



East Suffolk House, Riduna Park, Station Road,
Melton, Woodbridge, Suffolk, IP12 1RT

Planning Committee South

Members:

Councillor Debbie McCallum (Chairman)
Councillor Stuart Bird (Vice-Chairman)
Councillor Chris Blundell
Councillor Tony Cooper
Councillor Tom Daly
Councillor Mike Deacon
Councillor Colin Hedgley
Councillor Mark Newton
Councillor Kay Yule

Members are invited to a **Meeting of the Planning Committee South** to be held in the Deben Conference Room, East Suffolk House, Melton, on **Tuesday, 18 October 2022 at 2.00pm.**

This meeting will be broadcast to the public via the East Suffolk YouTube Channel at <https://youtu.be/lwHVXW7BE0s>.

An Agenda is set out below.

Part One – Open to the Public

Pages

1 Apologies for Absence and Substitutions

2 Declarations of Interest

Members and Officers are invited to make any declarations of interests, and the nature of that interest, that they may have in relation to items on the Agenda and are also reminded to make any declarations at any stage during the Meeting if it becomes apparent that this may be required when a particular item or issue is considered.

3	Declarations of Lobbying and Responses to Lobbying To receive any Declarations of Lobbying in respect of any item on the agenda and also declarations of any response to that lobbying.	
4	Minutes To confirm as a correct record the Minutes of the Meeting held on 23 August 2022	1 - 9
5	East Suffolk Enforcement Action - Case Update ES/1312 Report of the Head of Planning and Coastal Management	10 - 27
6	DC/21/3237/FUL - Part of Former Crown Nursery, High Street, Ufford, IP13 6EL ES/1313 Report of the Head of Planning and Coastal Management	28 - 63
7	DC/22/1117/FUL - Low Farm, Ipswich Road, Waldringfield, IP12 4QU ES/1314 Report of the Head of Planning and Coastal Management	64 - 85

Part Two – Exempt/Confidential

There are no Exempt or Confidential items for this Agenda.

Close



Stephen Baker, Chief Executive

Speaking at Planning Committee Meetings

Interested parties who wish to speak will be able to register to do so, using an online form. Registration may take place on the day that the reports for the scheduled meeting are published on the Council's website, until 5.00pm on the day prior to the scheduled meeting.

To register to speak at a Planning Committee, please visit

<https://www.eastsuffolk.gov.uk/speaking-at-planning-committee> to complete the online registration form. Please contact the Customer Services Team on 03330 162 000 if you have any queries regarding the completion of the form.

Interested parties permitted to speak on an application are a representative of Town / Parish Council or Parish Meeting, the applicant or representative, an objector, and the relevant ward Members. Interested parties will be given a maximum of three minutes to speak and the intention is that only one person would speak from each of the above parties.

If you are registered to speak, can we please ask that you arrive at the meeting **prior to its start time (as detailed on the agenda)** and make yourself known to the Committee Clerk, as the agenda may be re-ordered by the Chairman to bring forward items with public speaking and the item you have registered to speak on could be heard by the Committee earlier than planned.

Please note that any illustrative material you wish to have displayed at the meeting, or any further supporting information you wish to have circulated to the Committee, must be submitted to the Planning team **at least 24 hours** before the meeting.

For more information, please refer to the Code of Good Practice for Planning and Rights of Way, which is contained in the East Suffolk Council Constitution (<http://www.eastsuffolk.gov.uk/assets/Your-Council/East-Suffolk-Council-Constitution.pdf>).

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Unconfirmed



Minutes of a Meeting of the **Planning Committee South** held in the Deben Conference Room, East Suffolk House, Melton, on **Tuesday, 23 August 2022** at **2.00pm**.

Members of the Committee present:

Councillor Stuart Bird, Councillor Chris Blundell, Councillor Tony Cooper, Councillor Tom Daly, Councillor Colin Hedgley, Councillor Mark Newton, Councillor Kay Yule

Other Members present:

Councillor Peter Byatt, Councillor David Ritchie

Officers present:

Mark Brands (Planning Officer (Development Management)), Karen Cook (Democratic Services Manager), Marianna Hall (Principal Planner), Matt Makin (Democratic Services Officer (Regulatory)), Agnes Ogundiran (Conservative Political Group Support Officer), Philip Ridley (Head of Planning and Coastal Management), Dominic Starkey (Assistant Enforcement Officer (Development Management)), Natalie Webb (Senior Planner)

1 Apologies for Absence and Substitutions

Apologies for absence were received from Councillor Mike Deacon and Councillor Debbie McCallum. Councillor Peter Byatt attended as Councillor Deacon's substitute.

Councillor Stuart Bird, Vice-Chairman of the Committee, chaired the meeting in Councillor McCallum's absence.

2 Declarations of Interest

Councillor Stuart Bird declared an Other Registerable Interest in item 7 of the agenda as a member of Felixstowe Town Council and Chairman of that body's Planning & Environment Committee.

3 Declarations of Lobbying and Responses to Lobbying

Councillors Stuart Bird, Chris Blundell, Tony Cooper, Tom Daly, Mark Newton and Kay Yule all declared that they had been lobbied on item 6 of the agenda by the applicant and had not responded.

4 Minutes

On the proposition of Councillor Hedgley, seconded by Councillor Cooper it was by a unanimous vote

RESOLVED

That the Minutes of the Meeting held on 26 July 2022 be agreed as a correct record and signed by the Chairman.

5 East Suffolk Enforcement Action - Case Update

The Committee received report **ES/1250** of the Head of Planning and Coastal Management, which was a summary of the status of all outstanding enforcement cases for East Suffolk Council where enforcement action had been sanctioned under delegated powers up until 21 July 2022. At that time there were 15 such cases.

The report was taken as read and the Chairman invited questions to the officers.

The Assistant Enforcement Officer confirmed that all enforcement cases were dealt with on a priority basis and regardless of where in the district they were located; he acknowledged that there had been more compliance and less need for enforcement notices in the southern area of the district.

The Chairman sought a proposer and seconder for the recommendation to note the information in the report. On the proposition of Councillor Newton, seconded by Councillor Yule it was by a unanimous vote

RESOLVED

That the outstanding enforcement matters up to 21 July 2022 be noted.

6 DC/22/0573/OUT - Land to the north of 18 Mill Road, Newbourne

The Committee received report **ES/1251** of the Head of Planning and Coastal Management, which related to planning application DC/22/0573/OUT.

The application sought outline planning permission with some matters reserved for the construction of up to two dwellings and access on land to the north of 18 Mill Road, Newbourne.

The development was considered to be contrary to Local Plan Policies SCLP3.2, SCLP3.3, SCLP5.3, SCLP5.4 SCLP10.4 and SCLP11.9 which seek to ensure that new development understands and enhances local character, responds to local context and that layouts fit in with the character of their surroundings. The application had therefore been recommended for refusal.

The application was presented to the Planning Referral Panel on 9 August 2022 as officers were minded to refuse the application contrary to Newbourne Parish Council's support and was referred to the Committee for determination, as the Referral Panel concluded that there were material planning considerations which warranted discussion by Members.

The Committee received a presentation from the Senior Planner, who was the case officer for the application. The Senior Planner advised that no comments had been received from either of the Ward Members and no objections had been received from statutory consultees.

The site's location was outlined and an aerial photograph of the site was displayed. The Committee also received a second aerial photograph of the wider area, demonstrating the application site's relationship with the wider area.

The access layout was displayed; the Senior Planner explained that access was the only matter to be considered and that all other matters were reserved. The access layout detailed that the access point would be located centrally and provide two separate driveways.

The Committee was shown photographs demonstrating views north on Mill Road, north-east into the site, south-east into the site, looking south towards Mill Road, the trees and vegetation along the boundary with Mill Road and of 29 Mill Road, looking north towards the site.

The Senior Planner summarised the criteria of policies SCLP5.3 (Housing Development in the Countryside), SCLP5.4 (Housing in Clusters in the Countryside), SCLP10.4 (Landscape Character (B10 Mill River Valley)) and SCLP11.9 (Newbourne - Former Land Settlement Association Holdings) of the Suffolk Coastal Local Plan in respect of the application, noting that in all instances the application was considered to be contrary to policy as it would cause notable harm to the landscape character of the area.

The Committee received a map showing where cluster development had been applied for in Newbourne, indicating where planning permission had been either granted or refused.

The material planning considerations were summarised as the principle of development and landscape impact, design, access onto Mill Road, residential amenity and the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).

The recommendation to refuse the application was outlined to the Committee.

The Vice-Chairman invited questions to the officers.

The Senior Planner confirmed that there would be a single access point to the site from Mill Road.

The Committee was advised that the application had been recommended for refusal as in all policy instances, the application was contrary to policy due to the harm it would cause to the landscape character area.

The Vice-Chairman advised that two individuals had registered to speak on behalf of the applicant and had agreed to split the time allotted between them.

The Vice-Chairman invited Daniel White, the applicant's agent, to address the Committee.

Mr White summarised the key policies to consider in relation to the application and outlined that the proposed development was for up to two dwellings to infill between existing development, including an existing cluster of dwellings, which he considered to be compliant with the Local Plan's policies. Mr White said that the addition of the two dwellings would result in the density of Mill Road being comparable to its current position.

Mr White noted an appeal to the Planning Inspectorate regarding a similar scheme that had been refused in Hollesley, outlining the comments of the Planning Inspector regarding the infill not having a harmful effect; he highlighted that this appeal had been allowed.

Mr White added that this application had been within the Area of Outstanding Natural Beauty (AONB), which the current application was not. Mr White was of the view that the proposed development would not have a negative impact on the landscape character of the area.

Mr White referred to statements the officer's report that two dwellings could be delivered on the site and accommodated in the frontage of Mill Road. Mr White considered that the application could not therefore reasonably be considered as intrusive, noting that the existing landscape buffers would be retained. Mr White asked the Committee to approve the application.

There being no questions to Mr White the Vice-Chairman invited Mr Winship, the applicant's representative, to address the Committee.

Mr Winship highlighted the history of the applicant's family occupying the site and said that as a former member of the AONB partnership board he commended the application. Mr Winship stated that approving the application would mean the applicant and their family could continue to live on the site and personify Newbourne's historical role with the land settlement trust.

There being no questions to Mr Winship, the Chairman invited the Committee to debate the application that was before it.

Councillor Blundell stated that Newbourne was adjacent to his Ward and he was familiar with the area, noting that there was significant development already taking place there. Councillor Blundell was concerned about allowing further development in the countryside and said he could not support the application.

Councillor Bird noted that development in the countryside was permitted by the Local Plan but it had to meet the criteria set out in the relevant policies. Councillor Bird was content that the officer's recommendation that the proposed development was not fully in accordance with those policies was correct and highlighted paragraph 7.19 of the officer's report regarding the loss of green space.

During debate, officers clarified to Members that although the application accorded with some of the criteria of the relevant policies, it did not comply with all the criteria. The Senior Planner noted that the Council's Planning Policy team had been consulted and had advised they were happy that the application had been assessed in line with the Supplementary Planning Document (SPD) on cluster development that was currently being prepared.

Councillor Hedgley noted that although the scheme appeared acceptable, he acknowledged that it was not fully policy compliant and would be supporting the recommendation of refusal.

There being no further debate the Vice-Chairman sought a proposer and seconder for the recommendation to refuse the application, as set out in the officer's report.

On the proposition of Councillor Blundell, seconded by Councillor Hedgley it was by a unanimous vote

RESOLVED

That the application be **REFUSED** for the following reason:

This application seeks outline planning permission with some matters reserved for the construction of up to two dwelling and access on and to the north of 18 Mill Road, Newbourne.

