



## Committee Report

**Application no** DC/20/3361/FUL

**Location**

Land Between High Street And  
Chapel Lane  
Pettistree  
Suffolk  
IP13 0HQ

**Expiry date** 8 December 2020

**Application type** Full Application

**Applicant** Hopkins Homes Limited

**Parish** Pettistree

**Proposal** A phased development comprising Hybrid Planning Application (Duplicate): (i) Full Planning Application - Residential development of 129 dwellings (including affordable housing) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure; (ii) Outline Planning Application - seven No. serviced Self Build Plots with associated access and infrastructure.

**Case Officer** Phil Perkin  
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### 1 Summary

- 1.1 This application seeks full planning permission for the development of 129 houses and associated infrastructure and outline planning permission for seven self-build dwellings.
- 1.2 The site is allocated in the East Suffolk Council Suffolk Coastal Local Plan for the development of approximately 150 houses under Policy SCLP12.60.

- 1.3 This application 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.
- 1.4 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 layout of the development and design of the houses is considered acceptable.
- 1.5 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. Members will note that there is an identical application (reference DC/20/3264/FUL) which is also being presented to the Planning Committee for determination.

### The Case for Development

- 1.6 The site is allocated for the development of up to 150 houses by Policy SCLP12.60 of the East Suffolk Council Suffolk Coastal Local Plan (adopted September 2020). The principle of residential development on the site is therefore established and the application will deliver 136 houses including 45 affordable dwellings and seven self-build plots which are significant benefits of the proposal.
- 1.7 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.
- 1.8 Overall, the design of the development is considered to be acceptable and in conformity with the requirements of Policy SCLP12.60. 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 funding available for highway improvements within Wickham Market High Street.
- 1.9 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 Wickham Market through increase visitor spend in the local economy.

## **2 Site description**

- 2.1 The 6.15 hectare application site is situated between the High Street and Chapel Lane, Pettistree and is currently in agricultural use. The site abuts existing residential development on Morris Road and Hall Lane to the north of the site.
- 2.2 The site is located within Pettistree Parish but adjoins the built-up area (and Parish) of Wickham Market to the north. The site is located immediately to the south of a recent residential development of 65 dwellings and is bordered to the west by the B1438/High Street which joins leads to the A12 to the south, and to the east by Chapel Lane which is a narrow rural road. Land to the south of the site is agricultural in use.
- 2.3 The northern boundary of the site abutting the adjacent residential development, is the lowest point of the site. From here the site rises gradually to the south. There is young and

semi-mature tree planting regularly spaced along the High Street/B1438 frontage and a mature hedge along the Chapel Lane frontage. Otherwise, there are no natural features on the site. There are no listed buildings or other heritage assets adjacent to the site and the site does not fall within a designated landscape area.

### **3 Proposal**

- 3.1 As will be noted from the description this is a hybrid application meaning it seeks consent for both full planning permission and outline planning permission.
- 3.2 The application seeks full planning permission for 129 dwellings (including 45 affordable dwellings) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure and outline planning permission for seven serviced self-build plots with associated access and infrastructure.
- 3.3 A new vehicular access is proposed from the High Street to include a footway connection to the existing footpath on the east side of the High Street. A pedestrian crossing of the High Street is proposed along with pedestrian connections onto Chapel Road.
- 3.4 A mix of dwelling types and sizes are proposed. Building heights are generally proposed to be two storeys with some bungalows proposed along the southern boundary towards the western edge and some 2.5 storey dwellings with dormer windows along the main vehicular route through the middle of the site.
- 3.5 The design approach reflects the properties to the north. Materials are proposed to be mainly red, buff and multi facing bricks and red and black pantiles. To a lesser extent render and weatherboarding is also to be employed. Design features used throughout would include brick and render quoins, flush and projecting plinths and diaper brickwork.
- 3.6 Open spaces within the site vary in size and function. There are two play areas within the site and landscaped areas to the north and south of the site. There is a landscaped buffer around the whole site which incorporates a circular walking route and links onto Chapel Road. Landscaped drainage basins are also located in the northern part of the site.
- 3.7 The planning application is supported by the following documents:
  - Planning Statement and Design and Access Statement (including Statement of Community Involvement);
  - Public Exhibition Report;
  - Ecological Assessment;
  - Habitat Regulations Assessment;
  - Landscape and Visual Impact Assessment;
  - Arboricultural Impact Assessment;
  - Archaeological Desk Based Assessment and Geophysical Survey Report;
  - Transport Assessment and Interim Travel Plan;
  - Flood Risk Assessment and Drainage Strategy;
  - Site Investigation Report; and
  - Sustainability Statement

3.8 In addition, street scene elevations have been provided and an amended layout to address comments made by the Highway Authority and Head of Housing.

#### 4 Consultations

4.1 Thirty nine objections have been received from local residents raising the following matters(inter alia):

- Increase in traffic and congestion
- Pedestrian safety
- Surface water flooding
- Too close to existing properties to the north
- Overlooking and loss of residential amenity
- Visually intrusive on the southern edge of Wickham Market
- Poor pedestrian and cycle links
- Landscape impact
- Detrimental to the historic views of Wickham Market and the unique church spire.
- Loss of agricultural land
- Impact on wildlife
- Pettistree parish is doubled in size
- Coalescence of Pettistree and Wickham Market
- Inadequate sewage system
- Light pollution
- Inadequate parking
- Limited space at the medical centre, dentists and schools
- Inadequate public transport

#### Consultees

Consultee	Date consulted	Date reply received
Pettistree Parish Council	9 September 2020	6 October 2020
<p>Pettistree Parish Council has reviewed its comments on the development of the newly adopted Local Plan and the duplicate planning applications referenced above. It is stressed that these comments apply to both applications and must be listed under them both. Please note that Pettistree parish Council objects strongly to both applications.</p> <p>The Principle of having a development on the agricultural land between the High Street (81438) and Chapel Lane.</p> <p>1. The land is in the parish of Pettistree but the area of the proposed development is now designated as within the settlement boundary of Wickham Market. We recognise that this has been sanctioned by the new Local Plan but wish to point out that this is still a matter of protest and is being investigated by our member of parliament, Dr. Therese Coffey.</p> <p>2, Both Pettistree and Wickham Market Parish Councils object to the development in principle.</p>		

The Development is inappropriate for the site.

1. The density of housing proposed is excessive.
  - a. The proposed density is 24 per hectare.
  - b. The density proposed by SHELAR is 15 per hectare as Wickham Market and Pettistree both come under the "Elsewhere" recommendation of 15 per hectare. (neither Wickham Market nor Pettistree is a Market Town:)
2. The archeological content of the site has not been sufficiently evaluated. This is made clear in the comment from James Rolfe of the Archeological Service in his document dated 10.09.20
3. It is not acceptable that Pettistree Parish Council should be expected to be responsible for the residents of a development that has been clearly labelled as part of Wickham market.
4. There will be inevitable confusion in the minds of residents as to whether they are part of Pettistree or Wickham Market.
5. If this pattern of development is allowed there will be inevitable coalescence of the two settlements, especially if further development is allowed after this one.
6. Screening by hedges and trees has been proposed but if this is adequate access to Wickham Market will be hindered, and if it is inadequate coalescence with the rest of Pettistree land will occur.
7. The development is not in accordance with the drafts of Wickham Market's Neighbourhood Plan.
8. The scale and nature of this development would bring a liability to second home proliferation and loss of any sense of community with either village.
9. There is inadequate public transport, especially access to the railway at Campsea Ashe. Buses through the village are infrequent and finish by 7.00 PM with none on Sundays

#### Details of the Development Plan

1. The existing infrastructure is not adequate to support the development.
  - a. Sewage system already overloaded, needing lorry drainage every week. (Anglian Waste/s comment of adequacy does not give sufficient detail be believable.)
  - b. Refuse collection capacity uncertain.
  - c. The Medical Centre does not have sufficient space or staffing to cope with 135 new homes (about 450 people). It has no room to expand. Any expansion of the medical practice that is funded is likely to take place at Rendlesham
  - d. There is insufficient capacity in the secondary schools (Farlingaye and Thomas Mills are both full and pupils are being sent to Leiston.)
  - e. Surface water drainage is not adequately catered for. The plan to let areas flood when self-contained drainage is not sufficient will intrude on the existing Hopkins Homes development and cause a marshy area with mosquitos, and a water hazard for children. Chapel Lane already floods with heavy rain.

2. Plans for hedges and trees to screen the new development and try to minimize coalescence of the settlements are scanty and will be inadequate to hide the buildings on rising ground. The cross section shown on the plans is misleading as it does not show the buildings on the rising ground and is chosen to show the only wide part of the hedging at the south west corner.

