposes, as established by DC/17/4257/OUT, remain broadly consistent with the objectives of the NPPF and adopted Local Plan.
- 7.14 This report will now consider information submitted in relation to each of the outstanding planning conditions attributed to DC/17/4257/OUT starting with the Reserved Matters, as required by condition no.1.

\*Condition 1 - The Reserved Matters \*

7.15 Condition 1 of DC/17/4257/OUT requires the submission of plans detailing proposals for all the reserved matters for approval by the Local Planning Authority prior to commencement. These matters include details of the layout, access, building design, hard/soft landscaping and levels, landscape maintenance, energy/water consumption and waste management, drainage, vehicle parking/manoeuvring/loading areas and means of enclosure.

### Layout

7.16 Part one of the reserved matters condition seeks all details of the proposed development's layout, including the position and width of all roads and footpaths, including levels and gradients.

7.17 The relevant documents submitted to fulfil this part of the condition include:

- 18168 P0116 Rev. G (Masterplan);
- 18168 P0102 Rev. F (Units 1-2 Site Plan);
- 18168 P0103 Rev. C (Unit 4 Site Plan);
- 128400/2004 Rev. B (Proposed Cut and Fill);
- 2113-21-05 Rev. B (Site Wide Cross Sections);
- 128400/2003 Rev. A (Proposed Finished Levels Sheet 2);
- 128400/2002 Rev. B (Proposed Finished Levels Sheet 1).

7.18 The submitted masterplan depicts three (Class B8 Use) storage/distribution warehouse unit buildings representing a total gross internal area of 98,039 square metres.

7.19 Unit '1' and '2' would be positioned in a parallel arrangement within the eastern half of the site, while the larger unit '4' would be positioned within the site's western half. Individual development areas for each unit are as follows:

- The footprint of unit '1' would cover approx. 25,932 square metres, with an additional office area of 1,679 square metres.
- The footprint of unit '2' would cover approx. 22,064 square metres, with an additional office area of 1,393 square metres.
- The footprint of unit '4' would cover approx. 43,994 square metres, with an additional office area of 2,197 square metres.

7.20 Each unit would also have a separate dedicated gatehouse covering approx. 28 square metres and transport office covering approx. 232 square metres.

7.21 Separate vehicular and pedestrian routes/access points for each unit are proposed, along with dedicated space for manoeuvring/loading/unloading and parking of HGVs, towards promoting permeability while ensuring the avoidance of conflict between travel modes throughout the site.

7.22 With regard to the proposal's impact on the amenity currently enjoyed by the occupants of nearby dwellings accessible from Felxistowe Road, the submitted layout has been devised so that each warehouse unit's external working area would be orientated away from these properties towards ensuring that operational noises from the development would be suitably mitigated. To that end, the northern boundaries of the external service

areas serving units '1' and '2' would also be bound by a two-metre-high close-boarded acoustic fence to contain and deflect operational noise away from dwellings. Further, the external service area of unit '4' would be positioned between the warehouse and A14, thereby ensuring a significant degree of separation from these dwellings, with any excess sounds being deflected by the unit itself.

- 7.23 Concerning the impacts of the development on residential outlook and access to daylight, a site-wide cross section (see drawing no. 2113-21-05 Rev. B) submitted in support of this application usefully demonstrates the level of separation between the proposed units and nearby dwellings. Existing and proposed boundary features are also included, such as proposed landscaping and planting features, as well as the potential affects of the warehouses on sunlight to these properties during both the summer and winter equinox (45 and 30 degrees respectively), given the prevailing sunpath. Following a review of this information, it is clear that none of the proposed units would be sited close enough to any of these dwellings to have any meaningful impact on their existing access to daylight. Indeed, the closest dwelling 'Laurels' would be separated by a distance of approx. 66 metres from unit '4', with this distance increasing between dwellings positioned further east and west. Indeed, these properties' access to daylight would not be undermined by overshadowing from the proposed buildings. In addition, a landscape buffer, including a raised earth bund planted with coniferous trees and thicket hedging proposed along the majority of the site's northern boundary, would greatly assist in mitigating the development's impact on residents' southern outlook. While it is otherwise accepted that there will undoubtedly be some level of unavoidable impact on residents' outlook during the construction phase and prior to the landscape buffer's establishment, it is considered that such adversities could be sufficiently mitigated by these measures in the longer term.
- 7.24 It is otherwise considered that the proposed landscaping, circulation routes and office entrance features would work to promote legibility across the site, while ensuring a well-integrated and functional development.
- 7.25 It is thus found that the submitted information satisfies the requirements of the relevant condition part and the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP7.2 (Parking proposals and standards), SCLP7.1 (Sustainable transport), SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.26 This reserved matter is therefore fulfilled and should be approved.

### Access

- 7.27 Part two of the reserved matters seeks all details of the siting of all buildings and the means of access from an existing or proposed highway. The principle of the single main vehicular access for the site onto the A14 was established under the outline planning permission alongside the effects of traffic generation from this scale of development on the highway network. Therefore, although access details were not approved in detail as part of the outline they did require thorough consideration within the original Transport Assessment and approval of Highways England in order to accept the principle of that consent. This application confirms the detailed design of access improvements along with all internal access arrangements.

- 7.28 The relevant documents submitted to fulfil this part include:
- 18168 P0116 Rev. G (Masterplan);
  - 18168 P0108 Rev. E (Units 1-2 Site Plan - Pedestrian Routes);
  - 18168 P0106 Rev. E (Units 1-2 Site Plan - Tracking);
  - 18168 P0102 Rev. F (Units 1-2 Site Plan);
  - 18168 P0109 Rev. C (Unit 4 site plan - Pedestrian Routes);
  - 18168 P0107 Rev. C (Unit 4 site plan - Tracking);
  - 18168 P0103 Rev. C (Unit 4 site plan);
  - FX-LE-GEN-XX-DR-CE-010 Rev. A (Highway lighting layout);
  - FX-LE-GEN-XX-DR-CE-009 (Highway kerbing and construction);
  - FX-LE-GEN-XX-DR-CE-008 Rev. A (Highway drainage layout);
  - FX-LE-GEN-XX-DR-CE-006 Rev. A (Highway typical cross sections);
  - FX-LE-GEN-XX-DR-CE-004 Rev. A (Highway drainage details);
  - FX-LE-GEN-XX-DR-CE-003 Rev. A (Planning swept path analysis);
  - FX-LE-GEN-XX-DR-CE-002 Rev. A (Highway geometry alignment);
  - FX-LE-GEN-XX-DR-CE-001 Rev. C (Highway general arrangement);
  - 18168 P0120 Rev. A (Emergency access road).
- 7.29 Site-wide access is proposed via the existing Orwell Crossing A14 eastbound (between junction 57/58) vehicular entrance which is a 'left in, left out' merge/diverge arrangement. It is proposed that this access will be upgraded via a condition and Section 278 agreement. This aspect is the responsibility of Highways England as statutory consultee as the A14 is a trunk road. They have confirmed that they have no objection to the site access arrangements.
- 7.30 Within the site, a network of new accessways will serve separate dedicated entrances to each of the three proposed warehouses, while new shared pedestrian footways/cycleways will lead to each unit's wheelchair accessible entrance buildings. The proposed arrangement will help mitigate conflict between large commercial vehicles and private car users while assisting each individual operator with the secure management of their warehouse unit and associated curtilage. Internal access arrangements are the responsibility of the Highway Authority as a statutory consultee and they have confirmed that they have no objection to the plans. It is however anticipated that the internal roads of the site will not be adopted highway and will instead be privately managed roads.
- 7.31 A new vehicular/pedestrian/cycleway connection is also proposed to Lytham Road, thereby providing an important link to the Ransomes Industrial Estate towards ensuring the development is appropriately integrated with other neighbouring land uses. Permeability for pedestrian/cycle users will also be secured, thereby enabling access to other sustainable transport options, including local Bus links and cycle networks.
- 7.32 Further, it is proposed that the existing Public Rights of Way (PRoW) - known as footpath ref. 1, Nacton Parish - which currently dissects the site's eastern half, will be diverted and upgraded to provide a shared pedestrian/cycleway, with new street lighting, crossing points and dropped kerbs, which will link the existing footway serving the northern 'Shepherd and Dog' level-crossing and the site's southern entrance. While it is noted that consultation responses from Network Rail have sought to resist linkages to the 'Shepherd and Dog' crossing due to safety concerns relating to the intensification of its use - as may be brought about by the PROW diversion/improvements within the application site - Council officers are minded that, due to the long-standing nature of the established

