



Committee Report

Planning Committee South – 26 October 2021

Application no DC/20/3284/FUL

Location

Land West Side Of
Chapel Road
Grundisburgh
Suffolk

Expiry date 24 November 2020

Application type Full Application

Applicant Armstrong Rigg Planning

Parish Grundisburgh

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

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1. Summary

This report is identical to the report prepared and published for the Extraordinary South Area Planning Committee on 20 September 2021 but it was later deferred from that meeting. At the time of writing this report on 12 October 2021 further transport information and feedback had been received from the applicant and the Highway Authority. At that time it had not been considered by officers and therefore a position will be presented in the update sheet for this meeting including any amended recommendation. The relevant documents are provided as appendices of this report.

Given the appeal Public Inquiry due to commence on 16 November 2021 there is considerable urgency in establishing the Council's position on both the application and appeal. It is therefore essential to at least use this report as a method of updating the Planning Committee. Because of the additional information received for this live application a consultation period is running at the time of the publication of the report. The progress and influences of that consultation will be covered in the sheet.

- 1.1 This application seeks full planning permission for the development of 70 houses and associated infrastructure. The site is allocated in the East Suffolk Council Suffolk Coastal Local Plan for the development of approximately 70 houses under Policy SCLP12.51.
- 1.2 The application was considered by South Area Planning Committee in June 2021, along with duplicate application DC/21/3362/FUL. Both applications were deferred by Committee to allow assessment of highway matters pertaining to the site to be carried out by an independent consultant. The results of the assessment are due prior to consideration by this Committee and will be incorporated into the update sheet for this committee. The Committee also voted to undertake a site visit prior to it being considered again, the site visit will take place on the morning of 20th September 2021.
- 1.3 Duplicate application DC/21/3362/FUL has been subject of an Appeal Against Non Determination. This type of appeal is based on the failure of the Council to determine the application within the statutory determination period of 13 weeks. A Public Inquiry date has been set by the Planning Inspectorate for mid-November running for approximately six days. How the Council will deal with this Appeal will be determined by its decision on this application DC/21/3284/FUL.

The Case for Development

- 1.4 The site is allocated for the development of approximately 70 houses by Policy SCLP12.51 of the East Suffolk Council Suffolk Coastal Local Plan (adopted September 2020) – see attached link [Local Plan - East Suffolk Council - Suffolk Coastal Local Plan \(Adopted September 2020\) - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#) . The principle of residential development on the site is therefore established and the application will deliver 70 houses including 23 affordable dwellings which is a significant benefit of the proposal.
- 1.5 The Local Plan allocation forms part of the Council's strategy for growth which seeks to include appropriate growth in rural areas that will help to support and sustain existing communities.

- 1.6 Overall, the design of the development is considered to be acceptable and in conformity with the requirements of Policy SCLP12.51. In addition to the affordable dwellings the proposal will deliver a mix of house types, sizes and designs as well open space and landscaping providing a high-quality environment. There will also be road improvements in Park Road, passing place in Chapel Lane and junction improvements where Lower Road meets the B1069.
- 1.7 There will be economic benefits in the short to medium term through the creation of jobs in the construction industry and in the longer-term benefits to the services and facilities in the village and wider area through increase visitor spend in the local economy.
- 1.8 The principle of residential development on the site is accepted and the proposal is in accordance with the Local Plan. There are no technical barriers to development and whilst noting the local concerns, the pedestrian and vehicular access arrangement is in compliance with SCLP12.51; the layout of the development and design of the houses is considered acceptable.

Reason for Committee

- 1.9 This application is referred to the Planning Committee by the Head of Planning and Coastal Management under the terms of the Scheme of Delegation due to the level of public interest.

Recommendation

- 1.10 Officers are seeking authority to approve the application with conditions, subject to the completion of a Section 106 legal agreement to secure the necessary obligations within a six month timeframe.
- 1.11 Members will note that there is a tandem, identical application (reference DC/20/3362/FUL) which is also being presented to the Planning Committee for determination.

2 Site description

- 2.1 The site is a 5.16ha area of land to the west of Chapel Road, Grundisburgh and is currently in agricultural use. The site abuts existing residential development at Post Mill Gardens to the north of the site. To the east lies Chapel Lane, whilst west is the recreation ground.
- 2.2 The site is bordered to the south by Park Road, which continues to the east via Lower Road. The historic parkland of Grundisburgh Hall lies on the southern side of Park Road. This has the status of a non-designated heritage asset (NDHA).
- 2.3 There is a public footpath running to the north of the site which lies partly within and partly outside the application site. It runs between Chapel Lane and Ipswich Road and passes through the recreation ground, car park and access.
- 2.4 The site slopes downwards north to south and west to east, with a change in levels between NW (highest) and SE (lowest) points being 7.75m.

- 2.5 There is an area of trees and scrub adjacent to the south east corner of the site. Scattered trees along Chapel Road and a line of trees and hedging along the western boundary. The boundary to Park Road is generally open.
- 2.6 The main body of the site is an arable field.
- 2.7 There is a Baptist Chapel on the opposite side of the road which is considered to be a non designated heritage asset.
- 2.8 The Grade II Listed Grundisburgh Hall and its Stable Block are both located c.300m south-west of the Site. The Grade II listed Park Farm lies c.400m south of the site; Bridge Farm is c.550m east and Thorpe Hall Barns are c.880m south-east.
- 2.9 Grundisburgh Conservation Area lies some 300m north, with intervening built development.

History/background

- 2.10 Prior to the submission of the planning application, an EIA Screening request was submitted on 15th July 2020 (Ref: DC/20/2643/EIA) that the Council issued a Screening Opinion on 29 July 2019 confirming that an Environmental Statement was not required. The Council's Screening Opinion was subsequently challenged by Grundisburgh Parish Council who requested a Screening Direction from the Secretary of State. The SoS's Screening Direction was issued on 19 November 2020 and states that "*the Secretary of State is not persuaded that a scheme on the scale of this application, would create changes to the environmental sensitivity of the surrounding area of the magnitude necessary for an Environmental Statement.*"
- 2.11 Application DC/20/3284/FUL, and the duplicate application DC/20/3362/FUL, were originally submitted for the erection of 80 dwellings. Both applications were amended to the erection of 70 dwellings in Feb 2021 and were subject of full reconsultation and readvertisement.
- 2.12 Following receipt of further information and minor layout amendments and house type revisions, there was a further reconsultation in April 2021.

3 Proposal

- 3.1 The application seeks full planning permission for 70 dwellings (including 23 affordable dwellings) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure.
- 3.2 A new vehicular access is proposed from Park Road. Connection to footpath 20 and proposed widening and surfacing of the footpath are proposed to connect the site with Ipswich Road, to provide access to the school and village facilities.
- 3.3 A mix of dwelling types and sizes are proposed. Building heights are mainly two storeys with six bungalows proposed along the northern edge.

- 3.4 Materials are mainly red, buff and multi facing bricks and red and black pantiles. To a lesser extent render and weatherboarding is also employed. Design features used throughout include brick and render quoins, flush and projecting plinths and diaper brickwork.
- 3.5 There is a main area of open space within the southern part of the site. There is a smaller area including play area centrally in the developed part of the site and informal areas to north-east, north and west providing a landscaped buffer around the whole site which incorporates a circular walking route and links onto footpath 20, Park Road and Chapel Road. A landscaped drainage basin is located in the south-eastern part of the site within the proposed POS.
- 3.6 The planning application is supported by the following documents:
- Planning Statement and Design and Access Statement, including S106 Heads of Terms
 - Air Quality Assessment Prepared by Armstrong Rigg Planning
 - Archaeology Desk Based Assessment, prepared by RPS Group
 - Ecological Assessment prepared by Aspect Ecology
 - Flood Risk Assessment, including drainage strategy, prepared by Ingent Consulting Engineers
 - Habitats Regulations Assessment prepared by Aspect Ecology
 - Landscape and Visual Impact Assessment and Landscape Strategy Plan prepared by Aspect Landscape
 - Phase I Geoenvironmental and Phase II Geotechnical Assessment prepared by GEMCO
 - Statement of Community Engagement prepared by Engage Planning
 - Sustainability Statement prepared by Hopkins Homes
 - Topographic Survey prepared by Survey Solutions
 - Transport Assessment, including access plans, prepared by Cannon Consulting Engineers
 - Tree Survey and Arboricultural Impact Assessment prepared by Aspect Arboriculture
 - Built Heritage Statement, prepared by RPS
 - Updated Ecological Appraisal prepared by Aspect Ecology
 - Updated Report to Inform a Habitats Regulations Assessment prepared by Aspect Ecology
 - Updated Landscape and Visual Impact Assessment and Landscape Strategy Plan prepared by Aspect Landscape
 - Transport Assessment Addendum, prepared by Cannon Consulting Engineers.
 - Updated Arboricultural Impact Assessment & Arboricultural Impact Assessment Addendum, prepared by Aspect Arboriculture
- 3.7 In April, the following was submitted and was subject of consultation:
- Covering letter, including enclosed schedules of submitted documents and drawings;
 - Amended External Works Layout (Drawing no. 002 Rev I) and Planning Layout (Drawing no.003 Rev H);
 - Amended/new floor plan and elevation drawing for plots 8 ,12, 15, 22, 29, 49 & 63; and
 - Updated Ecological Appraisal and Addendum to Ecological Appraisal prepared by Aspect Ecology.

4 Consultations/comments

- 4.1 The application has been subject of three consultations.
- 4.2 In respect of the original submission of 80 dwellings:
- 4.3 367 (385 with DC/20/3362/FUL) objections were received from local residents raising the following matters (inter alia):
- Unsuitability of highway network to serve development. Park Road cannot be adequately widened; Lower Road cannot be widened and has a blind 'S' bend. It will be used by the majority of traffic from/to site heading to/from Woodbridge and A12. Chapel Road is narrow without footways. Roads are used by pedestrians, disabled residents, cyclists and equestrian traffic and any increased use of these substandard roads will cause severe danger.
 - Pedestrian and cycle links inadequate. Proposal is contrary to policy SCLP7.1
 - Surface water flooding
 - Impact upon properties to the north
 - Impact upon historic parkland
 - Visually intrusive on the southern edge of Grundisburgh
 - Poor pedestrian and cycle links. No permission exists from landowner and footpath 20 cannot therefore be improved. The desire-line between site and pub and shop is along Chapel Lane/Meeting Lane where there are no continuous footpaths.
 - Landscape impact, contrary to policy SCLP10.4
 - Loss of agricultural land
 - Impact on wildlife; wildlife survey is inadequate; contrary to SCLP10.1
 - Doctor and schools over subscribed
 - Inadequate sewage system and mains water
 - Light pollution
 - ESC has sufficient housing land in local plan without the Chapel Field Site which is totally unsuitable.
 - Inadequate public transport
 - The Council's own sustainability assessment states that this development fails on Air Quality, Material Assets (Soil and Waste) the Reduction of Greenhouse Gasses and Biodiversity.
 - Development layout will encourage crime and anti-social behaviour. There should not be alleyways, garages/parking should be within eye sight of the owner of that garage.
 - Inadequate community consultation
 - Noise
 - Security
 - Impact on setting of Grundisburgh Hall contrary to SCLP11.8
 - Increase in traffic volume through centre of village affecting safety and amenity, contrary to policy SCLP7.1
 - Proposed 80 dwellings represents an increase of 15% above the approx. number allocated by policy SCLP12.51 and therefore falls contrary to this policy

- Grundisburgh has an extremely limited public transport service. With only 4 buses per weekday each way, and the last bus from Woodbridge leaving at 17:15, a car is a necessity. There will be an over reliance on the private car.
- Increased emissions during build period and after
- One representation includes a cost-benefit analysis indicating the costs to the villagers of Grundisburgh and surrounding villages of the proposed Chapelfield development outweigh any benefits.
- Site previously refused in 1960's because of highway safety. Village hall and housing considered inappropriate in 2006 because of unsuitable road system.
- Development is disproportionately large for village
- Development will adversely affect character and setting of footpath 20, contrary to Policy SCLP8.2
- Design of estate is standard Hopkins designs used on every other Hopkins site. It is not locally distinctive and is contrary to policy SCLP11.1
- Impact upon outlook from residential neighbours contrary to policy SCLP11.2
- Conflicts with Policy SCLP12.52. The proposal does not include (safe and suitable) pedestrian access nor footways as demanded by the policy. The design is not sympathetic to Grundisburgh Hall Park & Garden
- Impact from construction phase will damage sewers and water mains and result in mud on roads.

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

- Amendments made do not overcome previously submitted objections
- Unsuitability of highway network to serve development. Park Road cannot be adequately widened; Lower Road cannot be widened and has a blind 'S' bend. It will be used by the majority of traffic from/to site heading to/from Woodbridge and A12. Junction of Park Road with Ipswich Road is substandard. Chapel Road is narrow without footways. Roads are constantly used by pedestrians, disabled residents, cyclists and equestrian traffic and any increased vehicular use of these substandard roads will cause severe danger.
- Details of proposed road widening are inadequate
- The trip rate figures stated only reflect vehicular movements by residents of the development during peak hours. They do not take account of the significant increase in the delivery/contractor movements. Rates are likely to be much higher than predicted due to local school places being unavailable and limited availability at local doctors.
- Pedestrian links inadequate. There are no cycle links. Proposal is contrary to policy SCLP7.1
- Surface water flooding
- Impact upon properties to the north in terms of noise and loss of outlook
- Impact upon historic parkland from road widening and proximity of new development, field presently plays an important role in setting of parkland.
- Visually intrusive on the southern edge of Grundisburgh

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

- Development conflicts with policy SCLP5.1 as scale and impact of the development is out of character with village
- Suffolk County Council has published its intention to designate Chapel Road, Chapel Lane, Lower Road, Meeting Lane and Park Road as 'Quiet Lanes' under the Quiet Lanes and Home Zones (England) Regulations 2006. The proposed development would increase traffic growth contrary to the concept of Quiet Lanes.

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

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

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

- Amendments made do not overcome previously submitted objections
- Unsuitability of highway network to serve development. Park Road cannot be adequately widened; Lower Road cannot be widened and has a blind 'S' bend. It will be used by the majority of traffic from/to site heading to/from Woodbridge and A12. Junction of Park Road with Ipswich Road is substandard. Chapel Road is narrow without footways. Roads are constantly used by pedestrians, disabled residents, cyclists and equestrian traffic and any increased vehicular use of these substandard roads will cause severe danger.
- There are no passing places in Lower Road and vehicles can only pass in domestic entrances to the detriment of safety and amenity of existing residents.
- The trip rate figures stated only reflect vehicular movements by residents of the development during peak hours. They do not take account of the significant increase in the delivery/contractor movements. Rates are likely to be much higher than predicted due to local school places being unavailable and limited availability at local doctors.
- Recent road closure of the B1079 resulted in traffic re-routed via Lower Road with absolute chaos and gridlock. This would be a foretaste of the situation post-development if approved. A recent accident at crossroads of Park Road, Lower Road and Chapel Lane show inadequacy of road system and danger.
- Surface water flooding
- Impact upon properties to the north in terms of noise and loss of outlook
- Impact upon historic parkland from road widening and proximity of new development, field presently plays an important role in setting of parkland.
- Visually intrusive on the southern edge of Grundisburgh/landscape impact.
- Poor pedestrian and cycle links. No permission exists from landowner(s) for footpath surfacing and footpath 20 cannot therefore be improved. The desire-line between site and pub and shop is along Chapel Lane/Meeting Lane where there are no continuous

footpaths resulting in significant danger. Footpath 20 does not provide an appropriate route to village facilities and will conflict with use of the recreation ground access and car park which are well used. The access is narrow and with no separation between pedestrians and vehicles.

- Surfacing of Footpath 20 will require elevated sections which will be dangerous to users, particularly wheel chair users
- Loss of agricultural land
- Impact on wildlife; wildlife survey is inadequate with no account taken of Stag Beetles; contrary to SCLP10.1
- Doctor and schools over subscribed. Scale of development will affect social structure of village.
- Inadequate sewage system and mains water
- Light pollution
- ESC has sufficient housing land in local plan without the Chapel Field Site which is totally unsuitable. Limited weight should be given to allocation of site.
- Inadequate public transport
- The Council's own sustainability assessment states that this development fails on Air Quality, Material Assets (Soil and Waste) the Reduction of Greenhouse Gasses and Biodiversity. Vehicular movements will increase emissions.
- Development layout will encourage crime and anti-social behaviour. There should not be alleyways, garages/parking should be within eye sight of the owner of that garage.
- Inadequate community consultation
- Noise
- Security
- Impact on setting of Grundisburgh Hall contrary to SCLP11.8
- Impact upon Baptist Chapel and Grundisburgh Conservation Area
- Increase in traffic volume through centre of village affecting safety and amenity, contrary to policy SCLP7.1
- Grundisburgh has an extremely limited public transport service. With only 4 buses per weekday each way, and the last bus from Woodbridge leaving at 17:15, a car is a necessity. There will be an over reliance on the private car.
- Increased emissions during build period and after
- One representation includes a cost-benefit analysis indicating the costs to the villagers of Grundisburgh and surrounding villages of the proposed Chapelfield development outweigh any benefits.
- Site previously refused in 1960's because of highway safety. Village hall and housing considered inappropriate in 2006 because of unsuitable road system.
- Development is disproportionately large for this village
- Development will adversely affect character and setting of footpath 20, contrary to Policy SCLP8.2
- Design of estate is standard Hopkins designs used on every other Hopkins site. It is not locally distinctive and is contrary to policy SCLP11.1
- Impact upon outlook from residential neighbours contrary to policy SCLP11.2
- Conflicts with Policy SCLP12.52. The proposal does not include (safe and suitable) pedestrian access nor footways as demanded by the policy. The design is not sympathetic to Grundisburgh Hall Park & Garden

- Impact from construction phase will damage sewers and water mains and result in mud on roads.
- Development conflicts with policy SCLP5.1 as scale and impact of the development is out of character with village
- RAMS/HRA criteria have not been met. There is inadequate areas on site for dog exercise and links to footpath network will be made unsafe by increased traffic. Footpath 20 cannot be improved as there is no landowners consent. Objectors are critical of Council for not following recently published criteria.
- Suffolk County Council has published its intention to designate Chapel Road, Chapel Lane, Lower Road, Meeting Lane and Park Road as 'Quiet Lanes' under the Quiet Lanes and Home Zones (England) Regulations 2006. The proposed development would increase traffic growth contrary to the concept of Quiet Lanes.
- Two of the objections were from Fields in Trust and from Grundisburgh Playing Field Management Committee who object to the works proposed to surface Footpath 20 because of likely increased (illegal) use by cyclists to the detriment of pedestrian safety and conflict between users of footpath and vehicular access to pavilion, recreation ground and car park. There is also concern that the development will result in dogs on the recreation ground which is not permitted.

5 Consultees

5.1 Parish/Town Council

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

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	16 February 2021	2 October 2020
<p>Grundisburgh & Culpho Parish Council (G&CPC) object in the strongest possible terms to the two applications listed above submitted for the same site by Hopkins Homes (HH). The planning applications are contrary to the recently adopted Development Plan East Suffolk Council - Suffolk Coastal Local Plan and breach the Habitat Regulations.</p> <p>The Inspector noted in paragraph 166 of his final report that the proposal “has attracted a considerable number of representations”. East Suffolk has received over 200 objections to the two applications in addition to the 650 signatures objecting to Hopkins Homes initial Masterplan.</p> <p>DESIGN AND ACCESS STATEMENT submitted with the planning application</p> <p>4.0 STATEMENT OF COMMUNITY INVOLVEMENT states:</p>		

5.3 As fully detailed in the accompanying Statement of Community Engagement prepared by Engage Planning, a public exhibition was held at Grundisburgh Village Hall on Monday 20th January 2020, between 3pm and 7.30pm. Representatives from Hopkins Homes and the project team were in attendance to talk through the proposals and answer questions. 5.4 A total of 180 people attended the event and 105 comment forms were returned. The comments forms asked a number of questions:

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

Only 3% answered YES

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

Only 3% answered YES

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

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

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

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

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

5.0 PLANNING POLICY CONTEXT

5.8 The Core Strategy and Development Management Local Plan which has now been superseded covered the period 2010 to 2027. Strategic Policy SP2 – Housing Numbers and Distribution had

allowed a provision of at least 7,900 new homes across the District over the period 2010 to 2027. Grundisburgh was not allocated housing in the Core Strategy.

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

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

The Planning Applications conflict with:

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

- The Air Quality assessment has concluded that there will be no impact on the Air Quality in the AQMAs which is contrary to the published evidence and Statement of Common Ground that East Suffolk District Council signed on 10th January 2020. The Transport Mitigation Strategy for the Ipswich Strategic Planning Area identifies the Air Quality issues in Ipswich and shows that 28% of the trips in and out of Ipswich originate from the Suffolk Coastal District which includes this site. <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transportplanning/ISPA-Transport-Mitigation-v13F.pdf>

- Paragraph 12 of the Statement of Common Ground effectively states that the Local Authorities will help implement the findings in the Transport Mitigation Strategy, but the Air Quality assessment fails to acknowledge that there is an issue. The Air Quality assessment cannot have used the available evidence to help inform its decision.

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

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

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

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

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

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

3) Policy SCLP7.1: Sustainable Transport

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

4) Policy SCLP8.2: Open Space

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

5) Policy SCLP10.1: Biodiversity and Geodiversity

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

6) Policy SCLP10.3: Environmental Quality

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

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

7) Policy SCLP10.4: Landscape Character

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

8) Policy SCLP11.1: Design Quality

- The proposed development is not locally distinctive, and ignores key features of local character (see conservation area/housing clusters on village periphery)
- The proposed development does not enhance local features through innovative nor creative means (the site plan is just a 'drag and drop' of pre-designed units)
- The development looks inward to Post Mill/Alice Driver/Felgate Way for its 'local context', when it should actually be looking outward to Chapel Rd, Park Rd and Lower Rd
- The layout is totally distinct from the existing neighbourhood layout, and will impose itself negatively on existing people and vehicle movements
- The development will not only rob existing residents of their immediate connection to the countryside but also, through its design, it will deprive new residents from any connection by hiding them in the midst of an enclosed housing estate with no safe means to access the open countryside to the south
- The Flood Risk Assessment indicates that there is an 8 metre drop over the field, but there is no datum point, or proposed/existing levels shown on the plans. Without this information the Local Planning Authority will not be able to assess the application and the local residents are not being informed about the true proposal.
- The site cannot be accessed easily by all, due to the pedestrian access being over a field and the unreasonable distance involved in such a convoluted route.
- The lack of footways on surrounding roads along with increased traffic will discourage pedestrian activity and cycling for both new and existing residents; specifically, the village's connection to PROW off Park Rd and Lower Rd, which enable access to assets including the Millennium Meadow and Grundisburgh Hall Park & Gardens.
- Paragraph 11.9 of the Local Plan states: BFL 12 (the most recent nationally endorsed version) will be used to inform the decision-making process to provide a design quality assessment against all major applications. This scheme will perform badly against that assessment.