The proposed development would not meet any of the exemptions for new residential development in the countryside outlined by East Suffolk Council - Suffolk Coastal Local Plan (September 2020) Policy SCLP5.3, with specific regard to SCLP5.4 (Housing in Clusters in the Countryside). Furthermore, it is considered that the development would result in harm to the character of the former Land Settlement Association Holdings area identified by Local Plan Policy SCLP11.9 and Policy SCLP10.4 with regard to the impact on local landscape character as identified in The Suffolk Coastal Landscape Character Assessment.

Therefore, the development would be contrary to Local Plan Policies SCLP3.2, SCLP3.3, SCLP5.3, SCLP5.4 SCLP10.4 and SCLP11.9 which seek to ensure that new development understands and enhances local character, responds to local context and that layouts fit in with the character of their surroundings.

Informatives:

1. The local planning authority has identified matters of concern with the proposal and the report clearly sets out why the development fails to comply with the adopted development plan. The report also explains why the proposal is contrary to the objectives of the National Planning Policy Framework and local plan to deliver sustainable development.

2. In determining this application the Local Planning Authority has considered Drawing Nos PPS21-3110-TD1, PPS21-3110-VBP1 and PPS21-3110-ELP1 received on 11 February 2022.

The Committee received report **ES/1252** of the Head of Planning and Coastal Management, which related to planning application DC/22/0665/FUL.

The application sought planning permission for a replacement dwelling at 29D Quilter Road, Felixstowe. As officers were minded to refuse the application contrary to Felixstowe Town Council's recommendation of approval, the application was therefore presented to the Planning Referral Panel at its meeting on 19 July 2022, in accordance with the East Suffolk Council Constitution, where it was referred to the Committee for determination.

The Committee received a presentation from the Planning Officer (Development Management), who was the case officer for the application.

The Planning Officer summarised the comments made by the Council's Principal Design and Conservation Officer, which had been received after the deadline for information to be included in an update sheet. The Principal Design and Conservation Officer had advised that he could not support the application as it was unsuited to its back-land context, was over-scaled and lacked sufficient architectural interest or merit and would be detrimental to the Conservation Area.

The site's location was outlined and an aerial view of the site was displayed. A three-dimensional aerial image of the site was also shown, which demonstrated the existing structure's relationship with its host dwelling and the surrounding area.

An image of the streetscene was displayed and the Planning Officer noted the site's location within the Conservation Area, which comprised of a traditional Victorian urban streetscene.

Photographs displaying images of the site and surrounding area from the front, rear, rear and side and side and front were shown to the Committee.

The Committee received the floor plans and elevations for the existing structure, along with the elevations, floor and roof plans for a previously approved scheme on the site for a one-storey building, which had been considered to be appropriate to the character of the area.

The Planning Officer displayed the existing and proposed elevations, noting the slight increase in the depth of the property that would result from the replacement dwelling. The Committee was also shown the proposed floor plans and elevations.

The material planning considerations and key issues were summarised as the principle of development, design, the conservation area and residential amenity.

The recommendation to refuse the application was outlined to the Committee.

The Vice-Chairman invited questions to the officers.

The Planning Officer confirmed that the existing structure had originally been an ancillary building of its host dwelling before being converted to a dwelling and was set well back from Quilter Road.

The Planning Officer advised that officers had been minded to refuse the application not because of the loss of the existing structure, but as the proposed replacement was not of existing or greater value in respect of the Conservation Area.

The Vice-Chairman invited Phil Cobbold, the applicant's agent, to address the Committee.

Mr Cobbold explained that the existing dwelling was unoccupied, in poor condition, suffered from structural failings and was not financially viable to restore. Mr Cobbold noted that the site benefitted from amenity space and off-road parking and that the new building would be located in the same area of the site as the existing structure in order to retain these features.

Mr Cobbold considered that the proposed development would improve the living conditions on the site and create a two-bedroom property that would be appealing to a wider audience. Mr Cobbold said that the design had been influenced by both the host dwelling and the character of the surrounding area, using red brick and a roof design similar to others in the area.

Mr Cobbold confirmed that the building would incorporate first-floor accommodation and stated that the increased height would not cause demonstrable harm, noting that windows had been carefully placed to avoid overlooking.

It was Mr Cobbold's view that the existing dwelling did not contribute to the Conservation Area given that it was set far back from Quilter Road; he considered that the benefits of the development outweighed any harm and the proposals were for a sustainable development that would benefit the economy through building jobs and provide a modest home in an area where there was a high demand for rented accommodation, reusing existing housing land.

Mr Cobbold highlighted that Felixstowe Town Council had recommended approval of the application and sought the support of the Committee.

The Vice-Chairman invited questions to Mr Cobbold.

Mr Cobbold confirmed that pre-application advice had not been sought as the Conservation Area assessment did not refer to the existing dwelling and that the applicant was proposing a replacement building incorporating design and materials used in the area.

In response to a question on the applicant seeking further advice on the previously approved plans, Mr Cobbold stated that the applicant wished to provide a better building on the site and considered that the proposed design could be accommodated

without causing additional harm, noting that the Council had already agreed that the building could be replaced.

The Vice-Chairman invited the Committee to debate the application that was before it.

Several members of the Committee expressed support for the application, considering the height and design to be acceptable and noting the support of Felixstowe Town Council.

The Head of Planning and Coastal Management drew the Committee's attention to the comments of the Council's Principal Design and Conservation Officer, who had concurred with the officer recommendation to refuse the application. The Head of Planning and Coastal Management asked the Committee to balance these comments with those made by the applicant's agent, reiterating the officer view that the proposed development would lead to some overlooking.

The Head of Planning and Coastal Management also highlighted the comments of the Principal Design and Conservation Officer that the previously approved scheme on the site did not provide "carte blanche" for any other scheme to be approved.

Councillor Bird highlighted that the application site was within a Conservation Area and said that, therefore, any replacement dwelling should be of either equal to or greater value than what it was replacing. Councillor Bird contended that unlike what had previously been approved on the site, the proposed development was not of equal or greater value to what it would replace, describing the design as being greater in height, more utilitarian in design and not retaining a veranda feature.

Several other members of the Committee concurred with the recommendation to refuse the application, considering the importance of protecting the sense of place provided by the Conservation Area and being of the view that the proposed development was not in keeping with the character of the area.

There being no further debate the Chairman sought a proposer and seconder for the recommendation to refuse the application, as set out in the officer's report.

On the proposition of Councillor Hedgley, seconded by Councillor Cooper it was by a majority vote

RESOLVED

That the application be **REFUSED** for the following reason:

The existing building makes a positive contribution to the Felixstowe Conservation Area. The proposed replacement dwelling would result in overdevelopment of the site and is of an unsympathetic design and scale, given the character of the building in situ and its former relationship with the neighbouring property. The proposal would harm the character and appearance of the conservation area and adversely impact neighbouring amenity due to its overbearing scale, resulting in a loss of privacy and reduction of lighting levels. The proposed development is therefore considered contrary to policies SCLP11.1, SCLP11.2 and SCLP11.5 of the Suffolk Coastal Local Plan

2020 and the relevant provisions of the National Planning Policy Framework (paragraphs 130 and 202).

Informatives:

1. The Council offers a pre-application advice service to discuss development proposals and ensure that planning applications have the best chance of being approved. The applicant did not take advantage of this service. The local planning authority has identified matters of concern with the proposal and the report clearly sets out why the development fails to comply with the adopted development plan. The report also explains why the proposal is contrary to the objectives of the National Planning Policy Framework and local plan to deliver sustainable development.

2. In determining this application, the local planning authority has considered the following documentation submitted in association with the application:

- Application form
- Design and access and heritage statement
- 4291-01 (site location plan)
- 4291-02 (existing plans)
- 4291-03 (existing elevations)
- 4291-04 (proposed site plan)
- 4291-05 (proposed plans and elevations)
- land contamination report and questionnaire

The meeting concluded at 2.55pm.

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Chairman

PLANNING COMMITTEE SOUTH

Title of Report:

East Suffolk Enforcement Action – Case Update

Meeting Date

18 October 2022

Report Author and Tel No

Mia Glass
01502 523081

Is the report Open or Exempt?

Open

REPORT

The attached is a summary of the status of all outstanding enforcement cases for East Suffolk Council where enforcement action has either been sanctioned under delegated powers or through the Committee up until 26 September 2022. At present there are 15 such cases.

Information on all cases has been updated at the time of preparing the report such that the last bullet point in the status column shows the position at that time. Officers will provide a further verbal update should the situation have changed for any of the cases.

Members will note that where Enforcement action has been authorised the Councils Solicitor shall be instructed accordingly, but the speed of delivery of response may be affected by factors which are outside of the control of the Enforcement Service.

RECOMMENDATION

That the outstanding enforcement matters up to 26 September 2022 be noted.

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
EN08/0264 & ENF/2013/0191	15/01/2010	North	Pine Lodge Caravan Park, Hazels Lane, Hinton	Erection of a building and new vehicular access; Change of use of the land to a touring caravan site (Exemption Certificate revoked) and use of land for the site of a mobile home for gypsy/traveller use. Various unauthorised utility buildings for use on caravan site.	<ul style="list-style-type: none"> • 15/10/2010 - EN served • 08/02/2010 - Appeal received • 10/11/2010 - Appeal dismissed • 25/06/2013 - Three Planning applications received • 06/11/2013 – The three applications refused at Planning Committee. • 13/12/2013 - Appeal Lodged • 21/03/2014 – EN's served and become effective on 24/04/2014/ 04/07/2014 - Appeal Start date - Appeal to be dealt with by Hearing • 31/01/2015 – New planning appeal received for refusal of Application DC/13/3708 • 03/02/2015 – Appeal Decision – Two notices quashed for the avoidance of doubt, two notices upheld. Compliance time on notice relating to mobile home has been extended from 12 months to 18 months. • 10/11/2015 – Informal hearing held 	30/10/2022