crossing point outside of the site, the proposed enhancement of linkages to it should not be used as a reason to prejudice the proposal, as sought herein.

- 7.33 In consultation with Suffolk County Council Highway Authority, Network Rail, Highways England and Ipswich Borough Council, it is therefore considered that the submitted information sufficiently satisfies the requirements of the relevant condition.
- 7.34 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP7.2 (Parking proposals and standards), SCLP7.1 (Sustainable transport), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.35 This reserved matter is therefore fulfilled and should be approved.

### Building design

- 7.36 Part three of the reserved matters seeks all design details of all proposed buildings.
- 7.37 The relevant documents submitted to fulfil this part include:
- 18168 P1001 Rev. C (Unit 1 - Warehouse Plan);
  - 18168 P1004 Rev. C (Unit 1 - Elevations and Section);
  - 18168 P1005 Rev. B (Unit 1 - Roof Plan);
  - 18168 P1002 Rev. C (Unit 1 - Main Office Plan);
  - 18168 P1003 Rev. B (Unit 1 - Transport Office Plan);
  - 18168 P1006 Rev. B (Unit 1 - Gatehouse Layout and Elevations);
  - 18168 P2001 Rev. C (Unit 2 - Warehouse Plan);
  - 18168 P2003 Rev. C (Unit 2 - Elevations and Section);
  - 18168 P2004 Rev. B (Unit 2 - Roof Plan);
  - 18168 P2002 Rev. C (Unit 2 - Main Office Plan);
  - 18168 P2005 Rev. A (Unit 2 - Transport Office Plan);
  - 18168 P2006 Rev. A (Unit 2 - Gatehouse Layout and Elevations);
  - 18168 P0112 Rev. D (Units 1-2 - Cycle and smoking shelter details);
  - 18168 P4001 Rev. B (Unit 4 - Warehouse Plan);
  - 18168 P4004 Rev. B (Unit 4 - Elevations);
  - 18168 P4005 Rev. A (Unit 4 - Roof Plan);
  - 18168 P4002 Rev. A (Unit 4 - Main Office Plan);
  - 18168 P4003 Rev. A (Unit 4 - transport office plan);
  - 18168 P4006 Rev. A (Unit 4 - gatehouse layout and elevations);
  - 18168 P0113 Rev. B (Unit 4 - Cycle and smoking shelter details);
  - 18168 P0119 Rev. A (External facing and roofing materials).
- 7.38 The warehouse units and ancillary structures will have a neutral utilitarian appearance comprising matching silver/grey/anthracite metal cladding which will provide a sense of visual cohesion across the wider site.
- 7.39 Each unit has been orientated with a frontage towards the A14 where the use of glazing and curtain walling around building entrances will improve legibility for visitors, while providing each with a sense of arrival. This arrangement also provides occupants with a commercial frontage through which to visually convey brand identity.

- 7.40 While the scale of the buildings are extensive, the site is otherwise considered to hold sufficient capacity to accommodate the proposal without resulting in its overdevelopment. Further, the massing and height of the warehouses, which have been optimised for the commercial requirements of occupants, are not - given the degree of separation, the site's topography, proposed landscaping/planting and other boundary features - considered to represent an unacceptable visual intrusion on the prevailing landscape or outlook of dwellings fronting Felixstowe Road.
- 7.41 It is thus considered that the submitted information satisfies the requirements of the relevant condition part. Accordingly, the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.42 This reserved matter is therefore fulfilled and should be approved.

#### Hard/soft landscaping and levels

- 7.43 Parts four and five of the reserved matters seek all details of landscaping proposed within the site and on the site's boundaries, as well as a landscaping designs showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels.
- 7.44 The relevant documents submitted to fulfil this part include:
- 18168 P0110 Rev. E (Units 1-2 Site Plan - External Finishes);
  - 18168 P0104 Rev. E (Units 1-2 Site Plan - Fence Layout);
  - 18168 P0102 Rev. F (Units 1-2 Site Plan);
  - 18168 P0105 Rev. C (Unit 4 site plan - fence layout);
  - 18168 P0103 Rev. C (Unit 4 site plan);
  - 18168 P0111 Rev. C (Unit 4 site plan - external finishes);
  - 2113/21-RP02 Rev. A (Landscape design statement);
  - 2113-21-16 Rev. A (Detailed landscape plan sheet 5 of 5 - unit 3);
  - 2113-21-15 Rev. A (Detailed landscape plan sheet 4 of 5 - unit 3);
  - 2113-21-14 Rev. A (Detailed landscape plan sheet 3 of 5 - unit 2);
  - 2113-21-13 Rev. A (Detailed landscape plan sheet 2 of 5 - unit 2);
  - 2113-21-12 Rev. A (Detailed landscape plan sheet 1 of 5 - unit 1);
  - 2113-21-11 Rev. B (Tree protection retention and removal plan);
  - 2113-21-10 Rev. B (Tree protection retention and removal plan);
  - 2113-21-09 Rev. A (Tree constraints plan sheet 3 of 3);
  - 2113-21-08 Rev. A (Tree constraints plan sheet 2 of 3);
  - 2113-21-07 Rev. A (Tree constraints plan sheet 1 of 3);
  - 2113-21-05 Rev. B (Tree constraints plan sheet 1 of 3);
  - 2113-21-04 Rev. C (Landscape concept sections);
  - 2113-21-03 Rev. F (Landscape concept plan sheet 2 of 2);
  - 2113-21-02 Rev. F (Landscape concept plan sheet 1 of 2);
  - 2113-21-05 Rev. B (Site wide cross sections);
  - 128400/2004 Rev. B (Proposed Cut and Fill);
  - 128400/2003 Rev. A (Proposed Finished Levels Sheet 2);
  - 128400/2002 Rev. B (Proposed Finished Levels Sheet 1).

- 7.45 The submitted information includes a comprehensive landscaping/planting scheme with details of all boundary treatments, surfacing materials and site levels.
- 7.46 The proposed fencing scheme for each of the warehouse units includes the use of 2.4-metre-high paladin security fencing (coloured black) to operational service yard/ HGV parking areas. The use of 2.4-metre-high timber 'hit and miss' fencing would also be applied to contain each unit's refuse storage area and close-boarded acoustic fencing is included where appropriate.
- 7.47 The submitted landscape planting plans are comprehensive in their detail and show substantial tree and scrub planting around the site with internal ornamental planting around the service buildings and car park areas. Existing on-site trees and those just off-site have been assessed according to the guidance contained in BS5837:2012. The majority of trees can be retained and where trees need to be removed, such losses will be suitably mitigated by the proposed new planting.
- 7.48 Proposed surfacing treatments, including concreted service yards, tarmacked access roads, block paved parking areas and grassed/gravel areas would appear congruent with the proposed use.
- 7.49 In consultation with the Council's Ecologist and Arboricultural & Landscape Manager, it is thus considered that the submitted information satisfies the requirements of the relevant condition part.
- 7.50 Accordingly, the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.1 (Biodiversity and geodiversity), SCLP10.3 (Environmental quality), SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.51 This reserved matter is therefore fulfilled and should be approved.