9) Policy SCLP11.2: Residential Amenity

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

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

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

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

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

b) Affordable housing to be provided on site;

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

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

- The proposal does not include any suitable pedestrian access nor footways as demanded by the policy to support access to services and facilities in the village. In his final report the Inspector made it clear in para 165: The Policy should be amended to make clear that the provision of safe and suitable pedestrian access to services and facilities in the village is required so as to be consistent with national policy
- Paragraph 12.558 of the Local Plan states: 'Vehicle access to the site is expected to be onto Park Road, and safe pedestrian access will need to be provided.' This proposal does not achieve this provision.
- The design is not sympathetic to Grundisburgh Hall Park & Garden (see note 10 above).

f) A site-specific Flood Risk Assessment:

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

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

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

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

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

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

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

Conclusion

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

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

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

Hopkins Homes understands the minimum required standards needed to satisfy Highways regulations and guidelines within their application site proposing provision of 5.5m width roadways with 1.8m footpaths. The same width roadways are required on the access roads to the site, Lower Road and Park Road for all dwellings immediately affected by the increased traffic volumes.

See Appendices A & B.

Habitat Regulations

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

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

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

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

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

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

Conclusion

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

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

5.2 Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council - Highways Authority	21 September 2020	9 October 2020
Summary of comments: This location was assessed for approximately 70 dwellings during the Local Plan allocation process, resulting in the allocation of site SCLP12.51. The principle of development was only deemed acceptable for 70 dwellings by the Highway Authority subject to a number of measures including provision of a metalled pedestrian route from the development to the village amenities (including the primary school), widening of Park Road in order to achieve two traffic flow from the site access to the wider road network, improvements to Chapel Road and local junctions, and a suitably		

surfaced pedestrian route within the site to remove the need for pedestrians to walk on Chapel Road and the length of Park Road that the site fronts.

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

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

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

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

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

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

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

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

5.3 Non statutory consultees

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

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	9 September 2020	30 September 2020

Summary of comments:
We have read the ecological survey report and are satisfied with the findings of the consultant. We request that the recommendations made within the report are implemented in full, via a condition of planning consent, should permission be granted.

Consultee	Date consulted	Date reply received
CIL (Internal)	9 September 2020	17 September 2020

Summary of comments:
Included within officer report

Consultee	Date consulted	Date reply received
Ecology (Internal)	9 September 2020	5 October 2020

Summary of comments:
Internal - Further information requested.

Consultee	Date consulted	Date reply received
Design And Conservation (Internal)	9 September 2020	No response

Summary of comments:
Consideration provided within officer report

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

Summary of comments:

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

Consultee	Date consulted	Date reply received
Head of Environmental Services and Port Health (Internal)	9 September 2020	22 September 2020
<p>Summary of comments:</p> <p>The phase 1 and phase 2 contaminated land surveys have concluded that there is a low risk of contamination. A condition is recommended to cover the event of unknown contamination. Conditions are recommended regarding construction working hours and a Construction Method Statement.</p>		

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	9 September 2020	25 September 2020
<p>Summary of comments:</p> <p>There is one GP practice within a 2km radius of the proposed development, this practice is a branch practice. This practice does not have sufficient capacity for the additional growth resulting from this development and cumulative development growth in the area. Therefore a developer contribution, via CIL processes, towards the capital funding to increase capacity within the GP Catchment Area would be sought to mitigate impact of the development.</p>		

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

Consultee	Date consulted	Date reply received
Disability Forum	9 September 2020	28 September 2020
<p>Summary of comments:</p> <p>Six bungalows are welcomed. The Design and Access Statement indicates that 50% will meet Part M4(2) and be accessible and adaptable which is welcomed as a minimum requirement. There is no reference to the fact that all dwellings should meet Part M4(1) of the building regulations and this requirement should be clearly stated in the application.</p>		

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

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

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

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

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

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

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

bids and S106 contributions.

Consultee	Date consulted	Date reply received
Suffolk County Council Archaeological Unit	9 September 2020	15 September 2020
<p>Summary of comments:</p> <p>This site lies in an area of archaeological potential recorded on the County Historic Environment Record (HER). The proposed development is located close to multiple artefact scatters, dating from the prehistoric periods, Roman, Saxon and medieval periods. As a result, there is potential for the discovery of belowground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.</p> <p>There are no grounds to consider refusal of permission, however any permission granted should be the subject of planning conditions to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed. Conditions are recommended.</p>		

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

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

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

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

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	9 September 2020	25 September 2020
Summary of comments: Internal - comments incorporated into report		

5.4 Reconsultation consultees

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	16 February 2021	12 April 2021
<p>Grundisburgh and Culpho Parish Council considers that too many important questions for our community, concerning the above planning applications, remain unanswered.</p> <p>Access Park Road / Lower Road</p> <p>There are reasons that the design guide for new development specifies the highway geometries that it does, i.e. 5.5 m road with 1.8m footway. Instead of saying that they are guidelines for new developments only, can one of you please say why they are what they are and, with specifics, why those principles do not apply to the existing roads where families currently reside, when it is proposed to build 70 new dwellings accessed from them?</p> <p>Park Road /Lower Road is one continuous, narrow country lane joining C323 Ipswich Road to the B1079 Woodbridge Road. The average road width of Lower Road is 3.7 metres and as low as 2.7 metres. There are two, even narrower ninety-degree bends and no footways. It is proposed to widen part of Park Road to 4.8m with no adjoining footway, putting existing residents in added danger as soon as they leave their property. Suffolk Highways failure to address this issue is a serious and dangerous oversight (in effect, neglect of duty).</p> <p>In any other engineering realm, if a component part cannot meet the required performance specifications, then it is either improved or replaced or the project is stopped. By SCCCH standards, if a component part is substandard, we are to ignore it.</p> <p>This is a total corruption of engineering and safety principles.</p> <p>The proposal does not allow for the efficient delivery of goods or access by service and emergency vehicles. The totality of access routes and the historic centre of Grundisburgh would be completely destroyed during the construction stage of this proposed estate.</p> <p>We believe this project to be the result of flawed thinking. It prioritises development above all other factors including road safety and the historic built environment. This is not in line with local or national policy.</p>		

Pedestrian Access

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

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

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

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

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

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

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

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	16 February 2021	12 April 2021
The community and Parish Council of Grundisburgh & Culpho have been fighting a proposal to build 70 dwellings on Chapel Field, on the edge of the village for over two years, since it was		

first included in Suffolk Coastal's Final Draft Local Plan.

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

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

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

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

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

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

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

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

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

Previous documents included:

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

1. Introduction

1.1. After reviewing the revised planning applications, Grundisburgh & Culpho Parish Council remain convinced that the Chapel Field site cannot be delivered without setting many dangerous

new precedents and reversing the great strides made over multiple decades to ensure new residential development is in the right locations, at the right scale and with the right design elements to create great new places to live. As such, we remain firmly opposed to the proposals on many grounds which we have either detailed in previous representations (which still stand) or in the following document.

2. Public Interest

2.1. The volume and tone of responses at every stage of this process continue to make it clear how the public feel about the location and substance of this development and we hope that finally their concerns will be addressed properly; although this may be naive of us judging by how readily East Suffolk District Council have dismissed our concerns about the back-room dealings between them and the developers that have seen us to this point. From our many interactions with residents of Grundisburgh we can tell you that many people are very angry about this situation, and there is serious doubt about the integrity and intentions of East Suffolk District Council. We on the Parish Council however, believe there is an opportunity now, with the huge number of issues still apparent with this proposal, that ESDC can restore the public's trust in them and the planning process by firmly applying the many long-established planning principles available to them and deciding on refusal.

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

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

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

"The development would appear as an intrusion on to open land away from the main part of the

village. There are also road safety objections in that the roads adjoining and near the site are narrow, the junctions are unsatisfactory and the levels of the land give rise to additional difficulties."

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

3. Highway Access and Safety

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

3.2. We continue to be disappointed with the contribution from SCC Highways in their repeatedly failing to set an appropriately high bar in terms of site access and highway safety provisions. It is our hope that, in the event of Highways' continued failure to address the obvious shortcomings of this proposal, that reviewing members of the District Council have the courage to exercise their own discretion on the matter of highway safety and the appropriateness of the proposed access arrangements.

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

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

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

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

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

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

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

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

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

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

volumes and speeds. The residential development site is therefore wholly incompatible with the 'Quiet Lane' designations it is surrounded by.

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

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

4. Pedestrian Access to Village Services

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

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

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

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

4.5. Putting matters of statutory powers aside, we also wish to question the basis for Highways' direction that 1.5m wide footpaths are sufficient. During our own 'Review of Access Proposals' (attached) we determined that the Suffolk Design Guide stipulates that pedestrian routes should

not only have a minimum track width of 1.8m (to allow pushchairs, wheelchairs etc to pass each other easily), but there are strict limits in relation to gradient and forward visibility - both of which are in doubt with this proposed route. Our expectation as a Parish Council is that all new pedestrian links in our village are of a high quality, are accessible to all users irrespective of their physical capability and take an appropriate route - standards which this proposal still fails to achieve any of.

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

5. Ecology

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

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

5.3. Paragraph 4.5.7 of the Ecological Appraisal states that all hedgerows will be retained as part of the scheme but the proposal is to remove Hedgerow 5 altogether, and although it is not detailed in the Arboricultural Assessment, significant stretches of hedgerow along the southern edge of Park Road will also need to be removed outright or will suffer fatal loss of root systems during excavation works to widen the road.

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

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

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

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

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

6. Impact on Heritage Assets

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

6.2. With such a protected status, we would expect that the standards to be applied to any proposed changes would be increased significantly such that any movement of boundaries, loss of/impact to trees and hedgerows (even those with a lower arboricultural value in grading terms) would have to be demonstrated overwhelmingly in the public interest and not merely satisfy the land owner's private interests.

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

7. Design Aspects/Quality of Submission

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

the Local Planning Authority will not be able to assess the application and the local residents are not being properly informed about the proposal.

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

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

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

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

8. Summary

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

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

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

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

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

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

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

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	16 February 2021	30 March 2021
<p>Summary of comments:</p> <p>We note and agree with the comments supplied by James Meyer, the Ecologist at East Suffolk Council. The Ecological Appraisal (Aspect Ecology, February 2021) should be updated to reflect the impacts of the proposed highways widening works.</p>		

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	16 February 2021	19 March 2021
Summary of comments:		

internal - comments incorporated into report.

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

Consultee	Date consulted	Date reply received
Major Sites (Internal)	16 February 2021	No response
Summary of comments: internal		

Consultee	Date consulted	Date reply received
Cadent Gas Limited	16 February 2021	22 February 2021
Summary of comments: We do not object to the proposal in principle.		

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

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime	16 February 2021	22 March 2021
Summary of comments: It is appreciated that designing parking to accommodate good surveillance and enough spaces for both homeowners and visitors, along with allocating garages for every household can be a challenge. However, there this development in respect of the location of parking/garaging set back too far, opening the rear of these properties up to be more vulnerable to unlawful incursion due to a lack of surveillance; at least 21 plots have parking spaces that are too far to the side of their plots and have no active surveillance. There are 4 plots that have rear parking allocated and will also have no surveillance for their vehicles. There are two undercrofts, with one by the play area, heightening the risk to these properties of burglary, criminal damage, graffiti and arson. There are 11 alleys incorporated. The perimeter footpath area is a concern,		

particularly around what were plots 21-24 (now plots 8-11) and the south west corner, as they comprise large Open Spaced Areas, with no active surveillance. Historically it is a reasonably low crime area. However, with more housing and new developments catering for a greater population it is highly likely crime will rise within and around this area.

Consultee	Date consulted	Date reply received
CIL (Internal)	16 February 2021	25 February 2021
Summary of comments: Internal		

Consultee	Date consulted	Date reply received
Design And Conservation (Internal)	16 February 2021	26 March 2021
Summary of comments: Internal - comments incorporated into report.		

Consultee	Date consulted	Date reply received
Disability Forum	16 February 2021	19 February 2021
Summary of comments: The whole development apparently looks all the same but here are my comments from a disabled point of View Informal footpath's, what are these? Are they footpath's or not footpath? No good for disabled access I'm afraid. The access roads to the proposed development seem to be very narrow, each property has been allotted parking space for two vehicles. What happens when a household has visitors? Additionally, I'm very concerned that access to shops by public transport for disabled people will be minimal or possibly non-existent.		

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	26 April 2021	11 May 2021
The revised plans, and recent submissions from other consultees, have not provided sufficient cause for change in the Parish Council position on these applications. We remain opposed to the proposals on all the grounds stated in our prior responses. We have therefore focused this submission on new information.		

Highway Safety

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

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

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

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

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

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

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

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

Footpath 20

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

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

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

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

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

1. Does the position and route of Footpath 20 as detailed on the applicant's layout plan exactly match that detailed in the Definitive Statement and Map?
2. Does any part of Footpath 20 pass through land controlled by the applicant, or have they provided evidence that they have been permitted access by third party landowners?

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

Arboriculture

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

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

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

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

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

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

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

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

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

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

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

Summary of comments:

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

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

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

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

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

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

Summary of comments:

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

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

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

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

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

5.5 Publicity

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

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

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

5.6 Site notices

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

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

6 Planning policy

6.1 National Planning Policy Framework 2021

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

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

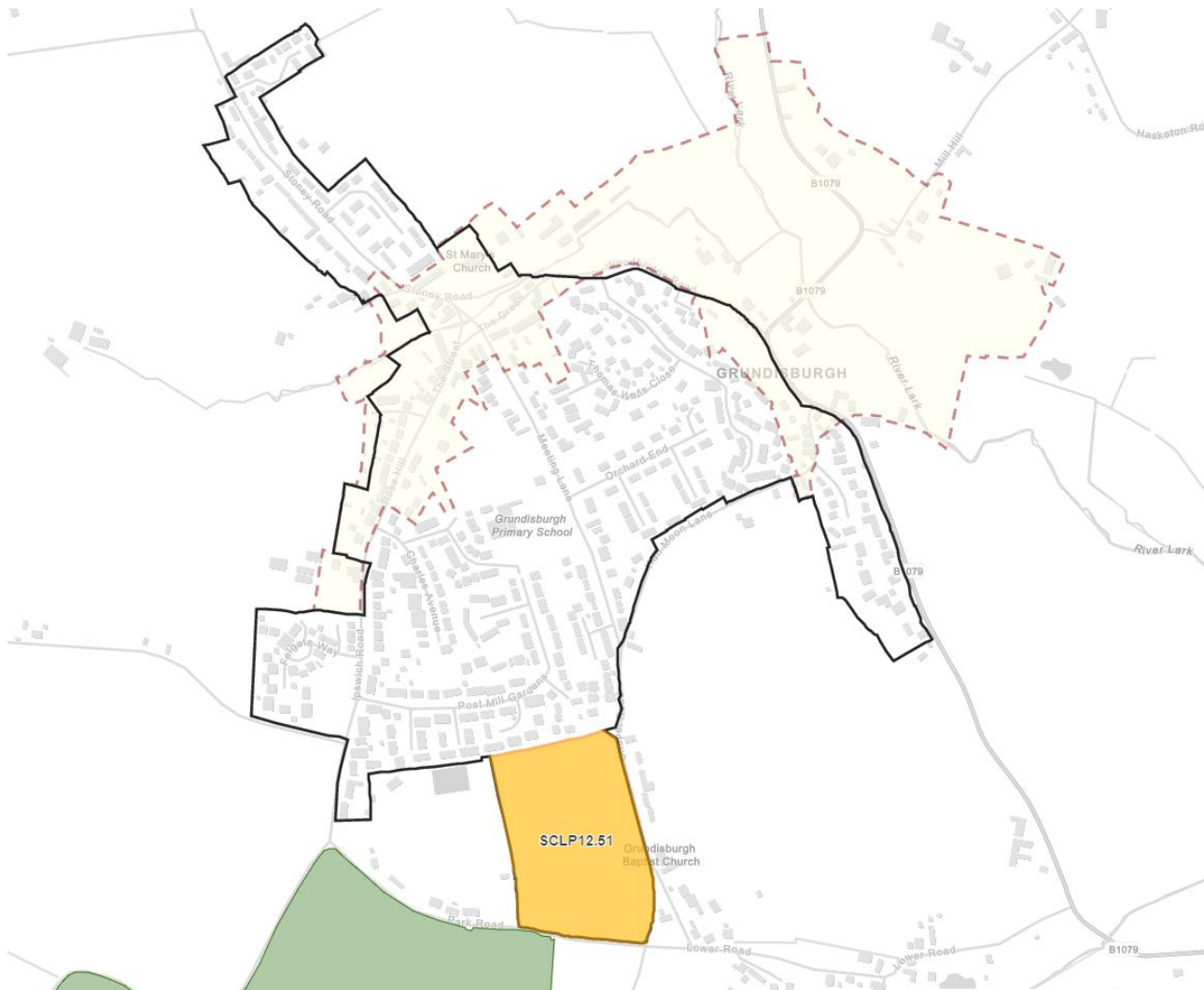
- SCLP11.4 - Listed Buildings
- SCLP11.6 - Non-Designated Heritage Assets
- SCLP11.7 - Archaeology
- SCLP11.8 - Parks and Gardens of Historic or Landscape Interest
- SCLP12.51 - Land to the West of Chapel Road, Grundisburgh

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

7 Planning considerations

Principle of Development

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the plan unless material considerations indicate otherwise. The relevant policies are set out above.
- 7.2 The Local Plan was adopted in September 2020 and sets out the level of growth which needs to be planned in the area and identifies where that growth should be located for the period up to 2036.
- 7.3 The site is allocated in the Local Plan under Policy SCLP12.51: Land to the West of Chapel Road, Grundisburgh (see link for policy extract from Local Plan - [Local Plan - East Suffolk Council - Suffolk Coastal Local Plan \(Adopted September 2020\) - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#)) for the development of approximately 70 dwellings. The location of the allocation can be seen in the plan below, which also shows the site in relation to the settlement and Conservation Area (denoted by the red dash).



- 7.4 The principle of residential development on the site is therefore accepted. This allocation forms part of the delivery of the strategy of the Local Plan as set out in Policy SCLP3.1 - Strategy for Growth, which sets out that opportunities for economic growth and for creating and enhancing sustainable and inclusive communities includes appropriate growth in rural areas that will help to support and sustain existing communities.
- 7.5 Policy SCLP12.51 sets down certain criteria for the development of the site which are considered as follows:-
- a) A mix of dwelling types including housing to meet the needs of older people:
Policy SCLP5.8 Housing Mix in the adopted Local Plan expects developments to provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location, reflecting where feasible the identified need, particularly focusing on smaller dwellings (1 and 2 bedrooms). Broadly, the mix of housing proposed is considered to be consistent with the size mix envisaged by the policy, and the provision for one- and two-bedroom dwellings in particular

(totalling 30 out of the 70 subject to the full application representing 43%) reflects the requirement of the policy for a focus on smaller dwellings.

- 7.6 Policy SCLP5.8 states that proposals of ten or more dwellings should demonstrate how the development will contribute to meeting the needs of older people and that 50% of dwellings will need to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations.
- 7.7 35 (50%) of the proposed dwellings would meet the requirements of Part M4(2) of the Building Regulations, consistent with Policy SCLP5.8 and 6 of the proposed dwellings would be provided as bungalows.
- 7.8 Plot 21 is proposed to the higher M4(3) standard.

b) Provision of affordable housing on site:

- 7.9 23 affordable houses are proposed and these are proposed as 11 affordable rent and 12 shared ownership. The overall number is consistent with the requirement in Policy SCLP5.10 Affordable Housing on Residential Developments for one in three units on sites of ten or more dwellings to be affordable. The Council's Housing Enabling Manager has considered the number, type and tenure of the affordable homes and has confirmed that the mix is acceptable. It is can therefore be concluded that the proposal is compliant with Policy SCLP5.10 in seeking to address specific local identified needs.

c) Provision of public open space for all ages, to act as focal point for development;

- 7.10 Policy SCLP8.2 Open Space states that new residential development will be expected to contribute to the provision of open space in order to encourage active lifestyles and to increase participation in formal and informal recreation for all sectors of the community to benefit community health, well-being and green infrastructure.
- 7.11 Within the site there are a variety of open spaces totalling some 1.97 hectares catering for different age groups. There is an equipped play area within the centre of the site and areas around the periphery and with main area to the south providing a landscaped buffer between the developed part of the site and the countryside and Historic Parkland to the south of Park Road.
- 7.12 Details of the equipment to be provided within the play area can be secured by condition.
- 7.13 The main area of POS incorporates the drainage basins which will provide amenity and biodiversity benefits, and a circular walking route including informal paths close to Park Road and Chapel Road to provide pedestrian routes off the public highways. The circular walking route provides recreation opportunities for adults and children alike and provides links to Footpath 20. The main area provides an attractive entrance to the development as well as a landscaped buffer between the housing and Historic Parkland to the South. It is considered therefore that the amount and variety of open space within the site provides opportunities for all sectors of the

community in accordance with Policy SCLP8.2 and will form a focal point for the development, as required by policy SCLP12.51.

7.14 Appropriate management and maintenance can be secured in the S106 Agreement.

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

7.15 The development layout shows connections to the existing public footpath that runs parallel to the northern boundary of the site. This footpath is currently unsurfaced and runs across the recreation ground to the west of the site, before connecting to Post Mill Orchard and Ipswich Road. The application submission identifies improvements to widen and surface this public footpath and thereby facilitate appropriate pedestrian access to services and facilities in the village. To ensure the delivery of this footpath, the applicant has had discussions with SCC Highways and their legal team who have confirmed to them that it is deliverable across third party land using SCC's statutory rights. It is understood that this relates to widening and surfacing of the footpath.