3. Loss of views of Wickham Market. and its landmark church spire from the south caused by the buildings on the rising ground. '

4. Worry of residents in the existing Hopkins Homes being overlooked, especially at the south-west end.

5. Increased vehicle and pedestrian congestion trying to access the centre of Wickham market from the new development. The road and pavement near the Post Office is inadequate with no plans for mitigation. No safe footway to the primary school.

6. Access to and from the A12 and on the At2 itself is already congested at times, will get much worse with Sizewell C construction traffic and with traffic from the planned new development.

7. The Pettistree Greyhound is the only pub in the two villages and cannot cope with the influx of new residents.

8. Pettistree Village Hall is too small to accommodate any meeting of the new residents

9. Provision of facilities for the elderly and pre-school children is unclear.

10. The plans suggest that the Parish Council will become responsible for care and maintenance of grassed common spaces after a short period. (In Wickham Place the owners now pay for it to a private company). Who pays for street lighting long term?

11. Unclear to whom and in what amounts CIL payments would be made to support the development.

12' . There are only five bungalows planned on site and they are all at the southern edge (making it a long way to walk to the Co-Op etc. for the residents who are more likely to be elderly).

13. There is no provision in the plans to support green energy initiatives.

a. There are no solar panels to generate electricity.

b. No plans for collection and use of "grey" water.

c. No provision of charging points for electric cars to match all car parking spaces.

#### CONDUCT OF THE PLANNING PROCESS

1. Pettistree Parish Council was not consulted or informed at all about the full planning application until the pair of applications were put on the planning website. There has been no subsequent approach from the developers to explain the plans.

2. The reason and implications of having so-called duplicate applications has not been made clear. This is supposed to be public consultation so expert knowledge of procedures cannot be assumed.

3. The means of access on -line to the planning documents and the way of making comments is very difficult for the non-expert user.

a. Multiple clicks are needed to get to any given document.

b. In most areas it is not possible to use the "back button a browser to get to a previous field. It is necessary to re-enter a starting point and work forward. This is too hard for non -experts with limited time available.

c. A previously registered "login" for East Suffolk Council cannot be used for these applications.

d. The space available for free-text comment on the on-line "comments" form is only 2000 characters (including spaces). This amounts to about 300 words and is not sufficient to comment on an application of 162 pages and a further 100 items as plans of plots etc.

Pettistree Parish Council has no objection to reasonable expansion of housing in the village. In recent years several villagers have applied to build bn suitable plots in the parish, but they have been refused and what used to be called the village envelope (settlement boundary) has remained extremely tight. We recognise that the new local plan has imposed future development on Pettistree's good agricultural land, but we find many faults with the current applications by Hopkins Homes.

Consultee	Date consulted	Date reply received
Ufford Parish Council (neighbouring Parish)	27 October 2020	27 October 2020

Please note that the following comments apply to both DC/20/3361/FUL and DC/20/3264/FUL. Ufford Parish Council would firstly like to completely endorse the comments made on these two applications by Wickham Market and Pettistree Parish Councils. We do not wish to repeat the arguments put forward for objecting to these applications by our neighbouring Councils but we would like it recorded that we fully agree with them. Our comments instead will be based on the impact this development, if approved, would have on the residents of Ufford.

Ufford Parish Council wish to object to the above applications on the following grounds:

#### Highways

As you will be aware, there is no south-bound junction on to the A12 at Pettistree and all traffic travelling south out of Wickham Market has to travel along the Ufford High Street to gain access to the A12. The addition of over 130 dwellings in this location will inevitably mean over 250 vehicles, many of which will be driven by working people, making the morning and evening rush hour traffic even more busy than it already is. Traffic returning from Woodbridge and Melton will also use the Melton Crossroads and follow the B1438 travelling north the length of the High Street in Ufford. Where access to industrial workplaces such as Bentwaters Park is sought, this will result in additional traffic navigating the notorious 'Ufford Triangle' at the top of The Avenue and using Lower Ufford and Hawkeswade Bridge as a 'rat run'. This area is totally unsuitable for non-local traffic and accidents at the 'triangle' are frequent.

Also, if this additional traffic chooses to travel through Melton and on to Woodbridge they will only add to the already 'at capacity' junction known as the Melton Crossroads, where the air quality is monitored and recognised to be at the margin of acceptable levels.

Public transport from Wickham Market is very limited, and ceases at 7pm, with no bus services on Sundays. The rail station is at Campsea Ashe, and from the site in question is too far for walking and the roads are unsuitable for walking with no footpaths. Therefore almost all journeys for work or leisure will be undertaken by car. It is very hard to see how this conforms with the declared climate emergency by ESC and SCC, and the intention to reach net zero by 2050.

#### Healthcare

The Medical Centre in Wickham Market is already at capacity with no physical room for expansion, even if the funds were available for this. As a result, the Branch Surgery at Rendlesham is the only place where expansion could occur. If this is the case, this will result in every journey to the facilities being undertaken by car and through the unsuitable roads in Lower Ufford mentioned above. This would be nonsense when medical facilities were just a few hundred metres away in Wickham Market.

The pressure on Medical facilities in Wickham Market affects the population in Ufford, as many residents are patients and presently can combine a journey (by car usually) with shopping at Wickham.

#### Schools

The nearest secondary schools Thomas Mills, Framlingham and Farlingaye in Woodbridge are both already at capacity. Therefore the High School for children living at the proposed site would be Leiston. Given the type of housing proposed, it is likely that a number of buses will be required for this purpose, which hardly fits with the 'Climate Emergency' status declared by both East Suffolk Council and Suffolk County Council.

#### Ribbon Development

Finally, a development such as this will add to the continuous 'ribbon development' in East Suffolk that results in villages encroaching on each other and ultimately losing their individual identity.

#### Conclusion

We urge ESC to refuse these applications on the grounds above and the grounds stated by both Wickham Market and Pettistree Parish Councils.

Consultee	Date consulted	Date reply received
Wickham Market Parish Council (neighbouring Parish)	14 September 2020	15 October 2020
Wickham Market Parish Council held a virtual Planning Committee meeting on 5th October 2020 in order to consider the above-mentioned planning applications. This meeting was extremely well attended. An informal meeting was also held with representatives from Pettistree Parish Council and as a result of this meeting I can confirm Wickham Market Parish Council agrees with the <b>STRONG OBJECTIONS</b> raised by Pettistree Parish Council in respect of these applications. Wickham Market Parish Council wishes to stress the comments below relate to both planning applications		

even though Wickham Market were only consulted on DC/20/3264/FUL (although at a later stage than Pettistree Parish Council).

Wickham Market Parish Council STRONGLY OBJECTS to both planning applications. The site is agricultural land between the High Street (B1438) and Chapel Lane. The land is within the Parish of Pettistree but the area of the proposed development has been designated within an extended settlement boundary for Wickham Market. The Parish Council understands this has been sanctioned by the recent adoption of ESC's Local Plan, but I wish to point out this is still a matter of protest from Pettistree Parish Council and Wickham Market Parish Council. Wickham Market Parish Council objected to Policy SCLP 12.60 as stated within their responses sent dated 12th September 2018 and 20th February 2019.

Strong Objections raised previously to this policy and the process as to how it got into the Local Plan still stand, as follows:-

The site is not within the Wickham Market Parish or Neighbourhood Plan (NP) area. The site is within the Settlement Boundary and it does not comply with the NP policies and objectives. The site is 6.15ha which gives a housing density of 24 dwellings per hectare. This is significantly in excess of the 15 dwellings per hectare stated within the SHELAA as the housing density to use for this area.

The residents of the proposed new development would use the services of Wickham Market being the nearby Service Centre. ESC has extended the Village Settlement Boundary to capture the allocation, but Wickham Market Parish Council would not automatically receive any CIL payment for this development. This will result in the residents of this proposed development paying a lower amount of Parish Precept to Pettistree Parish Council and could also allow Pettistree Parish Council to significantly reduce their Parish Precept if they wish which could create friction within the local community.

The MAIN OBJECTIONS to the two applications are as follows:-

It should also be noted that the previous issues raised following the Hopkins Homes Consultation Event have also been largely ignored with only minor amendments made to the proposed layout of houses.

#### DESIGN AND APPEARANCE

Poor design and lack of specific street scenes and elevations across the site area to enable a thorough understanding and assessment of both design and visual impacts. This is unacceptable. The site is 6.15ha which gives a housing density of 24 dwellings per hectare. This is significantly in excess of the 15 dwellings per hectare as stated within the SHELAA as the housing density to use for this area.

The scale and nature of this development would bring a liability to further second home owners bringing a high risk of loss of any sense of community life within either village. o The adopted policy SCLP 5.1 requires that development must be of a scale appropriate to the size, location and character of the village. The proposed development clearly does not adhere to this policy and is an overdevelopment of the site.

Lack of connectivity to the neighbouring development at Wickham Place. This is not compliant with both national and local guidance, connectivity encourages social cohesion.