#### Landscape maintenance

- 7.52 Part six of the reserved matters seeks details of the arrangements to be made for the future maintenance of landscaped and other open areas.
- 7.53 The relevant document submitted to fulfil this part is:
- 2113/21-RP01 Rev. B (Landscape maintenance and management plan).
- 7.54 The submitted plan provides a detailed matrix of maintenance and management operations to be undertaken by the landscape contractor for the first year following practical completion, and for ten years thereafter by the site's management. A regime for monitoring and reviewing these operations is also included.
- 7.55 In consultation with the Council's Arboricultural and Landscape Manager, it is considered that the submitted information satisfies the requirements of the relevant condition part.
- 7.56 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.1 (Biodiversity and

geodiversity), SCLP10.3 (Environmental quality), SCLP10.4 (Landscape character), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).

7.57 This reserved matter is therefore fulfilled and should be approved.

#### Energy/ water consumption and waste management

7.58 Part seven of the reserved matters seeks details of the measures sought to minimise water and energy consumption and to provide for recycling of waste.

7.59 The relevant documents submitted to fulfil this part include:

- 20-029 P2 (BREEAM 2018 Pre-assessment);
- Energy Strategy (Rev. P2 - June 2021);

7.60 The submitted information demonstrates that each of the warehouse units would be built to a BREEAM standards 'very good' rating, which is confirmed as suitable for the proposed development. The inclusion of photovoltaics and Air Source Heat Pumps (ASHP) for on-site generation is also included, as well as passive design principles, rainwater harvesting measures, high efficiency lighting and refuse/recycling storage areas.

7.61 It is thus considered that the submitted information satisfies the requirements of the relevant condition part and it is therefore concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP9.1 (Low carbon and renewable energy), SCLP9.2 (Sustainable construction), SCLP10.3 (Environmental quality), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).

7.62 This part of condition 1 is therefore fulfilled and should be discharged.

#### Drainage

7.63 Part eight of the reserved matters seeks details of the layout of foul sewers and surface water drains.

7.64 The relevant documents submitted to fulfil this part include:

- 128400 Rev. 4.1 (Drainage Strategy Review);
- 128400/2000 Rev. C (Proposed Drainage Layout Sheet 1);
- 128400/2001 Rev. A (Proposed Drainage Layout Sheet 2);
- 128400/2004 Rev. B (Proposed Cut and Fill);
- 128400/2003 Rev. A (Proposed Finished Levels Sheet 2);
- 128400/2002 Rev. B (Proposed Finished Levels Sheet 1);
- FX-LE-GEN-XX-DR-CE-008 Rev. A (Highway drainage layout);
- FX-LE-GEN-XX-DR-CE-004 Rev. A (Highway drainage details).

7.65 A comprehensive site wide drainage strategy, including details of foul and surface water management, has been submitted which demonstrate the proposed surface water management strategy and engineering works established acceptable principles for how surface water will be managed as an integral part of the development.



- 7.66 The submitted information otherwise confirms that discussion is currently ongoing with Anglian Water to requisition a connection to the public sewer network for the proposed site with flows first draining to a centrally located foul pumping station prior to being pumped to the point of connection to the public sewer. In the meantime, cesspits will be provided to serve each plot as a temporary solution until a connection to the public sewer has been agreed and made.
- 7.67 In consultation with the Suffolk County Council as Lead Local Flood Authority (LLFA) and Suffolk County Council Highway Authority, it is considered that the submitted information satisfies the requirements of the relevant condition part.
- 7.68 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP9.5 (Flood Risk), SCLP9.6 (Sustainable drainage systems), SCLP9.7 (Holistic water management), SCLP10.3 (Environmental quality), SCLP11.1 (Design quality,) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.69 This part is therefore fulfilled and should be discharged.

#### Vehicle parking/manoeuvring/loading areas

- 7.70 Part nine of the reserved matters seeks details of the provision to be made for the parking, loading and unloading of vehicles.
- 7.71 The relevant documents submitted to fulfil this part include:
- 18168 P0102 Rev. F (Units 1-2 Site Plan);
  - 18168 P0103 Rev. C (Unit 4 site plan);
  - 18168 P0113 Rev. B (Unit 4 - Cycle and smoking shelter details);
  - 18168 P0112 Rev. D (Units 1-2 - Cycle Shelter Details).
- 7.72 Separate car parking for each unit is proposed with a combined total of 915 car parking spaces, 396 cycle spaces (including cycle shelters) and a suitable proportion of disability accessible spaces close to building entrances.
- 7.73 The aggregate of parking spaces dedicated to each unit is as follows:
- Unit 1 - 243 car parking spaces (including 13 disabled) and 88 cycle parking spaces;
  - Unit 2 - 248 car parking spaces (including 13 disabled) and 88 cycle parking spaces;
  - Unit 4 - 424 car parking spaces (including 22 disabled) and 220 cycle parking spaces.
- 7.74 In addition, it is proposed that 20 per cent of all car parking spaces will offer active electric vehicle charging (i.e. the equipped with the physical apparatus to plug-in and charge vehicles), while a further 20 per cent of spaces equip with the means to be upgraded to active provision in the future (i.e. passive).
- 7.75 A total 213 HGV parking spaces will also be provided across the wider site. For the purpose of Paragraph 109 of the NPPF this facility will adequately address the HGV parking needs of each unit. This is not proposed as general parking for passing HGV and this application is not required to deliver such a facility. The existing truck stop is a part of the current full planning application for the site.

- 7.76 In consultation with the Suffolk County Council Highway Authority, it is considered that the submitted information satisfies the requirements of the relevant condition part.
- 7.77 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP7.2 (Parking proposals and standards), SCLP7.1 (Sustainable transport), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.78 This reserved matter is therefore fulfilled and should be approved.

#### Means of enclosure

- 7.79 Part ten of the reserved matters seeks details of the alignment, height and materials of all walls and fences and other means of enclosure.
- 7.80 The relevant documents submitted to fulfil this part include:
- 18168 P0104 Rev. E (Units 1-2 Site Plan - Fence Layout);
  - 18168 P0105 Rev. C (Unit 4 site plan - Fence Layout);
  - Noise Assessment' (784-B026698 - June 2021).
- 7.81 The above drawings demonstrate a boundary fencing scheme for each of the proposed warehouse units curtilage areas, including the use of 2.4 metre high paladin security fencing (coloured black) to each units operational service yard/ HGV parking areas. The use of 2.4 metre high timber 'hit and miss' fencing would also be applied to contain each unit's refuse storage area.
- 7.82 In-line with the mitigation measures outlined within the submitted Noise Assessment, additional close boarded acoustic fence will be installed to a height of 2 metres along the northern curtilage boundaries of units 1 and 2 to reduce the impacts of operational noise emanating from each unit's associated service yard.
- 7.83 In consultation with the Council's Arboricultural and Landscape Manager, it is considered that the submitted information satisfies the requirements of the relevant condition part.
- 7.84 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.85 This part is therefore fulfilled and should be discharged.