7.16 SCC Highways has confirmed that the proposed surfacing works are deliverable by the applicant under a s278 agreement. The improvement works can be secured by condition of the planning permission if granted and this has been recommended by the Highway Authority.

7.17 The applicant has agreed to the requested financial contribution of £9,000 to cover SCC's legal costs in widening FP20 and this can be secured by s106 agreement. The specific legal mechanisms for this will be reported in the update sheet.

7.18 In respect to the undertaking of the work against landowner opposition, the Agent confirmed *"While every effort will be made to reach an agreement with Fields in Trust as the owner of the recreation ground regarding the proposed works, we are pleased to confirm that the proposed surfacing works to FP20 are entirely deliverable while working within the width of the footpath corridor. This would require more work by hand and smaller plant than normal, but is entirely achievable."*

7.19 There has been local concern about the suitability of footpath 20 as a route to the services and facilities of the village and the proposed surfacing work which will need to be raised above ground levels in the area of trees.

7.20 Within root protection areas cellweb system is proposed which will result in levels being raised by up to 125mm above current ground levels. If agreement cannot be reached with existing landowners, (and an objection has been received from Fields in Trust) it will not be possible to avoid this difference between the level of the path and adjacent levels which objectors consider will be a severe danger to users.

7.21 There is also concern that the surfacing of the path will encourage illegal use by cyclists resulting in pedestrian danger.

7.22 The Highway Authority do not object to the proposed measures.

- 7.23 The proposed footpath route does not follow the likely desire line between the eastern part of the site and primary school which would be via Chapel Road/Meeting Lane where there are not continuous pavements/footpaths. There is a footpath link from footpath 20 to Post Mill Orchard, which would provide a pedestrian route to the school but this cannot be widened and is not available to cyclists.
- 7.24 It is considered that the improvement to footpath 20 was what was envisaged by Policy SCLP12.51 and it is considered that the proposal is in accordance with this part of the policy. It is acknowledged however that there are issues with the creation of raised sections of the footpath in the vicinity of trees 114 and 25 within the recreation ground, however the levels difference is not dissimilar to the relationship between pavement and road at kerb side and is not considered to be such a safety issue so as to justify the refusal of planning permission.
- 7.25 In respect to the queries raised by the Parish Council in respect of the alignment and connections to footpath 20, the Agent has confirmed:
- 7.26 Does the position and route of Footpath 20 as detailed on the applicant's layout plan exactly match that detailed in the Definitive Statement and Map?
- "The route of Footpath 20 detailed on the submitted layout and Footpath 20 Improvements drawing (contained in the submitted Transport Assessment Addendum) has been checked and confirmed as correct by Suffolk County Council's Senior Definitive Map Officer, Mary George."
- 7.27 Does any part of Footpath 20 pass through land controlled by the applicant, or have they provided evidence that they have been permitted access by third party landowners?
- "The alignment of Footpath 20 is shown on the attached Footpath 20 Improvements drawing (as contained in the submitted Transport Assessment Addendum). This shows that it is partly within and partly outside of the site. Importantly, it is within or directly adjoins the site at points where a connection onto the footpath is shown from the site."
- e) Design and layout of the development to be sympathetic to the setting of Grundisburgh Hall Park historic park and garden;
- 7.28 The built footprint of the development has been kept to the extent that was originally proposed to be allocated. This has enabled the proposed creation of an extensive area of open space to the south of the site that is to be appropriately landscaped to enhance the setting of the hall and garden (in accordance with Policy SCLP11.8) which in this location is bounded by woodland.
- 7.29 The submitted Built Heritage Statement which accompanies the application identifies the minor amount of inter-visibility from the Site's south-west corner with the park of Grundisburgh Hall is not experienced as being part of any designed view but an incidental view owing to thinning within the park's intended enclosure.

- 7.30 The Site does not form any part of the park's designed or extended landscape and therefore, makes no contribution to understanding or appreciating its significance. The Site is, therefore, a neutral element within a small part of the park's setting.
- 7.31 The built element of the site will be kept in the northern sector of the site where it relates to the existing settlement edge, and the southern portion is kept as open space. This limits any potential adverse impact on the historic parkland of Grundisburgh Hall to the south. The area of parkland that comes closest to this site is heavily wooded and there will be only very limited connection between the development and the open areas of the parkland.
- 7.32 It is considered that layout of the development is sympathetic to the setting of Grundisburgh Hall Park historic park and garden and that the impact of the development will have neutral impact upon the setting of this non-designated heritage asset.
- 7.33 The proposed development involves widening of Park Road west of the proposed access. The S278 works relate to the widening of Park Road to reinstate a 4.8m wide un-kerbed carriageway up to the Park Road – Ipswich Road junction west of the site proposed access.
- 7.34 The southern edge of Park Road abuts parkland associated with Grundisburgh Hall and is defined by fragmented sections of lapsed native hedgerow. The hedgerow is primarily comprised of Hawthorn but contains the occasional larger canopied species such as Elm and Field Maple. These species have occasionally outgrown the structure of the hedgerow and are identified as individual trees within the tree survey.
- 7.35 The parkland to the south contains a number of mature English Oak, Beech, Scots Pine, Horse Chestnut and Atlas Cedar. A number of Oak within the parkland have large trunk girths and are large enough to be considered notable and commensurate to veteran tree status.
- 7.36 Except for Oak T74 which is sited c.11.5m from the southern edge of the Park Road, all of the veteran Oaks are offset a sufficient distance from carriageway so as to be unaffected by the S278 works.
- 7.37 Park Road is broadly 4.8m wide and only needs to be widened in select places where the carriageway locally narrows or where soft verge material has accumulated over time. The extent to which Park Road needs to be widened ranges between 300mm and 900mm where adjacent to trees worthy of individual distinction.
- 7.38 Owing to the presence of residential curtilages directly north of Park Road, the carriageway can only be expanded to the south which generates an unavoidable requirement to incur excavation within the RPAs of a number of trees.
- 7.39 The works affecting T74's RPA are equal to 1.5% of the total RPA, comprising ground on its periphery that is known to have been previously disturbed. The works involve the removal of soft material that has accumulated over the carriageway. The likelihood of encountering any significant root mass belonging to T74 whilst removing this detritus to uncover the pre-existing surface and area immediately contiguous to the carriageway is not considered to be of significant consequence in implementing the works.

7.40 In terms of pruning work, this will be limited to the ongoing flail management of the lower hedge structure including all larger components. This work is undertaken on an annual basis in any event and is necessary irrespective of the proposals to maintain clearance from the public highway.

7.41 There will not be material impact upon the setting of Grundisburgh Hall Park from the proposed widening works.

f) A site-specific Flood Risk Assessment

7.42 Flood Risk Assessment and Drainage Strategy Feb 2021 has been provided with the applications.

7.43 It indicates that the site is located to the south of Grundisburgh, approximately 4km north west of Woodbridge. The closest significant water feature in the vicinity of the site is a tributary of the River Lark around 0.5km to the north.

7.44 Topographically, the site falls from north to south with a level difference of 8m over a distance of 300m. The development is all located to the higher ground with the lowest, dished area to the south east left for SuDS drainage and landscaping.

7.45 Low risk flooding does originate from the low point in the adjacent recreation ground and that there is a continued low risk that could affect the development in an extreme storm event, up to the 1 in 1000-year event and the FRA identifies flow paths through the development which includes an interception swale with localized level build-up for floor levels to direct the flow and avoid any flooding of the proposed dwellings. The layout has been designed such that the low point of the main access road can be set to the south of all of the proposed housing and therefore the exceedance water can be led harmlessly to discharge to the south as it currently does without any deviation of it's natural route or interference of the proposed development.

7.46 The drainage strategy accommodates all surface water run-off up to 1 in 100-year rainfall event plus 40% climate change within the private permeable paving, swales and pipework prior to discharge into the proposed infiltration basin.

7.47 SCC as Local Lead Flood Authority (LLFA) raise no objection subject to the imposition of conditions regarding drainage.

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

7.48 An Ecological Appraisal report (Aspect Ecology) was submitted with the application along with further Addendum reports following revision of the application to 70 dwellings and is to provide assessment of the works necessary for the Park Road widening work.

7.49 The site is predominantly comprised of arable land with hedgerows and trees on the north and west boundaries and individual trees on the east and south boundaries. The hedgerow along the western boundary is considered to be of particular value and is likely to be ecologically 'important' under the Hedgerow Regulations (1997).

- 7.50 The boundaries of the site are of greatest biodiversity value, with the main arable of relatively limited value for wildlife. The plans for the proposed development show the majority of the vegetated boundaries of the site retained, including the western boundary, new planting is also shown to reinforce and enhance the boundaries. There is only a small section of hedge removed in the north-western part of the site (H5). The implementation of these measures will result in the development having no significant impact on habitats of biodiversity value.
- 7.51 With regard to protected and/or UK Priority species, as identified in Ecological Appraisal the site is of relatively limited value for such species. Seven trees have been identified as having 'low' suitability for roosting bats, these are shown as retained in the plans of the proposed development. One tree identified as having 'moderate' suitability for roosting bats is proposed for removal, mitigation measures for this are identified in the Ecological Appraisal report.
- 7.52 The boundaries of the site also offer suitable foraging and commuting habitat for bats, the retention and enhancement of these boundaries and the implementation of a sensitive external lighting strategy will be adequate to ensure that use of these habitats by foraging and commuting bats continues post-development.
- 7.53 Development of the site will result in the loss of a small amount of habitat suitable for brown hare and skylark (both UK Priority species), although a large amount of habitat suitable for these species is available in the wider area.
- 7.54 Whilst concern has been expressed by the Parish Council in respect of Dormice, there are no records of the species within 2km of the application site and the development proposals do not significantly impact on habitat that would be suitable for the species even if it was present in the area (scrub, hedgerows, woodland etc). ODPM Circular 06/2005 para. 99 says that surveys can only be required where a protected species is reasonably likely to be present and affected by a development.
- 7.55 Further details of the off site highway works in Park Road were provided in April 2021. This identifies on going hedgerow management on the south side of Park Road and Trees T44 and T102 are to be removed as part of the works. These were considered to be of low bat roosting potential.
- 7.56 The report recommends that the mitigation measures proposed in the Ecological Appraisal should be implemented in relation to the S278 site. It is recommended that the mitigation measures identified in the report should be secured.
- 7.57 It is possible that the S278 works may have impact upon stag beetles (*Lucanus cervus*) which have been identified by third parties as being present in the locality. It is considered that provided the removal of any buried deadwood, roots or other habitat suitable for stag beetle is supervised by a suitably qualified ecologist, experienced in identification of stag beetle larvae and any larvae found appropriately relocated to a previously prepared area of suitable habitat created within the boundary of the site; then impact will be adequately managed. A condition is recommended.

- 7.58 The Ecological Appraisal report identifies a number of ecological enhancement measures which could be implemented as part of the proposed development. However, with the exception of the proposed landscape planting, these do not appear to be shown on the plans for the proposed development. A pre-commencement condition is therefore recommended covering this requirement.

Highway Considerations

- 7.59 The issue of access has been the principal reason for objections to the proposed development from the Parish Council and local residents.
- 7.60 In the Report on the Examination of the Suffolk Coastal Local Plan in respect of Policy SCLP12.52: Land to the West of Chapel Road, Grundisburgh, the Inspector stated:

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

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

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

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

- 7.61 The Local Plan Para 12.558 states “Vehicle access to the site is expected to be onto Park Road, and safe pedestrian access will need to be provided, including exploring opportunities to create safe access to Ipswich Road via the recreation ground.”
- 7.62 The submitted Transport Assessment states that a Scoping discussion was undertaken with SCC as Highway Authority prior to the submission of the application. The following summarises what was agreed.
- Vehicular access to be taken from Park Road as per the agreed SoCG.

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

- 7.63 The site is located on the northern side of Park Road. Park Road runs east-west to the south of Grundisburgh. It is a rural road serving eight residential properties. There is no street lighting and the road is signed as unsuitable for HGV traffic.
- 7.64 Park Road meets Ipswich Road to the west of the site. At the junction of Park Road, Ipswich Road is subject to 30mph speed limit. This increases to national speed limit (60mph) just south of the junction. In the vicinity of the site Ipswich Road is not street lit. It provides direct frontage access to a number of residential properties and is on a bus route.
- 7.65 Ipswich Road forms a north to south route on the western side of Grundisburgh and links with Rose Hill / The Street before meeting Stoney Road and The Green in the centre of the village.
- 7.66 To the south-east of the site Park Road forms a crossroads with Lower Road and Chapel Road.
- 7.67 Chapel Road to the north provides a direct route into the centre of Grundisburgh including to the local shop via Meeting Lane.
- 7.68 Lower Road is a narrow, rural carriageway providing access to a number of properties and access to the B1079. There is an S-bend midway along the road with very restricted forward visibility. Vehicles are able to pass at other locations either side of this bend.
- 7.69 Lower Road continues to the east passing a number of properties and with a mixture of informal passing places within highway. All properties appear to have driveways and available off-road parking. Speeds are low due to the road width and alignment. Lower Road meets Grundisburgh Road (B1079) at a priority T-junction. At the location of the junction with Lower Road, the Grundisburgh Road (B1079) is subject to 30mph speed limit. The road is not street lit.
- 7.70 Park Road, Chapel Lane and Lower Road are within a 30 mph speed limit.
- 7.71 As part of the development proposal Park Road will be widened to achieve a width of 4.8m from the junction with Chapel Rd/Lower Rd (to the east) and the junction with Ipswich Road (to the west).
- 7.72 In addition to the widening at Park Road, a vehicle passing bay is proposed on Chapel Road.

- 7.73 It is also proposed to refresh the carriageway markings at the crossroads junction of Park Road/Lower Road/ Chapel Road.
- 7.74 The visibility splays at the junctions of Ipswich Road/ Park Road and Lower Road/ Grundisburgh Road (B1079) have also been reviewed and improvements identified.
- 7.75 There is however clear local concern regarding the traffic impact in terms of safety on the local highway network, particularly Lower Road to the east of the site.
- 7.76 Lower Road is a narrow rural carriageway with an S-bend mid-way along the road between Park Road and the B1079. In order to establish local traffic conditions an Automated Traffic Counts (ATC) survey was undertaken for a 7 day period from 19/01/2020 on Lower Road.
- 7.77 The Transport Assessment (in relation to 80 dwellings) estimates that the proposed development will generate 54 vehicle trips in both the AM peak and 53 vehicle trips in the PM peak. (47 trips in relation to 70 dwellings).
- 7.78 The proposed development is estimated to add 20 two-way vehicle movements to Lower Road in the AM peak (1 every 3 minutes) and 19 two-way vehicles in the PM peak (1 every 3 minutes). The Transport Assessment considers that the impact of this increase will not be severe or result in an increased safety risk for drivers using the road.
- 7.79 There are informal passing places on Lower Road and there have been no accidents recorded along Lower Road which suggests that drivers are travelling appropriately for the type of road.
- 7.80 Improvements are proposed at the junction of Lower Road / Grundisburgh Road (B1079).
- 7.81 There is local concern regarding HGVs attempting to use Lower Road and not be able to negotiate the bend. The proposal for a residential development will not increase the HGV traffic in the local area once the site is complete and occupied. HGV traffic associated with the construction period will be managed through a Construction Management Plan (CMP) which will be a condition of the permission if granted.
- 7.82 Park Road and Lower Road do not have pavements and are used by pedestrians and cyclists. There is significant concern that the level of increased use will affect the safety of these users.
- 7.83 The Highway Authority have scrutinised the application and following the amendments to the scheme to introduce informal paths within the site along Park Road and Chapel Road confirmed no objection subject to conditions.
- 7.84 The access arrangement follows that accepted during the Local Plan process and evidence submitted with the Transport Assessment (set out above) does not indicate such a level of increase in the use of Lower Road or Chapel Road so as to justify the refusal of planning permission. The Transport assessment identifies 20 two-way vehicle movements to Lower Road in the AM peak (1 every 3 minutes) and 19 two-way vehicles in the PM peak (1 every 3 minutes).

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

Design Considerations including connectivity

- 7.94 Policy SCLP12.51 provides criteria on how development of the site should come forward and Policy SCLP11.1 also provide broader design guidance. The NPPF Chapter 12 sets out how the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 7.95 Policy SCLP11.1 requires development to support locally distinctive and high-quality design that demonstrates an understanding of the key features of local character and seeks to enhance these features through innovative and creative means. This includes ensuring the development responds to the local context in terms of massing, retaining and/or enhancing the existing landscaping, protecting the amenity of the wider environment and neighbouring uses as well as including hard and soft landscaping to aid the integration of the development into the surrounding.
- 7.96 It is considered that the proposed layout will provide for an attractive development with a mix of house types and designs that will add interest and variety to the appearance of the street scene. There is a landscaped hierarchy of access with the access network framed around the spine road with frontage development and areas of public open space located along the route. Paving blocks are proposed for the minor roads and private drives.
- 7.97 Whilst the house types are regularly seen on developments by this house builder, the mix of neo vernacular and 19th century influences fits well with the variety of houses within the village. The layout has development fronting the areas of open space and Chapel Road and footpaths and provides an attractive public front on all sides.
- 7.98 Parking has been provided in accordance with the Suffolk County Council parking standards to ensure homes have appropriate levels of car and bicycle parking.
- 7.99 It is considered that sufficient space and separation exists between the proposed dwellings to ensure that the amenities of the occupants are not adversely affected by overlooking or loss of privacy. Similarly, it is considered that there is sufficient separation between the proposed dwellings and the existing dwellings to the north to ensure that the amenities of the existing properties are not adversely affected. The proposal is considered in compliance with Policy SCLP11.2.
- 7.100 There was originally concern expressed by the Police – Designing Out Crime Officer concerning the relationship between dwellings and related garaging and car parking; lighting of footpaths, surveillance of footpaths and use of rear alleyways. Amended plans were received in April which introduce additional windows in a number of units to introduce better surveillance of car parking and footpaths. Locking gates were introduced into rear alleyways to limit unauthorised access. Rear alleyways are limited on the development and are required to serve mid terraced units and allow access to bin presentation areas. Lighting of footpaths would have implications for ecology and dark sky on the rural edge of this village and it is considered that the revised layout has

secured a satisfactory balance between practicality, aesthetics and security concerns and is not unacceptable.

- 7.101 The scheme involves 35 (50%) of the proposed dwellings meeting the requirements of Part M4(2) of the Building Regulations and 6 of the proposed dwellings would be provided as bungalows. Plot 21 is proposed to the higher M4(3) standard.
- 7.102 It is proposed to widen footpath 20 to 1.5m and surface it. The informal footpaths within the development would be provided at 1.5m and whilst likely to be a bound hoggins surface, they are not a gravel surface and should be appropriately accessible by all regardless of age, mobility or disability.
- 7.103 The proposed development is overall considered to be in compliance with policy SCLP11.1. It is considered to be a high quality development that is considered to have the 'beauty' and attributes expected by NPPF Chapter 12.

Landscape and Visual Impact

- 7.104 The Site is located on the south eastern settlement edge of Grundisburgh and is currently used as agricultural farmland. A mature native hedgerow with mature hedgerow trees defines the western Site boundary with the northern boundary formed of a combination of closed board fencing or hedgerow that defines the rear boundaries to adjacent residential properties / southern settlement edge. The eastern and southern boundaries are defined by ruderal vegetation and bound by adjacent roads. Chapel Lane runs adjacent to the eastern boundary with Park Road adjacent to the south. There is a small but notable group of trees to the south eastern corner of the site.
- 7.105 The residential development that abuts the northern boundary comprises of a mixture of semi detached and detached single storey dwellings which forms an urban edge typical of the wider village. Further development lies adjacent to the eastern edge of Chapel Lane and consists of more notable 1.5 to 2 Storey development, to include Grundisburgh Baptist Church.
- 7.106 The existing recreational ground lies immediate beyond the western boundary which is bound by further residential development along Park Road to the south and Ipswich Road to the west.
- 7.107 'The Suffolk Landscape Character Assessment' has identified that the majority of the Site and the wider setting to the west and south are located within Landscape Character Area 4: Ancient Rolling Farmlands.
- 7.108 The south western corner of the Site and the local landscape setting to the east are identified as being located within Landscape Character Area 19: Rolling Valley Farmland and Furze.
- 7.109 The application is accompanied by a Landscape and Visual Impact Assessment which has been scrutinised by the Arboriculture and Landscape Manager.
- 7.110 With regard to the landscape and visual impact assessment, the proposal will clearly result in a fundamental change from agriculture to housing development, this will not have any significantly

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

- 7.111 Potential visual impacts are also assessed for visual receptors in the immediate surrounding area (PROWs and surrounding roads). Inevitably views from the roads and footpath 20 will be adversely affected by development, but these impacts will moderate over time as boundary planting matures. Beyond these views, distance and existing vegetation together with maturing new planting will increasingly moderate any adverse visual impacts where they exist.
- 7.112 Additional native species planting along the southern site boundary is proposed as part of the landscape strategy plan which also assists with mitigating any residual impacts. Additional planting is described for the other site boundaries as well as across the open space and throughout the built elements of the development. As far as these are described in the landscape strategy plan, they are acceptable but full details will need to be made a condition of permission should consent be granted.
- 7.113 Overall there will not be any significantly adverse impacts on landscape character, and with an appropriate planting scheme, the landscape character of the site and its immediate surrounds can be enhanced. It is inevitable that there will be initial potentially adverse visual impacts, but these, where they occur, will be moderated by appropriate new planting.

Heritage Assets

- 7.114 The site is well outside the Grundisburgh Conservation Area and does not affect its setting. The site does not fall within the setting of any designated heritage assets that are listed buildings.
- 7.115 The applications were accompanied by a Built Heritage Statement (BHS) which identifies two non-designated heritage assets that may be affected by this development within their setting.
- 7.116 Impacts of the proposed development on Grundisburgh Hall parkland which is locally listed has been considered earlier.
- 7.117 The other heritage asset is the Strict Baptist Chapel on Chapel Road, a non-designated heritage asset. This is because it meets the criteria for aesthetic value as it exhibits a positive external appearance within its streetscene and landscape setting; representativeness as part of the typology of late 18th century and 19th century non-conformist places of worship; and social and communal value as a place of worship.
- 7.118 It is considered that the site does make a contribution to the significance of the chapel as part (or most) of its setting, with clear views afforded of the chapel across the application site in its current open and undeveloped form.