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> • 01/03/2016 – Planning Appeal dismissed • 04/08/2016 – Site re-visited three of four Notices have not been complied with. • Trial date set for 21/04/2017 • Two charges relating to the mobile home, steps and hardstanding, the owner pleaded guilty to these to charges and was fined £1000 for failing to comply with the Enforcement Notice plus £600 in costs. • The Council has requested that the mobile home along with steps, hardstanding and access be removed by 16/06/2017. • 19/06/2017 – Site re-visited, no compliance with the Enforcement Notice. • 14/11/2017 – Full Injunction granted for the removal of the mobile home and steps. • 21/11/2017 – Mobile home and steps removed from site. 	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> Review site regarding day block and access after decision notice released for enforcement notice served in connection with unauthorised occupancy /use of barn. 27/06/2018 – Compliance visit conducted to check on whether the 2010. 06/07/2018 – Legal advice being sought. 10/09/2018 – Site revisited to check for compliance with Notices. 11/09/2018 – Case referred back to Legal Department for further action to be considered. 11/10/2018 – Court hearing at the High Court in relation to the steps remain on the 2014 Enforcement Notice/ Injunction granted. Two months for compliance (11/12/2018). 01/11/2018 – Court Hearing at the High Court in relation to the 2010 Enforcement Notice. Injunctive 	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<p>remedy sought. Verbal update to be given.</p> <ul style="list-style-type: none"> • Injunction granted. Three months given for compliance with Enforcement Notices served in 2010. • 13/12/2018 – Site visit undertaken in regards to Injunction served for 2014 Notice. No compliance. Passed back to Legal for further action. • 04/02/2019 –Site visit undertaken to check on compliance with Injunction served on 01/11/2018 • 26/02/2019 – case passed to Legal for further action to be considered. Update to be given at Planning Committee • High Court hearing 27/03/2019, the case was adjourned until the 03/04/2019 • 03/04/2019 - Officers attended the High Court, a warrant was issued due to non-attendance and failure to provide medical evidence explaining the non- 	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<p>attendance as was required in the Order of 27/03/2019.</p> <ul style="list-style-type: none"> • 11/04/2019 – Officers returned to the High Court, the case was adjourned until 7 May 2019. • 07/05/2019 – Officers returned to the High Court. A three month suspended sentence for 12 months was given and the owner was required to comply with the Notices by 03/09/2019. • 05/09/2019 – Site visit undertaken; file passed to Legal Department for further action. • Court date arranged for 28/11/2019. • 28/11/2019 - Officers returned to the High Court. A new three month suspended sentence for 12 months was given and the owner was required to comply in full with the Injunctions and the Order of the Judge by 31/01/2020 • Site visited. Case currently with the Council's Legal Team for assessment. 	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> Charging orders have been placed on the land to recover costs. 	
EN/09/0305	18/07/2013	South	Park Farm, Chapel Road, Bucklesham	Storage of caravans	<ul style="list-style-type: none"> Authorisation granted to serve Enforcement Notice. 13/09/2013 -Enforcement Notice served. 11/03/2014 – Appeal determined – EN upheld Compliance period extended to 4 months 11/07/2014 – Final compliance date 05/09/2014 – Planning application for change of use received 21/07/2015 – Application to be reported to Planning Committee for determination 14/09/2015 – site visited, caravans still in situ, letter sent to owner requesting their removal by 30/10/2015 11/02/2016 – Site visited, caravans still in situ. Legal advice sought as to further action. 09/08/2016 – Site re-visited, some caravans re-moved but 20 still in situ. Advice to be sought. 	July 2023

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> • Further enforcement action to be put on hold and site to be monitored • Review in January 2019 • 29/01/2019 – Legal advice sought; letter sent to site owner. • 18/02/2019 – contact received from site owner. • 04/04/2019 – Further enforcement action to be placed on hold and monitored. • Review in April 2021. • 13/04/2021 – Letter sent to owner to establish current situation • Given until the end of June to either comply or supply the Council with any other information • Case being reviewed. • 22/05/2021 – contact received from site owner. Case reviewed • Due to the receipt of confidential information formal action has been placed on hold. • 06/07/2021 – Further enforcement action to be placed on hold and monitored, not expedient at 	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					present to pursue. Review in two years.	
ENF/2016/0292	11/08/2016	South	Houseboat Friendship, New Quay Lane, Melton	Change of use of land	<ul style="list-style-type: none"> 11/08/2016 – Authorisation granted to serve Enforcement Notice with an 8 year compliance period. Enforcement Notice to be drafted Enforcement Notice served on 20/10/2016, Notice effective on 24/11/ 2016 – 8 year compliance period (expires 24/11/2024). 	24/11/2024
ENF/2017/0170	21/07/2017	North	Land Adj to Oak Spring, The Street, Darsham	Installation on land of residential mobile home, erection of a structure, stationing of containers and portacabins	<ul style="list-style-type: none"> 16/11/2017 – Authorisation given to serve EN. 22/02/2018 – EN issued. Notice comes into effect on 30/03/2018 and has a 4 month compliance period Appeal submitted. Awaiting Start date Appeal started, final comments due by 08/02/2019. 	31/10/2022

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> • Waiting for decision from Planning Inspectorate. • 17/10/2019 – Appeal Decision issued by PINS. Enforcement Notice relating to the Use of the land quashed and to be re-issued as soon as possible, Notice relating to the operational development was upheld with an amendment. • 13/11/2019 – EN served in relation to the residential use of the site. Compliance by 13/04/2020 • Site visited. Case conference to be held • Appeal received in relation to the EN for the residential use • Appeal started. Statement submitted for 16th June 2020 • Awaiting Planning Inspectorate Decision • Appeal dismissed with some amendments. Compliance by 11/12/2020 • Site visit to be undertaken after 11/12/20 	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> Site visited, no compliance with Enforcement Notices, case passed to Legal Department for further action. Further visit to be done on 25/03/2021. Site visit completed, Notices not complied with, file passed to Legal services for further action. Application for an Injunction has been made to the High Court. Hearing scheduled for the 06/10/2022 	
ENF/2015/0279/DEV	05/09/2018	North	Land at Dam Lane Kessingland	Erection of outbuildings and wooden jetties, fencing and gates over 1 metre adjacent to highway and engineering operations amounting to the formation of a lake and soil bunds.	<ul style="list-style-type: none"> Initial complaint logged by parish on 22/09/2015 Case was reopened following further information on the 08/12/2016/ Retrospective app received 01/03/2017. Following delays in information requested, on 20/06/2018, Cate Buck, Senior Planning and Enforcement Officer, took 	31/12/2022

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<p>over the case, she communicated and met with the owner on several occasions.</p> <ul style="list-style-type: none"> • Notice served by recorded delivery 05/09/2018. • Appeal has been submitted. Awaiting Start date. • Start letter received from the Planning Inspectorate. Statement due by 30/07/19. • Awaiting Planning Inspectorate Decision • Appeal dismissed. Compliance with both Notices by 05/08/2020 • Further legal advice being sought in relation to the buildings and fencing. Extension of time given until 30/04/21 for removal of the lake and reverting the land back to agricultural use due to Licence being required for removal of protected species. 	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> • Court hearing in relation to structures and fencing/gates 03/03/2021 • Case adjourned until 05/07/2021 for trial. Further visit due after 30/04/21 to check for compliance with steps relating to lake removal. • Further visit conducted on 04/05/2021 to check for compliance on Notice relating to the lake. No compliance. Case being reviewed. • 05/07/2021 – Court hearing, owner was found guilty of two charges and had already pleaded guilty to one offence. Fined £550 and £700 costs • 12/07/2021 – Letter sent to owner giving until the 10th August 2021 for the structures to be removed • Site visited on 13/08/21 all structures removed from the site. 	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
ENF/2018/0543/DEV	24/05/2019	North	Land at North Denes Caravan Park The Ravine Lowestoft	Without planning permission operational development involving the laying of caravan bases, the construction of a roadway, the installation of a pumping station with settlement tank and the laying out of pipe works in the course of which waste material have been excavated from the site and deposited on the surface.	<ul style="list-style-type: none"> • Temporary Stop Notice Served 02/05/2019 and ceases 30/05/2019 • Enforcement Notice served 24/05/2019, comes into effect on 28/06/2019 • Stop Notice Served 25/05/2019 comes into effect 28/05/2019. • Appeal has been submitted. Awaiting Start date. • Appeal to be dealt with as a Hearing. Deadline for Statements 03/08/2020 • Awaiting date of hearing from Planning Inspectorate. • Hearing date set for 02/02/2021. • Hearing adjourned until 09/03/2021 • Hearing adjourned again until 21/04/2021 as was not completed on 09/03/2021. • Awaiting Decision • Appeal dismissed and partial costs to the Council 	30/10/2022

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> • Compliance with Notice by 18/08/2021 • Extension of time granted for compliance until 31/10/21. • Further extension granted until 15/11/2021. • Site visited on 18/11/21 – no works undertaken, case to be referred to legal department for further action to be considered. • Certificate of Lawful Use (Proposed) application submitted. • Certificate of Lawful Use (proposed) refused. • Appeal submitted in relation to LDC refusal. Statements by 08/07/2022 	
ENF/2019/0307/CON D	21/10/2021	North	The Southwold Flower Company, Land at Wangford Rd/Reydon Lane, Reydon	Breach of conditions, 2, 4 and 8 of Planning Permission DC/18/0335/FUL	<ul style="list-style-type: none"> • 21/10/2021 – Enforcement Notice served. Date effective 25/11/2021. 3/5 months for compliance, requiring the building to be converted to be in full compliance with the permission within 5 months. To cease all retail 	25/02/2022 and 25/04/2022

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<p>sales from the site and to submit a scheme of landscaping within 3 months.</p> <ul style="list-style-type: none"> • Appeal submitted. Waiting for start date from the Planning Inspectorate. • Appeal notice received. Statement due to Planning Inspectorate by 21/01/2022. • Awaiting Planning Inspectorate Decision 	
ENF/21/0441/SEC215	03/02/2022	North	28 Brick Kiln Avenue, Beccles	Untidy site	<ul style="list-style-type: none"> • S215 (Land adversely affecting amenity of Neighbourhood) Notice served 07/02/2022- compliance due by 11/06/2022 • Site visit undertaken on 17th June 2022 to check compliance. Site remains untidy. Internal discussion to be held regarding further action. • File passed to Legal Department for further action. 	11/11/2022
ENF/21/0051/USE	10/03/2022	North	Land West Of Guildhall Lane, Wrentham	Change of use and unauthorised operational development (mixed use including storage of materials, vehicles and	<ul style="list-style-type: none"> • 10/03/2022 - Enforcement Notices served and takes effect on 11/04/2022. 4 months for compliance. 	30/11/2022

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
				caravans and residential use /erection of structures and laying of hardstanding)	<ul style="list-style-type: none"> Site visit to check for compliance with Notices due on 25/08/2022. Site visit completed; file has been passed to the Legal Dept for further action. 	
ENF/20/0131/LISTL	17/03/2022	North	6 Upper Olland Street, Bungay	Unauthorised works to a Listed Building (Installation of roller shutter and advertisements)	<ul style="list-style-type: none"> 17/03/2022 - Listed Building Enforcement Notice served and takes effect on 18/04/2022. 3 months for compliance. Appeal submitted. Waiting for start date from the Planning Inspectorate. Appeal started. Statements due by 07/06/2022 Awaiting Planning Inspectorate Decision 	18/08/2022
ENF/21/0003/DEV	07/04/2022	North	26 Highland Drive, Worlingham	High fence adjacent to highway.	<ul style="list-style-type: none"> 07/04/2022- Enforcement notice served and takes effect on 09/05/2022. 2 months for compliance. Appeal submitted. Awaiting start date. Appeal started. Statements by 30/06/2022 Awaiting Planning Inspectorate Decision 	30/09/2022

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
ENF/21/0027/USE	16/06/2022	North	18 The Esplanade, Lowestoft	Mobile homes for residential use	<ul style="list-style-type: none"> 16/06/2022 – Enforcement Notice served. Take effect on 18/07/2022. 4 months for compliance 	18/11/2022
ENF/21/0359/CONL	16/06/2022	North	40 Victoria Street, Southwold	Insertion of a rooflight on principal elevation	<ul style="list-style-type: none"> 16/06/2022 – Enforcement Notice served. Take effect on 25/07/2022. 3 months for compliance Skylight has been removed. Enforcement notice has been complied with. Case will be closed. 	25/10/2022
ENF/21/0411/COND	16/06/2022	North	Paddock 2, The Street, Lound	Change of use of land for residential use and stationing of mobile home	<ul style="list-style-type: none"> 16/06/2022 – Enforcement Notice served. Take effect on 18/07/2022. 4 months for compliance Appeal received. Statement due by 07/10/2022 	18/11/2022
ENF/21/0074/SIGN	25/08/2022	South	297 High Street, Walton	Partial change of use of shop to residential accommodation	<ul style="list-style-type: none"> 25/08/2022 – Enforcement Notice served. Comes into effect on the 26/09/2022. 3 months for compliance 	26/12/2022

Committee Report

Planning Committee South – 18 October 2022

Application no DC/21/3237/FUL

Location

Part Of Former Crown Nursery
High Street
Ufford
Suffolk
IP13 6EL

Expiry date 24 October 2021

Application type Full Application

Applicant Landex Ltd

Parish Ufford

Proposal Demolition and clearance of former nursery buildings and structures, erection of a Class E (A) store for the sale of goods (other than hot food), Class E (B) cafe and 11 No. business units (9) (i) (offices); access, car parking spaces and landscaping.