#### \*Condition 4 - Travel Plan\*

- 7.86 Condition 4 of DC/17/4257/OUT requires the submission of a Travel Plan setting out details of the travel arrangements to and from the application site, including monitoring provisions.
- 7.87 The relevant document submitted to fulfil this condition is:
- 'Orwell Crossing, Nacton Heath: Framework Travel Plan' (version 3 - June 2021).

- 7.88 An initial consultation response from Suffolk County Council Highway Authority (dated 23 April 2021) requested further information on several outstanding matters, including landowner confirmation of a formal pedestrian and cycle link between the site and Ransomes via Lytham Road. Other matters, such as the setting up of a management group and appointment of a Travel Plan coordinator, were also sought. Proposed cycle shelters were also found to be inadequate for long-stay parking and insufficient information on the program for Travel Plan monitoring, including annual funding commitments from the applicant to support Suffolk County Council in their oversight of the Travel Plan for a minimum of five years, were also outstanding.
- 7.89 A subsequent consultation response from Suffolk County Council Highway Authority (dated 10 August 2021) confirmed that prior concerns had been sufficiently addressed within the latest Framework Travel Plan document submission and that, subject to the applicant's agreement to commit an annual payment to enable Suffolk County Council to oversee delivery and monitoring of the Travel Plan, all concerns would be suitably addressed.
- 7.90 It is noted that Suffolk County Council Highway Authority have sought agreement by the applicant to secure a Travel Plan Evaluation and Support Contribution in order to fund the resource needed to oversee the annual implementation and monitoring of the submitted Travel Plan. Council officers are currently exploring the feasibility of such a request given the reserved matters nature of this application. Such matters will be detailed further within the planning committee update sheet.
- 7.91 In consultation with Highways England and Suffolk County Council Highway Authority, it is considered that the submitted information satisfies the requirements of the relevant condition.
- 7.92 It is thus found that the submitted information satisfies the requirements of the relevant condition and the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP7.1 (Sustainable transport) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.93 This condition is therefore fulfilled and should be discharged.

**\*Condition 5 - External lighting\***

- 7.94 Condition 5 of DC/17/4257/OUT requires the submission of all external lighting details for approval by the Local Planning Authority Prior to installation.
- 7.95 The relevant documents submitted to fulfil this condition are:
- '20-029-ex-001 rev.pl2 - indicative site external lighting layout';
  - '20-029 rev. 2 (June 2021) - external led lighting assessment report'.
- 7.96 In consultation with Natural England and the Council's Ecologist, Landscape Manager and Environmental Protection Team, no concerns or objections are raised in response to the proposed external lighting scheme's impact on the wider environment, landscape (including AONB) or biodiversity. Indeed, the submitted documents indicate that proposed external lighting would not significantly illuminate the boundary vegetation above the

level of 1 lux, other than around the site entrance and within a modest area close to the northern boundary adjacent to railway line. The site entrance is currently already well-lit and it is not therefore considered that proposed additional lighting of this area as a result of the new development will result in a significant adverse impact on nocturnal wildlife.

- 7.97 Further, the conclusions of the submitted report demonstrate a carefully considered lighting solution that will ensure the protection of the immediate environment, including neighbouring properties, from glare resulting from the use of lamp shielding/orientation, appropriate mounting heights and choice of luminaires.
- 7.98 In consultation with the Council's Ecologist, Arboriculture & Landscape Manager and Suffolk County Council Highway Authority, it is thus considered that the submitted information satisfies the requirements of the relevant condition.
- 7.99 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.1 (Biodiversity and geodiversity), SCLP10.3 (Environmental quality), SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.100 This condition is therefore fulfilled and should be discharged.

**\*Condition 7 - Phasing Management Plan\***

- 7.101 Condition 7 of DC/17/4257/OUT requires the submission a phasing management plan to include timescales and order of phasing for approval by the Local Planning Authority prior to commencement.
- 7.102 The relevant document submitted to fulfil this condition is:
- 18168 P0117 Rev. E (Phasing Plan).
- 7.103 The submitted information demonstrates a suitable arrangement for the phasing of development across the site with 'Phase 1' comprising the proposed site access and the construction of units '1' and '2' towards the west of the site, followed by 'Phase 2' comprising unit '4' within the site's eastern half. This arrangement appears a logical approach to the site's development over an approx. two-year build-period.
- 7.104 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.1 (Biodiversity and geodiversity), SCLP10.3 (Environmental quality), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.105 This condition is therefore fulfilled and should be discharged.

**\*Condition 8 - Surface Water Management Strategy\***

- 7.106 Condition 8 of DC/17/4257/OUT requires the submission of a Surface Water Management Strategy for approval by the Local Planning Authority prior to each phase of the development.
- 7.107 The relevant documents submitted to fulfil this condition are:

- '128400 Rev. 4.1' (Drainage Strategy Review - June 2021);
- '128400/2000 Rev. C' (Proposed Drainage Layout Sheet 1);
- '128400/2001 Rev. A' (Proposed Drainage Layout Sheet 2);
- '128400/2004 Rev. B' (Proposed Cut and Fill);
- '128400/2003 Rev. A' (Proposed Finished Levels Sheet 2);
- '128400/2002 Rev. B' (Proposed Finished Levels Sheet 1).

7.108 In consultation with the East Suffolk Drainage Board and Suffolk County Council - as Lead Local Flood Authority (LLFA) - it is confirmed that the proposed surface water management strategy and engineering works, as set out within the above documents, establish acceptable principles for how surface water will be managed as an integral part of the development.

7.109 Subject to the conditions proposed within the LLFA's response dated 20 May 2021, condition 8 will have therefore been complied with to the Local Planning Authorities satisfaction.

7.110 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP9.5 (Flood Risk), SCLP9.6 (Sustainable drainage systems), SCLP9.7 (Holistic water management), SCLP10.3 (Environmental quality), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).

7.111 This condition is therefore fulfilled and should be discharged.

**\*Condition 9 - Construction Management Plan\***

7.112 Condition 9 of DC/17/4257/OUT requires the submission of a Construction Management Plan for approval by the Local Planning Authority.

7.113 The relevant document submitted to fulfil this condition is:

- 'Construction Management Plan' (1839C/ March 2021).

7.114 In consultation with the Council's Environmental Protection Team, it is found that the proposed construction methods, techniques and management arrangements/practices, as set out within the above document are acceptable and, subject to the works being carried out in complete accordance with such details, condition 9 will have been complied with to the satisfaction of the Local Planning Authority.

7.115 It is thus considered that the submitted information satisfies the requirements of the relevant condition part and it is therefore concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP9.2 (Sustainable construction), SCLP10.3 (Environmental quality), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).

7.116 This condition is therefore fulfilled and should be discharged.

**\*Condition 10 - Site Wide Masterplan Document (SWMD)\***

7.117 Condition 10 of DC/17/4257/OUT requires the submission of a SWMD including the form, heights, materials and general arrangement of all buildings; the hierarchy for roads and public spaces, as well as design principles for car parking and the public realm. The condition also requires the submission of a two-dimensional layout drawing showing the arrangement of buildings, their maximum heights, as well as existing landscape features to be retained and proposed structural planting. Such information is to be submitted alongside the first application for approval of the reserved matters.