There is no provision in the plans to support Green Energy Initiatives.

The homes have no scheme for Solar Panels to generate electricity.

With regards to Electric Vehicle charging points there is no evidence that each dwelling has: Ducting and suitable consumer unit to allow the install of one wall charging unit per dwelling when required by householder.

The Local Plan, in SCLP 9.2, requires higher energy and water efficiency standards. In the Planning, Design and Access Statement it states: "6.62 In accordance with Policy SCLP 9.2 the proposal will be required to deliver higher energy and water efficiency standards. As set out in the submitted Sustainability Statement, it is proposed that the required 20% reduction in carbon emissions will be achieved using low carbon technology" and/or onsite renewable energy options where practically achievable". This development falls well below the expected standards. o Within Wickham Market's emerging Neighbourhood Plan the relevant policy is:

#### **POLICY WICK5: DESIGNING FOR RENEWABLE ENERGY AND CARBON REDUCTION**

All developments must be designed so that it results in at least a 20% reduction in CO2 emissions below the Target CO2 Emission Rate (TER) set out in the Building Regulations. This requirement is more stringent to the Local Plan where it only applies to developments of over 10 dwellings. All developments should achieve water efficiency (achieving the optional technical standard for water efficiency) through the use of grey water, rainwater harvesting and SuDS schemes. Site layout should be designed to utilise and benefit from natural sunlight and solar gain incorporating solar energy generation measures on all houses. All new development should make provision for electric charging facilities on site.

Residents in the existing Hopkins Homes development Wickham Place will be overlooked, especially at the South-Western boundary.

Plans for hedgerows and trees to screen the new development in order to try and minimize coalescence of the settlements is inadequate and will not screen the dwellings from the wider countryside on rising ground. The cross section shown on the plans is misleading as it does not show the buildings on the rising ground and is chosen to show only the wider part of the hedging at the South-Western boundary corner.

#### **LANDSCAPE**

SCLP 10.4 highlights the need to promote high quality design across the plan area. It sets out the need to ensure that development is of a scale that is appropriate to landscape character and will protect and enhance this character.

The supporting text in the Local Plan at Para 2.667 states the following 'Development needs to be sensitive to retaining settlement and landscape character and pattern. This includes views towards the historic village core and church and across plateau landscape. There are opportunities for biodiversity enhancements related to the site's situation within the wider agricultural landscape'. This has not been achieved by the proposed scheme.

Landscape impacts and lack of any wider landscape mitigation for views (land is rising) of the development. Impacts on Key Views identified in the emerging WM Neighbourhood Plan have not been considered, these being 7, 9, 10, 12.

Soft landscaping commitments were not carried out as per approved plans at the neighbouring development Wickham Place. This was in part due to SCC Highways reluctance to accept trees within five metres of highway boundaries and to the use of underground drainage structures which precluded the approved tree planting. Similar issues will arise in that planting indicated will again be left out of the scheme resulting in the development lacking greenery. This is not acceptable.

The development does not comply with the emerging NP which describes the need to both protect and provide for wildlife and the use of native species within developments.

The submitted Landscape Strategy Plan largely refers to non native species. One of the two footpath connection points will involve cutting through a mature elm hedge (home to birds such as whitethroat and yellow hammer rather than using existing gaps.

Adverse visual impacts have been identified from identified Viewpoints 6 and 8 submitted LVIA) There will be clear views of the development from Walnuts Lane and the Pettistree Conservation Area ( with the impacts affecting the setting of both the CA and the Wickham Market Cemetery.

#### HIGHWAY SAFETY

The highway infrastructure within Wickham Market is inadequate to cope with this development, and the traffic it will generate. Specific concerns are as follows:

The road and pavement near Wickham Market Post Office is inadequate for safe pedestrian use with no plans for any improvement scheme.

There is no safe walking route to Wickham Market Primary School, although the Parish Council wishes to point out that as a result of the Wickham Place development no new primary school age children were admitted to Wickham Market Primary School.

The footway on the Eastern side of High Street (B1438) stops just north of Morris Road and subsequently, there is a need for pedestrians to cross the High Street in order to access any of the local amenities including the Primary School.

The development would clearly impact upon the High Street, significantly increasing vehicular, pedestrian and cycle movements. Due to the narrow road and footways, there are congestion issues and highway safety concerns within this area. Increased traffic of possibly 450+ cars will clearly add to these issues and further imp act the High Street.

Many roads within Wickham Market have pinch points with speeding and hazardous driving occurring on a daily basis. The roads within the village would not be able to cope with possibly an additional 450+ vehicles along with the proposed traffic implications resulting from the development of the proposed Sizewell C Park & Ride site.

Previous commitments to footway improvements secured by the S.278 agreement for Wickham Place do not appear to have been carried out and this is not acceptable.

#### POLICY SCLP10.5: SETTLEMENT COALESCENCE

Development of undeveloped land and intensification of developed land between settlements will only be permitted where it does not lead to the coalescence of settlements through a reduction in openness and space or the creation of urbanising effects between settlements. Neighbourhood plans may include policies addressing local issues related to settlement coalescence.

It is felt these applications are not in line with the above-mentioned policy as the development will create an urbanising effect between the two settlements. The applications seek to increase the population of Wickham Market by at least 12.6% based on the 2011 census (this is only considering two adults per proposed household) but when considering the population within Pettistree this then rises to 140% (population of 194 in 2011). The existing special quality of open countryside will be replaced by an urbanised approach to this historic village. The size of Wickham Market's Conservation Area and the number of listed buildings within it bears witness to its historic village character. Wickham Market's entrance from the South will disappear resulting in loss of views of Wickham Market and its landmark Church Spire caused by the buildings on rising ground.

There will be obvious confusion amongst the new residents as to if they are part of Pettistree or Wickham Market and if this development is allowed there will be inevitable coalescence of the two settlements, especially if further development is granted following this one.

#### POLICY SCLP11.7: ARCHAEOLOGY

An archaeological assessment proportionate to the potential and significance of remains must be included with any planning application affecting areas of known or suspected archaeological importance to ensure that provision is made for the preservation of important archaeological remains. Where proposals affect archaeological sites, preference will be given to preservation in situ unless it can be shown that recording of remains, assessment, analysis report and/or deposition of the archive is more appropriate. Archaeological conditions or planning obligations will be imposed on consents as appropriate. Measures to disseminate and promote information about archaeological assets to the public will be supported.

The Archaeological remains/findings on this site have not been sufficiently evaluated. This is made clear in the comments from James Rolfe of the Archaeological Service within his correspondence dated 10.09.2020. Wickham Market Parish Council insist that a full independent Archaeological Study is carried out ASAP and the findings from this are reported back to the Parish Council via the Parish Clerk.

This should be carried out in accordance with the Local Plan which states at Para 12.668 that: 'This large site lies to the south of prehistoric and Roman sites excavated prior to development of land south of Featherbroom Gardens. It has not been subject to systematic archaeological investigation. Suffolk County Council have highlighted that archaeological assessment should be required to inform any planning application to ensure that proposals are sensitive to assets of archaeological interest'.

#### POLICY SCLP5.8: HOUSING MIX

Proposals for new housing development will be expected to deliver the housing needed for different groups in the community as identified in the Strategic Housing Market Assessment, or latest equivalent assessment. New development should 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). To contribute towards meeting the significant needs for housing for older people, proposals for ten or more dwellings should demonstrate how the development will contribute to meeting the needs of older people.

There are only five bungalows planned for the site and these are all sited at the Southern edge boundary making it a long way to walk to the Co-Op and village centre facilities for residents who are more than likely to be elderly. It is also noted there are no bungalows within the proposed affordable/social housing scheme either.

## INFRASTRUCTURE

The existing infrastructure is not adequate to support the proposed development, as follows:-  
The existing sewage system would not be able to cope as this is already at full capacity and requires lorry drainage every week.

Space for bin collection and bin storage points on the plan appears to have been largely overlooked and not adequately accommodated within the layout. Many bins will be left out on the roads and on fronts of properties thereby creating an unattractive appearance.

Wickham Market Medical Centre does not have sufficient space or staffing to cope with the proposed new homes (resulting in around possibly 450+ people). It has no room to expand and it is felt that any expansion of the Medical Centre provided through funding is likely to take place at Rendlesham Surgery resulting in residents of Wickham Market having to travel further to attend a doctor's appointment. This is not acceptable. There is insufficient capacity at both local Secondary Schools as Farlingaye and Thomas Mills High Schools are both full and pupils are being sent to Leiston Academy.

Surface water drainage is not adequately catered for. The plan to let areas flood when self-contained drainage is not sufficient will intrude on the existing Wickham Place development and could result in a marshy area with mosquitos, and a water hazard for children.