- 7.119 The scale effect of the building when seen in this view, combined with its formal design, suggests that there was an intended degree of visibility in the longer views across the site. The BHS suggests that this view is 'incidental' which seems to the Principal Design and Conservation Officer to be 'unlikely'. For this reason, he suggests that the application site contributes positively to the significance of the chapel as it forms a large part of the surroundings from which it can be appreciated and experienced. He concludes that the proposed development will result in a low level of harm.
- 7.120 The BHS confirms the development will obscure views of the chapel from Park Road and, therefore, erode the ability to appreciate it (primarily the frontage) in its historic open and undeveloped surroundings.
- 7.121 The asset will not be lost. The scale of harm will be of a low level, as the building itself will not be directly affected by the application. Paragraph 203 of the NPPF requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.
- 7.122 In weighing the current application that directly affects the chapel as a non-designated heritage asset, the decision maker will need to arrive at a balanced judgment having regard to the scale of any harm or loss and the significance of the asset. The chapel building is not of very great significance – it is not a designated heritage asset. It is of some local importance.
- 7.123 It is the role of the decision maker to strike a balance having regard to the scale of harm set against all the material considerations, positive and negative, in respect of the application.
- 7.124 It is considered that limited weight should be ascribed to the low level of harm and the significance of the heritage asset identified and in terms of paragraph 203 of the NPPF the scheme which is an allocated site, is acceptable in terms of matters of heritage consideration and would accord with policies SCLP11.4 and SCLP11.5.

Ecology

- 7.125 The application site is within 13km of the Deben Estuary SPA; the Deben Estuary Ramsar Site; the Sandlings SPA; the Alde-Ore Estuary SPA; the Alde-Ore Estuary Ramsar Site; the Alde-Ore and Butley Estuaries SAC and the Orfordness-Shingle Street SAC.
- 7.126 The Council, as the competent authority, has to undertake an assessment to determine whether the development is likely to have a significant effect on these sites in accordance with the Conservation of Habitats and Species Regulations 2017.
- 7.127 Given this separation distance it is only considered that the Appropriate Assessment needs to assess impacts arising from increased in-combination recreational disturbance. The applicant has provided a 'shadow' Habitats Regulations Assessment to inform such an assessment and Natural England have also been consulted in their statutory role.
- 7.128 The submitted 'Shadow' Habitats Regulations Assessment identifies the relevant European designated sites for the HRA and the impact pathways which are likely to arise from the

proposed development. As recognised in the report, the only impact requiring mitigation is increased recreational disturbance at designated sites arising from in-combination residential development. Mitigation in the form of onsite greenspace provision, connections to the existing PRoW network and a financial contribution to the Suffolk Coast RAMS strategy are identified.

- 7.129 Having considered the proposed avoidance and mitigation measures above Officers conclude that with mitigation the proposal will not have an Adverse Effect on the Integrity of the European sites included within the Suffolk Coast RAMS. Natural England have been consulted on the appropriate assessment undertaken as is required, and have confirmed that they have no objection subject to appropriate mitigation in the form of an upfront per dwelling contribution to the RAMS strategy and provision of on-site measures such as the circular route and the provision of dog bins. This can be secured in a S106 Agreement.
- 7.130 Officers consider that the proposal is acceptable in this regard in accordance with SCLP10.1 (Biodiversity and Geodiversity).

Infrastructure

- 7.131 The Infrastructure Delivery Framework appended to the Local Plan identifies the infrastructure needed to support new development. The Infrastructure Funding Statement (2019-2020) takes this information a step further through the allocation of District CIL, through the collection and use of s106 contributions or through planning conditions (such as highways works). The Parish Council would also receive 15% of the CIL received from this development which can be spent flexibly on local projects such as play and sports facilities and potentially, in Grundisburgh's case, on the village hall project where there is currently a fundraising effort to achieve a final £25,000 to allow construction of the village hall, which would also serve residents of this development.
- 7.132 In terms of education provision the Infrastructure Funding Statement (IFS) identifies a new secondary school at Brightwell will be funded through S106 Contributions.
- 7.133 Suffolk County Council confirm the need for contribution towards Secondary School education provision, and school transport through S106 contribution.
- 7.134 Pre-school, Primary school, library improvements and waste infrastructure would be funded through CIL.
- 7.135 In terms of health provision the Ipswich and East Suffolk Clinical Commissioning Group have stated that CIL funding will be sought to increase capacity.

Other Matters

- 7.136 The Head of Environmental Services and Port Health recommends a condition regarding unexpected contamination and the submission of Construction Management Plan.
- 7.137 With regards to sustainable construction Policy SCLP9.2 requires a 20% reduction in CO2 emission below the target CO2 emission rate set out in the Building Regulations. The Design and Access Statement and the Sustainability Statement state that this will be achieved through using

low carbon technology and/or onsite renewable energy options where practically achievable. Further details of how the 20% reduction in CO2 emissions can be secured by condition.

- 7.138 The proposed housing will be liable for Community Infrastructure Levy for the whole of the permitted Gross Internal Area, although the affordable housing will be subject to potential relief. It is estimated that the CIL from the market housing will be at the High Zone rate of which 15% as Neighbourhood CIL would normally go direct to Parish Council for spending on infrastructure or anything else that supports development.
- 7.139 CIL as a whole is not an economic benefit to be given weight in any planning balance, since it is a developer contribution to mitigate effects on infrastructure, in the same way as a number of necessary s106 contributions sought in this case. However, the freedom of spending of Neighbourhood CIL does allow wider benefits for the area so modest weight can be given to that as an economic benefit.
- 7.140 The scheme involves 35 (50%) of the proposed dwellings meeting the requirements of Part M4(2) of the Building Regulations and 6 of the proposed dwellings would be provided as bungalows. Plot 21 is proposed to the higher M4(3) standard.
- 7.141 It is proposed to widen footpath 20 to 1.5m and surface it. The informal footpaths within the development would be provided at 1.5m and whilst likely to be a bound hoggin surface, they are not a gravel surface and should be appropriately accessible by all regardless of age, mobility or disability.
- 7.142 The development is laid out with a hierarchy of familiar types of streets, a varied urban form and architecture that reflects local character, informal paths away from busy roads, obvious entrances to buildings, non-slip footways, level changes only when unavoidable with improvements proposed to the bus shelter in Ipswich Road. It is considered that the design is dementia friendly and has had regard to the needs of those with disability.

Benefit and harm of development

- 7.143 Officers consider that the proposed development will provide a high-quality residential development. The development will yield a number of benefits including, amongst other things, affordable housing, green infrastructure, sustainable drainage features and highway improvements. There are also a number of economic benefits that will arise as a result, and noting that this forms one of the strands of sustainable development, including Neighbourhood CIL, spend in the local economy and the short term benefits of the construction employment. Attention is also drawn to the S106 requirements (see paragraph 9.1 below) which provides further benefits to the local community which could only be realised through development.
- 7.144 There is no identified harm in this proposal on the landscape, the setting of designated heritage assets or the local environment. There is some limited harm to a non-designated heritage asset but this is of low level and is outweighed by the benefits of the proposed development, as required by paragraph 203 of the NPPF.

- 7.145 Much commentary is made to the highway impacts of the development, in terms of the level of additional traffic but also the physical constraints of the road networks and the lack footpaths and passing places. These matters have been addressed in the report and proposed improvements required via S106. Paragraph 7.78 of the report notes the limited additional vehicles on the road as a result of the development and is not disputed by the Highways Authority who do not object to the application.
- 7.146 It is important to note that Highway matters were considered at the Local Plan Hearings (paragraph 7.89 above refers) and found to be acceptable to enable the site to be found sound and allocated. In respect of this, reference is drawn to a recent appeal in Harrogate (reference 3260624) which follows a refusal of permission of a residential scheme comprising 149 dwellings on a site allocated for such in the Local Plan. The application (outline) was refused on grounds that it was unsustainable with poor connectivity to public transport. The appeal was allowed and a full award of costs made in favour of the appellant. Some key extracts from the costs decision are contained below:

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

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

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

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

8 Conclusion

- 8.1 Paragraph 2 of the NPPF (2021) states that "Planning Law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise". That section of the law is contained in S38(6) of the Planning and Compulsory Purchase Act 2004.
- 8.2 The starting point is therefore the Development Plan. Whilst there is considerable objection to the principle of development, the site is allocated for residential development for the level of

development currently proposed through this application. In terms of the principle, therefore, the scheme is in accordance with Policy SCLP12.51. Paragraph 11 of the NPPF states in such instances that plans and decision should apply a presumption in favour of sustainable development, which for decision-taking means approving development proposals that accord with an up-to-date development plan without delay. Contrary to the opinion of a number of objectors, reduced weight should not be given to the allocation within the Local Plan because of the level of development allocated within the whole Plan exceeds the minimum required. This would have serious implications to both the Suffolk Coastal and Waveney Local Plan documents, with all allocations, effectively available for re-consideration/challenge.

- 8.3 The objections received to the application, including those by the Parish Council and third parties, are acknowledged, however they do not on this occasion counter the benefits of the scheme or raise matters of such significance that would render the development unacceptable or be able to be appropriately mitigated by condition. It is also noted that there are no technical objections to the application from statutory parties and requested conditions have been included.
- 8.4 The proposal is considered to represent sustainable development in accordance with the objectives of the National Planning Policy Framework and the adopted Local Plan. The proposal must be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case there are no material considerations which have been identified to be of such significance within this report which persuade that the development should be considered in any way other than in accordance with the recently adopted development plan. The application is therefore recommended for approval with the requirement of S106 requirements and conditions.

9 Recommendation

- 9.1 **AUTHORITY TO APPROVE** with conditions (including but not limited to those below), subject to the completion of a S106 Legal Agreement within six months to secure obligations (including but not limited to):
- Provision of 23 affordable dwellings;
 - Per-dwelling contribution to the Suffolk RAMS;
 - Provision and long term management of public open space;
 - Financial contribution to fund secondary school transport;
 - Financial contribution to fund improvement works to local bus stop;
 - Financial contribution to fund Brightwell school;
 - Financial contribution to bus service improvements;
 - Financial contribution to fund legal work for widening/surfacing of footpath 20.
- 9.2 If the S106 is not completed within six months **AUTHORITY TO REFUSE** the application.

9.3 Conditions:

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

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

2. The development hereby permitted shall be completed in all respects strictly in accordance with the following plans:
 - Site Location Plan 001 received 26 August 2020,
 - External works layout 002 Rev I received 23 April 2021,
 - Planning layout 003 Rev H received 23 April 2021,
 - Materials Plan 004 Rev B received 12 February 2020,
 - S278 General Arrangement 1812-296-278A received 26 August 2020,
 - S278 Road Widening 1812-296-279B received 26 August 2020,
 - Chapel Road Shared Access 1812-296-295 received 26 August 2020,
 - Ipswich Road/Park Road Junction Visibility Improvements 1812-296-008A received 26 August 2020,
 - B1079/Lower Road Junction Visibility Improvements 1812-296-009 received 26 August 2020,
 - Grundisburgh Footpath 20 Improvements 1812-296-305C received 15 February 2020,
 - Landscape Strategy Plan 6647/ASP3 Rev D received 15 February 2020.

And the following house type plans:

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

And the following garage plans:

- 301A, 302A, 303A and 304 received 15 February 2021;

And the following miscellaneous plans:

- External Works Details 401 received 26 August 2020

for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

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

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

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

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

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

Reason: To ensure that nesting birds are protected.

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

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

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

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

8. Prior to first occupation, a "lighting design strategy for biodiversity" for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:
 - a) identify those areas/features on site that are particularly sensitive for biodiversity likely to be impacted by lighting and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their

territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

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

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

Reason: To ensure that the development delivers ecological enhancements.

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

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

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

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

11. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play

equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation programme.

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

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

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

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

Reason: In the interests of amenity.

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

Reason: In the interests of amenity.

15. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. No further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety.

An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS10175:2011+A1:2013 and CLR11) and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

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

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

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

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

Reason: In the interests of fire safety.

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

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

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

Reason: In the interests of sustainable construction.

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

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

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

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

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

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

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

iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater. This condition is a pre commencement planning condition and requires details to be agreed prior to the commencement of development to ensure flooding risk as a result of both construction and use of the site is minimised and does not result in environmental harm or even risk to life.

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

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

24. No part of the development shall be commenced until details of the proposed surfacing improvements and links to Footpath 20 as indicatively shown on Drawing Nos. 1812-296 305 Rev C and GRU5 003 Rev H have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

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

25. No part of the development shall be commenced until details of the proposed road widening of Park Road, local junction improvements and Chapel Road passing place indicatively shown on Drawing Nos. 1812-296 279 Rev B; 1812-296 008 Rev A and; 1812-296 009 have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

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

26. The areas to be provided for storage of Refuse/Recycling bins as shown on drawing number GRU5 002 Rev I shall be provided in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

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

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

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

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

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

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

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

30. All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence. No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV movements.

31. The use shall not commence until the area(s) within the site shown on Drawing No. GRU5 003 Rev H for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

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

32. Before the development is commenced details of the areas to be provided for secure cycle storage and electric vehicle charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the relevant dwelling is brought into use and shall be retained thereafter and used for no other purpose.

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

33. Before the access onto Park Road is first used visibility splays shall be provided as shown on Drawing No. 1812-296 278 Rev A with an X dimension of 2.4m and a Y dimension of 59m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking

and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

34. Before the access onto Chapel Road is first used visibility splays shall be provided as shown on Drawing No. 1812-296 295 with an X dimension of 2.4m and a Y dimension of 59m and 52.8m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

35. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.
- The scheme of investigation shall include an assessment of significance and research questions; and:
- a. The programme and methodology of site investigation and recording
 - b. The programme for post investigation assessment
 - c. Provision to be made for analysis of the site investigation and recording
 - d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - e. Provision to be made for archive deposition of the analysis and records of the site investigation
 - f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
 - g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

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

36. No building shall be occupied until the site investigation and post investigation assessment

has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 35 and the provision made for analysis, publication and dissemination of results and archive deposition.

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

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

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

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

Reason: In the interest of social history.

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

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

Informatives:

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

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

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

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

CIL forms can be downloaded direct from the planning portal:

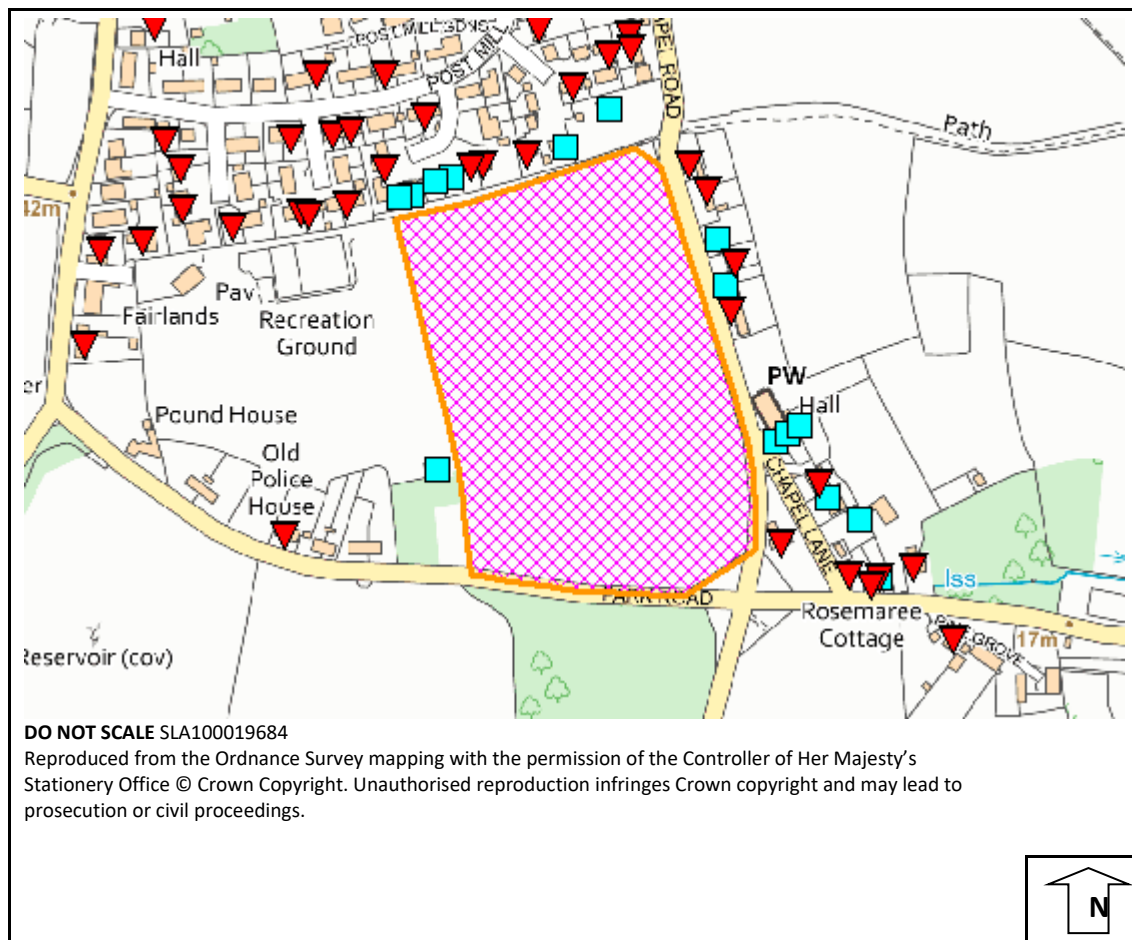
https://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy/5

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





Background information

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

Map



Key

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

Appendices

Appendix A.

The report of the independent transport consultant Brookbanks – as instructed by East Suffolk Council dated 16.09.21

Appendix B.

The report by Cannon Consulting on behalf of Hopkins Homes (the applicant) in response to the Brookbanks Report

Appendix C.

The response of Suffolk County Council Highway Authority in respect of both the Brookbanks and Cannon Consulting reports.

Appendices associated with all of the above are available through [Public Access](#)

Appendix A.

**The report of the independent transport consultant Brookbanks – as instructed by East Suffolk Council
dated**

Document Control Sheet

Document Title	Transport Assessment Peer Review
Document Ref	10816PR01
Project Name	Chapel Road, Grundisburgh
Project Number	10816
Client	East Suffolk Council

Document Status

Rev	Issue Status	Prepared / Date	Checked / Date	Approved / Date
0	FINAL	A Eggleston 12.09.21	L Witts 16.09.21	L Witts 16.09.21

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Ben Woolnough – East Suffolk Council	-					

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1 Executive Summary

2 Brookbanks is appointed by East Suffolk Council to review the transportation evidence produced to support a residential development on Chapel Road, Grundisburgh. The purpose is to provide an non-bias and independent consideration of the evidence, to identify any shortcomings and to then suggest any additional details that would aid in determining the application.

3 The principal source of the transport evidence is presented within the transport assessment. The purpose of the transport assessment is to provide the necessary information to enable the local planning authority and highway authority to reach a decision on the acceptability of the development. The level of detail necessary to be provided within the transport assessment is related to the size of development and the nature of the application.

4 The planning application is a Full application, which will limit the need to submit reserved matters applications. On that basis, the level of detail should be pursuant to a full application.

5 The size of the development has been reduced from 80 to 70 units. The development quantum immediately suggests a low level of impact. However, the transport assessment will still need to include sufficient details to demonstrate the development will have a low level of impact.

6 Irrespective of the size of development, it would be expected the transport assessment to include as a minimum the following level of detail:

- Demonstrate the development is policy compliant, rather than simply repeating relevant planning policy
- Undertake a review of walking, cycling and public transport networks, to identify both positive and negative elements. This will facilitate the identification of walking, cycling, public transport movement strategies that will enable development
- Undertake a thorough review of recent road accidents, to demonstrate that road safety is not a material consideration,
- Provide traffic flows within the sensitive roads adjacent to the development, to demonstrate the development will not result in a severe impact
- Provide a review of the operation of the site access and over sensitive locations, in order to confirm the development will not result in a severe impact
- Provide refuge vehicle swept paths, to demonstrate that it is physically possible to service the development (being important for a full application)
- Provide speed surveys at all relevant junctions, in order to confirm the design criteria that should be applied
- Provide detailed drawings of all the relevant junctions, to either confirm design compliance to the relevant standards or to highlight departures from standard that can then be considered
- Provide road safety audits to cover all highway interventions, to demonstrate the acceptability of the design

7 The information identified above is not requested in order to find fault, to then justify an objection to the development. The information has been requested to allow an informed judgement to be made. Only when all the necessary facts have been presented, can a 'sound' judgement be made. A departure from standard or lack of cycling facilities, would not automatically result in an objection, if a comprehensive consideration of the local environs was presented.

8 The final judgement is a balancing act, between the level of provision against likely impact. The purpose of this note is not to justify an objection, but to identify what other information would be helpful to enable East Sussex Council to make an informed decision.

9 The Peer Review has identified nineteen areas where additional information would be useful. These have been categorised as:

- **Essential:** Being components of the current Transport Assessment that are either missing or incorrect and are deemed necessary in order to determine a full planning application.
- **Desirable:** Being components which would be ideal to have awareness/knowledge of prior to determination but are not deemed essential.
- **Moderately Beneficial:** Being components which would help to provide a more comprehensive and considered appreciation of the site and its traffic impacts, but are not formally required or expected.

10 Introduction

11 Brookbanks is appointed by East Suffolk Council (ESC) to review the transportation evidence produced to support a residential development on Chapel Road, Grundisburgh.

12 The planning application (DC/20/3284/FUL) seeks approval for the erection of 70 dwellings, including affordable dwellings, together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure.

13 At the associated planning committee, it was agreed to defer the application to seek independent highway advice. The Highway Authority, Suffolk County Council (SCC), offered no objection. There has been strong local objections citing highways grounds.

14 The purpose of this report is to provide a comprehensive review of the highways and access proposals for the application. This review has included:

- A site visit to review the site, local highway and public right of way network.
- Consideration of the application submission in respect of all highway and public right of way proposals for access, connectivity, sustainable transport, traffic and highway.
- Consider the deliverability and the soundness of the applicant's proposal.
- Have regard to the Local Plan allocation and policies as the adopted development plan. Consideration will also be based on the NPPF and relevant Highways technical guidance.
- Review and consider the application response from the Parish Council and other objectors.
- Consider the responses from the County Highway Authority as the statutory consultee for determination of the application in respect of transport matters and consider the soundness of their response and recommended mitigation, obligations and conditions.

15 The remainder of the report is structured in the following way:

- Chapter 2: Provides a short summary of the site and indicates the broad location of the site.