7.118 The relevant documents submitted to fulfil this condition are:

- 18168 P0101 Rev. B (Location plan);
- 18168 P0118 Rev. E (Parameters Plan);
- 18168 P0116 Rev. G (Masterplan);
- 18168 P0102 Rev. F (Units 1-2 Site Plan);
- 18168 P0103 Rev. C (Unit 4 site plan);
- 18168 P0119 Rev. A (External facing and roofing materials).
- 2113-21-11 Rev. B (Tree protection retention and removal plan);
- 2113-21-10 Rev. B (Tree protection retention and removal plan);
- 2113/21-RP01 Rev. B (Landscape maintenance and management plan);
- 2113/21-RP02 Rev. A (Landscape design statement).

7.119 As per the above assessment of design, access and landscaping information submitted in support of condition 1 (the 'Reserved Matters') and other conditions as set out below, in consultation with the Council's Arboriculture and Landscape Manager and Suffolk County Council Highway Authority, it is considered that the submitted information satisfies the requirements of the relevant condition.

7.120 It is thus found that the submitted information satisfies the requirements of the relevant condition part and the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP7.2 (Parking proposals and standards), SCLP7.1 (Sustainable transport), SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).

7.121 This condition is therefore fulfilled and should be discharged.

\*Condition 11 - External facing and roofing materials\*

7.122 Condition 11 of DC/17/4257/OUT requires the submission of external facing and roofing materials details for approval by the Local Planning Authority prior to each phase of the development.

7.123 The relevant document submitted to fulfil this condition is:

- 18168 P0119 Rev. A (External facing and roofing materials).

7.124 As per the above assessment of design information submitted in support of condition 1 (the 'Reserved Matters'), in consultation with the Council's Arboriculture and Landscape Manager it is considered that proposed materials would be appropriate and the requirements of this condition have therefore been satisfied to the Local Planning Authority's satisfaction.

7.125 It is thus found that the submitted information satisfies the requirements of the relevant condition part and the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).

7.126 This condition is therefore fulfilled and should be discharged.

\*Condition 12 - Roads and footways\*

7.127 Condition 12 of DC/17/4257/OUT requires the submission of details of the roads and footways within the site, (including layout, levels, gradients, surfacing and means of surface water drainage) for approval by the Local Planning Authority prior to each phase of the development.

7.128 The relevant documents submitted to fulfil this condition are:

- 18168 P0102 Rev. F (Units 1-2 Site Plan);
- 18168 P0110 Rev. E (Units 1-2 Site Plan - External Finishes);
- 18168 P0108 Rev. E (Units 1-2 Site Plan - Pedestrian Routes);
- 18168 P0106 Rev. E (Units 1-2 Site Plan - Tracking);
- 18168 P0103 Rev. C (Unit 4 site plan);
- 18168 P0111 Rev. C (Unit 4 site plan - external finishes);
- 18168 P0109 Rev. C (Unit 4 site plan - pedestrian routes);
- 18168 P0107 Rev. C (Unit 4 site plan - tracking);
- FX-LE-GEN-XX-DR-CE-010 Rev. A (Highway lighting layout);
- FX-LE-GEN-XX-DR-CE-009 (Highway kerbing and construction);
- FX-LE-GEN-XX-DR-CE-008 Rev. A (Highway drainage layout);
- FX-LE-GEN-XX-DR-CE-006 Rev. A (Highway typical cross sections);
- FX-LE-GEN-XX-DR-CE-004 Rev. A (Highway drainage details);
- FX-LE-GEN-XX-DR-CE-003 Rev. A (Planning swept path analysis);
- FX-LE-GEN-XX-DR-CE-002 Rev. A (Highway geometry alignment);
- FX-LE-GEN-XX-DR-CE-001 Rev. C (Highway general arrangement);
- 18168 P0120 Rev. A (Emergency access road);
- 128400 Rev. 4.1 (Drainage Strategy Review);
- 128400/2000 Rev. C (Proposed Drainage Layout Sheet 1);
- 128400/2001 Rev. A (Proposed Drainage Layout Sheet 2);
- 128400/2004 Rev. B (Proposed Cut and Fill);
- 128400/2003 Rev. A (Proposed Finished Levels Sheet 2);
- 128400/2002 Rev. B (Proposed Finished Levels Sheet 1).

7.129 As per the above assessment of design and access information submitted in support of condition 1 (the 'Reserved Matters'), in consultation with the Suffolk County Council Highway Authority and Lead Local Flood Authority, it is considered that proposed design of roads and footways within the site would be appropriate. The requirement of this condition has therefore been satisfied to the Local Planning Authority's satisfaction.

7.130 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP7.2 (Parking proposals and standards), SCLP7.1 (Sustainable transport), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).

7.131 This condition is therefore fulfilled and should be discharged.

**\*Condition 13 - Electric vehicle charging\***

7.132 Condition 13 of DC/17/4257/OUT requires the submission of electric vehicle charging facility details for approval by the Local Planning Authority prior to each phase of the development.

7.133 The relevant documents submitted to fulfil this condition are:

- 18168 P0102 Rev. F (Units 1-2 Site Plan);
- 18168 P0103 Rev. C (Unit 4 site plan);
- 20-029-EX-006 Rev. PL2 (Indicative unit 3 EVC layout);
- 20-029-EX-005 Rev. PL2 (Indicative units 1-2 EVC layout).

7.134 As per the above assessment of design information submitted in support of condition 1 (the 'Reserved Matters'), in consultation with Suffolk County Council Highway Authority it is considered that proposed arrangements for electric vehicle charging would be appropriate and the requirements of this condition has been satisfied to the Local Planning Authority's satisfaction.

7.135 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP7.2 (Parking proposals and standards), SCLP7.1 (Sustainable transport), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).

7.136 This condition is therefore fulfilled and should be discharged.

**\*Condition 14 - Parameter plan\***

7.137 Condition 14 of DC/17/4257/OUT requires the submission a parameter plan showing the heights and position of all buildings on site for approval by the Local Planning Authority within the first phase application.

7.138 The relevant documents submitted to fulfil this condition are:

- 18168 P0118 Rev. E (Parameters Plan);
- Landscape and Visual Impact Appraisal (LVIA): Addendum (June 2021).

7.139 In consultation with the Council's Arboriculture and Landscape Manager, it is found that the conclusions of the submitted LVIA align with those of the original draft LVIA submitted at Outline planning stage; which was based on agreed worst case type parameters.

7.140 Given that the proposed design remains within those parameters, no additional unforeseen adverse effects are considered likely to arise in terms of landscape and visual amenity. Indeed, the site is essentially Ipswich urban fringe and separated from the wider rural landscape by the A14, so the development of the site will remain as of typical urban fringe character.



- 7.141 The site also happens to fall within the AONB which is a historic legacy from pre-A14 times. However, its development will have no impact on the character of the wider AONB as the character of the site itself remains essentially unaltered as urban fringe and wholly atypical of the rural landscape character of the AONB.
- 7.142 Once constructed, the built form of the development would be visible in the immediate surrounding locality of the site and where seen from the local rural landscape, it would be seen against the existing built up edge of Ipswich and would not appear excessively discordant when viewed within that context.
- 7.143 The proposed development is thus found to have negligible effect on the wider landscape because of the site's containment by the A14 and surrounding commercial development. While some dwellings along Felixstowe Road would experience a change in outlook proposed planting will help to mitigate such impacts towards offsetting such changes.
- 7.144 It is thus found that the submitted information satisfies the requirements of the relevant condition and the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.145 This condition is therefore fulfilled and should be discharged.