Chapel Lane floods regularly following heavy rain, this problem has increased since Wickham Place was built and is worse during winter months. The development is likely to exacerbate this problem significantly.

Play Areas - Distances and access to the Village Hall Playing field being by main road only result in the requirement for a Neighbourhood Equipped Area for Play (NEAP) on site (Ref SPG 15; Village Hall field is approx. 600m away); The layout does not conform to SPG 15 in respect to Play Space Allocation.

Local Play Spaces i.e., at Wickham Place are not linked and therefore discourage social cohesion between children and families.

Policy SCLP 8.2 states that new residential development will be expected to contribute to the provision of Open Space and Recreational facilities in order to benefit community health, well-being and green infrastructure.

Library Services: Local Plan Policy 12.677 refers to Library provision but erroneously states that the site falls within the Woodbridge catchment. There is no reference to Wickham Market library which is a functioning library but would not be able to expand in terms of services (the library was saved by local people when threatened with closure), lying as it does within the same area as the Medical Centre. The area where Hopkins Homes show the proposed huge drainage basins as featured on their proposed plan, show the ditches are absolutely empty, however, the ditch does significantly fill with water the opposite end nearing the B1438 where Hopkins Homes propose to build Plot 1 and Plot 23.

If footfall increases in Wickham Market then presumably disabled numbers increase possibly too. The footway between the development and Wickham Market is narrow and would force wheelchair users/disabled residents into the road.

There is inadequate public transport. The last bus is at 7:00pm with no service on a Sunday.

#### OTHER OBJECTIONS

Some of the comments within the questionnaire within the De sign & Access Statement were factually in correct.

The consultation period for an application of this size and during these current times was unacceptable and should have definitely been longer

#### CONCLUSION

Wickham Market Parish Council raise **STRONG OBJECTIONS** to both applications as stated above. If East Suffolk Council are minded to consider approving this scheme against both Pettistree and Wickham Market Parish Councils Strong Objections along with many local Objections raised then Wickham Market Parish Council would expect to see considerable input and negotiation taking place with Hopkins Homes to deal with the many issues as raised above. The Parish Council would also like to point out that when Wickham Place was completed it become apparent that the gas had not been connected and this then resulted in a 6-week road closure through Wickham Market. I trust that you will take the above comments into consideration.

#### Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council- Highways Department	9 September 2020	28 September 2020
Summary of comments: Holding objection on the grounds that a crossing of the High Street is required and funding for highway safety improvements in Wickham Market High Street and an extension of the 30mph speed limit.		

Consultee	Date consulted	Date reply received
Environment Agency	9 September 2020	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Suffolk County Council Flooding Authority	9 September 2020	23 September 2020
Summary of comments: No objection subject to conditions.		

### Non statutory consultees

Consultee	Date consulted	Date reply received
Head of Environmental Services	11 November 2020	11 November 2020
Summary of comments: No objection subject to conditions and request for air quality assessment		

Consultee	Date consulted	Date reply received
Anglian Water	25 September 2020	1 October 2020
Summary of comments: No objection. The foul drainage from this development is in the catchment of Wickham Market Water Recycling Centre that will have available capacity for these flows.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	9 September 2020	30 September 2020
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
Head of Housing	9 September 2020	10 September 2020
Summary of comments: The affordable housing mix is acceptable. Suggestion for two ground floor apartments to have wet rooms.		

Consultee	Date consulted	Date reply received
Head of Economic Development	9 September 2020	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	9 September 2020	29 September 2020
Summary of comments: Comments on funding for health needs arising which will be sought from CIL contributions.		

Consultee	Date consulted	Date reply received
Disability Forum	9 September 2020	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Network Rail	9 September 2020	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Suffolk Fire And Rescue Service	9 September 2020	14 September 2020
Summary of comments: A condition is required for fire hydrants.		

Consultee	Date consulted	Date reply received
Cadent Gas Limited	9 September 2020	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Police - Design out Crime Officer	9 September 2020	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Suffolk County Council Section 106 Officer	9 September 2020	16 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	10 September 2020
Summary of comments: Request for archaeological evaluation to be submitted.		

Consultee	Date consulted	Date reply received
Suffolk County Council Policy Section	9 September 2020	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Suffolk County Council - Rights Of Way	9 September 2020	28 September 2020
Summary of comments: No objection received		

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

## Reconsultation consultees

Consultee	Date consulted	Date reply received
Pettistree Parish Council	1 December 2020	15 December 2020

In respect of the documents submitted by the agents for Hopkins Homes since the expiry date of the original applications on 8th November 2020, Pettistree Parish Council has reviewed its comments on the duplicate planning applications referenced above. It is stressed that these comments apply to both applications and must be listed under them both.

Please note that Pettistree Parish Council continues to object strongly to both applications.

We still fail to understand how the so-called duplicate applications are being treated separately by the Planning department and in particular why they are listed on the "public access" website as having different expiry dates (i.e. deadlines for comment), namely 16th and 18th December.

We note that there is still uncertainty how the roads and footways will be managed. The comments by the Highways Department of SCC make it clear that the current plans would not be acceptable for adoption of the roads and footways. The requirement for trees to be at least 5 metres from the highway make the newly illustrated plans untenable.

A new 3D illustration of the positions of the new homes does not give useful new information. It gives no idea of how the buildings on rising ground will adversely impact visual amenity.

The illustration of the ten metre landscape buffer suggests that if it is high enough to protect views from outside the development, it will cause an oppressive feeling of loss of space to the residents whose homes are shown to be very close to the buffer vegetation, especially along the east boundary.

The phasing plan appears to show that the self-build plots are at the centre of the southern boundary which is probably the highest point. Assurance is needed that the plans of the self-build homes will not breach the restrictions placed on Hopkins-build homes, intended to protect the visual amenity of the surroundings.

The proposed elevations are very confusing because the key diagram is rotated 90e compared with the alignment of the other plans and this obscures the elevation effect of the site of the 9 metre high self-build homes.

The signalised pedestrian crossing on the 81438 should improve pedestrian safety, but it will tend to restrict traffic flow and contribute to traffic congestion trying to enter or leave Wickham Market.

The elevations and materials plans highlight the uncertainty over the final appearance of the homes on the self-build plots which are one of the highest areas of the development and therefore most easily seen. Guidance on this should be assured if the development goes ahead and must be in accordance with the Self-Build Design Code.]

The Environmental Protection document is very vague about the anticipated traffic flows, in that it gives no figures for current and future flows and appears to discount the Sizewell C traffic on little evidence. It does not consider the rat-running traffic (not necessarily Sizewell traffic) that will come from the 81078 via Pettistree's lanes as it tries to avoid the anticipated congestion in the North of Wickham Market. The recommendation on providing charging points for electric vehicles is welcomed.

The Revised Submission Letter dated 30th November asks for the applications to be considered at the Planning Committee Meeting on 26th January. They point out that the results of detailed Air Quality Assessment {AaA} and archaeological trial trenching are not yet available. The commitment to a footway connection to Chapel Lane should be viewed in the context of the absence of any footway in most of Chapel Lane, which is narrow and often has a lot of vehicles parked outside the houses lining the lane. The lane is also subject to heavy flooding in wet weather as has been evident over the last three weeks. The re-siting of the 30mph signs is welcomed.

The new documents have not addressed our concerns about the adequacy of foul water and surface water drainage systems. The current frequency of auxiliary emptying by tankers, of the sewage tank system at the Wickham Market Work is being investigated by Wickham Market PC and should be part of their comments. The inadequacy of surface water drainage from the current agricultural field (i.e. the development site) has been illustrated by the heavy flooding seen in Chapel Lane in the last three weeks, and the way that the archaeological ditching has been filled to the brim with water and very slow to drain after overnight rain. High water levels were very slow to drain away from the pool that forms as water exits from the drain under the 81438 (High Street). Surface water drainage in particular needs further planning attention.

Consultee	Date consulted	Date reply received
Suffolk County Council- Highways Department	1 December 2020	9 December 2020
Summary of comments: No objection subject to conditions and minor amendments if the estate roads are to be adopted.		

Consultee	Date consulted	Date reply received
Ufford Parish Council (neighbouring parish)	1 December 2020	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Wickham Market Parish Council (neighbouring parish)	1 December 2020	21 December 2020
Wickham Market Parish Council's Planning Committee continue to Strongly Object to both planning applications and agree with all the comments made by Pettistree Parish Council especially those regarding sewerage and foul water waste.		

They do not support these planning applications on any grounds including the updated plans and street scenes and feel this is the wrong place for any development as a whole.

Public concerns have been made regarding connectivity to the proposed development and those who live in Wickham Place do not wish for the two sites to be connected.

I trust that you will take the above comments into consideration.

Consultee	Date consulted	Date reply received
Head of Environmental Services	14 October 2020	23 October 2020
Summary of comments: Reiterates request for air quality assessment.		