- Chapter 3: This chapter reviews the Transport Assessment (TA) that was produced to support the initial planning application. This chapter is structured to mirror the chapter headings of the TA, summarising the information provided. Following the review of each chapter, the text highlighted in blue identify those areas that would benefit from further consideration.
- Chapter 4: This chapter reviews any additional documentation associated with the planning application. Following the review of the additional documents, the text highlighted in blue identify those areas that would benefit from further consideration.
- Chapter 5: this provides a summary of the areas that would benefit from further consideration.

16 Background

17 An initial Transport Assessment (document reference: CCE/ZA461/TA-02) was produced by Cannon Consulting Engineers (CCE) on behalf the Applicant, Hopkins Homes Ltd (HHL), in support of the planning application dated August 2020. At that time, the proposals comprised:

Full Application for erection of 80 dwellings, including affordable dwellings, together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure.

18 The Application Site is located to the south of the centre of Grundisburgh, circa 5km west of Woodbridge and 10km east of Ipswich. The site is bound by Park Road to the south, Chapel Road to the east and the Recreation Ground to the west. The Public Right of Way (PROW) FP20, runs along the northern boundary of the site.

19 The location of the Application Site is indicated below.

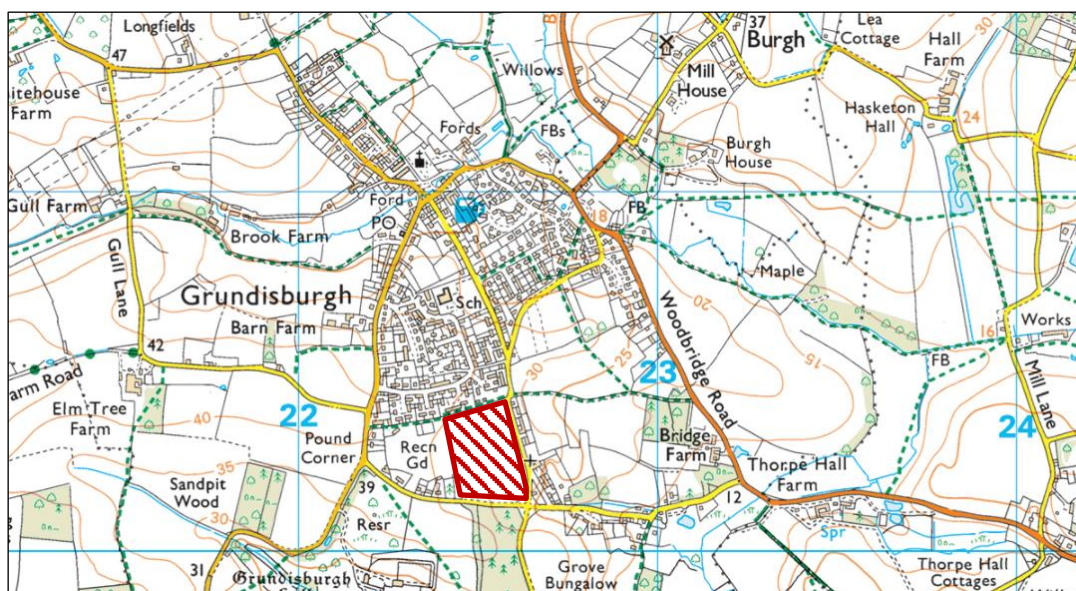


Figure 16-1: Application Site Location

20 In response to comments from statutory consultees to the application, the Applicant submitted revised proposals to reduce the number of dwellings from 80 to 70 and provided details of proposed improvements to the Public Right of Way (PRoW) to the north of the site. These proposals were discussed in a transport assessment addendum (document reference: CCE/ZA461/TN-02) in February 2021.

21 Transport Assessment – August 2020

Chapter One: Introduction

22 The introduction to the transport assessment, confirms that at the time of the production of the document, the planning application sought the approval for 80 dwellings. This chapter confirms that the Application Site was identified in the Suffolk Coastal Local Plan (SCLP) - Final Draft as “Land west of Chapel Road, Grundisburgh” (reference SCPL12.52) for circa 70 residential dwellings.

23 Therefore, this demonstrates the planning application seeking approval for 80 dwellings was not compliant with the local plan.

24 The introduction provided details on the response from SCC, regarding the Application Site, in relation to the draft local plan:

In order to secure safe and suitable pedestrian access to the highway network, a way of connecting into the existing pedestrian network will need to be secured, perhaps by improving the existing footpath 20 and the link north, on to Post Mill Gardens in order to provide access to the primary school and bus stops on Ipswich Road.

25 A Statement of Common Ground (SoCG) was reached between ESC, HHL and SCC regarding Policy SCLP12.52 (the Application Site) to allow the extension of the site boundary within the SCLP to the south to facilitate access onto Park Road (instead of Chapel Road). A copy of the SoCG is contained in Appendix A of the TA.

26 The SOCG confirmed that a suitable access arrangement can be achieved with passing places on Chapel Road and the widening of Park Road.

27 Scoping discussions were undertaken with SCC. The following summarises what was agreed.

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

28 It is noted that no evidence was presented within the TA to demonstrate SCC agreement to the above.

Chapter 2: Existing Conditions

29 This chapter of the report outlines the existing local conditions, including the provision for walking, cycling, public transport and the local highway network in the vicinity of the site. Connectivity to local amenities and facilities is also reviewed.

Local road network

30 Park Road run east-west to the south of Grundisburgh. It is a rural road serving eight residential properties. There is no street lighting and the road is signed as unsuitable for HGV traffic.

31 Park Road meets Ipswich Road at a priority T junction. Ipswich Road is subject to 30mph and 60mph speed limit to the north and south respectively.

32 To the south-east of the site Park Road forms a crossroads with Lower Road and Chapel Road. Chapel Road to the north provides a direct route into the centre of Grundisburgh. Lower Road is a narrow, rural carriageway providing access to a number of properties.

Walking and cycling

33 The TA identified that along the northern boundary of the Application Site there is a Public Right of Way (PROW), FP20. The PROW is unsurfaced and undefined. There is a hedge/fence line on the northern side of the PROW but there is no border or boundary on the southern side of the footpath.

34 Within this chapter, Table 2.2 presents distances to various local amenities.

35 These distances have been checked and they cannot be verified. The route followed should be confirmed. The distances should be measured from an identifiable dwelling.

36 No consideration has been given towards safe routes to schools, with access to the primary school (circa 900m to the north) predicated on FP20.

37 The TA, in this section of the report, does not identify that Park Road and Chapel Road does not have any footways.

Bus Services

38 The TA indicates that there is a local bus service operating along Ipswich Road to the west of the site. This can be accessed from the bus stops adjacent and opposite Park Road which are served by a shelter on the eastern side of the carriageway,

39 On average these services provide a service every two hours Monday-Saturday. The journey on the 70/70A service to Woodbridge takes approximately 40 minutes, where the first bus is at 08:56 and the last bus at 18:20. The journey on the 70/70A service to Ipswich takes approximately 20 minutes where the first bus is at 07:50 and the last bus at 17:16.

Rail Services

40 The closest Railway Station is located in Woodbridge, approximately 6.5km southeast of the site.

Personal Injury Accident Review

41 An analysis has been undertaken of Personal Injury Accident (PIA) data for the 5-year period between 01/09/2014 – 01/09/2019.

42 The time period is outdated and does not include any accidents that would have occurred recently.

Traffic flow data summary

43 An Automated Traffic Counts (ATC) survey was undertaken for a 7 day period from 19/01/2020. The ATC was located approximately 70m east of the Pine Grove/Lower Road junction, to gather information of traffic volume and speed. This data was collected before lockdown measures were implemented in response to COVID-19.

44 January is not considered a neutral month in relation to typical travel patterns / habits, as indicated within the guidance provided by the DfT, Transport Analysis Guidance (TAG), which provides information on the role of transport modelling and appraisal. Therefore, the traffic flows are not considered representative.

45 Further ATCs were carried out at the following locations for a 7 days period from 09/06/2020:-

- Ipswich Road, either side of the junction with Park Road
- Grundisburgh Road, either side of the junction with Lower Road.

46 These were carried out when COVID-19 travel restrictions were in operation and therefore not representative, as highlighted in the TA.

47 Limited traffic data was presented for the local roads, to indicate traffic levels, data provided only for Lower Road.

Current Travel Patterns

48 The 2011 Census data for journey to work has been reviewed within the TA to get an understanding of where current residents of the Grundisburgh area are travelling to work.

Chapter 3: Review of Current Land Use and Transport Planning Policy

49 This section of the report considers the transport policy background against which the planning application will be assessed. This includes National and Local Policy. The main policy documents setting the context within which the assessment will be undertaken are:

- National Planning Policy Framework (February 2019)
- Planning Practice Guidance (2014)
- Suffolk County Council Local Transport Plan 2011-2031
- Suffolk County Council Parking Standards (November 2009, updated May 2019)
- Suffolk Coastal District Local Plan (Core Strategy & Development Management Policies July 2013)
- Suffolk Coastal Local Plan (Draft 2018-2036)

50 Some of Policy documentation is out of date and need to be reconsidered. This chapter repeats policy statements without making any attempt to identify policy compliance.

Chapter 4: Development Proposals and Transport Strategy

Proposed Access Arrangements

51 It is proposed to access the site from Park Road, as shown on Drawing 1812-293-278 General Arrangement. The site access arrangement comprises a priority T junction including:

- 2.4m x 59m visibility splays in accordance with SCC guidance for visibility splays on C and U class roads.
- 5.5m wide carriageway
- Footway provision on the western side of the carriageway

52 The design of the junction is based on SCC guidance. However, no information has been provided to confirm the 85th percentile speeds at the location of the site access. Therefore, the design cannot be approved until the 85th percentile speeds are identified.

53 The footway provision stops at Park Road suggestion pedestrians will then have to walk in the road. A road safety audit has not been provided. On this basis, it is considered that the access arrangements should be considered further.

Pedestrian & Cycling

54 The TA suggests that the site access will accommodate all modes. However, the TA states:

Pedestrian connections will therefore be provided to the north of the site with links to the existing PROW FP20 which runs from Chapel Road (to the east) along the northern boundary of the site, and through the recreation Ground (to the west). This will cater for the majority of pedestrian movements from the site to typical destinations in the village.

55 The TA does not include any infrastructure schemes to encourage cycling, appearing to disregard this mode of travel.

Servicing

56 The TA advises that the design and layout will adhere to the guidance set in MfS. The access point has been designed to accommodate a refuse vehicle with turning heads for refuse vehicles to circulate the site.

57 The report does not include any evidence, for example vehicle swept path analysis, to corroborate the suggestion that service vehicles can safely negotiate the development.

Off-site Highway Improvements

58 The TA confirms that Park Road will be widened to achieve a width of 4.8m from the junction with Chapel Road/Lower Road (to the east) and the junction with Ipswich Road (to the west).

59 In addition, a vehicle passing bay is proposed on Chapel Road.

60 The provision of a passing bay acknowledges the road width along Chapel Road is substandard. The length of Chapel Road is in excess of 300m and it is considered that a solitary passing bay is insufficient. The passing bay is located circa 200m to the south of bend in the road along Chapel Road, which is likely to result in oncoming vehicles still needing vehicles to negotiate past each other.

61 As indicated earlier, 85th percentile speeds have not been provided at the site entrance, however a drawing is provided that indicates the visibility splay at the Ipswich Road/ Park Road junction. The TA states that

The existing achievable visibility splay from the junction. 2.4 x 90m can be achieved to the north. 2.4 x 40m can be achieved to the south. This is below the 2.4 x 90m required in accordance with the speed limit the recorded 85th percentile speed.

62 This demonstrates that the junction is not compliant to the relevant design standards.

63 The TA also discusses the Lower Road/ Grundisburgh Road (B1079) junction, confirming the visibility splays have been based on a 2.4m set back, the visibility splays have been measured to the centre of the road and suggesting a traffic calming scheme will need to be implemented.

64 The visibility splays are therefore contrary to DMRB, Figure 3.4 CD 123 Geometric design of at-grade priority and signal-controlled junctions. This identifies that the visibility splays should be drawn to the edge of the carriage way and not to the centre of the road, which artificially increases the measured distance.

Chapter 5: Trip Generation, Distribution and Impact

65 This chapter presents information regarding the total trip generation which is based on trip rates provided by SCC and also provides information regarding the distribution based on travel to work statistics.

66 The trip rates were divided by SCC, although the report does not contain evidence to support this. The distribution has been checked and is considered appropriate. The chapter title suggests impact is considered, which is not the case.

Chapter 6: Local Highway Impact Appraisal

67 The chapter largely considers the impact on Lower Road and references local concern regarding HGVs attempting to use Lower Road.

68 The report identifies that a Residential Travel Information Packs (RTIPs) will be provided to each household upon first occupation. The RTIP would include the following: -

- Local Area - map to show local amenities and travelling distance.
- Cycling and walking
- Local Facilities and Amenities
- Bus Travel
- Rail Travel
- Car Sharing
- Other ways to get around
- Useful Contacts

69 The report does not include any qualitative assessment of the road network so it cannot be confirmed if the development will not result in a severe impact. Furthermore, the RTIP does not contain any measures to encourage modal shift.

Summary of TA

70 The TA has been reviewed on it's own merit. It is considered that there are areas of the that would benefit from additional consideration.

- It is noted that no evidence was presented within the TA to demonstrate SCC agreement to the assessment methodology
- The distances between the site and local amenities cannot be verified. The route followed should be confirmed.
- No consideration has been given towards safe routes to schools.
- The TA does not identify that Park Road and Chapel Road does not have any footways.
- No improvement to bus services has been recommended.
- The accident data is outdated.
- January is not considered a neutral month and as such the traffic flows are not considered representative.
- Surveys were carried out when COVID-19 travel restrictions were in operation and therefore not representative.
- No traffic data was presented for any local roads to indicate traffic levels.
- Some of Policy documentation is out of date and there is no attempt to identify policy compliance.
- No information has been provided to confirm the 85th percentile speeds at the location of the site access. Therefore, the design cannot be approved.
- A road safety audit has not been provided and on this basis, it is considered that the access arrangements should be considered further.
- That TA does not include any infrastructure schemes to encourage cycling.
- The report does not include any evidence to corroborate the suggestion that service vehicles can safely negotiate the development.
- The provision of a single passing bay is insufficient.
- The visibility splays need further clarification.
- Details of the traffic calming scheme have not been provided.
- The report does not include any qualitative assessment of the road network.

71 Additional Evidence

SCC Response to Application - October 2020

Highway Comments

72 The SCC response identifies that this location was assessed for approximately 70 dwellings during the Local Plan allocation process, resulting in the allocation of site SCLP12.51. The principle of development was only deemed acceptable for 70 dwellings by the Highway Authority subject to a number of measures including provision of a metalled pedestrian route from the development to the village amenities, widening of Park Road in order to achieve two traffic flow from the site access to the wider road network, improvements to Chapel Road and local junctions, and a suitably surfaced pedestrian route within the site to remove the need for pedestrians to walk on Chapel Road and the length of Park Road that the site fronts. Furthermore, it was established that a right exists for the developer to surface an existing Public Right of Way via a Section 278 Agreement.

73 The response confirms that the above assessment was made for 70 dwellings rather than the 80 proposed in the original application. Subsequently, SCC objected to the submitted proposal on this basis as it provides a greater impact on the highway network than can be mitigated.

74 The SCC objection to the increase in flows is noted. However, the TA does not provide information relating to traffic levels without this information, this development could prejudice the quiet lane process.

75 The response highlighted that the submitted layout plans are not acceptable to the Highway Authority because they do not provide the necessary pedestrian connectivity. The key to the acceptance of this site location was the provision of a metalled pedestrian route from the development to the existing village footway network. It was identified that Footpath 20, that runs along

76 Comments relate to pedestrian connectivity, there is a lack of consideration regarding cyclists.

SCC Travel Plan Officer Comments

77 The response suggests that the development being too small to justify a Travel Plan in accordance with national planning guidance.

78 The development is such a size that a travel plan would not be expected. However, it might be advantageous to include a scheme to encourage mode shift, to minimise the potential increases in traffic. For example, two three month bus tickets per household.

SCC Public Rights of Way Team Comments

79 This highlights agreement to the principle of the FP20 route being surfaced to enable pedestrian access. In order to do the legal work to widen FP20 to at least 1.5m all the way along we would need £9,000 under a s106 agreement. That assumes that the developer will deal with surfacing the route under a s278 agreement.

80 This provides pedestrian access but not cyclists. This response highlights the need for 1.5m on the entirety, £9,000 under a s106 agreement and with surfacing the route under a s278 agreement. The development is predicated on this route.

SCC Passenger Transport Team

81 The response identifies the need to provide a hardstanding area opposite and refurbish the existing brick shelter and to include bus stops at the Village Hall. Therefore, requiring a s106 element for £20,000. Furthermore, a request for a contribution of £100,000 to enable to improve the frequency.

82 These suggestions will improve the attractiveness of public transport which will encourage mode shift and should be supported.

Transport Assessment Addendum – February 2021

83 A transport assessment addendum has been produced in response to the reduction of dwellings on the site from 80 to 70. This report does not provide any additional evidence.

84 The suggestions made in relation to the TA and the additional information remain outstanding.

Grundisburgh & Culpho Parish Council's Response – March 2021

85 In response to the planning applications, Grundisburgh and Culpho Parish Councils produced a note to outline their objections.

86 The preamble to the note makes reference to a Housing Update Statement, made by the Rt Hon Robert Jenrick, Secretary of State for the Ministry of Housing, Communities and Local Government. An extract was included:

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

87 This statement does not suggest that developments in rural areas should not be allowed, more that the local environment should not be compromised. Suggesting perhaps the development quantum is not in keeping with the local area.

Public Interest

88 This section highlights the volume and tone of responses to this development and to illustrate this point, provides an excerpt from planning refusal E/8779 from 1964 [Proposed residential development opposite the Baptist Chapel, Grundisburgh]:

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

89 **This again suggest that the development quantum is not in keeping with the local area.**

Highway Access and Safety

90 The note identifies that the applications does not address the current or resulting highway conditions along Lower Road and Park Road. It is highlighted that these routes are currently in the process of being designated ‘Quiet Lanes’. The note acknowledges that highway improvements are proposed along Park Road. These do not provide any provisions for pedestrians in the form of footways, level verges or other refuges.

91 The note provides two additional planning references.

Planning refusal C8815 [Use of land for the erection of one dwelling, Lower Rd Grundisburgh] 1986: “The proposal is not in the interests of highway safety, being approached along a fairly narrow road, close to a completely blind double bend and without footways or level verges.” - Director of Planning Services, District Council

Planning refusal C6126 [Residential development on land off Meeting Lane] 1981: “The proposal is premature pending the improvement of Meeting Lane, which is a narrow unclassified road which in its present form does not represent a satisfactory means of access for additional development.”

92 **This identifies that the proposal for development has been considered and refused. This suggest that the development quantum is not in keeping with the local area and additional mitigation might need to be considered. The development cannot be accessed from the north via cycling, relying on the ‘quiet roads’ to the south. But no assessment of the traffic levels along these roads has not been provided.**

93 Within Appendix A of note reference is made to the Suffolk Design Guide, which stipulates road widths where no direct access to dwellings: -

- Between 50 and 300 dwellings – 5.5 metres;
- Between 25 and 50 dwellings – 4.8 metres;
- Up to 25 dwellings – 4.1 metres.

94 **The guidance relates to the provision of new roads, rather than an assessment tool for existing roads, however, this suggests there is a dis-connect between the designation of quiet lanes, the development quantum and projected traffic volumes in the local road network.**

Pedestrian Access to Village Services

95 The note identifies the reliance on FP20 and questions the deliverability.

96 **The development access is predicated on the delivery of the improvement to FP20. On that basis, the improvement works should be conditioned such that the no occupation should occur prior to the completion of the works. Consideration should be given in relation to conversion of the footpath into a bridleway to provide cycling access.**

SCC Response to Application - April 2021

97 This response provides a list of conditions that should be attached to the consent. Those that may benefit from further consideration are discussed.

98 Condition: No part of the development shall be commenced until details of the proposed surfacing improvements and links to Footpath 20 as indicatively shown on Drawing Nos. 1812-296 305 Rev C and GRU5 003 Rev F have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

99 This does not respond to the need for a 1.5m wide path nor provide access rights for cyclists.

100 Condition: No part of the development shall be commenced until details of the proposed road widening of Park Road, local junction improvements and Chapel Road passing place indicatively shown on Drawing Nos. 1812-296 279 Rev B; 1812-296 008 Rev A and; 1812-296 009 have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

101 The Chapel Road single passing place may be insufficient.

102 Condition: The areas to be provided for storage of Refuse/Recycling bins as shown on drawing number GRU5 002 Rev G shall be provided in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

103 No evidence has been presented that a refuse vehicle can safely negotiate the development.

104 Condition: The new estate road junction(s) with Park Road inclusive of cleared land within the sight splays to this junction must be formed prior to any other works commencing or delivery of any other materials.

105 The design speed of all the roads have not been provided and the extent of the visibility splays need to be confirmed.

106 Condition: Before the access onto Park Road is first used visibility splays shall be provided as shown on Drawing No. 1812-296 278 Rev A with an X dimension of 2.4m and a Y dimension of 59m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

107 The design speed of all the roads have not been provided and the extent of the visibility splays need to be confirmed.

108 Condition: Before the access onto Chapel Road is first used visibility splays shall be provided as shown on Drawing No. 1812-296 295 with an X dimension of 2.4m and a Y dimension of 59m and 52.8m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

109 The design speed of all the roads have not been provided and the extent of the visibility splays need to be confirmed.

Planning Committee Briefing Note – July 2021

110 A briefing note was prepared in July 2021 to set out Hopkins Homes position with respect to a number of highway related matters that were discussed at the East Suffolk Council's Planning Committee South on 29th June 2021.

Footpath FP20

111 Sections of FP20 run through 3rd party / unregistered land. The briefing note suggests that this does not affect the deliverability of the footpath improvements as a right exists to improve FP20 via a Section 278 Agreement. SCC has requested that the Applicant enter into a legal agreement under which the LHA can authorise a developer to carry out works on an existing public right of way.

112 The legibility of the development is predicated on the improvement of FP20, it would be beneficial that these works are conditioned such that no houses can be occupied until these works have been completed

113 A 1.5m wide surfaced footpath is deliverable along the length of FP20 with the exception of the first 14m from Chapel Lane which is limited to 1.2m.