Case Officer Rachel Smith
07887 452719
rachel.smith@eastsuffolk.gov.uk

1. Summary

- 1.1. The application proposes the redevelopment of part of the former Crown Nurseries site on the edge of Ufford for business purposes. While the site lies outside of the defined Settlement Boundary of Ufford and would be a relatively large development for Ufford as a 'Small Village', the former use of the site included a range of buildings in business use associated with the former nursery use, the site is well-related to the existing settlement and the development would support economic growth within the area. The application is therefore supported by Officers.

- 1.2. The application is being presented to Planning Committee for determination at the request of the Head of Planning and Coastal Management due to its significant public interest and potential impact on the environment.

2. Site Description

- 2.1 The application site covers an area of approximately 3 Hectares and is located adjacent to the Settlement Boundary of Ufford. Ufford is classified in the Settlement Hierarchy as a 'Small Village' and as the site lies outside of this boundary, the site is considered to be in the 'Countryside'. Access to the site is off Yarmouth Road, via Nursery Lane which serves the relatively recent residential development now known as Goldsmiths and which lies to the north of the site.
- 2.2 To the east of the site are residential properties located on School Lane and Tovels. The south-eastern and south-western boundaries are bordered by tree-covered areas which form part of the wider, former nursery site. The southern-most part of the application site extends to meet The Avenue at a former access point, the north-western boundary follows Yarmouth Road and part of the site lies opposite the existing residential dwellings on the western side of Yarmouth Road. The site is situated at a slightly lower level than Yarmouth Road and slopes down to the east.
- 2.3 The site itself includes areas of access driveway and hardstanding and buildings previously used by the nursery and its associated businesses. These are located to the north and east of the site. To the south is an area of more mature trees and along the Yarmouth Road boundary to the west is an area of planting consisting of a small orchard.

3. Proposal

- 3.1 The application proposes the redevelopment of the site for an employment development. The existing buildings and structures on the site would be demolished and the north-western part of the site redeveloped to provide a small employment site. The south-eastern part of the site would be undeveloped and provide the SuDS scheme for the development as well as a pedestrian link to The Avenue. The area proposed for development of the employment units would be just over 1 Hectare.
- 3.2 Access into the development would be off Nursey Lane to the rear of the three existing residential units on the southern side of Nursery Lane. The access would be separated from the residential properties by their existing parking area. A total of 13 business units would be provided designed in a courtyard style with associated parking and landscaping.
- 3.3 The business units would be provided in four 'blocks' around each side of a central parking area. The buildings would be finished in grey boarding under pantile roofs. Some additional parking would be provided to the rear of block D. Block A is proposed to be split into two units with one providing a convenience shop and one a cafe use. These would be one-and-a-half storeys in scale, each providing approximately 250 squares metres of floorspace over two stories. The remaining business units (Class E) would be provided in blocks of three or four units and again be one-and-a-half-stories in scale. These would provide approximately 160 square metres floorspace within each unit.

3.4 A total of 116 car parking spaces would be provided.

4. Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Ufford Parish Council	28 July 2021	17 August 2021

Summary of comments:

Ufford Parish Council wish to strongly object to the above application and our reasons for requesting you to refuse the application are set out below. To assist the lay reader, relevant sections of the East Suffolk (Suffolk Coastal) Local Plan 2020 are set out in Appendix 1. However, before we come to our comments we feel it is important that the recent planning history of the site is set out:

- 2014 – Two “overlapping” applications were made for development of part of the Crown Nursery site: DC/14/3558/FUL for 31 dwellings and DC/14/3560 for 10 dwellings. Both were given permission in 2015 and hence 34 dwellings were constructed, now completed and known as Goldsmiths.
- 2017 – Planning Application DC/17/2512/OUT was submitted by the present applicant for a 60 bed Care Home, up to 34 dwellings, and 22 Business units (B1(a)). This application was refused by Suffolk Coastal District Council, decision notice issued on 5th April 2018.
- 2018 – In October 2018 the applicant lodged an appeal against the decision: APP/J3530/W/3213216. The appeal was to be heard by Public Inquiry on 16th July 2019 and all representations were made by the relevant and interested parties. On 18th March the Appellant withdrew the appeal.

Location

The site is located on the edge of the village of Ufford, outside the Physical Limits Boundary. The applicant argues that it is adjacent to that boundary, but the boundary was redrawn in the Local Plan 2020, after the Goldsmiths development was constructed. If every next application is described as close enough to be ‘within’ the boundary this is a form of mission creep and development by stealth. One of the reasons for refusal of the 2017 application (DC/17/2512/OUT) was that in planning terms it is in the ‘Countryside’. This view was reiterated in the SCDC submission to the Planning Inspector for the planned Appeal. Settlement Boundaries are described in Policy SCLP 3.3. The site was offered for consideration for the Local Plan 2020, but was not accepted.

New Employment Development

Policy SCLP 4.2 covers New Employment Development. UPC believes the conditions as set out in this policy have not been met, namely:

- The applicant does not demonstrate a need for ‘additional employment development’ nor have they “demonstrated that there is no sequentially preferable land available adjacent to existing Employment Areas, within existing Employment Areas or within Settlement Boundaries”.
- Development of this type would have an “an unacceptable adverse impact on surrounding land use”, please see details below of bats roosting in Parklands Wood, just 100 metres away from this site.

- If permitted, this development would have an “adverse impact on the character of the surrounding area and landscape... and its setting ... [and] the natural ...[and] historic environment”. There are two Grade II listed buildings within sight of the proposed development (The Red House and The Ufford Crown Inn), and it is within sight of the ancient Sogenhoe Chapel location. The general appearance and character of the setting are of a distinctly rural nature; only blighted by the urban nature of the Goldsmiths development. Some areas of the land at Crown Nursery have remained undisturbed for 200 years and any change to this will destroy the character of the landscape.
- Finally, Ufford Parish Council is aware of similar vacant employment facilities available at Riduna Park, Deben Meadows and Deben Mill, all in Melton where there are much better transport facilities and in Wickham Market.

Economic Development in a Rural Area

Ufford is certainly a ‘rural area’ and therefore Policy SCLP 4.5 must be taken in to consideration. However, we strongly argue that:

- The scale of the enterprises does not accord with the Settlement Hierarchy of a small village
- The design and construction does not avoid, or adequately mitigate, any adverse impact on the character of the surrounding area and landscape or the natural or historic environment
- The proposed use is not “...compatible with the surrounding employment uses in terms of car parking, access, noise, odour and other amenity concerns”; as there is very little surrounding employment use. In addition, we cannot see how this proposed development will “...provide additional community, cultural or tourism benefits...”.

Use of the Land

The applicant argues in the Planning Statement that this commercial proposal is acceptable within the policies defined in the Local Plan regarding development in rural areas. However, it is appropriate to look back at the use of the entire former Crown Nursery land. Prior to the establishment of the nursery the area now proposed for Block A, the shop and café, would be the approximate site of former allotments. Prior to which it was an agricultural and wooded area. Goldsmith’s Nursery used the land since the 1960’s for a horticultural and nursery business, with access for retail on School Lane, Ufford. When that business was sold, the School Lane premises and an area of land were developed into housing now known as Tovells. The horticultural business, Crown Nursery, created a previously little used access off Yarmouth Road, and functioned as a shrub and tree growing business with some personal customers, but largely commercial contracts and latterly adding some Garden Design function, “employing up to 15 people” (Ref. Planning Statement 2.2). During and after the development of Goldsmiths houses by Landex, the business of Crown Nursery declined, until it finally closed in March 2019. The first development of the Crown Nursery land was the building of 34 dwellings, now called Goldsmiths. The present proposal is to develop a further section of the land and as can be seen on the site plan, and discussed in the Flood Risk Assessment on page 4, and again page 9 at 3.1 “Future further development of parts of the site is not ruled out ...”. Ufford Parish Council feels the entire site must be regarded as a whole.

Before 34 houses were built there were the same few agricultural and horticultural type of buildings which now remain. These buildings comprised of a few corrugated iron sheds for storage of agricultural implements and supplies with a small office in the end of one of them. A maximum of 15 people were employed there. A few delivery lorries came and went; a few customers came and went. Now already there are 34 dwellings, we cannot say how many residents and how many cars, but it must be more than 50 of each. The proposal is for much larger buildings than those to be demolished; for employment of at least 60 people, and car parking spaces for 116 cars. This is not like for like, but overdevelopment of the site. All this taking place on the edge of Ufford,

designated a small village in the Local Plan. This proposed development is contrary to Policy SCLP 4.6 where the relevant sentence is: “The replacement of rural buildings with employment uses will be permitted where: f) The proposal is of a similar size and scale to the building that is being replaced”

Principle of Use

The proposal is for 11 Business Units, a Convenience Store and a Café; Ufford Parish Council disputes the need, in Ufford, for any one of these. As we have seen, there are many business units within a few miles radius of Ufford, unoccupied, and in more sustainable locations with better transport links, and nearer to other facilities. The site chosen in Ufford is not a suitable location for eleven office-based business units. With greater emphasis on working-from-home (WFH), the need for this kind of development is at best unproven. There is no evidence provided by Landex about what kind of businesses would be attracted to such a facility, nor of any level of interest. The key objections to the proposal in this regard are:-

a) The public infrastructure available will not support office or commercial employment on this scale in this location. Both the mobile phone networks and the broadband network coverage are at times barely sufficient for domestic purposes in Ufford and will certainly not support eleven new officebased businesses. The bus route which passes nearby is not sufficiently frequent to allow employees to be able reliably to use public transport to access this location. Access on foot from outside Ufford is not viable and there are no meaningful cycling provisions made by the applicant in the proposals.

b) Any office or commercial units here will almost certainly stand empty for significant periods. There are already over 4,000 sq. metres of commercial and office space available for sale in Melton and on the northern side of Woodbridge. For example, at Riduna Park in Melton there are currently 18 office units unoccupied or unsold, amounting to over 1,850 sq. metres - nearly 30% of that development. That business park has much better transport links (both bus and rail) and is also much more accessible for cyclists and walkers. The Landex proposal would add 1,760 sq. metres of office/commercial space to an already over-supplied local market. As such this development would, most likely, stand empty for substantial periods. Hence, it is not sensible to permit development in a rural location such as Ufford which is unlikely to be fully used — not least on sustainability grounds.

Ufford used to have a village shop on the high street and another in Lower Ufford with a Post Office. Despite a gradually increasing population in the village, the stores could not survive commercially. Following their demise another attempt was made to run a village shop and that also failed. The applicant suggests that this application would be fulfilling Policy SCLP 4.8 concerning New Retail Development and a need in the “Woodbridge catchment area”. Ufford is not in the Woodbridge area, and Policy SCLP 4.8 states that “Priority will be given to concentrating retail and commercial leisure development within Town Centres”. Likewise, the suggestion for a Café: there are coffee shops in Wickham Market and in Melton; coffee is served at Ufford Park Hotel, and at The Ufford Crown during opening hours. We fear that another outlet may put all of these at risk, and decrease viability of all.