#### No reason entered

Consultee	Date consulted	Date reply received
Suffolk County Council - Minerals And Waste	19 November 2020	No response
Summary of comments: No response received		

## 5 Publicity

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

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

### Site notices

General Site Notice  
Reason for site notice: Major Application  
Date posted:  
Expiry date:

## 6 Planning policy

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that “where in making any determination under the planning Acts, if regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise”.

6.2 National Planning Policy Framework (NPPF) (2019)

6.3 National Planning Policy Guidance Note (NPPG)

6.4 Suffolk Coastal East Suffolk Local Plan (September 2020) policies:

Policy SCLP3.1 - Strategy for Growth

Policy SCLP10.4 - Landscape Character

Policy SCLP10.5 - Settlement Coalescence

Policy SCLP11.1 - Design Quality

Policy SCLP11.2 - Residential Amenity

Policy SCLP11.7 - Archaeology

Policy SCLP12.60 - Land between High Street and Chapel Lane, Pettistree (adjoining Wickham Market)

Policy SCLP7.1 - Sustainable Transport

Policy SCLP5.8 - Housing Mix (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP5.9 - Self Build and Custom Build Housing

Policy SCLP5.10 - Affordable Housing on Residential Developments

Policy SCLP9.5 - Flood Risk

Policy SCLP7.2 - Parking Proposals and Standards

Policy SCLP8.2 - Open Space

Policy SCLP9.2 - Sustainable Construction

Policy SCLP9.6 - Sustainable Drainage Systems

Policy SCLP9.7 - Holistic Water Management

Policy SCLP10.1 - Biodiversity and Geodiversity

## **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 SCLP12.60 - Land between High Street and Chapel Lane, Pettistree (adjoining Wickham Market), for the development of approximately 150 dwellings. The principle of residential development on the site is therefore accepted. This allocation forms part of the delivery of the strategy of the Local Plan as set out in Policy SCLP3.1 - Strategy for Growth, which sets out that opportunities for economic growth and for creating and enhancing sustainable and inclusive communities includes appropriate growth in rural areas that will help to support and sustain existing communities.
- 7.4 With regards to the density of the development the proposal has been designed so that the residential built form is retained within an area of 4.25ha. The proposed density of development within this development area is 32dph and across the whole site it would be

22dph. By way of comparison, the site to the north is built at a density of 20dph. Therefore, whilst the number of dwellings proposed is slightly below the number allowed for in Policy SCLP12.60 this is balanced against the layout which allows for generous open space that is considered to respect the context of the site and its surrounding character.

7.5 Policy SCLP12.60 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 and provision of self-build plots:

7.6 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 48% of the 129 subject to the full application) reflects the requirement of the policy for a focus on smaller dwellings.

7.7 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.

7.8 69 (53%) of the proposed dwellings would meet the requirements of Part M4(2) of the Building Regulations, consistent with Policy SCLP5.8 and 5 of the proposed dwellings would be provided as bungalows (excluding any that may be constructed on the self-build plots). In addition, at the request of the Council's Head of Housing, wet rooms have been included in two of the one bed ground floor apartments for occupants with mobility issues.

7.9 The provision of seven plots for self-build and custom-build housing is in accordance with Policy SCLP5.9 Self Build and Custom Build Housing which requires 5% of dwellings on sites of 100 or more dwellings to be for self or custom build. A key element of self and custom build schemes is the flexibility to design and build homes to individual requirements however it is important that an element of coherence in the design and appearance of the overall site is maintained. As such, a design code for the self-build plots has been submitted, in accordance with Policy SCLP5.9, to establish design principles to which each plot should adhere. The design code can be subject to a planning condition.

b) Provision of affordable housing on site:

7.10 45 affordable houses are proposed and these are proposed as 50% affordable rent and 50% 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 can therefore be concluded that the proposal is compliant with Policy SCLP5.10 in seeking to address specific local identified needs.

c) Provision of 0.1ha of land for a new early years setting if needed:

7.11 Suffolk County Council have confirmed that there is no need for this on the basis that there is currently a surplus of spaces.

d) Provision of a landscape buffer of at least 10 metres depth along the southern boundary of the site, to create a 'soft' and distinctive gateway to Wickham Market:

7.12 A buffer of this minimum depth is provided and shown on the application drawings.

e) Provision of open space to provide for all ages:

7.13 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.

7.14 Within the site there are a variety of open spaces totalling some 1.9 hectares catering for different age groups. According to the Fields in Trust guidance, the recommendation for a development of 136 houses is that there should be a Local Equipped Area of Play (LEAP) and a Local Area of Play (LAP) with a minimum of six different experiences. In addition to the proposed LEAP, the central area of open space now includes a LAP within the amended layout. Details of the equipment to be provided can be secured by condition.

7.15 In addition to the playspaces large, landscaped areas are proposed to the north of the site, incorporating the drainage basins which will provide amenity and biodiversity benefits, parts of a circular walking route and areas of structural and informal amenity space. A southern area of landscape open space incorporates the landscape buffer, the majority of the circular walking route and areas of structural and informal amenity space. The circular walking route provides recreation opportunities for adults and children alike and provides links to Chapel Lane which leads to Footpath 6 and the countryside beyond. 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. Appropriate management and maintenance can be secured in the S106 Agreement.

f) Provision of pedestrian connectivity with footpaths to the north on the B1438:

7.16 A pedestrian footway is proposed along the B1438 High Street to connect with existing provision. See also highway consideration comments below.

g) Proportionate archaeological assessment will be required:

7.17 The site has high potential for the discovery of archaeological assets and Suffolk County Council Archaeological Unit requested a geophysical survey and a trenched evaluation to be submitted with the application. This initial archaeological evaluation has now taken place and the County Archaeologist has provisionally advised that there are no archaeological grounds to refuse the application and the development can go forward with conditions for a suitable programme of archaeological works. This can be confirmed upon receipt of the full evaluation report. This archaeological evaluation is under way and an update will be provided within the Late Representations report/Update Sheet.

h) Evidence is required to demonstrate there is adequate provision for treatment at the Water Recycling Centre or that this can be provided:

7.18 Anglian Water have confirmed in the submitted Anglian Water Pre-Planning Report that the Water Recycling Centre currently has capacity to treat the flows from the proposed development.

i) A site-specific Flood Risk Assessment will be required, and any necessary mitigation provided:

7.19 The application is supported by a Flood Risk Assessment. As noted above Suffolk County Council as Lead Local Flood Authority raises no objection to the application subject to conditions.

j) Confirmation of adequate capacity in the foul sewerage network or action to upgrade to create the required capacity:

7.20 Anglian Water have confirmed that the foul sewerage network has capacity to treat the flows from the proposed development. As will be noted above the Parish Council and some local residents have raised concerns that the sewage system is already overloaded requiring lorry drainage every week. Officers have raised this concern directly with Anglian Water and received the following response:

*"We can advise that tankers are used on all water recycling centre to remove the sludge that is collected in the settlement stage of our process. Tankers visit site 2-3 times a week on weekdays, there is no tankering at the weekend. We can confirm that our water recycling centre is working well and is compliant under our EA Permit."*

7.21 Anglian Water have also advised that local residents can contact their operations team on 0345 714 5145 at anytime to report any drainage movements concerns.

k) Any planning application should be supported by evidence which assesses the quality and quantity of sand and gravel resources on site in order to determine whether on-site resources should be used on-site during development.

7.22 A Minerals Safeguarding Assessment has been submitted which finds that there may be opportunities for the extraction of sand and gravel although it is unlikely that significant quantities would be available for any commercial extraction. However, there are opportunities to extract and reuse Mineral during the construction phase of the scheme to reduce the amount of off-site disposal of material. As such the report recommends that a Materials Management Plan or focussed Minerals Management Plan is produced so that the reuse of materials may be documented as proof of the sustainable use of reclaimed Mineral beneath the site. This report can be secured by condition.

#### Highway Considerations

7.23 It is proposed to access the site via a new access from the High Street (B1438) to serve all modes of transport. The Highway Authority have scrutinised the application and in response to issues raised a number of revisions have been made. A footway will be provided along the site frontage to connect to the existing footway north of the site. This

will provide a connection to the existing local footway provision and access to the bus stop immediately north of the site. A signalised pedestrian crossing of the High Street will be provided to the north of Morris Road.