114 it should be demonstrated that a safe route to the primary school can be delivered.

115 The briefing note highlights that FP20 will not be street lit. The note confirms that the footpath will be overlooked by the development for only half its length.

116 The footpath will be the only pedestrian link between the site and the wider area and will be used by a range of different users that will have individual needs. This includes access to the primary school. The Applicant confirmed that there will be areas of the footpath that will be raised.

117 It is considered that a comprehensive review of the design off the FP20 should be undertaken to ensure the needs of the future users off the footpath are fully addressed.

118 The briefing note confirms that cyclists will need to use the local highway network.

119 The use of the highway for confident cyclists could be considered acceptable. However, there may be cyclists where travelling on the highway would not be attractive and could dissuade users. Consideration should be given to converting the footpath into a bridleway. Again, this could be a planning condition to secure the conversion prior to occupation of any dwelling.

Traffic Impact

120 The briefing note discusses the potential traffic impact on local roads but does not provide any quantifiable traffic count data.

121 Without an understanding of the existing traffic flows, it cannot be determined that the development will not result in a severe impact.

122 The briefing note confirm that a financial contribution of £72,300 and £100,000 will also be secured through the S106 to fund school transport and the provision of a new bus service for Grundisburgh respectively.

123 It is recommended that details of the new bus service, indicating times of operation and frequency, should be confirmed to identify what the contribution will secure. As an alternative, this level of service can be conditioned to ensure adequate public transport services are provided.

Discussions between Applicant and SCC

124 As part of the peer review process, the Applicant was requested to provide communication with SCC that related to the scoping discussions. Email exchanges between SCC and CCE were provided. The following are excerpts from the emails provided:

CCE email to SCC 12TH March 2020

In terms of off-site highway impact and modelling, we hadn't intended to undertake any junction modelling due to the relative small scale of the proposals. Is there a junction in particular you would like us to assess? If so, I will get the counts carried out ASAP. We have got ATC data for Lower Road as we knew this was of concern locally.

SCC email to CCE 12th March 2020

I have consulted colleagues on the need for a TA and we do not require one for this site as the impact on junctions where we are aware of congestion is very likely to be minimal, even with higher trip rates.

However, the impact on the roads and junctions immediately to the south of the site, notably Lower Road and its junction with the B1079, and Park Road junction with the C323 Ipswich Rd and the crossroads between them are likely to come under scrutiny as the impact on those roads and junctions is fairly significant, given the existing very low flows and very narrow nature of Lower Road. Accepted it is unlikely that passing places can be provided on Lower Road, due to the lack of highway verge, but I would strongly recommend either ensuring the visibility splays at the junctions are adequate, or improving them if not.

CCE email to SCC 12TH March 2020

We are going to collect ATC data for Chapel Lane, Park Road and Ipswich Road as we know impact it is likely be contentious.

We will have a look at visibility at each of the junctions and if there are any improvements that can be made

125 The initial response from SCC suggests that a TA is not required. However, they continue to advise that the impact on Lower Road and its junction with the B1079, and Park Road junction with the C323 Ipswich Road and the crossroads between them is fairly significant. Furthermore, the SCC strongly recommend ensuring the visibility splays at the junctions are adequate, or improving them if not.

126 ESC provides a list of documents that is necessary to validate planning applications. In relation to TA, the validation list identifies that a transport statement or assessment is required to validate an application on all developments that are likely to generate significant levels of movements to and from the site.

127 The response from SCC suggest that the impact of the development could be fairly significant, suggesting a TA is required. As indicated earlier, the TA does not assess the identified locations. The TA does consider the visibility splays, but these should be drawn in accordance with the relevant design standards.

128 Summary

129 The purpose of this technical assessment is to review the transport evidence submitted in support of the planning application that seeks the approval for 70 dwellings.

130 It is considered that there is insufficient information provided to confirm that development will not result in a severe impact. Furthermore, the development does not provide any facilities to encourage cycling, relying on the quiet lanes to the south. This in itself is contrary to the access strategy that increases vehicles along the identified lanes.

131 A summary of the additional information that would be helpful in order to identify the development will not result in a severe impact is listed below. These have been categorised as **Essential**, **Desirable** or **Moderately Beneficial**.

131.1 ACTION 1: provide traffic flow data for the roads adjacent to the development in order to identify the potential impact. it is considered appropriate to include the following scenarios:

- Base year, taking into COVID-19 impacts
- Future year, to assume background growth in compliance with NTEM
- future year plus development

131.2 ACTION 2: present evidence of the 85th percentile of vehicle speeds at the site access.

131.3 ACTION 3: since the application is not an outline, provide stage two road safety audits for all highway improvement works.

131.4 ACTION 4: evidence should be provided to demonstrate that a refuge vehicle can safely negotiate the development and also enter and leave the development using a forward gear.

131.5 ACTION 5: provide visibility splays in compliance to design standards.

- 132 ACTION 6: An assessment should be carried out to demonstrate a safe route to the primary school can be delivered for both pedestrians and cyclists.
- 133 ACTION 7: A walking and cycling assessment should be carried out to identify if there were any gaps in provision that would create a barrier for safe movement.
- 134 ACTION 8: the accident review should be repeated to ensure there have been no additional accidents recently.
- 135 ACTION 9: the applicant is requested to consider the conversion of the footpath into a bridleway or confirm the street furniture necessary to protect pedestrians along the footpath.
- 136 ACTION 10; The provision of an additional passing bay along Chapel Road.
- 136.1** ACTION 11: FP20 should be widened to 1.5m on the entirety.
- 136.2** ACTION 12: include £9,000 under a s106 agreement for SCC legal costs in relation to the footpath.
- 137 ACTION 13: consideration to be given towards the provision of 2 three month bus passes for every dwelling.
- 138 ACTION 14: if that development relies on reduce speeds to achieve the necessary visibility splays, scheme drawings of any traffic calming measures should be submitted together with stage two road safety audits.
- 139 ACTION 15: the parameters of 'quiet lanes' should be confirmed to ensure the development does not prejudice the application.
- 140 ACTION 16: consider the development quantum, against the impact likely to result within the local road network together with the parameters for quiet lanes.
- 141 ACTION 17; provide detailed plans of the distances between the site and the local facilities that are presented in table 2.2. This should be based on the latest layout of the development with the distances measured from the property furthest away from the local facility.
- 142 ACTION 18: update policy section and provide evidence of compliance.
- 143 ACTION 19; if the footpath is not going to be converted into a bridleway, the applicant should submit details on safe routes the cyclists between the site and all local facilities identified within table 2.2 of the TA.

Appendix B.

The report by Cannon Consulting on behalf of Hopkins Homes (the applicant) in response to the Brookbanks Report

ZA461 Land West of Chapel Road, Grundisburgh, Suffolk

Technical Note 01 – Transport Assessment Supplementary Information in response to Brookbanks Transport Assessment Peer Review

For Hopkins Homes Limited

October 2021

1.0 Introduction

- 1.1 This note has been prepared on behalf of Hopkins Homes Limited in relation to the independent consultants Transport Assessment Peer Review by Brookbanks (September 2021) on behalf of East Suffolk Council. It considers each action point identified which total 19, categorised as Essential, Desirable or Moderately Beneficial.
- 1.2 In considering each point, a reasoned response is given at this time as to why we consider the point either valid, or invalid, in terms of it representing a potential deficiency in the process of Transport Assessment that supported the development, the resultant planning officer recommendation for approval and acceptance by SCC as the Highway Authority that the impact in relation to road safety and capacity would not be severe and its compliance with regard to NPPF paragraph 111, and Local Plan policies.
- 1.3 Overall, we have concluded there is no deficiency in the process of Transport Assessment that was followed, nor in the information supplied, that forms the Transport Assessment. As a result, there is in our opinion no need to undertake any specific further assessment.
- 1.4 This supports the position that was reached by planning officers of East Suffolk Council in consultation with their colleagues in Suffolk County Council and led to their recommendation for approval.
- 1.5 Notwithstanding our overall conclusion, in order to expedite the process that is now being followed by East Suffolk Council, some further work has been carried out and this has been identified where appropriate within the note
- 1.6 Some of this work will be completed and supplied to the Council within this note, whilst other work will be supplied in week commencing 11th October. The timing relates specifically to surveys that have been instructed and when results will be provided.

2.0 Action Points

- 2.1 The action points raised in turn by Brookbanks and our initial reasoned response is provided below.

Action Point 1

- 2.2 *Provide traffic flow data for the roads adjacent to the development in order to identify the potential impact. It is appropriate to include the following scenarios.*

- *Base year, taking into account COVID-19 impacts*
- *Future year, to assume background growth in compliance with NTEM*
- *Future year plus development*

- 2.3 This relates to the provision of traffic flow data on the surrounding roads in order to identify a potential impact. Within their report Brookbanks highlight the traffic surveys that were collected in January were not within a neutral month and others that were carried out whilst COVID 19 travel restrictions would not be representative, as had been identified in the TA.

CCE Response

- 2.4 Policy recommends that scoping is carried out with the Authorities, in this instance SCC, to consider the scope of any transport assessment supporting a planning application. Given the nature of the site and its recent allocation in the Local Plan, this provided a significant understanding as to the aspects that would require further investigation. The focus of such scoping is to allow an assessment to concentrate on those aspects.
- 2.5 Discussions with SCC commenced in January 2020 which led to submission of a formal scoping report to SCC in March 2020. In January 2020 a survey was carried out on Lower Road for 7 days (24 hours) to collect traffic volumes and speeds. This was understood to be a sensitive issue in relation to some traffic that would use this route on leaving the development.
- 2.6 Later surveys were carried out in June 2020 to inform the proposed off-site highway improvements at the B1079 and Ipswich Road junctions. This was only for the purpose of recording vehicle speeds, not traffic volumes. It had been confirmed with SCC that they would accept surveys for this purpose.
- 2.7 Although related to Action point 2, as the design of the site access accorded with their design guidance a survey on Park Road at the site access point was not considered necessary by SCC.
- 2.8 As at September 2021, we still understand that SCC will not accepting new traffic surveys recording traffic volumes.

2.9 In relation the January 2020 traffic surveys, whilst this is not a neutral month it was considered necessary due to the project programme to complete a survey on Lower Road, given its sensitivity. The low levels of traffic observed did not give rise to a concern that this would vary considerably over the year.

2.10 National guidance set out by the DfT TAG Unit M1.2 (Data sources and surveys) states the following:

3.3.7 - Neutral periods are defined as Mondays to Thursdays from March through to November (excluding August), provided adequate lighting is available, and avoiding the weeks before/after Easter, the Thursday before and all of the week of a bank holiday, and the school holidays. Surveys may be carried out outside of these days/months, ensuring that the conditions being surveyed (e.g., traffic flow) are representative of the transport condition being analysed/modelled.

2.11 We have now checked with the seasonal variation with SCC who have provided information for Suffolk as set out below.

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
SCC	94.50%	97.30%	100.20%	101.40%	102.30%	101.80%	102.20%	100.40%	100.90%	100.40%	100.60%	97.90%
SCC factors	105.80%	102.80%	99.80%	98.60%	97.80%	98.20%	97.80%	99.60%	99.10%	99.60%	99.40%	102.10%

2.12 This would lead to a 5.8% increase in traffic movements recorded in January 2020 on Lower Road.

2.13 The effect of this is minimal, for example, the traffic flow on Lower Road in the AM peak period is 61 two-way vehicle movements, applying an increase of 5.8% would equate the baseline traffic being 64.5, an increase of 3.5 vehicle movements.

2.14 Table 2.4 of the TA is repeated below to show the minor increases in traffic flow shown in brackets.

	Westbound		Eastbound
AM (0800-0900 – 22 nd January 2020) Vehicles	27 (28.6)	34	(36)
PM (1700-1800 - 22 nd January 2020) Vehicles	28 (29.6)	19	(20.1)
5 day 85th percentile recorded speed (MPH)	29	27	
5 day average speed (MPH) 25		23	

Table 2.4: Summary of ATC data for Lower Road

Conclusion

- 2.15 This is not a deficiency in the Transport Assessment. The timing of the project and it coinciding with COVID travel restrictions prevented the collection of traffic data to measure volumes. The data that was later collected was specific to vehicle speeds in considering the off-site highway improvements at Ipswich Road and the B1079 as agreed with SCC. This is not unreasonable given the circumstances. No historic data was found to be available. However, surveys were collected for the most sensitive part of the road network, being Lower Road, in January 2020. Whilst these were not collected in a neutral month, making an adjustment would lead to minimal difference as demonstrated above.
- 2.16 None of the above factors has prevented SCC from determining that the development would not lead to a severe impact and the information supplied was clearly considered sufficient to come to this conclusion.

Notwithstanding, in order to expedite the Council's decision-making process, further traffic surveys on the surrounding local roads have been commissioned. The information will include traffic volume and speeds. September is a neutral month. It is noted that SCC may not consider this information representative due to COVID. Survey information will be available week commencing 11th October.

Action Point 2

- 2.17 *Present evidence of the 85th percentile of vehicle speeds at the site access.*
- 2.18 This relates to using recorded 85th percentile vehicle speeds at the location of the site access to determine visibility splays.

CCE Response

- 2.19 It is accepted that visibility splays are shown correctly and provided to the required SCC standard for a road of this classification within a nominal 30mph speed limit (Suffolk Design Streets Guide Appendix G Table 1).

- 2.20 SCC do not identify the need for vehicle speed surveys as pre-requisite for determining visibility splays. It is commonplace to design to the standards identified by the Local Highway Authority and these are set out in the SCC table included within the TA. SCC has accepted the junction design and visibility is in accordance with their standards.

Conclusion

- 2.21 This is not a deficiency. The design of the junction accords with the standards prescribed by SCC for a road of this classification.

Notwithstanding, in order to expedite the Councils decision making process, as stated above further traffic surveys on the surrounding local roads have been commissioned. This includes Park Road in the vicinity of the site access. Survey information will be available week commencing 11th October.

Action Point 3

- 2.22 Since the application is not an outline, provide stage two road safety audits for all highway improvement works.

CCE Response

- 2.23 At the planning application stage of a project, there is no requirement for Road Safety Audits to be carried out. It is not a formal planning validation requirement. Nor, is it a requirement of the guidance set out in relation to Transport Assessment within various documents that are commonly referenced.
- 2.24 A road safety audit is a requirement to support the “detailed design” of highways improvement schemes which is normally pursuant to discharging a planning condition relating to those works.
- 2.25 Such planning conditions are applied to control and approve the detailed design of improvement works and their acceptance by the Highway Authority prior to works being able to take place on the public highway (under S.278 of the Highways Act). The s.278 process provides the Local Highway Authority with the necessary process to ensure that highway schemes are delivered in accordance with design and safety practises. The highway works proposed and considered by SCC are not unusual in their design, or scope, and these local improvement works will provide betterment to existing highway infrastructure. On this basis SCC did not require Road Safety Audits to be carried out for the off-site highway works or in respect of the internal layout which would be later offered for adoption.
- 2.26 When proceeding with the detailed design of the works and agreement with the Local Highway Authority, Stage 1 and 2 road safety audits to accompany the detailed design would be submitted for approval. Once approved these works would proceed and further audits (stage 3 and 4) would be carried out prior as required by SCC.

Conclusion

- 2.27 The status of the planning application does not define the need for a road safety audit. The Transport Assessment is therefore not deficient. The inclusion of a Road Safety Audit at the planning stage is at the discretion of the Local Highway Authority, usually in circumstances where a highway scheme is complex or is not consistent with standard highway practises. In this case the highway works represent standard junction design and junction modifications to provide betterment to the local highway environment. Road Safety Audit is part of the later detailed design that would support the discharge of planning conditions in relation to those off-site works that have been identified.
- 2.28 In relation to the proposed improvement works, these are schemes specifically designed to improve road safety. Whilst an audit will consider the specific aspects of the design and determine if they are safe, the overall principal of the schemes is to improve safety at junctions which are already noted as being sub-standard. This has been accepted by SCC and ESC Officers as being commensurate with the impact of traffic from the development.

Action Point 4

- 2.29 Evidence should be demonstrated that a refuse vehicle can safely negotiate the development and enter and leave using a forward gear.

CCE Response

- 2.30 The layout has been set out in accordance with SCC design guidance. Hopkins Homes as a local housebuilder are very aware of the standards that need to be complied with for roads that will be offered for adoption in due course.
- 2.31 The applicant is satisfied that the turning heads and road dimensions are set out in accordance with those specified SCC standards. It follows that the design inherently allows for refuse vehicles to manoeuvre safely within the development and can enter and leave in a forward gear. As a result, evidence does not necessarily need to be provided at this stage and was not requested by the Authorities who did comment on many aspects of the layout through the determination period.

Conclusion

- 2.32 The assessment of layout is not deficient and neither is evidence necessary at this stage.

Notwithstanding, in order to expedite the Councils decision making process, swept path analysis drawings have been prepared and are included at Appendix A The Swept paths are based on vehicle details provided by Norse Group who provide the local services to East Suffolk and Grundsiburgh. They show the refuse vehicle tracking of the submitted layout allows for the vehicle to enter and leave in a forward gear.

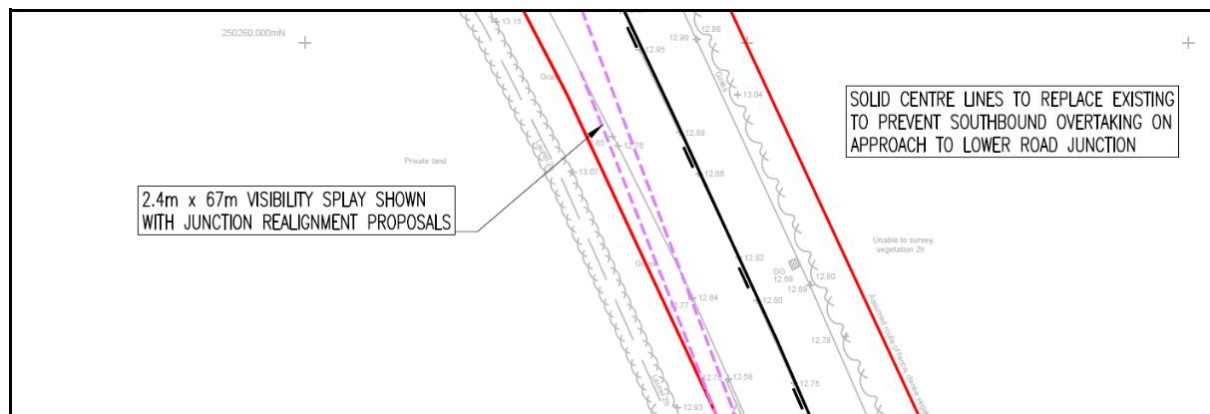
Action Point 5

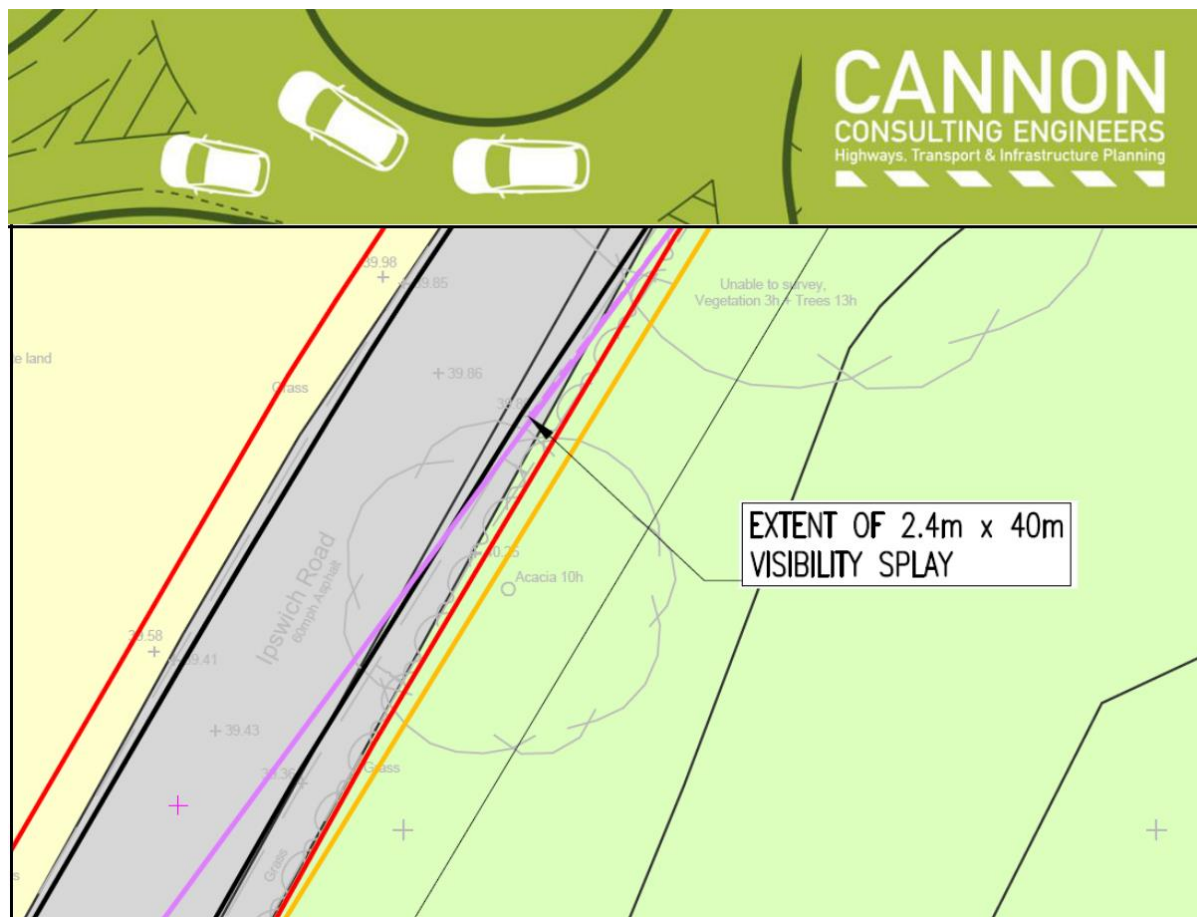
2.33 Provide visibility splays in compliance to design standards.