Highways and Traffic

The applicant asserts (4.18) that there would be no noticeable impact on highway traffic, and that there are “reasonable transport links and services”. Ufford Parish Council strongly disputes these statements. The Transport Assessment includes a traffic count “to understand existing conditions” and conducted this between 13th and 19th April 2021. It should be noted that at this date the Covid Pandemic lockdown was only partially lifted, therefore the numbers of vehicles counted would be a significant underestimate of normal peak times. It is no surprise to Ufford residents

that the southbound traffic is approximately double the number of vehicles travelling northbound. This is because traffic from Wickham Market and nearby villages has to drive through Ufford to reach the A12 slip road. Traffic travelling in the Melton/Woodbridge direction is roughly matched with northbound numbers. It is also no surprise to any local that a large proportion of vehicles are exceeding the speed limit, and this should be considered when assessing the safety of the Yarmouth Road/ Nursery Lane junction. Despite the apparent underestimate in numbers, and the assessor being unaware of the impending further development of a known 136 additional dwellings in Pettistree/Wickham Market (DC/20/3264/FUL) with more vehicles heading southbound through Ufford, there is a calculation of the impact of this proposed development with an uplift for 2026 (Table 13 TA) arriving at a figure of 457 vehicles per hour at peak times. We calculate that to be 7.6 vehicles per minute, or more than 1 vehicle every 10 seconds, an unacceptable volume for all the people who live along that road. However, it also shows how unrealistic is the assertion at 4.20 in the TA that “The low volume and speed of the current and future traffic along the B1438 would deliver an adequate gap to allow Nursery Lane traffic to enter and egress the highway network”.

The Transport Assessment seems to agree that public transport is unlikely to be useful for employees at any of these locations, with only an hourly bus service in each direction, and none on Sundays. They tell us the train station is a 6 minute car journey away, but if someone arrived by train they would not have a car waiting and surely will not travel to work by taxi! Travel by bike is not envisaged for many as only 16 cycle spaces are planned. At 3.26 it is accepted that most travel will be by car; also, at 3.21 no travel plan is required because “little highways impact as local residents will benefit from employment, retail and café facilities” and yet there are 116 car parking spaces.

Since both SCC and ESC have declared a Climate Emergency it cannot be right to allow the development of commercial premises which will encourage more car journeys. The proposal is contrary to Policy SCLP 7.1 concerning Sustainable Transport. There is remarkably little comment about HGVs. The access road junction off Nursery Lane is described as suitable for Refuse vehicles, Delivery and Emergency vehicles. Delivery vehicles are frequently large HGVs bringing supplies to a shop and a café, although we note the absence of rear/ delivery access for the shop and café. Also, while there is mention of customers travelling by foot, by bike, and by car there may also be HGV drivers. Mention is made of ‘passing trade’. Will there be signs banning HGV customers? If they cannot easily drive a large truck into the car park, they may park on the highway by one of the pedestrian access paths and run down to the shop and café, who we are told will be serving “Dine-in and Take-away”. If HGVs park on the busy B1438 there will certainly be a hazard to highway safety. One further comment concerns the proposed new access for pedestrians and cycles, through the development and down to the long unused gate from the Crown Nursery site on to The Avenue. This is almost opposite the entrance to the Ufford Recreation Ground. It sounds ideal, but is actually unnecessary as it is easily possible to walk along the footway by Yarmouth Road, cross the top of The Avenue and then follow the permissive path, known as the Millennium Path on the edge of Parklands Woods and that leads directly to the Recreation Ground. Either of these routes help a limited number of people who live in the south western area of the village. If the proposed cycle path was allowed, it would need an obstructed exit on to The Avenue, as traffic often travels above the permitted 30mph along that straight but narrow road. There are a couple of other footpaths from Parklands Woods on to The Avenue which have obstructed access for reasons of safety. Also, exactly at the junction with The Avenue is an area which frequently floods extensively, and would easily flood more when buildings and car parks are replacing trees and open land.

Wildlife and Trees

The application includes an Ecology Report. In the report at 5.5 potential impacts of the development are considered, and the loss of “high value (orchard and bat roosts) considered a significant negative effect at local scale”. In the area proposed to build Block B, there is a mixed orchard, including some heritage fruit trees. These are important for pollinators. The trees are marked for felling. More importantly the Ecology Report gives evidence of bats emerging from day roosts in two buildings marked for demolition. A full Bat Survey has not been undertaken contrary to the advice given by the Bat Conservation Trust for development sites where any evidence is found of bat habitats. In mitigation it is suggested that bat boxes will be placed on trees near the Pond, behind Block A, adjacent to the busy B1438 Avenue Junction. However, many bats will not simply change roosting sites, new bats may use the boxes, although given the traffic disturbance it is unlikely, but those who have lost their normal roost could simply perish. Furthermore, the bats (Serotine, Daubenton and Pipistrelle) that roost in Hospital Grove and overfly the Crown Nursery to get to feeding grounds in the Ufford water meadows would be significantly disturbed and restricted by development and additional light pollution. In 2020 Ufford Parish Council commissioned a Full Bat Survey in Parklands Woods, which we own and manage for the community. The woodland surrounds the Recreation Ground on The Avenue, and is about 100m from the proposed development site. This Bat Survey demonstrated the existence of a large number of bats in the woodland, including some rare species. Bats have full protection under the Wildlife and Countryside Act 1981. A copy of the Bat Survey is appended to this letter, and a copy has been sent to Mr James Meyer, ESC Ecology Officer.

Light Pollution

There is little mention of lighting for this development. The opening hours are stated on the Application form as follows: Monday – Friday 07:00 - 20:00 Saturday 07:00 - 21:00 Class E (a) (Shop) 07:00 - 20:00 Class E (b) (Café) Sunday 08:00 - 20:00 Considering these hours it is obvious that for public safety there would need to be extensive external lighting which would further detract from and urbanise the rural nature of the village. All the buildings described, including the business units, have large glass windows, understandably in order to maximise the benefit of daylight. This is going to lead to considerable light spillage, through many months of the year. The Ecology Report mentions at 5.7 that there could be light disturbance to harm the bats “once the houses are occupied”(sic). In the Transport Assessment at 3.23 it states “The proposed development will provide off-street parking for all users . . .with signage, markings, street lighting . . .” The knowledge that many bats live in the vicinity of this site and the unavoidable light pollution accompanying the proposed development should in itself be a reason for permission to be refused.

Landscape Impact

The size and arrangement of the proposed buildings, erected as four blocks, will have a negative impact on the landscape and street scene, despite planned retention of the hedgerow along the High Street, known locally as Yarmouth Road along that stretch. Ufford is a rural village not an urban setting; this development will ruin the street scene in this part of the village; the design may match that of the Goldsmiths development but that doesn't fit in either and will further damage the rural environment and detract from Ufford's place in the countryside for any people passing through or visiting the village. The height of the roof ridge is not given precisely on the plans, but there is a scale and we calculate it must be over 7.5m which is equivalent to 25ft. From the houses opposite Block B on Yarmouth Road, the roof will be a very long and prominent sight. Likewise, the roof of Block C will be dominating as seen from the new houses at 2, 4, and 6 Nursery Lane. The houses at 8, 9, and 10 Goldsmiths will also see a high elevation of the north end of Block D. These roofs will be dominant from many more distant views across the village. There is a place along Spring Lane where one of the large roofs of the new Goldsmiths houses is very visible, how much

more will these long roofs intrude on vistas across open space and trees. A further concern, not mentioned in the plans, is signage. There is comment about signage to walkways and bus stops, but if these commercial units are as well concealed as the applicant suggests, what large street signs are planned to advertise the location? Any signs would immediately urbanise a rural village.

Residential Amenity

The residents in the immediate surrounding area, namely Yarmouth Road houses and Goldsmiths, particularly the ones close to Nursery Lane, will be extremely affected by commercial property so near to them. The opening hours listed are extensive for both the Convenience food store, and the Café. The Business Units would presumably have no restriction on hours of use. Delivery vehicles, probably large as is normal even to small village stores, could arrive at any time. Again we would reiterate our question about whether HGVs would be attending as customers. The houses 2, 4, and 6 Nursery Lane would virtually become a traffic island. There could be noise as well as traffic to and from the Café and the shop with car doors banging, radios playing, people shouting and laughing etc. All this may be alright in an urban area, but Ufford is a small village.

Conclusion

In conclusion...

- There can be no dispute that the site in question lies outside the Physical Limits Boundary of the village and therefore in the 'Countryside'.
- The applicant suggests this is not new employment – but a maximum of 15 people were employed at the Crown Nursery business. The proposal suggests 60 – 100 employees on this site. It is new employment.
- It has not been demonstrated that there is no alternative existing Employment Area, as indeed there is.
- There would be an adverse impact on all surrounding residents; and for all the Ufford village residents who enjoy the open spaces and views marred by overbearing buildings.
- There is no mitigation for the potential harm to bats living in woodland close to the site; nor adequate mitigation for the loss of roosting sites for bats on the site. The development would harm the character of the surrounding area and landscape.
- There are numerous other offices available in Melton and Wickham Market. Additionally, this point was clearly made in the refusal of the previous application in 2017 for this site, and further in the LPA response to the ensuing appeal in Paragraph 9, referring to Employment Development and stating unambiguously that “it was not considered that the proposal would result in a sustainable form of development and therefore the Council object to the principle of development”. For all the many reasons described in this letter, we urge the Planning Authority to refuse this proposed development. If the LPA is minded to recommend acceptance then we request the application go to Planning Committee for determination.

Consultee	Date consulted	Date reply received
Ufford Parish Council		24 August 2022
Ufford Parish Council made a strong objection to the above application for many reasons set out in detail in our letter of 17th August 2021. We are now writing to make response to an amended Traffic Assessment recently submitted, along with an amended layout Plan of the proposed parking area. We would also like to comment on a few other responses from Statutory Consultees which were made subsequent to our initial response.		

Traffic Statement August 2022

It is clear that the vast majority of the recently submitted Traffic Statement is the same as the TS submitted with the original application in 2021. Indeed, many pieces of information have not been updated such as the occupancy of Goldsmiths, which is complete bar one dwelling. As such the detailed comments made in our response in August 2021 under a heading “Traffic and Highways” remain our view. With only one document to analyse this time we can now point out various inaccuracies and inconsistencies throughout the statement. As the authors admit it is a desktop survey, and in places it is obvious the local conditions are unknown. Our comments on the TS are as follows – in places using the paragraph numbers as reference in the statement:

- In one of the opening descriptive paragraphs (2.12) it states that the B1438 passing the site is a signed 30mph zone “transitioning to national speed limit (60mph) 300m south of the site”. This is not accurate. The B1438 continues on a left fork at the triangle junction towards Melton and with a 30mph speed limit. It is on the slip road heading south towards the A12 where the deregulation sign appears. A significant proportion of local traffic continues on the B1438.
- The calculation of trips generated by the proposed business unit development is stated to be based on Suffolk Business Park at Bury St Edmunds (4.3). This is not a comparable site. (Nor is the 50+ pages of TRICS data collation from Greater London, Yorkshire and Cardiff used to somehow justify traffic movement in Appendix F). The Suffolk Business Park is a huge development lying very close to the A14, and with excellent links to the nearby market town of Bury St Edmunds, with cycle routes. Ufford is a small rural village surrounded by other small villages, therefore has a smaller nearby catchment population. It would be quite possible that people would travel from Ipswich to work in these business units, and therefore the only realistic mode of transport would be private car; the bus service is acknowledged to be infrequent and takes about one hour to reach Ipswich! Furthermore, the buses may run hourly on Monday to Saturday but the scheduled time of the first and last buses indicate that the service would not be available to anyone working at the shop or café early or late. Cycling is admitted in the report to be “unlikely” and yet at 2.26 and 5.5 there is the amazing suggestion that the National Cycle Network (NCN 1) connects Woodbridge to Framlingham passing 3km to the west of the site, and could be reached by local roads and part of the A12, which includes crossing the A12 to Bredfield. This would be very dangerous and highly unlikely to be used by a commuter or shopper to and from Ufford.
- As in the 2021 TS no allowance or forecast is made for the 136 houses with permission to be built on the southern edge of Wickham Market ((DS/20/3246/FUL) as all southbound traffic from there will pass along the B1438 through Ufford and past the site in question.
- Also, no mention is made of Sizewell C, now in the knowledge that construction will be happening soon. The planned Park and Ride is north of Wickham Market, and while we may hope that much of the traffic will remain on the A12, there will be local traffic adding to the burden through Ufford. In addition, no consideration is made of the potential impact of Sizewell traffic making detours to visit the cafe and shop which would be close to and convenient from the A12. The possibility of HGV drivers stopping off is also not considered. Both these would add significantly to traffic volumes.
- The analysis of traffic volumes is inconsistent. The report quotes 7 vehicles per minute along the B1438 at peak times, 1 every 10 seconds. The proposed development could cause this to increase by 2 vehicles per minute at peak times, described as 10% whereas it is 25%, and then we are told a 25% increase is “not significant”.
- Traffic numbers estimated seem odd. There is a suggestion that 30 vehicles will arrive at the business units, and yet there are 66 allocated car parking spaces.
- Streetlighting – 2.23 “Installation of streetlighting in the area would improve pedestrian safety and visibility” – Ufford is a rural village and not a town and residents frequently complain about existing light pollution.