- 7.24 The existing bus stops are proposed to be improved by the provision of hardstanding's, shelters and Real Time Passenger information (RTPI) screens as shown on the revised Preliminary Access Proposals plan. The Suffolk County Council Passenger Transport Team has confirmed that these improvements can be secured as part of the highway improvement works.
- 7.25 The proposal will result in an increase in vehicular, pedestrian and cycle movements and as a result the Highway Authority identified some existing congestion and highway safety issues within Wickham Market High Street are of the view that the development would clearly impact upon Wickham Market High Street, significantly increasing vehicular, pedestrian and cycle movements. Due to the narrow road and footways, there are congestion issues and highway safety concerns within this area.
- 7.26 The Highway Authority are of the view that the development would impact upon Wickham Market High Street by the increase in vehicular, pedestrian and cycle movements and recognises that due to the narrow road and footways, there are congestion issues and highway safety concerns within this area. These issues are also recognised in some of the consultation responses notably from Wickham Market and Pettistree Parish Councils. To mitigate the impact of the development the Highway Authority requires a contribution of £40,800 towards highway safety improvements in the centre of Wickham Market. The applicant has agreed to this contribution to mitigate impacts arising directly from the development, which can be secured by S106 legal agreement.
- 7.27 The development is located outside of the existing 30 mph speed limit and network of street lighting and the Highway Authority require the speed limit to be extended so that the proposed access is covered by the 30 mph speed limit and street lighting. The revised Preliminary Access Proposals drawing shows the 30 mph speed limit relocated to south of the site access and these works can be secured in via a s106 contribution.
- 7.28 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.
- 7.29 The application is accompanied by a Transport Assessment and Interim Travel Plan as required by Policy SCLP7.1. The Travel Plan seeks to positively and effectively encourage the use of more sustainable and healthy travel modes such as walking, cycling and public transport by future residents of the scheme. The Travel Plan includes a number of measures to promote sustainable modes of transport and, to ensure that those measures are implemented, Suffolk County Council has requested a Travel Plan Contribution which can be secured through a S106 Agreement.
- 7.30 The Suffolk County Council Public Rights of Way Team requested an access point from the internal perimeter path onto Chapel Lane in the in the south east corner of the site as this gives closest access to Pettistree Footpath 6. This access is shown on the amended layout plan.

- 7.31 The applicant has agreed to all of the Highway Authority's related improvement requests and on this basis officers are satisfied that the proposal will not, subject to appropriate highway related conditions, result in an adverse impact on the local highway network or adverse highway safety concerns.
- 7.32 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

- 7.33 Allocation policy SCLP12.60 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 well-designed places can be achieved stating that good design is a key aspect of sustainable development (para. 124).
- 7.34 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.
- 7.35 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 throughout the site with the access network framed around the central spine road running east west through the development which comprises of a landscaped lined corridor with frontage development and areas of public open space located along the route. Paving blocks are proposed for the minor roads and private drives.
- 7.36 Parking has been provided in accordance with the Suffolk County Council parking standards to ensure homes have appropriate levels of car and bicycle parking. Two rear parking courts are proposed which is considered acceptable as part of a varied parking strategy which this layout provides, thus avoiding an over dominance of parking in the street scene.
- 7.37 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.
- 7.38 Concern has been expressed about the proximity of Plots 1 and 23 to the existing dwelling located to the north of Plot 1. However, Plot 1 has a side to side relationship with the existing dwelling to the north with a separation distance of some 16m between the two side elevations, which is considered sufficient to ensure there would be no loss of amenity. The gap between these properties is proposed as part of the landscaped on-site open space and new trees are proposed that would further reduce any inter-visibility between the two properties.

- 7.39 Plot 23 is located to the south-east of the existing dwelling with a separation distance of some 20m between the corner of each dwelling and 23m between the nearest windows. The rear elevations of each dwelling would face each other at a significant angle such that there would be no impact on residential amenity from overlooking.
- 7.40 The revised layout includes enhanced pedestrian and cycle connectivity along the High Street and to Chapel Lane which is welcomed. However, to promote social inclusion and interaction it was requested that a direct footway connection be provided between the site and the existing residential development to the north (developed by Hopkins Homes). However, the applicant does not consider that such a connection is deliverable as the open space and landscaping areas that would be required to deliver this direct footway connection now resides with a management company controlled by the residents. There was also opposition to a potential direct footway connection between the two sites as evidenced in the submitted Public Exhibition Report.
- 7.41 This lack of connectivity between the two sites is considered to be a failing of the layout albeit offset to a certain degree by the by the connections that will be provided via the High Street and Chapel Lane. It does result in a barrier between two public open spaces and two developments fronting each other. The management company control of the full southern edge was rather short sighted by the developer of that site. Whilst some existing residents do not wish to be integrated with the new development it must be acknowledged that the two developments do create a clear comprehensive identity and a lack of such cohesion is highly undesirable.
- 7.42 In light of the barrier created by the management company status it is proposed that a section 106 contribution be secured to provide a fund (with the amount to be determined) to enable connectivity works between the two public open spaces should the residents of the two future completed developments wish to undertake connecting works. This connectivity does have to be balanced against the comments of the Council's Ecologist who advises that works to the north boundary due to the presence of black redstart (a red list species on the Birds of Conservation Concern list) having been recorded using the habitats along the northern boundary of the site which are best left undisturbed. Such works may require their own biodiversity assessment at that time.

#### Landscape and Visual Impact

- 7.43 The application is accompanied by a Landscape and Visual Impact Assessment which has been scrutinised by the Arboriculture and Landscape Manager. The site comprises an arable field between two roads with a recent housing development to the north, and a non-defined southern boundary across the existing cultivated land. In its current state it is very typical of the prevailing landscape character of the area, but apart from its agrarian use, it has few defining features. Historic aerial imagery (1945) shows a degree of field subdivision, but no evidence exists on the ground today. Interestingly there seems to be less roadside tree planting than there is now. Apart from the fundamental change from agricultural use to residential use, there will be little if any additional impact on the existing fabric of the landscape. Existing site boundary trees and hedges will be retained and will not be directly affected by the development apart from the creation of the site access.

- 7.44 The application is accompanied by an indicative landscape strategy plan which shows that space has been allowed in the site layout to achieve a strong treescape across the site, which, subject to final selection of tree species, will make a positive contribution to local landscape character. The required 10m wide planted landscape buffer strip across the southern boundary is allowed for in the landscape strategy.
- 7.45 From the information supplied the Council's Arboriculture and Landscape Manager is of the view that the site has the capacity to accommodate the proposed development without significant adverse impact on landscape character.
- 7.46 Potential visual impacts are considered and whilst some potentially adverse visual impacts are predicted in the local area for receptors especially on the local footpath network, provided that the described landscape mitigation strategy is fully implemented, these are not considered to be significant in the medium to long term as new tree and shrub planting matures. It should be noted that the proposed development will often be seen in the context of the existing adjacent recent housing development.
- 7.47 The submitted Landscape Visual Impact Assessment (LVIA) concludes that the site has the capacity to accommodate a sensitively designed residential development which will not give rise to significant landscape or visual effects and is in line with adopted and emerging planning policy. It is considered that, from a landscape and visual perspective, potential development of the site can be supported. Officers concur with this conclusion. Officers further consider that whilst the 10m landscaped buffer will provide a good degree of screening and a 'soft' edge to the development, complete screening of the development would not be appropriate as the people who live there should be able to have a degree of views out over the countryside.

#### Heritage Assets

- 7.48 As noted in paragraph 2.3 above there are no listed buildings or other heritage assets in or adjacent to the site. All Saints Church in the centre of Wickham Market is a Grade II\* listed building and its tower and spire is a prominent landmark feature visible in views including along the High Street opposite the application site. It is acknowledged that the proposal will change the surroundings to the existing built setting to the church tower and spire but the effect of this change will be negligible. The proposal will add built form to the existing built form, but the countryside edge to the built form will remain. The proposal will not block existing views in the foreground as the church is located in the centre of Wickham Market and is surrounded by built form that historically has always been added to as the village expanded. The proposal is not dissimilar in height to existing development and therefore respects and preserves the landmark status of the church tower and spire. As there is no identified harm to the setting of the church the relevant tests in paragraphs 195 and 196 of the National Planning Policy Framework are not here engaged and the requirements of paragraph 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 are thereby met.
- 7.49 With regards to the impact on Wickham Market Conservation area this is located mainly around the historic core of the village and extends along the B1438 to the north. There is intervening built development between the southern boundary of the conservation area and the application site. Whilst there will be some change to the setting of the

conservation area the effect will be similar to the existing built form and therefore negligible.