\*Condition 16 - Boundary treatments details\*

- 7.146 Condition 16 of DC/17/4257/OUT requires the submission of boundary treatments and enhancements for approval by the Local Planning Authority prior to each phase of the development.
- 7.147 The relevant documents submitted to fulfil this condition are:
- 18168 P0116 Rev. G (Masterplan);
  - 18168 P0102 Rev. F (Units 1-2 Site Plan);
  - 18168 P0110 Rev. E (Units 1-2 Site Plan - External Finishes);
  - 18168 P0104 Rev. E (Units 1-2 Site Plan - Fence Layout);
  - 18168 P0103 Rev. C (Unit 4 site plan);
  - 18168 P0111 Rev. C (Unit 4 site plan - external finishes);
  - 18168 P0105 Rev. C (Unit 4 site plan - fence layout);
  - 2113-21-05 Rev. B (Site wide cross sections);
  - 2113-21-16 Rev. A (Detailed landscape plan sheet 5 of 5 - unit 3);
  - 2113-21-15 Rev. A (Detailed landscape plan sheet 4 of 5 - unit 3);
  - 2113-21-14 Rev. A (Detailed landscape plan sheet 3 of 5 - unit 2);
  - 2113-21-13 Rev. A (Detailed landscape plan sheet 2 of 5 - unit 2);
  - 2113-21-12 Rev. A (Detailed landscape plan sheet 1 of 5 - unit 1).
- 7.148 As per the above assessment of design information submitted in support of condition 1 (the 'Reserved Matters'), in consultation with the Council's Arboriculture and Landscape Manager it is considered that proposed boundary treatments and enhancements would be appropriate and the requirements of this condition has been satisfied to the Local Planning Authority's satisfaction.

7.149 It is thus found that the submitted information satisfies the requirements of the relevant condition and the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.4 (Landscape character), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).

7.150 This condition is therefore fulfilled and should be discharged.

**\*Condition 17 - Noise attenuation assessment\***

7.151 Condition 17 of DC/17/4257/OUT requires the submission of a Noise Attenuation Assessment for approval by the Local Planning Authority prior to each phase of development.

7.152 The relevant document submitted to fulfil this condition is:

- 'Noise Assessment' (784-B026698 - June 2021).

7.153 In consultation with the Council's Environmental Protection Team, it is found that the conclusions set out within the above report demonstrate that with appropriate mitigation measures cumulative operational noise levels during the daytime and night-time periods are predicted to be below the guideline noise intrusion criteria at nearby properties (assuming both a windows-open and a windows-closed scenario). Such measures include:

- The erection of two 2.0m acoustic barriers positioned to the north of the service yards for units one and two in order to screen properties to the north of the Felixstowe Road from delivery activities taking place within these two yards;
- Restrictions for maximum noise level limits for proposed building service plant to achieve a rating level which is at least 10 dB below the existing background noise level during both the daytime and night-time periods at the closest sensitive receptor locations.

7.154 Accordingly, the proposed Phase 1 development is unlikely to result in any unacceptable adverse impact on health or wellbeing of nearby residents. As such, subject to agreed noise levels being observed and proposed mitigation measures installed in complete accordance with the submitted document, condition 17 will have been complied with to the satisfaction of the Local Planning Authority.

7.155 In consultation with the Council's Environmental Protection Team, it is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP10.3 (Environmental quality), SCLP11.1 (Design quality), SCLP11.2 (Residential amenity) and SCLP12.21 (Ransomes, Nacton Heath).

7.156 This condition is therefore fulfilled and should be discharged.

**\*Condition 18 - Link road\***

- 7.157 Condition 18 of DC/17/4257/OUT requires the submission of details showing a link road up to the boundary of the site with Lytham Road for approval by the Local Planning Authority prior to commencement.
- 7.158 The relevant documents submitted to fulfil this condition are:
- FX-LE-GEN-XX-DR-CE-010 Rev. A (Highway lighting layout);
  - FX-LE-GEN-XX-DR-CE-009 (Highway kerbing and construction);
  - FX-LE-GEN-XX-DR-CE-008 Rev. A (Highway drainage layout);
  - FX-LE-GEN-XX-DR-CE-006 Rev. A (Highway typical cross sections);
  - FX-LE-GEN-XX-DR-CE-004 Rev. A (Highway drainage details);
  - FX-LE-GEN-XX-DR-CE-003 Rev. A (Planning swept path analysis);
  - FX-LE-GEN-XX-DR-CE-002 Rev. A (Highway geometry alignment);
  - FX-LE-GEN-XX-DR-CE-001 Rev. C (Highway general arrangement);
  - 18168 P0120 Rev. A (Emergency access road).
- 7.159 In consultation with the County Council Highway Authority and County Council Public Rights of Way and Access Team, it is found that information submitted in support of this condition sufficiently demonstrates an appropriate link road arrangement, including emergency access gate and footways/cycleways and crossing point.
- 7.160 It is thus concluded that the proposal would not undermine the requirements of the NPPF nor the relevant policies of the adopted Local Plan, including SCLP7.1 (Sustainable transport), SCLP11.1 (Design quality) and SCLP12.21 (Ransomes, Nacton Heath).
- 7.161 This condition is therefore fulfilled and should be discharged.

## **8. Conclusion**

- 8.1 In conclusion, it is found that the proposals included within this reserved matters application remain consistent with the planning principles established by extant outline consent DC/17/4257/OUT, as well as the overriding aims of the Suffolk Coastal Local Plan, including its long-term economic growth strategy for the plan period and site specific policy allocation SCLP12.21; which reinforces The Framework's (para.83) economic objectives in recognising the specific locational and operational requirements of the storage and distribution sector within a suitably accessible location.
- 8.2 The above assessment of all other material planning matters, including those relating to design, landscape, amenity, environment, access, flood risk, drainage etc demonstrate that the development would remain broadly consistent with the objectives of the NPPF and adopted Local Plan, while also providing significant benefits to the Ipswich and Felixstowe area economy, including the provision of approx. 1,180 new employment opportunities and 300 construction jobs over a two-year build program.

## **9. Recommendation**

- 9.1 In accordance with the assessment undertaken herewith, the application is recommended for approval subject to the following planning conditions.

## Conditions:

1. The development hereby permitted shall not be carried out other than in complete accordance with the following approved drawing(s) and document(s):

### Site wide:

- \*18168 P0101 Rev. B (Location plan);
- \*18168 P0118 Rev. E (Parameters Plan);
- \*18168 P0117 Rev. E (Phasing Plan);
- \*18168 P0116 Rev. G (Masterplan);
- \*18168 P0119 Rev. A (External facing and roofing materials).

### Unit 1:

- \*18168 P1001 Rev. C (Unit 1 - Warehouse Plan);
- \*18168 P1004 Rev. C (Unit 1 - Elevations and Section);
- \*18168 P1005 Rev. B (Unit 1 - Roof Plan);
- \*18168 P1002 Rev. C (Unit 1 - Main Office Plan);
- \*18168 P1003 Rev. B (Unit 1 - Transport Office Plan);
- \*18168 P1006 Rev. B (Unit 1 - Gatehouse Layout and Elevations).

### Unit 2:

- \*18168 P2001 Rev. C (Unit 2 - Warehouse Plan);
- \*18168 P2003 Rev. C (Unit 2 - Elevations and Section);
- \*18168 P2004 Rev. B (Unit 2 - Roof Plan);
- \*18168 P2002 Rev. C (Unit 2 - Main Office Plan);
- \*18168 P2005 Rev. A (Unit 2 - Transport Office Plan);
- \*18168 P2006 Rev. A (Unit 2 - Gatehouse Layout and Elevations).