- Signage – there are many references to signposting within the site and to the site. We consider this totally out of keeping for a rural village.
- Refuse Collections – At 4.38 it is suggested that refuse collections will be an extension of the collection at Goldsmiths. But surely these proposed premises will have business waste bins which require a different lorry from the domestic wheelie-bins, thus adding to HGV vehicle movements into and out of the site that are not defined.
- Crash Reports – the source of this data is not given, is wrong and is 16 months out of date. The impact of increased traffic on the notorious triangle junction is ignored. It is at this junction where the most recent significant RTA has occurred. The accident at Nursery Lane junction is described as a dual carriageway at APPENDIX C – ‘CRASHMAP’ COLLISION DATA second report Tuesday, June 12, 2018 and given that the Goldsmiths housing development was in its infancy, and without the additional business developments as proposed in DC/21/3237/FUL the accident report illustrates the very poor consideration to the amount of traffic and dangerous nature of this section of road.

Ecology

Since Ufford Parish Council responded to the application in August 2021, there was a response from James Meyer, Ecologist for East Suffolk Council dated 10th September 2021. He noted the presence of bats at the Crown Nursery site, but also the Bat Survey submitted by UPC. He recommended that a plan detailing both external lighting and light spill from internal sources should be requested prior to determination of this application. No such plan is available.

Crime

Suffolk Constabulary responded to this application on 28th September with a long and detailed letter. It was suggested that this presently low crime area would very likely see a rise in crime with the business of a convenience store. Amongst an extensive list of recommendations is lighting (at 1.20 of the letter). This would immediately conflict with the low level lighting required to allow bats to commute and forage as detailed in the ecology report.

Conclusion

Last year when this application first came forward there were 53 letters of objection from local residents, with just 7 in support. Many residents in Ufford have approached the Parish Council expressing concern when they saw a sign erected by the applicant on the proposed site stating “Ufford Hub – Coming Soon “. We have explained that no decision has yet been made granting permission for the application.

Ufford is developing its Neighbourhood Plan and in our initial consultation as well as more recent data gathering, this proposal for the Crown Nursery site has attracted a significant volume of negative comment. Residents have urged the Parish Council to work to develop more sensitive and community focused options; we would be prepared to collaborate with Landex on these issues. For all the reasons given before, and in this letter, we uphold our objection and hope the Planning Authority will refuse this application, allowing Ufford to remain the relatively quiet and rural village that its residents appreciate.

Consultee	Date consulted	Date reply received
Pettistree Parish Council	1 December 2021	30 November 2021
Summary of comments: Pettistree Parish Council objects to this application for the following reasons.		

1. Pettistree Parish Council is worried about the impact that this proposed development will have on traffic using the B1438. This road forms a vital link between Wickham Market, Pettistree, Ufford, Melton and the A12. Traffic congestion in Ufford will restrict the ability of Pettistree residents to move freely to Ipswich via the A12, and Woodbridge via Melton. The traffic report by Ingent for Landex does not recognise many important features such as:-
 - a. The asymmetric flow in Ufford imposed by routes of access to the A12 to and from Pettistree.
 - b. The extra flow to be expected from the 136 new homes being built in Pettistree adjacent to Wickham Market.
 - c. The expected use of the café facility by HGVs on their way to and from Sizewell nuclear plants during the 12 years of construction.
 - d. The volume of traffic that they expect as shown by the need for 116 parking spaces.
 - e. The fact that their traffic measurements were taken when traffic was reduced by Covid restrictions.
2. The development would be outside the settlement boundary and therefore in open countryside. Pettistree has already seen the problems caused by manipulation of a settlement boundary to allow building on land classed as open countryside in the new Hopkins Homes development on Pettistree land.
3. We note the strong objection of Ufford Parish council to this application who have expressed similar views.
4. We note that the police have stated that crime is likely to increase at the site of the new development. They have recommended stringent security precautions which will change the rural nature of the area.
5. If the planning application currently under appeal for a large 80 bed care home and assisted living homes development in Melton goes ahead there will be even more traffic using the B1438 in both directions.

Please let me know if you have any comments or need further information before the meeting of the Planning Committee.

Statutory consultees

Consultee	Date consulted	Date reply received
SCC Flooding Authority	23 August 2021	27 August 2021

Summary of comments:

No objections - suggested conditions to be included on any permission

Consultee	Date consulted	Date reply received
SCC Highways Department	28 July 2021	22 December 2021

Summary of comments:

Holding objection

Consultee	Date consulted	Date reply received
SCC Flooding Authority	28 July 2021	17 August 2021
Summary of comments: Holding objection - more information required		

Consultee	Date consulted	Date reply received
SCC Highways Department	9 August 2022	2 September 2022
Summary of comments: Extra information has been provided to SCC highways which include updated traffic data taken in March 2022. This is a reasonably accurate representation of the transport trips and 85%ile speeds in the local vicinity which will include trips from the recently completed Goldsmiths development. I have also checked the collision data for recorded injury collisions for the last 5 years and there are no trending collisions which require mitigation from this site. Therefore, I have no grounds to submit a refusal on highway rounds under NPPF(2021) 111.		

Non statutory consultees

Consultee	Date consulted	Date reply received
SCC Fire And Rescue Service	10 November 2021	7 September 2021
Summary of comments: Require plan for fire hydrants to be agreed. Advice regarding sprinkler systems		

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	10 November 2021	31 August 2021
Summary of comments: We request that this discharge is facilitated in line with the Non-Statutory technical standards for sustainable drainage systems (SuDS), specifically S2 and S4. Resultantly we recommend that the discharge from this site is attenuated to the Greenfield Runoff Rates wherever possible.		

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	28 July 2021	19 August 2021
Summary of comments: I have no overall objection to the proposed development of a small business park. I note however that there are residential dwellings close by, and a further part of the site to be potentially developed. I therefore have a number of recommendations to make with regarding a range of potential environmental impacts including noise, land contamination and air quality.		

Consultee	Date consulted	Date reply received
East Suffolk Ecology	28 July 2021	10 September 2021
Summary of comments: Internal consultee - comments included in report		

Consultee	Date consulted	Date reply received
East Suffolk Economic Development	28 July 2021	11 August 2021
Summary of comments: We would support this planning application as we believe it does further the objectives of the East Suffolk Growth plan.		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	28 July 2021	3 August 2021
Summary of comments: No objections		

Consultee	Date consulted	Date reply received
Disability Forum	28 July 2021	16 August 2021
Summary of comments: No provision for wheelchair users to access the first floor of buildings. We would expect the developer to follow the guidance in Part M Volume 2 to the letter. In our view the coffee shop should have a unisex accessible toilet as part of the provision. We would ask that both the coffee shop and the retail unit have car parking spaces for disabled people. Wheelchair accessible standard for the footpath link.		

Consultee	Date consulted	Date reply received
Police - Design Out Crime Officer	28 July 2021	28 September 2021
Summary of comments: Comments and suggestions on ways that the development can be made more safe in relation to potential for crime		

Consultee	Date consulted	Date reply received
SUSTRANS	28 July 2021	No response

Summary of comments: None received

Consultee	Date consulted	Date reply received
Suffolk Police Design Out Crime Officer	28 July 2021	No response

Summary of comments: None received

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	11 November 2021	11 November 2021

Summary of comments: We request that this discharge is facilitated in line with the Non-Statutory technical standards for sustainable drainage systems (SuDS), specifically S2 and S4. Resultantly we recommend that the discharge from this site is attenuated to the Greenfield Runoff Rates wherever possible.

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	10 November 2021	12 November 2021

Summary of comments: Satisfied with additional reports received. Originally suggested conditions and revised conditions relating to contamination to be applied to any permission granted.

5. Third Party Representations

65 letters of objection have been received from 54 different addresses. Seven letters have been received in support of the proposal.

Those supporting the application raise the following points:

- Cafe and shop are a much needed local service which would be good for residents and passing traffic
- Business units would bring life into the village
- Would provide jobs
- The footpath link to The Avenue is a benefit
- Landex are a good developer
- It would provide modern facilities and good opportunities for small businesses.

The objections can be summarised as follows:

- Site is outside the Settlement Boundary
- Scale of development is inappropriate in a 'Small Village'
- Unacceptable to have industrial units in a quiet village
- It would change the character of the village and not be in keeping with the existing settlement
- Existing buildings on the site are much smaller in scale

- Next 'stage' of a piecemeal development, undermining the Settlement Boundary
- The local road network is inadequate for additional traffic
- It would result in additional traffic coming through the village
- The increase in use of the Yarmouth Road/Nursery Lane junction would be dangerous
- Increased use of the Ufford 'triangle' junction would increase chances of accidents
- Visibility on The Avenue for the pedestrian crossing is poor
- Insufficient public transport to access the site
- Overflow car parking would cause problems for local residents
- A new shop or cafe would not be viable
- No need for a shop or cafe when others are available nearby e.g. Ufford Park, Melton, Woodbridge and Wickham Market
- No need for the business units when others remain vacant
- Proposed opening hours are too long
- Number of jobs proposed significantly more than the 15 when the nursery was operating
- Retail and hospitality jobs would compete with existing providers as workforce in these sectors is reduced
- Damage ecology - loss of habitats
- Bat population has been underestimated
- Surface water run-off would increase potentially causing flooding
- Too close to residential properties
- Housing is needed
- Insufficient public infrastructure e.g. broadband for business purposes
- Plans for the rest of the site are not detailed

6. Publicity

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

Category	Published	Expiry	Publication
Major Application	5 August 2021	26 August 2021	East Anglian Daily Times

Site notices

General Site Notice	Reason for site notice: Major Application Date posted: 5 August 2021 Expiry date: 26 August 2021
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7. Planning policy

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

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

SCLP4.3 - Expansion and Intensification of Employment Sites (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP4.5 - Economic Development in Rural Areas (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP4.6 - Conversion and Replacement of Rural Buildings for Employment Use (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP4.8 - New Retail and Commercial Leisure Development (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

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

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

SCLP8.1 - Community Facilities and Assets (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP9.1 - Low Carbon & Renewable Energy (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