CCE Response

- 2.34 Off-site highway improvements have been provided at junctions which currently do not comply with standard geometry. This does not mean that the impact of development traffic is not acceptable as stated by Brookbanks. Improvements have been provided to make the junctions safer for all road users. It is not a requirement of development nor appropriate for existing rural roads and junctions to be fully design compliant for development to be acceptable. Where existing junctions can be improved and betterment provided this should be sought. These improvements have been accepted by the Highway Authority as being of positive benefit.
- 2.35 Part of this point in relation to deficiency specifically relates to how visibility splays have been shown on the drawings related to proposed improvement works at the B1079/Lower Road and Ipswich Road/Park Road junctions. It has been noted that the splays are drawn to the centreline and not the nearside kerb which would be the normal convention used.
- 2.36 This statement is incorrect. The drawings show visibility splays drawn both to the kerb edge and the centreline of the road. The drawings are therefore not deficient nor are they misrepresentative of the visibility that will be achieved at the junctions.
- 2.37 We have highlighted those notes on the planning application drawings (see excerpts below) which show the splays have been drawn correctly and consider this deficiency is addressed.

B1079 Woodbridge Road /Lower Road junction





Conclusion

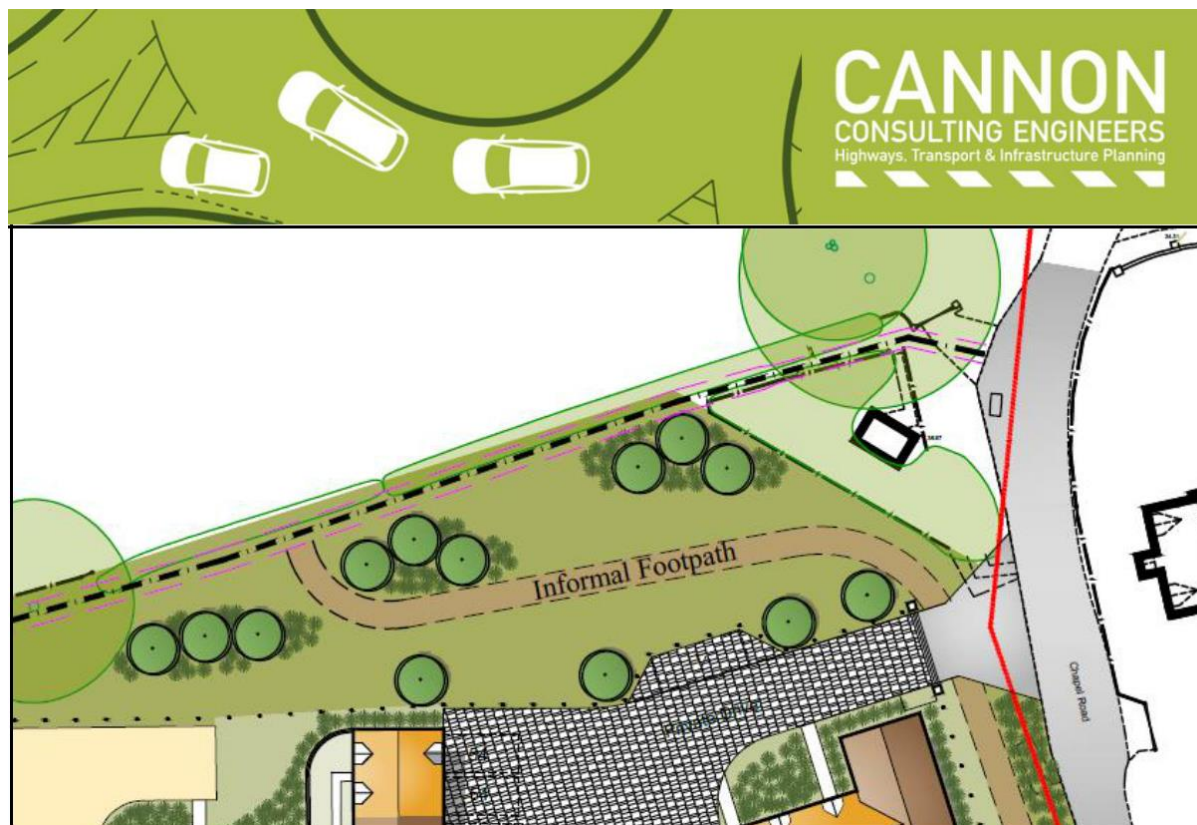
- 2.38 This is not a deficiency. Inspection of the drawings shows the splays have been correctly shown and are not misrepresenting the visibility splays that can be achieved at the improved junctions.
- 2.39 Improvements have been provided and considered acceptable by the Highway Authority.

Action Point 6

- 2.40 An assessment should be carried out to demonstrate that a safe route to the primary school can be delivered to both pedestrians and cyclists.

CCE Response

- 2.41 A requirement of the allocation is to improve FP20 and is for the very purpose of providing a safe route to the Primary School and other facilities for pedestrians. This was a considered response of the Authorities in allocating the site.
- 2.42 Upgrading of the route from the development, including that part within the development which allows for 1.5m width to be provided for the entire route (see later point), means that this is requirement is delivered. This is shown on the extract from the layout plan below.



- 2.43 Significant discussion has taken place and it is accepted and confirmed by SCC that the improvement can be carried out under S.278 of the highways act. The footpath is part of the Local Highway network and powers to improve this are conferred under S.278. A landowner's permission is not necessary to carry out works within the public highway.
- 2.44 ROSPA guidance on safe routes to school sets out that if an adequate footway is available (this includes crossings of side roads) then a safe route is available. This is the case for the improved FP20 in combination with the footway connection to Post Mill Orchard (nominal width 1.8m) and footways adjacent to carriageways for the remainder of the route to the school (nominal width 1.5-1.8m). A safe route is therefore available and deliverable.
- 2.45 In relation to cycling, footpaths and footways are not able to be used by cyclists who would be required to dismount or use the carriageway. Not many Primary School aged children would be likely to walk, or cycle, unaccompanied.
- 2.46 The proposed development has been designed to be conducive to cycling, and provides connections into the local highway network which forms part of the Council Council's 'Quiet Lanes' network - a nationally recognised designations of single-track road where visitors and locals can enjoy the natural surroundings and use them for activities such as cycling, horse-riding, jogging and walking
- 2.47 A route for cycling to the school would be to use Chapel Road and Meeting Lane, which are both part of Grundisburgh 'Quiet Lanes' network accepting that cyclists would still need to dismount to use connecting footways and footpaths to reach the school. Given the lightly trafficked nature of the roads these are considered a safe route for accompanied, or unaccompanied, school children to cycle to the school.

- 2.48 LTN 1/20 discusses the conditions where cycling on street shared with mixed traffic, is appropriate. This is summarised in the table below.

Speed Limit	Motor Traffic Flow (pcu/24 hour)	Mixed Traffic
20 mph	0-2000	Suitable For All
	2000-4000	Suitable for Most
	4000-6000	Suitable for Some
30 mph	0-1000*	Suitable For All

*In rural areas

- 2.49 This table will be reviewed following receipt of the traffic data.

Conclusion

- 2.50 This is not a deficiency. Improvement of FP20 to provides a continuous adequate footway from the site (including crossing of side roads) to the school and ensures a safe route is available for pedestrians. The upgrading of FP20 was addressed as part of the Local Plan examination and the allocation of the site.
- 2.51 Cycling on the lightly trafficked roads, using such connecting footways as necessary by dismounting, is also considered to offer a safe route for cycling to the school.
- 2.52 This point will be expanded in later response when traffic surveys have been completed on the adjacent roads, including Chapel Road.

Action Point 7

- 2.53 A walking and cycling assessment should be carried out to identify if there are any gaps in provision that would create a barrier for safe movement.

CCE Response

- 2.54 Through identification of the need to improve FP20, such assessment at the time of site allocation identified the main gap in provision of a safe route, i.e., the surface of FP20.
- 2.55 During the course of compiling the Transport Assessment it was not considered that any other gaps existed that would be considered a barrier to safe movement. However, it is accepted that a cyclist cannot leave the development (other than to the south on Park Road) without dismounting and it is suggested that a connection is made to Chapel Road to allow a cyclist to achieve this direct connection.

- 2.56 It is therefore proposed to provide a cycle connection between the internal road at the northern end of the development (turning head) to the east onto Chapel Road. This connection will be 3m wide and provide cyclists with direct access onto Chapel Road. This will be secured by an appropriately worded planning condition. The inclusion of this connection will enhance the connectivity from the site onto the local highway network.

Conclusion

- 2.57 Sufficient assessment has been carried out. Connection for cyclists to join Chapel Road can be included in the relevant planning condition.

Action Point 8

- 2.58 The accident review should be completed to ensure there have been no additional accidents recently.

CCE Response

- 2.59 The accident review carried out in the TA was based on the most up to date information available when commissioned to undertake the work. This is normal practice. This was for the 5-year period up to September 2019 which was the most update period when the information was requested in January 2020. In order to provide comfort further information has now been requested and is available for the period up to June 2021.
- 2.60 The information received from SCC shows that 3 additional accidents have occurred in the agreed study area. Details are included at **Appendix B**. Brief commentary is provided below.
- All are recorded as slight: 1 recorded in 2020 and 2 recorded in 2021
 - 2020 – 02/01/2020 Ref 20936982: Occurred on Woodbridge Road (B1079) – Vehicle travelling round left-hand bend, encroached on offside and hit the caused damage to wall and parapet.
 - 2021 - 30/03/2021 Ref 211049607: Occurred on Park Road / Lower Road at Junction with Chapel Road – Vehicle on Chapel Road overshoots junction into path of van.
 - 2021 - 23/06/2021 Ref 211059574: Occurred on Rose Hill – Driver suspected of having a seizure collided with parked cars.
- 2.61 The accident data does not identify a pattern of accidents which may be exacerbated by the proposed development, the accidents whilst regrettable are considered to be independent occurring at different locations and with differing causation. The development proposals will be providing highway improvements to local junctions and through the S.278 process this will include refreshing faded on carriageway white lining. There were no recorded pedestrian or

cycle collisions within the study area. The local highway and footway improvements will provide betterment in terms of road safety.

Conclusion

- 2.62 Up to date accident information has been obtained and reviewed. The assessment is therefore complete and as up to date as possible in relation to recorded accidents.
- 2.63 In relation to off-site highways works, the measures proposed at the Lower Road/B1079 junction will benefit road safety generally and the accident at this location would appear to be driver error as no other vehicles were involved. Likewise, refreshing the white lines at the junction of Chapel Road and Park Road included in the Park Road off-site highway works would make it clearer who has priority and prevent overshooting of the junction.

Action Point 9

- 2.64 The applicant is requested to consider conversion of the footpath to bridleway or confirm the street furniture necessary to protect pedestrians along the along the footpath.

CCE Response

- 2.65 SCC have been asked to consider the point related to upgrading FP20 to a bridleway. They have furnished the following responses from the SCC PROW team.
- 2.66 The SCC PROW manager concluded, *"FP20 does not lend itself to being upgraded to BR hence the ask to surface FP20 at 1.5m along its length where possible"*.
- 2.67 For reasons outlined above in relation to providing for the needs of cyclists in a village where the local roads are lightly trafficked and no other facilities are provided it is not considered necessary to upgrade the footpath to a bridleway which would only be over a short length. Cyclists would then be required to dismount to use footways or re-join the carriageway to continue any journey. The local highway network and 'Quiet Lanes' are appropriate to accommodate the cycle needs of the development. A dedicated cycle connection will also be provided from the site to Chapel Road.

Conclusion

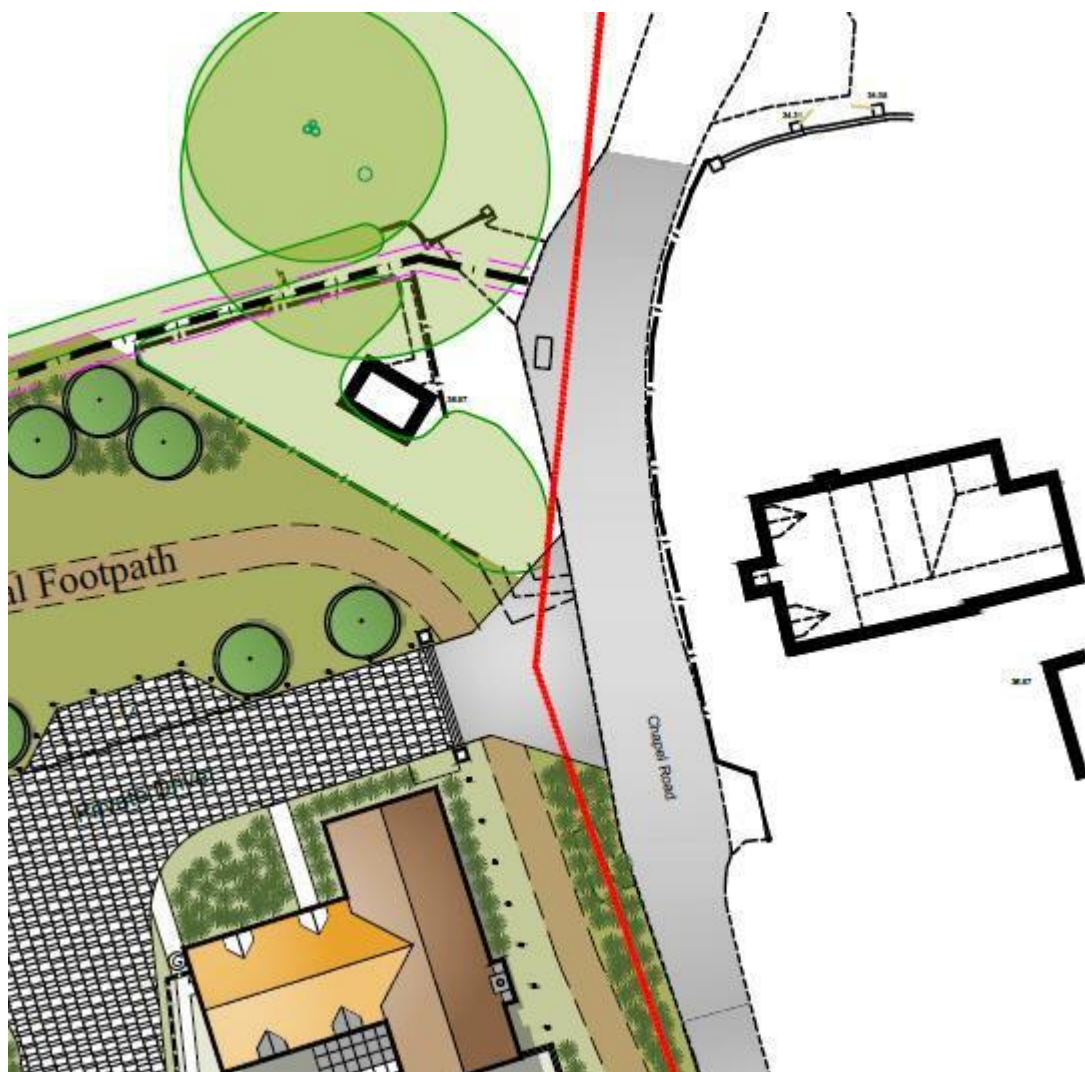
- 2.68 SCC has been asked to consider this point in relation to conversion to a bridleway and concluded this is not achievable and that a cycle connection onto Chapel Road is appropriate.
- 2.69 Protecting pedestrians from unlawful use of FP20 by cyclists will be included in the upgrading works which is subject to a condition that will need to be discharged. The condition references a drawing that shows the width to be surfaced relating to the defined public right of way. Further detail will need to be approved prior to completion of the works under S.278 and this process is the appropriate mechanism to deal with such detail if considered necessary by SCC.

Action Point 10

2.70 The provision of an additional passing bay on Chapel Road

CCE Response

- 2.71 This was not considered necessary in discussion with SCC given their understanding of the lightly trafficked nature of the roads and the combination of existing informal passing places that exist over the length of Chapel Road that abuts the allocated site. SCC has considered the proposed development vehicle demands (2 in the peak hour) arising from the development on Chapel Road and consider this increase represents a very low level of impact, which does not justify the need for additional passing places to those already proposed. However, opportunity does exist within the public highway to make such additional provision, possibly at the access to properties at the northern end of Chapel Road as shown below. This would formalise an informal passing place immediately to the north. It is suggested this can be considered further at the S.278 stage as part of the condition to be discharged.



Conclusion

2.72 Consider at condition discharge.

Action Point 11

2.73 FP20 should be widened to 1.5m on the entirety

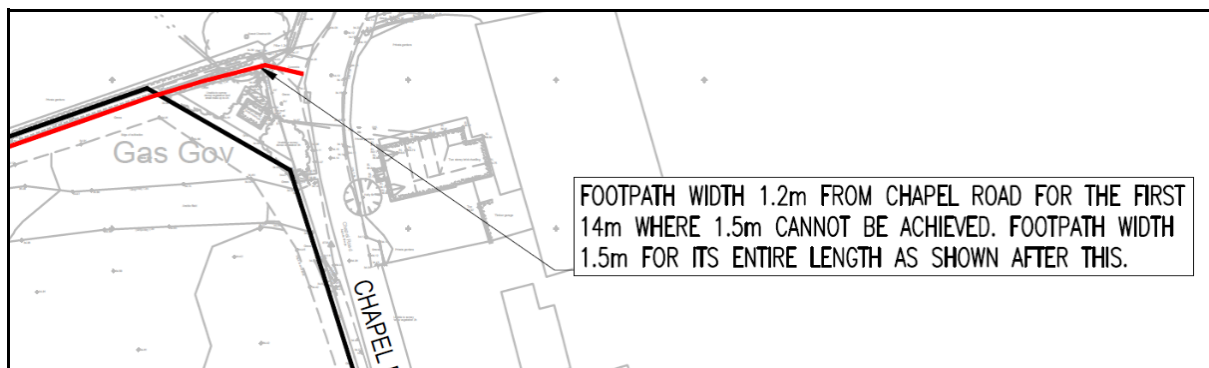
CCE Response

2.74 The accepted improvement to FP20 which is within the defined route includes a short section of 14m which is 1.2m.

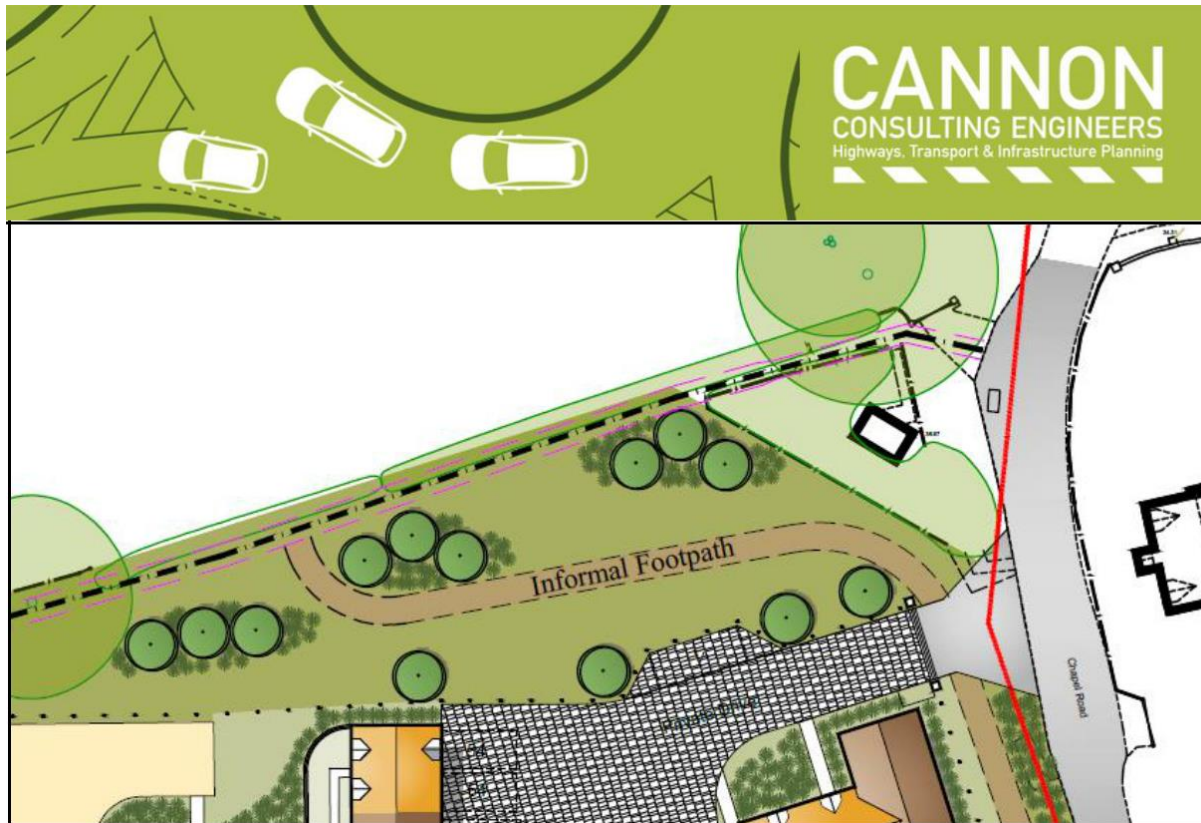
2.75 However, in combination with the connecting footpath provided within the site (see below), a 1.5m route is provided for the whole length over which FP20 extends from Meeting Lane/Chapel Road to the recreation ground car park. As such the requirement for 1.5m of available footpath is met.

2.76 This is shown below.

Extract from Drawing 1812-296 305C – Grundisburgh Footpath 20 Improvements



Extract from Drawing GRU5 – 003H – Planning Layout showing informal footpath route within the development.



Conclusion

2.77 This requirement is met for the entirety of the route of FP20 from Chapel Road/Meeting Lane.

Action Point 12

2.78 Include £9,000 under the S.106 agreement for SCC legal costs in relation to the footpath.

CCE Response

2.79 This is included in the draft S.106 agreement which is with the Authorities.

Conclusion

2.80 This is included. SCC have confirmed that the necessary footpath improvements can be achieved in their entirety as part of the S.278 process. The £9,000 towards legal fees is separate to this and is intended to provide SCC with the ability to consider modest alignment improvements if considered necessary in addition to the works carried out under the S.278 process. However, these considerations are entirely separate to the delivery and improvement works to the footpath which are to be secured using highway powers through the S.278.