### Unit 1 and 2:

- \*18168 P0102 Rev. F (Units 1-2 Site Plan);
- \*18168 P0110 Rev. E (Units 1-2 Site Plan - External Finishes);
- \*18168 P0108 Rev. E (Units 1-2 Site Plan - Pedestrian Routes);
- \*18168 P0106 Rev. E (Units 1-2 Site Plan - Tracking);
- \*18168 P0104 Rev. E (Units 1-2 Site Plan - Fence Layout);
- \*18168 P0112 Rev. D (Units 1-2 - Cycle Shelter Details).

### Unit 4:

- \*18168 P4001 Rev. B (Unit 4 - Warehouse Plan);
- \*18168 P4004 Rev. B (Unit 4 - Elevations);
- \*18168 P4005 Rev. A (Unit 4 - Roof Plan);
- \*18168 P4002 Rev. A (Unit 4 - Main Office Plan);
- \*18168 P4003 Rev. A (Unit 4 - transport office plan);
- \*18168 P4006 Rev. A (Unit 4 - gatehouse layout and elevations);
- \*18168 P0103 Rev. C (Unit 4 site plan);
- \*18168 P0111 Rev. C (Unit 4 site plan - external finishes);
- \*18168 P0109 Rev. C (Unit 4 site plan - pedestrian routes);
- \*18168 P0107 Rev. C (Unit 4 site plan - tracking);
- \*18168 P0105 Rev. C (Unit 4 site plan - fence layout);
- \*18168 P0113 Rev. B (Unit 4 - Cycle and smoking shelter details);

#### Landscaping and trees:

- \*2113/21-RP01 Rev. B (Landscape maintenance and management plan);
- \*2113-21-05 Rev. B (Site wide cross sections);
- \*566/21 (Pre-development tree survey);
- \*2113-21-16 Rev. A (Detailed landscape plan sheet 5 of 5 - unit 3);
- \*2113-21-15 Rev. A (Detailed landscape plan sheet 4 of 5 - unit 3);
- \*2113-21-14 Rev. A (Detailed landscape plan sheet 3 of 5 - unit 2);
- \*2113-21-13 Rev. A (Detailed landscape plan sheet 2 of 5 - unit 2);
- \*2113-21-12 Rev. A (Detailed landscape plan sheet 1 of 5 - unit 1);
- \*2113-21-11 Rev. B (Tree protection retention and removal plan);
- \*2113-21-10 Rev. B (Tree protection retention and removal plan);
- \*2113-21-09 Rev. A (Tree constraints plan sheet 3 of 3);
- \*2113-21-08 Rev. A (Tree constraints plan sheet 2 of 3);
- \*2113-21-07 Rev. A (Tree constraints plan sheet 1 of 3);
- \*2113-21-05 Rev. B (Tree constraints plan sheet 1 of 3);
- \*2113-21-04 Rev. C (Landscape concept sections);
- \*2113-21-03 Rev. F (Landscape concept plan sheet 2 of 2);
- \*2113-21-02 Rev. F (Landscape concept plan sheet 1 of 2).

#### Transport:

- \*FX-LE-GEN-XX-DR-CE-010 Rev. A (Highway lighting layout);
- \*FX-LE-GEN-XX-DR-CE-009 (Highway kerbing and construction);
- \*FX-LE-GEN-XX-DR-CE-008 Rev. A (Highway drainage layout);
- \*FX-LE-GEN-XX-DR-CE-006 Rev. A (Highway typical cross sections);
- \*FX-LE-GEN-XX-DR-CE-004 Rev. A (Highway drainage details);
- \*FX-LE-GEN-XX-DR-CE-003 Rev. A (Planning swept path analysis);
- \*FX-LE-GEN-XX-DR-CE-002 Rev. A (Highway geometry alignment);
- \*FX-LE-GEN-XX-DR-CE-001 Rev. C (Highway general arrangement);
- \*18168 P0120 Rev. A (Emergency access road).

#### Construction:

- \*Construction Management Plan - March 2021 (received 30 March 2021).

#### Travel Plan:

- \*Orwell Crossing, Nacton Heath: Framework Travel Plan (version 3 - June 2021).

#### Drainage and levels:

- \*128400 Rev. 4.1 (Drainage Strategy Review);
- \*128400/2000 Rev. C (Proposed Drainage Layout Sheet 1);
- \*128400/2001 Rev. A (Proposed Drainage Layout Sheet 2);
- \*128400/2004 Rev. B (Proposed Cut and Fill);
- \*128400/2003 Rev. A (Proposed Finished Levels Sheet 2);
- \*128400/2002 Rev. B (Proposed Finished Levels Sheet 1).

#### Energy and renewables:

- \*20-029 P2 (BREEAM 2018 Pre-assessment)
- \*20-029-EX-006 Rev. PL2 (Indicative unit 3 EVC layout);
- \*20-029-EX-005 Rev. PL2 (Indicative units 1-2 EVC layout);
- \*Energy Strategy (Rev. P2 - June 2021).

Lighting:

\*20-029-EX-001 Rev.PL2 (Indicative site external lighting layout);

\*External LED Lighting Assessment Report (20-029 rev. 2 - June 2021).

Noise:

\*Noise Assessment (784-B026698 - June 2021).

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

2. The materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed by the Local Planning Authority.

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

3. The proposed alterations to the site access from the A14 shall be completed prior to occupation of the new development. These shall be in accordance with the approved drawing no. FX-LE-GEN-XX-DR-CE-001 Rev. C (Highway general arrangement) or any subsequent version(s) as approved by the Local Planning Authority in consultation with Highways England.

Reason: To ensure the continued safe and efficient operation of the A14.

4. Prior to the occupation of each phase of the development, the approved lighting scheme (as per approved drawing no. '20-029-EX-001 Rev.PL2' (Indicative site external lighting layout) shall be fully installed and operational. No additional external lighting shall be installed at the site unless details are first submitted to and approved by the Local Planning Authority. Such details shall include position, operating times, details of luminaires, aiming angles and vertical and horizontal illuminance on areas outside the site. Thereafter the lighting scheme shall be implemented and maintained in accordance with the approved scheme.

Reason: In the interest of amenity and the protection of the local environment and biodiversity.

5. The hereby approved development shall at all times be implemented in complete accordance with the mitigation measures outlined within the 'Orwell Crossing Environmental Report' (10818-001\_September 2017) unless otherwise agreed by the Local Planning Authority.

Reason: In the interests of safeguarding the natural environment, biodiversity and protected species.

6. No development shall commence until full details of the strategy for the disposal of surface water on the site have been submitted to and approved by the Local Planning Authority (LPA).

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

7. No development shall commence until full details of the implementation, maintenance and management of the approved strategy for the disposal of surface water across the site have been submitted to and approved by the Local Planning Authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details unless otherwise agreed by the Local Planning Authority.

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

8. Within 28 days of practical completion of each phase of the development, a surface water drainage verification report (which shall sufficiently verify that the surface water drainage system has been fully inspected, is built correctly and functions in accordance with the approved drawings) shall be submitted to and approved by the Local Planning Authority. 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 within the county of Suffolk.

9. The hereby approved development shall commence until a full 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) has been submitted to and approved by the Local Planning Authority. The CSWMP shall thereafter be implemented, managed and maintained in accordance with the approved plan for the duration of construction of each phase.

For avoidance of doubt, the approved CSWMP shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals including:

- i. The temporary drainage system;
- ii. All measures for managing pollution / water quality and protecting controlled waters and watercourses;
- iii. All measures for managing any on or offsite flood risk associated with the construction of each phase.

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

10. The occupation of each phase shall not commence until all areas within the site shown on the approved drawings for the purposes of loading, unloading, manoeuvring, vehicle parking, secure cycle storage and electric vehicle charging have been provided in their entirety. Thereafter, such areas shall be retained and used for no other purpose unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the provision and long-term maintenance of adequate on-site space for vehicle parking, manoeuvring, storage and charging.