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

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

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

SCLP9.7 - Holistic Water Management (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

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

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

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

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

SCLP12.34 - Strategy for the Rural Areas (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

8. Planning Considerations

Principle of Development

- 8.1 The application site lies outside of the defined Settlement Boundary of Ufford and therefore, in planning terms, is within the Countryside. While new employment development in the countryside may be more strictly controlled, the application site has had an element of previous commercial activity and shares a boundary with the existing settlement. The strategy for the rural areas, as set out in Policy SCLP12.34 of the Local Plan, is to support and enhance the vitality of rural communities and enhance the visitor experience whilst protecting and enhancing landscapes, and the natural, built and historic environment. This includes seeking to deliver, among other things, opportunities for employment development alongside the protection of existing employment uses.
- 8.2 Policy SCLP4.1 relates to Existing Employment Areas and states, in part, "Existing Employment Areas are identified in Area Specific Strategy Policies in Section 12 of the Local Plan and on the Policies Map or Neighbourhood Plans." The application site is not identified as an Employment Area in the Local Plan and Ufford does not have a Neighbourhood Plan, therefore this policy does not directly apply to the proposal. SCLP4.1 goes on to say that "Outside of the existing Employment Areas, the redevelopment or change of use of existing employment premises will be considered under Policy SCLP4.4."
- 8.3 Policy SCLP4.3 relates to the Expansion and Intensification of Employment Sites. This sets out that proposals to expand, alter or make productivity enhancements to existing employment premises may be permitted where certain criteria are met. This policy is not directly relevant to this application given the former use is no longer on the site and although the proposal would result in intensification of the site, the proposal does not relate to 'existing employment premises'.
- 8.4 The most relevant policy to this proposal is SCLP4.6 which relates to the Conversion and Replacement of Rural Buildings for Employment Use. This states that "replacement of rural buildings with employment uses will be permitted where:
- f) The proposal is of a similar size and scale to the building that is being replaced;
 - g) The proposal does not have an unacceptable impact on highway safety, local roads or the living conditions of local residents and exploits opportunities to make the location more sustainable by walking, cycling or public transport;
 - h) The proposal would not conflict with neighbouring uses;
 - i) The proposal is complementary to the setting of any historic or architecturally important buildings and reflects the form and character of the existing buildings;
 - j) The proposal would not result in a significant adverse environmental impact; and
 - k) The proposal enables farm, forestry and other land-based businesses to build the buildings and infrastructure they need to function efficiently."
- 8.5 The former use of the Crown Nurseries site was as a commercial and retail plant nursery. While much of the site area was taken up with growing, there were, and remain, a number

of buildings and structures on the site. Some of these were used directly in association with the nursery business while others were used by other business, albeit related to the nursery use such as a design and landscaping business. Other buildings and structures on the site were used for storage (including for vehicles, machinery and equipment), retail display areas, training rooms, plant preparation and propagation buildings, staff training and welfare. The majority of the existing buildings and structures are generally located towards the southern and eastern edge of the former Crown Nursery site. While the majority of the site area was previously used for horticulture (which falls within the definition of agriculture as set out in the Town and Country Planning Act 1990), there were also retail sales from the site, wholesale sales as well as the site being used as the base for a landscaping business (albeit with the landscaping work being carried out off-site). While only a relatively small proportion of the site would have fallen within the former Class B employment uses, the retail element as well as the horticultural/growing function did provide some employment.

- 8.6 The second part of Policy SCLP4.6 of the Local Plan (as detailed above) does support the principal of replacing existing 'rural' buildings with employment uses. While not wholly an 'employment' site with a lot of the previous use of the land and associated buildings being for horticulture and related uses and businesses, the site was used for commercial activity and, as a result, there are a number of buildings on the site. Criterion (f) of Policy SCLP4.6 requires that the proposed development is of a similar size and scale to the building to be replaced. The application states that the existing buildings and structures provide 1472 square metres of floorspace. While these are generally of a low height and located to the east of the site, therefore being further from the main public vantage points on Yarmouth Road/High Street, the proposed replacement buildings would have a footprint of 1521 square metres which is not significantly greater than that now proposed. Having said this, the height of the buildings, providing accommodation at first floor level within the roofspace, would noticeably increase the floorspace provided. Their location on the site (closer to Yarmouth Road/High Street) would also result in them being more prominent than the existing buildings which are located further to the east. A landscaping scheme would help to soften the visual impact of the development.
- 8.7 Therefore, while the footprint of the proposed new buildings is 'similar' to those to be replaced, the scale and intensity of employment use of the site would be more noticeably increased. There are, however, benefits of this, mainly in that the appearance of the site as a whole would be improved. The majority of the existing buildings and structures are in a poor state of repair having not all been of permanent construction initially and after having not been used or maintained for a few years no longer provide a functional purpose and their removal and tidying up of the site would provide a benefit to the appearance of this part of the site.
- 8.8 In relation to (g) of SCLP4.6, the Highways Authority have not raised any concerns regarding the capacity of the highway network nor the impact on highway safety. They originally objected due to a lack of information to make an informed decision, requiring updated traffic data given that the original data was taken from April 2021 when data was affected by pandemic restrictions. An additional Transport Assessment was then submitted which includes updated traffic data taken in March 2022. The Highways Authority have therefore confirmed that the revised data was a reasonably accurate representation of the transport trips and 85th percentile speeds in the local vicinity which will include trips from the recently completed Goldsmiths development. They also checked

the collision data for recorded injury collisions for the last 5 years and there are no trending collisions which require mitigation from this site. Therefore, they conclude that there are no grounds to recommend refusal on highway grounds under NPPF (2021) paragraph 111.

- 8.9 The scheme also proposes a new footpath link through the site to The Avenue which will enable a pedestrian link with the village hall, playing field and playground to the south. A new pedestrian access into the site from Yarmouth Road is also proposed.
- 8.10 Part (h) of SCLP4.6 requires the development to not conflict with neighbouring uses. The surrounding land uses include residential properties. The nearest of these are a terrace of three dwellings located immediately to the north-west of the application site. The proposed use of the business units within Blocks B, C and D is for Class E(g)(i) Office uses which the Use Classes order describes as uses which can be carried out in a residential area without detriment to its amenity. The nature of these proposed uses, as being those that can be carried out in a residential area without detriment to amenity, is therefore such that the principle of the use would be acceptable adjacent to residential dwellings. While the application does not set out the proposed opening hours for the Class E(g)(i) units, given these are located in closest proximity to the residential dwellings, it is considered reasonable to restrict these to 8am until 6pm Monday to Friday, 8am until 4pm Saturdays with no working on Sundays or Bank Holidays. If individual occupiers wished to extend these hours, this could be applied for and considered on a case-by-case basis in order that any additional impact can be properly considered.
- 8.11 The proposed retail and cafe unit located in Block A would be located furthest from the Goldsmiths development. They would be closer to the residential dwellings fronting Yarmouth Road, opposite, however would be approximately 40 metres from the dwellings themselves, across the highway. The proposed units are therefore not considered to result in any significant degree of noise and disturbance to those residents. The cafe unit is proposed to have opening hours of 7am until 8pm Monday to Saturday and 8am until 8pm Sundays and Bank Holidays. The retail unit is proposed to be restricted to opening hours of 7am until 8pm Monday to Friday, 7am until 9pm Saturdays and 8am until 8pm Sundays and Bank Holidays. These are not considered to be unreasonable opening hours for the type and size of the units proposed. The comments made by the Council's Environmental Protection Team in relation to the opening time of 7am are noted. Given that the retail and cafe unit are furthest from the 'Goldsmiths' development and the properties on Yarmouth Road, closest to the units would be across the highway, these units are further from residential properties. It is appreciated that a convenience retail use may require a relatively early opening time and therefore, considering the comments regarding noise and disturbance, it is considered appropriate to restrict activity on the site to 7am.
- 8.12 While there are some listed buildings further north along High Street, the application site does not affect their setting. The site borders a recent residential development to the north, former local authority semi-detached dwellings to the west and a more varied mix of property design to the east. The Ufford Conservation Area is located further to the south and west of the site and again, development of the site would not affect the setting of this. The proposed design approach for the development, as set out in the Design and Access Statement, is that of the form of traditional agricultural barns with the layout reflecting that at Goldsmiths to the north. They are 1.5 storeys, with shallow roof pitches, appropriate for pantiles. The proposed form, including simple blocks, reflects the simplicity

of vernacular buildings in the area, although they are generally deeper in their format due to the intended use and reflect current building technology to produce a sustainable development. While their form and character are not similar in many ways to the existing buildings and structures on the site, given their functional appearance clearly specific for their former use, it is considered that overall the development of the site and the design and appearance of buildings now proposed would result in a significant betterment of design quality of the site such that in this case, it would not be appropriate to replicate the size, form, quality and character of the existing structures.

- 8.13 Part (j) of SCLP4.6 requires that the proposal would not result in a significant adverse environmental impact. Prior to submission of the application, a request for a Screening Opinion under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 was made (DC/21/2289/EIA). This concluded that the proposed development was not considered to result in likely significant effects on the environment and therefore an Environmental Statement is not required. Impacts on the environment are discussed elsewhere in this report.
- 8.14 The application has set out that the nursery use is now redundant. Therefore, there would be no requirement for the horticultural business to build any buildings and infrastructure they need to function efficiently. While unlikely, the remaining undeveloped part of the site has some potential to be used for a horticultural, agricultural or other rural, land-based business, should the demand arise and subject to further application.

Conclusion in relation to the principle of the development

- 8.15 While the development does not comply exactly with all aspects of the policy detailed above, mainly in that the form and scale of building are different to those existing on the site, the Local Plan as a whole is supportive of economic development. It sets out that it will support the growth and development of the main economic drivers (e.g. Adastral Park and Felixstowe Port) as well as the need to provide the opportunities and conditions for small enterprises to start and flourish and create better, higher paid employment. It recognises that creating opportunities for businesses to invest and grow can facilitate and develop training opportunities and enhance skills and prospects for the local community. The development of this site would help to achieve this vision and, while in the countryside, it is well-related to existing development and would improve the overall appearance of the site, both by the improved design of buildings and the removal of existing structures which detract from the appearance of the site and their replacement with managed, landscaped areas. The proposal is also in accordance with paragraphs 84 and 85 of the NPPF which seek to enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings and the retention and development of accessible local services and community facilities, such as local shops (para. 84). The NPPF goes on to state that "Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements...The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist. (para. 85).

Design and Layout

- 8.16 The site layout follows on from the approved housing development to the north of the site which incorporated an upgraded access road into the whole of the original nursery site. The business units would be accessed from that road (Nursery Lane) and would be formed in a courtyard-style arrangement with central car parking areas. The car park surface would be light grey block pavers in the central area with shingle used in the more peripheral areas. The car parking/courtyard areas would be interspersed with planting.
- 8.17 The blocks of buildings would broadly follow the form of some agricultural barns with shallow roof pitches and deep planforms. While the main use of materials (pantile roofs and boarding) would be traditional, the overall appearance of the buildings would be much more contemporary with the addition of glazing, rooflights and solar panels.
- 8.18 Given the built development on the site is currently located further from the highway, the resulting development would be more prominent in the streetscene. The existing road frontage to Yarmouth Road is screened by a hedgerow with a small orchard inside the site, adjacent to the highway. The existing residential development at Goldsmiths, adjacent to the site, is prominent from Yarmouth Road/High Street. While the proposed development would inevitably be more prominent, it is not considered to be detrimentally so given the proposed hedge and tree planting along the highway boundary and that the land level slopes down into the site.
- 8.19 The proposed development would provide a pedestrian link through the site to The Avenue, thereby enabling easier and safer access to the community hall and recreation facilities opposite.