- 7.50 The boundary of Pettistree Conservation Area runs along Walnuts Lane to the west of the site. The wide landscape setting surrounding the conservation area will be retained without significant change and therefore the impact on the conservation area will be negligible.
- 7.51 For the reasons outlined above, the scheme is acceptable in terms of matters of heritage consideration and would accord with Policies SCLP11.4 and SCLP11.5

### Ecology

- 7.52 The application is supported by an Ecology Assessment (Hopkins Ecology, August 2020 and 'Shadow' Habitats Regulations Assessment (Hopkins Ecology, August 2020) which the Council's Ecologist considers satisfactory. As identified in the Ecology Assessment the site is predominantly comprised of arable land and is of relatively low value for protected and UK Priority species, with only small amounts of habitat available for breeding birds and foraging/commuting bats. The only UK Priority habitat present is the hedgerow on the eastern boundary, this is retained as part of the proposed development.
- 7.53 Overall, it is not considered that the proposed development, subject to the implementation of the mitigation measures identified, will result in any significant direct adverse ecological impacts. The implementation of the proposed landscaping and an ecological enhancement strategy will improve the biodiversity value of the site, in accordance with the objectives of Policy SCLP10.1: Biodiversity and Geodiversity, and can be secured by condition.
- 7.54 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.
- 7.55 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. The closest designated site is the Sandlings SPA which is approximately 4km to the south of the application site. 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.
- 7.56 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 (allowing a 2.7km walking route) and a financial contribution to the Suffolk Coast RAMS strategy are identified.

7.57 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. This can be secured in a S106 Agreement. Officers consider that the proposal is acceptable in this regard in accordance with SCLP10.1 (Biodiversity and Geodiversity).

#### Flood Risk and Surface Water Drainage

7.58 Policy SCLP9.5: Flood Risk states that development will not be permitted in areas at high risk of flooding and Policy SCLP9.6 states that developments should use sustainable drainage systems to drain surface water. Developments of ten dwellings or more will be required to utilise sustainable drainage systems, unless demonstrated to be inappropriate. Sustainable drainage systems should:

- a) Be integrated into the landscaping scheme and green infrastructure provision of the development;
- b) Contribute to the design quality of the scheme; and
- c) Deliver sufficient and appropriate water quality and aquatic biodiversity improvements, wherever possible.

7.59 The site is located in flood zone 1 which has the lowest risk of flooding and therefore is a preferable location for residential development.

7.60 With regards to surface water drainage the submitted Flood Risk Assessment demonstrates that the site is safe and suitable for its proposed use, that the proposal can be sustainably drained and that it would not increase flood risk elsewhere. The drainage strategy incorporates SuDS features within the site including the use of permeable paving and swales alongside the main access road. Storage will be provided on the site and this will include four final infiltration basins within the landscaped areas in the north and north east parts of the site.

7.61 The Lead Local Flood Authority at Suffolk County Council has reviewed the submitted documents and raises no objection to the application subject to conditions. It can therefore be concluded that the site can be drained satisfactorily in accordance with current best practice guidance. Concerns have been expressed about flooding on the site particularly along the northern boundary and adjacent to Chapel Lane that the LLFA are aware of. However, the proposed drainage strategy will utilise infiltration as this has been identified as a suitable method of surface water disposal for the site. The Morris Road development drains (at least in part) via infiltration along the southern edge of the site utilising infiltration crates. The proposed development proposes to infiltrate in the same area (northern boundary adjacent Morris Road site), utilising above ground SuDS which will provide amenity and biodiversity benefit. There has been surface water flooding recently adjacent to Chapel Road in the location of one of the proposed infiltration basins, however the LLFA see this as a positive reinforcement that the proposed basins are located in the correct place. All surface water drainage systems are required (as per DEFRA non-statutory technical standards) to be designed for no flooding off site during the 1 in

100 year rainfall event, with a 40% increase in peak rainfall intensity to account for climate change. The proposed surface water drainage strategy complies with this requirement.

### Infrastructure

- 7.62 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).
- 7.63 In terms of education provision the Infrastructure Funding Statement (IFS) identifies a new pre-school (early years) requirement if needed. However, this requirement is not triggered by this application as confirmed by Suffolk County Council. The County Council would seek CIL funding for Secondary School education provision, library improvements and waste infrastructure.
- 7.64 In terms of health provision the IFS identifies a need for additional floorspace and enhancements at Wickham Market Practice and its branch Rendlesham Surgery. In commenting on the application, the Ipswich and East Suffolk Clinical Commissioning Group have stated that CIL funding will be sought to increase capacity.
- 7.65 Suffolk County Council have requested a financial contribution towards secondary school transport provision as the nearest available secondary school for pupils to attend is in Woodbridge which is beyond the three mile statutory walking distance. East Suffolk has secured such secondary school transport contributions through S106 agreements on other sites on the basis of them being necessary and directly related to the development. The County Council's request is supported and the applicant has agreed to the contribution therefore the recommendation includes this as an obligation for the S106 agreement

### Other Matters

- 7.66 The Head of Environmental Services initially requested the submission of a more detailed air quality assessment due to concern regarding cumulative road traffic impacts on local air quality when this development is considered alongside the proposed Sizewell C project, and specifically the park and ride facility proposed to the north of Wickham Market.
- 7.67 However, they have since confirmed that a more detailed assessment is not required as estimates of Sizewell C related traffic on the High Street would be low as the majority of the SZC traffic travelling via Wickham Market would enter and leave the proposed park and ride facility via the A1078 just north of Wickham Market. The Highway Authority has confirmed that the estimated vehicle movements from the proposed development are accurate. Air quality impacts will be mitigated by the provision of electric vehicle charging points, a travel plan, and improvements to public transport provision.
- 7.68 With regards to sustainable construction Policy SCLP9.2 requires a 20% reduction in Carbon Dioxide (CO<sub>2</sub>) emission below the target CO<sub>2</sub> 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.

#### Coalescence between Pettistree and Wickham Market

- 7.69 As will be noted above both Pettistree and Wickham Market Parish Councils and a number of local residents raise concerns that the proposal will lead to the coalescence of the two settlements. However, the allocation of the site in the recently adopted Local Plan establishes the principle of residential development. The Inspector examining the Local Plan will have considered all representations submitted by the Parish Council's and local residents and will have taken on board the matters raised during the hearing sessions in coming to his conclusions that the Plan is legally compliant and sound.
- 7.70 The identification of appropriate site allocations is the result of the consideration of the planning merits of potential sites, alongside their relationship to the strategy of the Local Plan. In the case of this site, it is well related to the settlement of Wickham Market which is a Large Village identified as a location suitable for some growth in the Local Plan, in particular noting the strategy of the Plan of supporting development in the A12 corridor. The site has been allocated based upon sound planning considerations.
- 7.71 Pettistree village itself is identified for planning purposes as separate to Wickham Market, and as a Small Village has its own Settlement Boundary. The local plan is not seeking to 'join' Wickham Market and Pettistree villages - quite the reverse in that the Plan states that the aim of avoiding coalescence of these communities should not be compromised through the development of the site allocation.
- 7.72 Concern is also expressed in that the site allocation is within Pettistree Parish yet is considered to be being treated as though it is a part of Wickham Market. Whilst the position of parish boundaries are certainly known during the process of considering and selecting appropriate sites for allocation, the presence of a parish boundary cannot influence the proper planning for development in appropriate locations. There are other cases in the Local Plan where site allocations extend into adjoining parishes.

#### Economic Benefits

- 7.73 In the short to medium term there will be economic benefits arising through the creation of jobs in the construction industry and supply chains. In the longer term there will be benefits to the local economy through increased spend from the new residents supporting facilities and services in Wickham Market.
- 7.74 The proposed housing will be liable for Community Infrastructure Levy (CIL) for the whole of the permitted Gross Internal Area, although the affordable housing and self-build dwellings 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. The fact that the development is very much attached to Wickham Market yet in within Pettistree Parish has caused concern in representations. The infrastructure effects will be felt within Wickham Market more than within Pettistree and Wickham Market would not receive any Neighbourhood CIL from this development. This issue is

amplified by the fact that Pettistree has a very small population which then results in a considerable cap being placed on the amount of Neighbourhood CIL they could receive (a requirement of the CIL regulations). This would result in a greater percentage of CIL from this site being retained as District CIL. An initial joint meeting with the two Parish Council's has taken place with the Major Sites and Infrastructure Team to explore how local CIL spending across both Pettistree and Wickham Market can be maximised in light of the Neighbourhood CIL cap and the parish boundary situation. There is an opportunity, through close collaborative working, to ensure that that the equivalent of 15% of CIL received is spent locally through both Neighbourhood and District CIL and this will be an ongoing matter of consideration for the CIL Spending Working Group.

- 7.75 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.

## **8 Conclusion**

- 8.1 Officers consider that the proposed development accords with the housing allocation in the local plan under Policy SCLP12.60 and will provide a high-quality residential development including, amongst other things, affordable housing, green infrastructure, sustainable drainage features, highway improvements within Wickham Market High Street and an overall density of development appropriate for the location of the site. The lack of connectivity with the existing development to the north is a design shortfall in the scheme and fails to create community cohesion between the developments, however a mechanism to allow for connectivity should the communities wish to provide it is proposed for the S106. There is no identified harm in this proposal on the landscape, the setting of heritage assets or the local environment.
- 8.2 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 application is therefore recommended for approval.