Action Point 13

2.81 Consideration should be given towards the provision of 2 three-month bus passes for every dwelling.

CCE Response

2.82 The scale of development did not necessitate the formal provision of a Travel Plan as acknowledged by Brookbanks.

- 2.83 Notwithstanding, a contribution for public transport improvement that will benefit all residents of Grundisburgh has been made for £100,000. This has been agreed and included in the S.106 agreement.
- 2.84 There is also a separate £73,000 contribution towards school transport being made to meet the needs of the development.
- 2.85 These are acknowledged by Brookbanks.

Conclusion

- 2.86 The public transport contribution is more far reaching than provision of bus passes for residents which in our experience are not always taken up. As such, the benefit derived from the contribution to improve public transport will likely be greater overall. SCC have confirmed that the proposed contributions are entirely proportionate and reasonable in relation to the development.

Action Point 14

- 2.87 If the development relies on reduced speeds to achieve the necessary visibility splays, scheme drawings of any traffic calming measures should be submitted together with stage two road safety audits.

CCE Response

- 2.88 This is linked to the preceding action point related to visibility splays at the site entrance on Park Road. The same explanation applies in that the visibility splays are provided to the required standard and there is no requirement for speed survey or any resultant traffic calming.

Conclusion

- 2.89 This is not a deficiency nor is it a requirement to achieve suitable visibility splays at the site access.

Action Point 15

- 2.90 The parameters of 'Quiet Lanes' should be confirmed to ensure that the development does not prejudice the application.

CCE Response

- 2.91 At the time the 'Quiet Lanes' were being proposed the development was a formal allocation. Representation was made to the process and the development was therefore considered by the Authorities prior to confirming the 'Quiet Lanes' status. They were satisfied that the requirements were met.

- 2.92 In relation to Lower Road where traffic flows were recorded, we identified that the total traffic flow including development would still be below the 1,000 vehicles per day which is considered typical for quiet lanes as set out in C2/2006.

Conclusion

- 2.93 The development was considered by the Authorities when considering the 'Quiet Lanes' status. The 'Quiet Lanes' designations have been confirmed.

Action Point 16

- 2.94 Consider the development quantum against the impact likely to result within the local road network together with the parameters for 'Quiet Lanes'.

CCE Response

- 2.95 This has been completed and subject of representation to the Authorities when considering 'Quiet Lanes' status. There is no need to reconsider the quantum of development.
- 2.96 'Quiet Lanes' are not designed to restrict motor vehicles on these rural routes, but to encourage considerate use of the road, so they can be shared and enjoyed by all.

Conclusion

- 2.97 The Authorities considering the 'Quiet Lanes' designation have had due regard to the quantum of development.

Action Point 17

- 2.98 Provide detailed plans of the distances between the site and the local facilities that are presented in table 2.2. This should be based on the latest layout of the development with the distances measured from the property further away from the local facility.

CCE Response

- 2.99 The sites' proximity to local facilities is well established and was a matter of consideration when the site was allocated in the Local Plan.
- 2.100 Grundisburgh is defined with the Local Plan as a Large Village. Large Villages have a primary school, village hall /community centre, as part of the mix of services and facilities present. The allocated site is located within a 10-12.5minute walk of these village facilities. The walking routes to these facilities has been described in detail as part of the Transport Assessment. The provision of access from the site is in accordance with industry guidance. The distances set out in Table 2.2 are based on walking routes from the centre of the site, it is noted that the site masterplan locates units beyond the centre of the site and distances to facilities will vary, However the variation of distances is not sufficient enough whereby these units are no longer accessible to those facilities and in this regard individual walk distances from specific units is

not considered necessary in the wider context of the suitability of the sites accessibility to village facilities.

Conclusion

2.101 This is not a deficiency and nor is it a requirement.

Action Point 18

Update the Policy section and provide evidence of compliance.

CCE Response

2.102 A policy compliance table is included at **Appendix C**.

Action Point 19

2.103 If the footpath is not going to be converted into a bridleway, the application should submit details on safe routes for cyclists between the site and all local facilities identified within table 2.2 of the TA.

CCE Response

2.104 For the reasons highlighted above in relation to cycle routes using the carriageway this is not considered necessary. SCC has confirmed that upgrading the footpath to bridleway is not feasible nor being sought.

2.105 Cycling to local facilities will require users to ride on carriageway using the local 'Quiet Lanes' network which would be suitable in the context of shared use and in line with LTN 1/20 as discussed at Action Point 6 and/or cyclists can elect to dismount to use connecting footpaths such as FP20.

2.106 As highlighted above at Action Point 7, it could be feasible to provide a connection from the development to Chapel Road to allow cyclists to access that route to the village on bicycle without dismounting or using the Park Road site entrance. It is suggested this could form a detail to be considered as part of a condition to discharge.

Conclusion

2.107 This is not a deficiency and nor is it a requirement.

3.0 Summary & Conclusions

- 3.1 The Brookbanks Transport Assessment Peer Review has been reviewed. The table below summarises each point and the overall conclusions.

Action Point	Brookbanks Category	CCE Response
Action Point 1 – Essential Traffic Flow Data		<p>No deficiency. The timing of the project and it coinciding with COVID travel restrictions prevented the collection of traffic data to measure volumes. The data that was later collected was specific to vehicle speeds in considering the off-site highway improvements at Ipswich Road and the B1079 as agreed with SCC. This is not unreasonable given the circumstances. No historic data was found to be available. However, surveys were collected for the most sensitive part of the road network, being Lower Road, in January 2020. Whilst these were not collected in a neutral month, making an adjustment would lead to minimal difference as demonstrated above.</p> <p>Traffic surveys have been commissioned and will be supplied.</p>
Action Point 2 – Essential 85thile Vehicle Speed Data		<p>Compliance with SCC Guidance - No deficiency.</p> <p>The design of the junction accords with the standards prescribed by SCC for a road of this classification (Suffolk Design Streets Guide Appendix G Table 1).</p> <p>Traffic surveys have been commissioned and will be supplied.</p>
Action Point 3 – Essential Provision of Stage 2 Road Safety Audit		<p>Meets SCC Requirements – No deficiency.</p> <p>The highway works proposed and considered by SCC are not unusual in their design, or scope, and these local improvement works will provide betterment to existing highway infrastructure. On this basis SCC did not require Road Safety Audits to be carried out for the off-site highway works or in respect of the internal layout which would be later offered for adoption.</p> <p>When proceeding with the detailed design of the works and agreement with the Local Highway Authority, Stage 1 and 2 road safety audits to accompany the detailed design would be submitted for approval.</p>
Action Point 4 – Essential Refuse Tracking of Internal Layout		<p>Meets SCC Requirements – No deficiency. – Swept paths have been provided.</p>
Action Point 5 – Essential Visibility in accordance with standards		<p>Meets SCC Requirements – No deficiency.</p> <p>Inspection of the drawings shows the splays have been correctly shown and are not misrepresenting the visibility splays that can be achieved at the improved junctions</p>

Action Point 6 – Safe route to schools	Desirable	<p>Delivery of FP20 – No deficiency.</p> <p>Improvement of FP20 to provides a continuous adequate footway from the site (including crossing of side roads) to the school and ensures a safe route is available for pedestrians.</p> <p>Cycling on the lightly trafficked roads, using such connecting footways as necessary by dismounting, is also considered to offer a safe route for cycling to the school</p>
Action Point 7 – Walking and Cycling Assessment	Desirable	Meets SCC Requirements – Delivery of FP20, Designation of ‘Quiet Lanes’ and internal provision – No deficiency.
Action Point 8 – Accident Review	Desirable	Meets SCC Requirements – No deficiency. Additional data has been supplied.
Action Point 9 – Conversion of footpath to bridleway	Desirable	Provisions meet SCC requirements – No deficiency.
Action Point 10 – Provision of additional Passing Bay	Desirable	Provision meets SCC requirements – Additional provision could formalise an informal passing place immediately to the north. This can be considered further at the S.278 stage as part of the condition to be discharged – No deficiency.
Action Point 11 – FP20 should be widened to 1.5m in entirety	Desirable	Provision meets SCC requirements – No deficiency – Alternative footway provisions are provided for – No deficiency.
Action Point 12 - £9,000 footpath Legal Costs	Desirable	Legal Costs are to be funded – No deficiency.
Action Point 13 – Bus Passes	Moderately Beneficial	£100k meets SCC requirements for sustainable transport, proportionate and betterment for all – No deficiency.
Action Point 14 – Traffic Calming	Moderately Beneficial	No reliance on speed data – No deficiency.
Action Point 15 – ‘Quiet Lanes’	Moderately Beneficial	‘Quiet Lanes’ do not prohibit or restrict development and were considered when the site was allocated – No deficiency.

Action 16	–	Moderately Beneficial	This has been completed and subject of representation to the Authorities when considering ‘Quiet Lanes’ status – No deficiency .
Development quantum and road network.			
Action 17	–	Moderately Beneficial	The provision of access from the site is in accordance with industry guidance. The distances set out in Table 2.2 are based on walking routes from the centre of the site, it is noted that the site masterplan locates units beyond the centre of the site and distances to facilities will vary. However, variation of distances is not sufficient enough whereby these units are no longer accessible to those facilities and in this regard individual walk distances from specific units, is not considered necessary in the wider context of the suitability of the site’s accessibility to village facilities – No deficiency .
Details of distances to facilities from the site.			
Action 18	–	Moderately Beneficial	Policy table supplied – No deficiency .
Update Policy			
Action 19	–	Moderately Beneficial	Local road network and ‘Quiet Lane’ designation conducive to cycle accessibility to local facilities – No deficiency .
Details of safe routes for cyclists			

Appendix C.

The response of Suffolk County Council Highway Authority in respect of both the Brookbanks and Cannon Consulting reports.

Planning Ref: **DC/20/3362/FUL**
Appeal Ref: **APP/X3540/W/21/3280171**

Date: 12 October 2021

The Planning Inspectorate
Temple Quay House
2 The Square
Bristol
BS1 6PN

For the attention of: Alison Dyson

Dear Alison

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/20/3362/FUL

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

LOCATION: Land West Of, Chapel Road Grundisburgh Suffolk

ROAD CLASS: U

Notice is hereby given that the County Council as Highway Authority make the following comments:

Site Background

To assist the Inspector considering the above planning appeal, Suffolk County Council (SCC), in its role as Local Highway Authority for the roads surrounding this site, would like to comment and confirm its highways position on this site. Notwithstanding the bus service contribution, the Inspector can still rely on other statements submitted by other functions of this authority, including those submitted to East Suffolk Council.

Local Plan

The site was not included in the first draft of the Suffolk Coastal District Council (SCDC) (one of the former authorities comprising East Suffolk Council - ESC) Local Plan that was consulted on between July to September 2018 but was included in the Final Draft, consulted under Reg. 19 between January and February 2019.

In response to the final draft consultation on 25 February 2019, Suffolk County Council did not raise an objection to the allocation through Policy SCLP12.52 on soundness but stated some considerable concerns:

This site appears deliverable but significant off-site measures will be required in order to make the proposed development acceptable in transport terms. These may be challenging to deliver, in respect of cost and land ownership.

In order to secure safe and suitable pedestrian access to the highway network, a way of connecting into the existing pedestrian network will need to be secured; perhaps by improving the existing Footpath 20 and the link north, on to Post Mill Gardens, in

order to provide access to the primary school and bus stop on Ipswich Road. This would need to be considered properly, as part of a planning application, to demonstrate whether proposals are sufficient and deliverable.

Measures will also be required to ensure sufficient vehicular access along Chapel Lane, which is narrow along much of its length. This might include passing places, which could be challenging to deliver.

In advance of the Examination in Public for the SCDC Local Plan, SCC, SCDC and the developer, Hopkins and Moore Homes, signed a Statement of Common Ground in October 2019. See: **Appendix A**

The statement considered the site access and network constraints around the site. The statement acknowledged the challenges but concluded that safe and secure access could be achieved but more work would be needed after the allocation to work up a detailed set of highways improvements. The site was subsequently included in the adopted SCDC Local plan and is, therefore, an allocated site.

Highway Responses from Suffolk County Council to East Suffolk Council

Following the subsequent application submitted by Hopkins Homes, SCC responded to the consultation, as a statutory consultee for highways and transportation issues. These consultation letters are listed below and included as appendices:

First Response, letter dated 09/10/20 – Objection based on scale of proposal not according with LP allocation and lack of details on mitigation measures. (**Appendix B**)

Second Response, letter dated 05/03/21 – Objection based on previous objection comment not being addressed plus comments on adoptable road layout. (**Appendix C**)

Third Response, letter dated 01/04/21 – Acceptance of proposal subject to recommended conditions to secure highway mitigation and other highway related matters. Also includes S106 contribution requests repeated from previous responses. (**Appendix D**)

Planning Conditions

Following additional highways and transportation evidence and clarifications provided by the applicant's team, SCC could no longer justify its objection on highway grounds, subject to the remaining impacts being mitigated by the use of the following draft planning conditions:

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

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

Condition: No part of the development shall be commenced until details of the proposed surfacing improvements and links to Footpath 20 as indicatively shown on Drawing Nos. 1812-296 305 Rev C and GRU5 003 Rev F have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

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

Condition: No part of the development shall be commenced until details of the proposed road widening of Park Road, local junction improvements and Chapel Road passing place indicatively shown on Drawing Nos. 1812-296 279 Rev B; 1812-296 008 Rev A and; 1812-296 009 have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

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

Condition: The areas to be provided for storage of Refuse/Recycling bins as shown on drawing number GRU5 002 Rev G shall be provided in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

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

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

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

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

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

Condition: The new estate road junction(s) with Park Road inclusive of cleared land within the sight splays to this junction must be formed prior to any other works commencing or delivery of any other materials.

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

Condition: All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence. No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV movements.

Condition: The use shall not commence until the area(s) within the site shown on Drawing No. GRU5 003 Rev F for the purposes of [LOADING, UNLOADING,] manoeuvring and

parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

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

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

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

Condition: Before the access onto Park Road is first used visibility splays shall be provided as shown on Drawing No. 1812-296 278 Rev A with an X dimension of 2.4m and a Y dimension of 59m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

Condition: Before the access onto Chapel Road is first used visibility splays shall be provided as shown on Drawing No. 1812-296 295 with an X dimension of 2.4m and a Y dimension of 59m and 52.8m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

Planning Obligations

It is common ground between the appellant and SCC that there is scope to improve the route of Footpath 20 (FP20), which links the site with key facilities in the centre of the village. SCC can give permission for the appellants to improve the surface of this route as part of a Section 278 agreement under the Highways Act 1980 (as amended). This would only be possible within the defined width and alignment of FP20, as set out on the Definitive Map. This is deemed acceptable, based on the defined nominal width (1.5m throughout most of the affected length) and any modest pinch points can be avoided by using additional walking routes through the site, which would be delivered through the Section 38 mechanism to adopt the internal roads and paths on site.

However, it is also common ground that there may be some scope to slightly amend the route to provide a more attractive route. Should this necessitate an amendment to definitive

map, SCC have agreed a £9,000 S106 obligation to complete the legal work to revise the alignment. This is not guaranteed and would be determined through the detailed design of the route.

SCC and Hopkins Homes have also agreed a S106 contribution of £100,000 to enhance bus services from the site to key local destinations. This funding would allow the service operator to provide an additional vehicle, which would improve service provision and reduce the gaps in time between buses serving the site. This contribution is proportionate to the scale of development and would provide an opportunity to make the site location more sustainable overall by providing future residents with an alternative to private car use. Therefore, this contribution aligns with NPPF para. 85. Any bus stop improvements adjacent to the site would fall to CIL and are therefore not requested to be S106 funded.

East Suffolk Council Planning Committee South

Regardless of the fact that SCC, as the statutory consultee for highways and transportation, did not feel that the residual cumulative impacts of the development would be severe (NPPF, para. 111), some local concerns remained. This led to the Planning Committee South deciding to defer the determination of the application on 29 June 2021 for secondary technical consultancy advice on highways matters.

ESC commissioned an highways review from Brookbanks, from Birmingham - see **Appendix E**. The review studied the site information and identified a series of minor issues that Brookbanks felt warranted further investigation. As part of this review, Brookbanks were commissioned to:

“Consider the responses from the County Highway Authority as the statutory consultee for determination of the application in respect of transport matters and consider the soundness of their response and recommended mitigation, obligations and conditions” (para. 2.4)

On 20 September 2021, the Planning Committee South considered the application subject to this appeal and resolved to defend Appeal because of a deficient Transport Assessment.

Cannon Consulting Engineers Technical Note

Subsequently, the highways consultants supporting Hopkings Homes, Cannon Consulting Engineers (CCE) of Kentford, Suffolk provided a Technical Note on 8 October 2021 responding to the Brookbanks review, see **Appendix F**.

The position of Suffolk County Council on Highways and Transportation issues raised in this Technical Note are numbered 1-19:

- SCC accept the response from CCE, given the difficulties of obtaining up to date traffic data during the pandemic. The approach of collecting data when possible and then applying a factor is a standard approach in these difficult and unprecedented times, and supported by SCC.
- SCC accept the response from CCE, where visibility standards can be achieved for the speed of the road there is no requirement to collect traffic speed data. This is only needed if the applicant was seeking to depart from the accepted standards for the road in question, which isn't the case here and Brookbanks are incorrect in its requirement for vehicle speeds.
- SCC accept the response from CCE, Road Safety Audits are generally required for S278 works, prior to permission to work in the highway being granted by SCC. It is not normally required for the planning process, unless the schemes are complex, non-standard or have additional risks to highway safety. Whilst the necessary

improvements to the road and footpath needs to be tailored to the site, a two-stage safety audit is not necessary.

- SCC accept the response from CCE, generally swept path analysis would be required as part of the S38 process, if the internal roads are put up for adoption. It is not usually required at planning stage. However, this additional evidence will be useful.
- SCC accept the response from CCE, it is not a requirement for all off-site junctions to be brought up fully to modern design standards, especially when they are historic junctions, built before these standards were applied. SCC would seek improvements at a proportionate level to the intensification of use proposed, which is what is being provided.
- SCC accept the response from CCE, the improvements to the walking routes through the site and on Footpath 20 (FP20) are proportionate to the scale of development and provide adequate walking connections to facilities in the village. The roads around the site are lightly trafficked and would be suitable for cycling.
- SCC accept the response from CCE. SCC would support the provision of an additional cycle connection from the site to Chapel Road, secured by an additional planning condition, if supported by the inspector.
- SCC accept the response from CCE, the additional collisions highlighted do not form a cluster and do not have a causation factor that would be likely to be exacerbated by increased traffic flow resulting from this development.
- SCC accept the response from CCE, the SCC Public Rights of Way team carefully considered the need to upgrade FP20 to bridleway status and considered that this would not be practical or deliverable. As discussed above, there is scope to provide an enhanced cycle connection to Chapel Road and the quiet roads surrounding the village are suitable, for the most part, to be cycled on. The same would be true for any additional equestrian use, resulting from the development, which is however, highly unlikely.
- SCC accept the response from CCE, there is scope to add an additional passing place on Chapel Road on land controlled by SCC or the applicant. However, at this time, there seems little justification for this. If required the Inspector could amend the current condition to allow for an additional passing place, if there was an identified need.
- SCC accept the response from CCE, the combination of FP20 and informal walking routes through the site provides a route of 1.5m throughout.
- SCC accept the response from CCE. SCC has requested £9,000, which is agreed by the parties, to allow for some flexibility to amend the alignment of FP20, if that would be found to be advantageous during the detailed design of the pedestrian link. This would allow for a slight re-alignment of the routes, and to carry out an order making process to revise the routing on the ground. Any physical works, following the statutory order making process, would be carried out by the developer at their expense, as part of the site works.
- Following the response from CCE, SCC agree that the £100,000 contribution towards bus services is justified as it delivers an opportunity to make the location more sustainable (NPPF, para.85). The CIL Compliance Statement submitted on 21 September 2021 is amended to include this in para. 9:

The planning obligation sought by SCC in respect of the Proposed Development, as set out in its consultation responses to the planning application, is for s.106 contributions as follows:

Bus Service Contribution - £100,000 - subject to increase by the retail price index (RPI) between the date of the Deed and payment, payable prior to first dwelling occupation;

- b) Secondary School Contribution - £299,148.00 - (BCIS linked) 2020/21) to be payable prior to first dwelling occupation;
 - c) Secondary School Transport Contribution - £72,300.00 subject to increase by the retail price index (RPI) between the date of the Deed and payment, payable prior to first dwelling occupation; and
 - d) Monitoring Fee - £412 per trigger point (2020/21) payable upon completion of the Deed if the appeal is allowed.
-
- 14. SCC accept the response from CCE, visibility splays are in accordance with standards, so no additional traffic calming is needed.
 - 15. SCC accept the response from CCE, Quiet Lanes are entirely compatible with the projected level of traffic growth in the area. Quiet Lanes are not intended to act as a brake on sustainable growth in a specific area, and the signing is purely advisory and carries not statutory weight.
 - 16. SCC accept the response from CCE, SCC are entirely satisfied with the level of assessment provided to support this application.
 - 17. SCC accept the response from CCE, the point from where distances to key local facilities is taken from would not materially change the conclusions drawn about the overall connectivity of this site.
 - 18. SCC accept the response from CCE, SCC understand that any policy references will be updated to reflect changes in national and local policy.
 - 19. SCC accept the response from CCE, this point appears to simply restate previously made points, with no merit.

Conclusions

Suffolk County Council have fully reviewed the Brookbanks review, the Cannon TN01 and the local issues raised during the public consultation. Taking all the above factors into account, whilst the Brookbanks review did not highlight any errors in the judgement for highways and transport, none of this changes the overall conclusions arrived at in the SCC consultation letters.

Therefore, the final SCC consultation letter (dated April 2021), which included draft planning conditions, reference to the bus service contribution and £20,000 for improvements to bus stops (for which a bid for CIL funds would be necessary), should be taken as the definitive statement on highways and transportation matters, in the view of SCC as statutory consultee for this area of responsibility in Suffolk.

Yours sincerely,

Mr Luke Barber
Principal Development Transport Planner
Transport Strategy
Suffolk County Council

Appendices

A – Statement of Common Ground between SCDC, SCC and Hopkins and Moore **B** -

First Highway Response - letter dated 09/10/20

C - Second Highway Response - letter dated 05/03/21 **D** -

Third Highway Response - letter dated 01/04/21 **E** –

Brookbanks Highway Report (Ref: 10816PR01) **F** – Cannon

Rebuttal Report (Ref: ZA461)