11. No phase of the hereby approved development shall be occupied until the pedestrian and cycle access to Lytham Road as per approved drawing no's. 18168 P0116 Rev. G (Masterplan) and '18168 P0120 Rev. A' (Emergency access road) has been fully provided and made available for use. Thereafter this access shall be retained in its approved form unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that the access is made available for use by occupants in the interest of sustainable travel.

13. No phase of the hereby approved development shall be occupied until the diverted Public Right of Way (PROW) as shown on the approved drawings has been fully provided in its approved form and made available for use. Thereafter this accessway shall be retained in its approved form unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that the access is made available for use by occupants in the interest of sustainable travel.

14. The hereby approved landscaping and planting scheme shall be implemented not later than the first planting season following commencement of each phase of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained in complete accordance with the approved document no. '2113/21-RP01 Rev. B' (Landscape maintenance and management plan). 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 local amenity and biodiversity.

15. No development shall commence or any materials, plant or machinery brought on to the site, until the approved scheme of protective tree fencing (compliant with BS.5837) as per approved drawing no's. '2113-21-11 Rev. B' (Tree protection retention and removal plan) and '2113-21-10 Rev. B' (Tree protection retention and removal plan) has been fully implemented. Such fencing shall be retained and maintained in its entirety until the development is complete. At no time during the development shall there be any materials, plant or equipment stored, or building or excavation works of any kind undertaken, beneath the canopies of retained trees and hedges, including those overhanging the application site.

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

16. None of the trees or hedges shown to be retained on the approved plan shall be lopped, topped, pruned, uprooted, felled, wilfully damaged or in any other way destroyed or removed without the prior written consent of the local planning authority. Any trees or hedges removed, dying, being severely damaged or becoming seriously diseased within five years of the completion of the development shall be replaced during the first available planting season, with trees or hedges of a size and species, which shall previously have been agreed in writing by the local planning authority.



Reason: To safeguard the contribution to the character of the locality provided by the trees and hedgerow.

17. The hereby approved development shall not be brought into use until the noise mitigation measures outlined within the submitted Noise Assessment '784-B026698' (June 2021) have been fully implemented. Thereafter, such measures (i.e. acoustic barriers) shall retained in their approved form unless otherwise agreed by the Local Planning Authority.

Reason: In the interests of amenity and the protection of the local environment.

18. The hereby approved development shall not be brought into use until a noise validation report has been submitted to and approved by the Local Planning Authority. The validation report must include, but is not limited to, the results of surveying and/or monitoring carried out to demonstrate that the measures in the agreed noise report have been implemented and any agreed noise levels have been achieved. It is recommended that the validation methodology should be agreed with the Local Planning Authority prior to the validation report assessment being undertaken.

Reason: In the interests of amenity and the protection of the local environment.

21. No phase of the hereby approved development shall be occupied until a detailed strategy for the long-term discharge of foul drainage generated within the site has been submitted to and agreed by the Local Planning Authority. Thereafter the approved scheme shall be implemented in its entirety and retained in its approved form unless otherwise agreed by the Local Planning Authority.

Reason: To ensure a properly planned and functional development in the interest of local amenity and safeguarding the environment.

22. The hereby approved development shall at all times be constructed in complete accordance with the 'Construction Management Plan' received 30 March 2021.

Reason: To reduce the potential impacts of noise/vibration/dust pollution and additional vehicular movements in the area during the construction phase of the development.

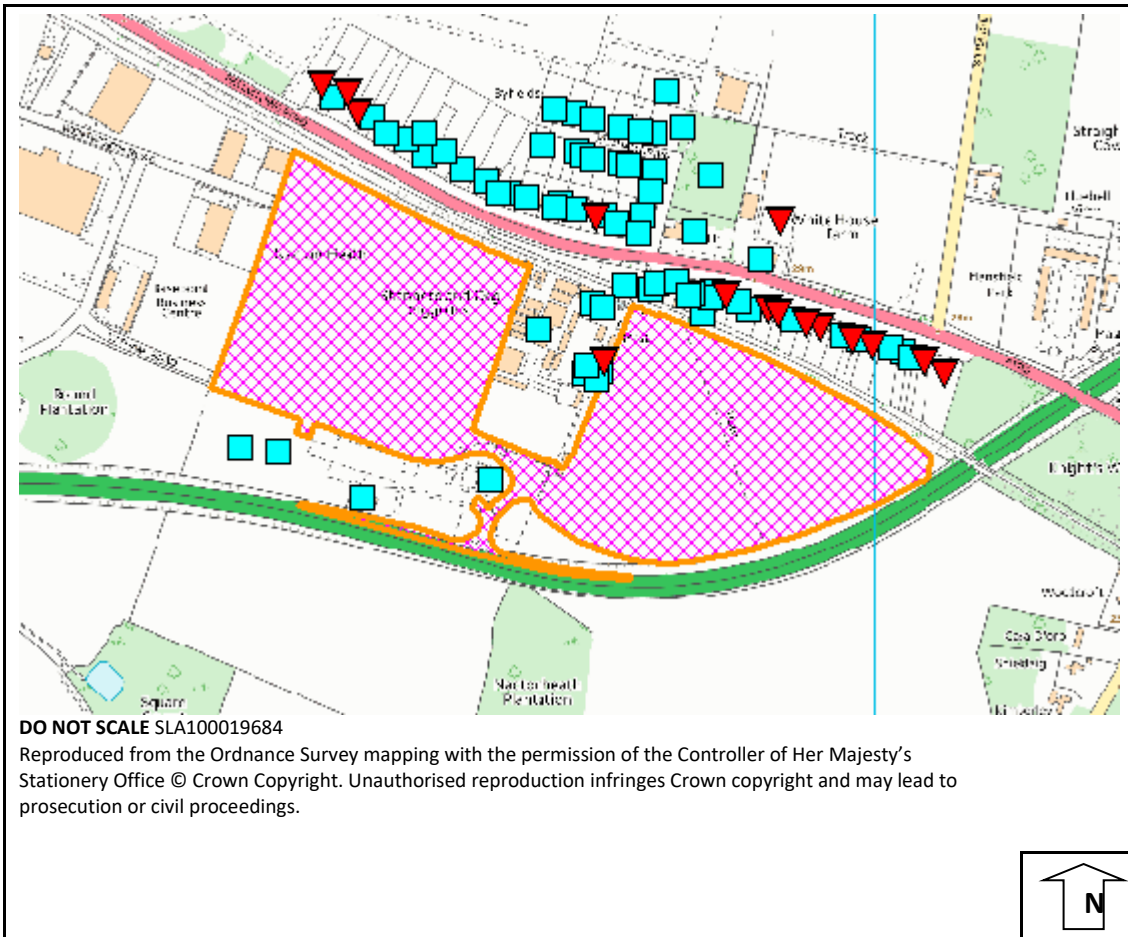
23. No phase of the hereby approved development shall be occupied until details of the areas and enclosures to be provided for the storage of waste and refuse from each unit has been submitted to and agreed by the Local Planning Authority. Thereafter the approved scheme shall be implemented in its entirety and retained in its approved form unless otherwise agreed by the Local Planning Authority.

Reason: To ensure a properly planned and functional development in the interest of local amenity and safeguarding the environment.

## **Background information**

See application reference DC/21/1575/ARM on [Public Access](#)

# Map



## Key



Notified, no comments received



Objection



Representation



Support