## **9 Recommendation**

AUTHORITY TO APPROVE with conditions (including but not limited to those below), subject to the completion of a S106 Legal Agreement within 6 months to secure obligations (including but not limited to):

- Provision of 45 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 stops;
- Financial contribution to fund highway safety improvements in Wickham Market High Street;
- Financial contribution to extend the 30mph speed limit; and
- Financial contribution to implement the travel plan.

- Financial contribution to be available for 10 years from the completion of the open spaces on the northern boundary to allow for an agreed community connection if requested by the management companies of both sites.

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

**Conditions:**

1. For the seven dwellings offered for self or custom builders (in outline):
  - a) Application for approval of any reserved matters must be made within three years of the date of this outline permission and then
  - b) The development hereby permitted must be begun within either three years from the date of this outline permission or within two years from the final approval of the reserved matters, whichever is the later date.

Reason: To comply with section 92 of the Town and Country Planning Act 1990.

2. The seven self-build plots shall be developed in accordance with the design principles set down in the Self-Build Design Code Revision A (November 2020). Plans and particulars showing the detailed proposals for all the following aspects of the self build plots ("the reserved matters") shall be submitted to the Local Planning Authority and development shall not be commenced before these details have been approved:
  - i) The siting of all buildings within their plots.
  - ii) The design of all the buildings, including the colour and texture of facing and roofing materials. A landscape design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels.
  - iii) Measures to minimise water and energy consumption and to provide for recycling of waste.
  - iv) The provision to be made within each plot for the parking, loading and unloading of vehicles.
  - v) The alignment, height and materials of all walls and fences and other means of enclosure.

Reason: To secure a properly planned development.

3. For the 129 dwelling part where full planning permission is sought:  
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.

4. The development hereby permitted shall be completed in all respects strictly in accordance with the following plans:

Site Location Plan 001 received 25 August 2020,  
External works layout 002 Rev C received 7 January 2021,  
Planning layout 003 Rev C received 7 January 2021,  
Materials Plan 004 Rev B received 22 December 2020,

Street Scenes 005 received 30 November 2020,  
10m Landscape Buffer 007 Rev A received 22 December 2020,  
Self-build Phasing Plan 008 Rev A received 22 December 2020  
Preliminary Access Proposals 1904-347-SK001 Rev E received 30 November 2020,  
3D Views 006 received 30 November 2020.  
Landscape Strategy Plan 6692/ASP4/LSP Rev C received 26 August 2020,  
Landscape Cross Section Detail 6692/ASP5/CSD Rev A received 26 August 2020

And the following house type plans:

201 Rev A received 30 November 2020,  
101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119,  
120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138,  
139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 202, 203, 204, 205,  
206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218 A 219 A, 220, 221, 222, 223,  
224, 225, 226, 227, 228, 229, 230 and 231 received 25 August 2020;

And the following garage plans:

301, 302, 303 and 304 received 25 August 2020;

And the following miscellaneous plans:

Substation 401, External Works Details 402 and Bin and Cycle Store 403 received 25 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.

5. Prior to the commencement of development, a Minerals Management Plan shall be submitted to and approved by the local planning authority. The plan shall be implemented in accordance with the agreed details.

Reason: To ensure the sustainable use of reclaimed Mineral beneath the site.

6. Details of the play equipment to be provided on the site shall be submitted to and approved by the local planning authority. The play equipment shall be installed in accordance with the approved details prior to first occupation of the dwellings.

Reason: To ensure appropriate provision of play equipment.

7. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Ecology Assessment (Hopkins Ecology, August 2020) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

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

8. 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.

9. Prior to commencement, 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.

10. 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.

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

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

12. 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.

13. 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.

14. Deliveries to the construction site and collections of waste during the construction phase shall be undertaken between 09.00 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.

15. 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.

16. 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. Unless agreed by the LPA 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 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 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.

17. Dust control measures shall be applied during the construction phase of the development in accordance with the dust mitigation measures set out in Section 5.4 (Pages 19 to 23) of the SLR Air Quality Screening and Dust Risk Assessment report dated 8 October 2020.

Reason: In the interests of amenity.

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

Reason: In the interests of fire safety.

19. 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 in writing .

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

20. 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 by the local planning authority. The development shall be constructed in accordance with the agreed details.

Reason: In the interests of sustainable construction.

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

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

22. 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.

23. 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 in writing 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

24. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) by a qualified principle site contractor, 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.

25. The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No. 1904-347-SK001 Rev E; and made available for use prior to occupation. Thereafter the access shall be retained in the specified 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.

26. No part of the development shall be commenced until details of the proposed pedestrian crossing and associated highway improvements (including Bus Stop improvements) indicatively shown on Drawing No. 1904-347-SK001 Rev E 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.

27. Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

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

28. 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.

29. 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.

30. The new estate road junction(s) with High Street 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.

31. The use shall not commence until the area(s) within the site shown on Drawing No. WIC5 003 C 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 shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for cycle storage to encourage sustainable travel.

33. Before the access is first used visibility splays shall be provided as shown on Drawing No. 1904-347-SK001 Rev E with an X dimension of 2.4m and a Y dimension of 120m to the north and 160m to the south 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.

## **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@eastsoffolk.gov.uk](mailto:CIL@eastsoffolk.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](https://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy/5)

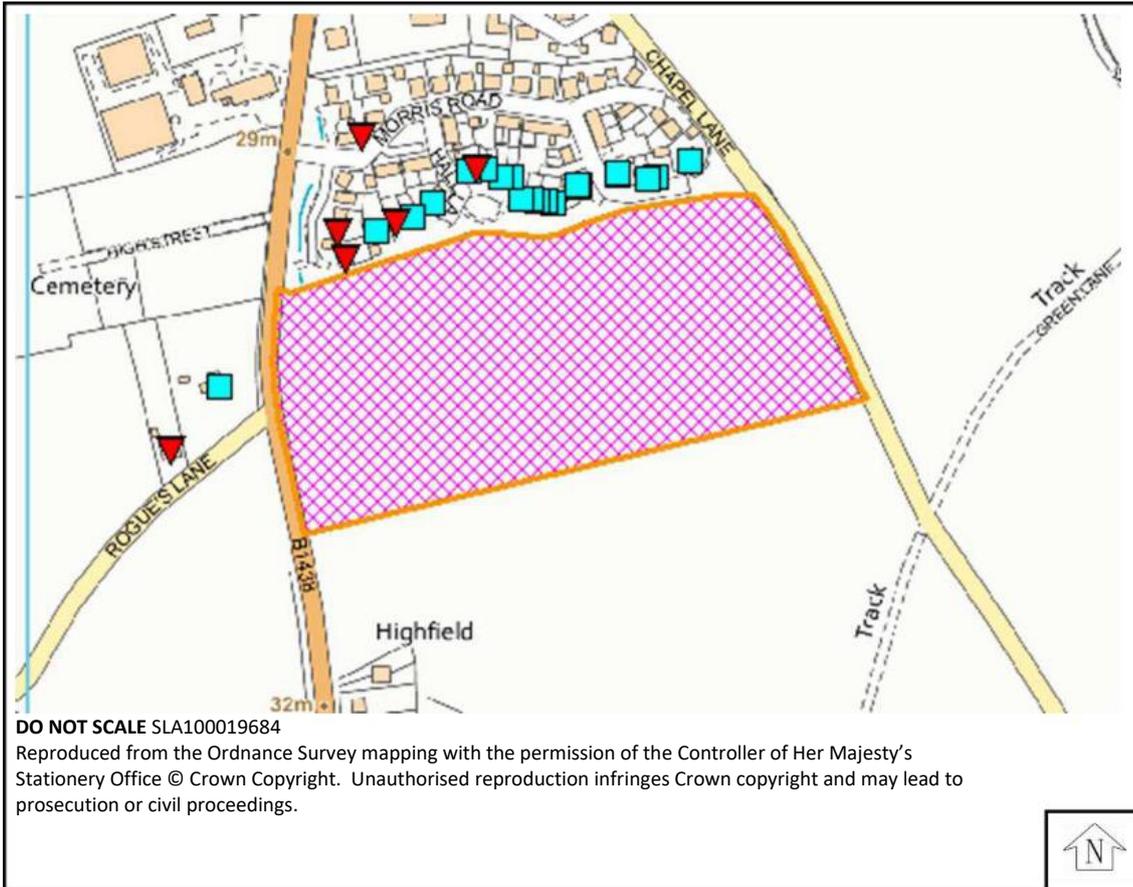
Guidance is viewable at: <https://www.gov.uk/guidance/community-infrastructure-levy>

3. It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.
4. Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.
5. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.
6. The Local Planning Authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.

## **Background information**

See application reference DC/20/3264/FUL on [Public Access](#)

# Map



## Key

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