Residential Amenity

- 8.20 The closest neighbouring residential dwellings are a terrace of three, two-storey dwellings. While these were developed as part of the Goldsmiths development, they are the only three dwellings to be located on the southern side of Nursery Lane. The application site borders the south-western side boundary of the residential curtilage of the nearest dwelling. The nearest building proposed is Block C which would back onto the side of the neighbouring dwelling. While these would be 7 metres from the shared boundary, the part of the building closest to the neighbouring residential property would be 3 metres in height with the roof sloping away (to a maximum of approximately 8 metres at the ridge). This scale of building and separation distance is not considered to have an adverse impact on amenity as a result of loss of outlook, overbearing impact, or the loss of light or privacy. The dwellings opposite on Yarmouth Road are noticeably further from the development that such impacts would also not adversely affect the amenity of these residents.

Retail impact

- 8.21 The proposal includes the provision of a retail unit and a cafe, both of which are considered to be main town centre uses. Policy SCLP4.8 relates to New Retail and Commercial Leisure Development and seeks to locate such development within existing Town Centres, in accordance with the retail hierarchy. While the application site is an 'out of centre' location in terms of retail impact, its provision adjacent to an existing village and within an employment development is not considered to have any detrimental impact on

nearby Town Centres or District Centres. The nearest of these are Woodbridge Town to the south and Wickham Market to the north. A retail impact assessment for the development proposed is not required as the proposed retail unit (256 square metres) would fall well below the threshold as set out in the Local Plan (750 square metres in relation to Woodbridge).

- 8.22 While it cannot be controlled and the proposed E(a) retail use would permit any retail use, the application indicates that it may be suited to a convenience retailer. Whereas a more specialised retailer may not have the same local benefit, there is the potential for the retail unit, as well as the proposed café, to provide a community facility. Policy SCLP8.1 seeks to support new community facilities if the proposal meets the needs of the local community, is of a proportionate scale, well related to the settlement which it serves and would not adversely affect existing facilities that are easily accessible and available to the local community. While concern has been raised that such new facilities may detract from existing opportunities locally, most of these are further from the main core of the village. One such service is the café/restaurant offer at Ufford Park Hotel however it is not considered that this development would have any significant impact on the viability of that business given the café offer there is a small part of a much larger business. Similarly, the village pubs provide a different offer. Options further afield in Wickham Market, Melton or Woodbridge would likely involve a car journey and therefore the services being provided closer to the existing settlement and population would provide a service which may not otherwise be accessible to some.

Ecology

- 8.23 The application was accompanied by an Ecology Report (MHE Consulting, July 2021). In addition to this Ufford Parish Council submitted, as part of their objection, a bat survey related to the woodland to the south of the site (Parklands Wood) by Torc Ecology (June 2020).
- 8.24 The Ecology Report identifies a number of local level impacts on protected species and UK Priority habitats and species (under Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006)) which could occur as a result of the proposed development, in the absence of adequate mitigation and/or compensation measures. These include impacts on roosting, foraging and commuting bats, loss of a small area of UK Priority habitat (traditional orchard) and impacts on UK Priority species including toad, grass snake and hedgehog.
- 8.25 A small area of orchard exists on the western side of the site. Whilst identified as relatively young, nevertheless this area likely qualifies as the UK Priority habitat traditional orchard. Based on the submitted plans the whole area will be lost to the development. However, the Landscape Proposal drawing (ref. LSDP 1705.01) identifies that a new area of orchard planting will be established using heritage species in the south-east of the site. Subject to appropriate long-term management of this area being secured it appears likely that this will provide adequate compensation for the area to be lost.
- 8.26 Surveys of the site have identified day roosts of two bat species (common pipistrelle and soprano pipistrelle) which will be lost as a result of the development. Measures to mitigate and compensate for the loss of these roosts are proposed, and as recognised in the Ecology Report, a Natural England licence will be required before any works can proceed.

The Ecology Report also identifies that measures to control lighting are required to prevent adverse impacts on foraging and commuting bats, and this is particularly important given the information provided by the parish council in relation to bat presence in Parklands Wood to the south of the site. A plan detailing the proposed lighting for the site has been submitted and details of the lighting scheme are proposed to be secured by condition to ensure no adverse impact on bats.

- 8.27 The Ecology Report identifies that the proposed development has the potential to result in small scale adverse impacts on several UK Priority species, including toad, grass snake and hedgehog, along with potential impacts on nesting birds. The report highlights a number of required mitigation measures to address these impacts which would be secured by condition.
- 8.28 The Landscape Proposal drawing (ref. LSDP 1705.01) includes a number of ecological enhancements as part of both the landscaping scheme and included within the new buildings. Whilst these are welcomed, a Landscape and Ecology Management Plan (LEMP) is required to ensure that these are retained and suitably managed in the long term and a condition is suggested to secure this.
- 8.29 It is noted that the Landscape Proposal drawing shows the eastern/south-eastern side of the site as being seeded with a grass only seed mix. This is not maximising the potential biodiversity gains which could be achieved on the site and therefore a condition requiring a revised landscaping plan to include a seed mix with a proportion of flowering plants is proposed.

Landscape

- 8.30 The site forms part of the Crown Nursery site and currently comprises areas of woodland, orchard planting, specimen trees, unmanaged open space and a pond. There are also areas which were clearly previously the working plant nursery. The site falls mainly within the Ancient Rolling Farmlands landscape character type (LCT) as defined by the Suffolk Landscape Character Assessment and partly (to the north-east of the site) within the Rolling Estate Sandlands. Having considered the key characteristics of this LCT, apart from the woodland areas, the site is not especially typical of the LCT given that it has been worked as a plant nursery for many years. The woodland areas have a fairly high Ash content and much of this is showing signs of Ash dieback disease. There is also Dutch Elm Disease in Elm in marginal areas.
- 8.31 Much of the existing woodland on the wider Crown Nursery site, located to the south and south-east of the site, is outside of the application site. As the proposed application site includes the areas which are currently occupied by the existing buildings and structures and areas where the nursery growing and display took place, the existing woodland areas would be widely unaffected by the proposed development and the woodland would continue to provide screening to much of the site from The Avenue, and also from Yarmouth Road to the west, on the triangular junction, thereby reducing any impact on the wider landscape. The only breach in this screen will come from the footpath link access opposite the village hall access, but this would only be limited.
- 8.32 A landscaping scheme has been submitted with the application which shows hedge and tree planting around the main development area. It also shows a large area of grass to the

east of the site. While the principle layout of the landscaping scheme is acceptable, to ensure precise details of the planting scheme, particularly along the Yarmouth Road boundary and to seek additional ecological benefits within the planting mix of the grass meadow area, a condition will be imposed to secure further details of this, to ensure it is implemented and managed appropriately in the longer-term.

Sustainable Construction

- 8.33 The Local Plan forms part of the Council's wider corporate ambition to mitigate the effects of climate change that are embedded in the Strategic Plan. East Suffolk Council recognises we are in a climate emergency and is committed to supporting sustainable development, doing more to reduce its own carbon emissions, and to encourage communities to help fight climate change. The planning system plays a key role in seeking to achieve this. The Local Plan states that comprehensive sustainable construction that appropriately encapsulates the values of sustainability will be strongly supported by the Council. Sustainable construction methods can also help to reduce the running costs of development which is ever-more relevant given recent increases in energy prices. In order to support sustainable development and to address wider climate concerns, the Council has adopted a Sustainable Construction Supplementary Planning Document.
- 8.34 The application was submitted with a Sustainability Statement. This sets out that the commercial units have been designed to ensure that all unit are dual aspect, thereby providing effective cross ventilation and good levels of natural daylight. Glazing with a maximum g-value of 0.5 would be installed to reduce undesired solar gains, and thereby reducing reliance on comfort cooling in the summer months. Detailed Simplified Building Energy Model (SBEM) calculations have been undertaken for the commercial units within the scheme, and these have indicated that the commercial units will not have a high risk of high internal temperatures.
- 8.35 Air-source heat pumps and PV panels are proposed to provide renewable energy for the development. It has been estimated that the combination of the energy efficiency measures, heat pump and photovoltaic systems would reduce the annual carbon dioxide emissions of the site by 23,650 kg CO₂, which equates to a reduction of 46.1%.
- 8.36 It is proposed that each unit be fitted with a water meter to manage their own consumption. A site waste management plan would be produced for the scheme to identify opportunities to reduce usage of raw materials and to introduce recycling facilities on the site. It is considered that a specialist waste contractor would be appointed to undertake waste removal during construction - normally this would achieve recycling rates of more than 85%. Wherever possible, the new materials used will be sustainably sourced to achieve an A or A+ rating under the Green Guide. Recycled materials, and materials with low embodied energy will be specified wherever possible. Appropriate central refuse stores for general and recyclable waste would be provided for the scheme. Information on recycling would be contained within the information packs to be provided to each tenant, in order to provide details of what items should be sorted and recycled.
- 8.37 A BREEAM pre-assessment has been undertaken for the scheme. Buildings are assessed against the BREEAM criteria at both the design and post-construction stages using a system of environmental issues. The building's performance is expressed depending on the final score achieved. The BREEAM pre-assessment demonstrates that a 'Very Good' rating

could be achieved for the scheme, with a score of more than 55%. However, the Sustainability Statement sets out that it is considered that, for a scheme like this with multiple units, the high administrative and certification costs for undertaking multiple BREEAM assessments would make this unviable. The applicant therefore proposes that the principles of BREEAM are applied to the scheme, but that formal BREEAM assessments are not undertaken. The application states that it would be more sensible to allocate this money to achieving high standards of energy efficiency and sustainability, rather than purely on consultancy and administrative fees.

- 8.38 The Sustainable Construction SPD includes suggested standard planning conditions in order to help secure sustainable construction. One such condition requires a BREEAM New Build Post Construction Stage (PCS) final rating and certificate of assessment demonstrating the development achieved the 'Very Good' standard.
- 8.39 Policy SCLP9.2 of the Local Plan states that "All new non-residential developments of equal or greater than 1,000sqm gross floorspace are required to achieve the British Research Establishment Environmental Assessment Method 'Very Good' standard or equivalent unless it can be demonstrated that it is not viable or feasible to do so."
- 8.40 Other than stating that the BREEAM certification process would be costly, the applicant has not set out that it would make the development unviable. The financial implications of Policy SCLP9.2 Sustainable Construction were viability tested in the Whole Plan Viability Study (2019) and have been through examination. Therefore it is considered that the BREEAM certification should be required, to be policy compliant.

Flood Risk and Drainage

- 8.41 The application site lies within Flood Zone 1. Suffolk County Council as Lead Local Flood Authority has reviewed the submitted documents in relation to flood risk and Surface Water Drainage and can recommend approval of the application, subject to conditions (detailed below).

9. Conclusion

- 9.1 While the site lies within the Countryside, it is well-related (adjacent to) the defined Settlement Boundary of Ufford, a Small Village as defined in the Local Plan. The existing site comprises a number of buildings and structures which are now in a poor state of repair and while the proposal would not result in the intensification of the existing commercial use, nor was the former commercial use mainly (former) 'B-Class' employment uses, the site has been previously developed. The proposed development of business units, with the addition of a retail unit and cafe unit which could serve the local population as well as the proposed development, is considered to directly benefit the economy, providing support for small businesses as well as providing a service and facility for the local community. The benefits of the resulting development are therefore considered to support the economic objectives of the Local Plan and provide an attractively designed development which would overall improve the appearance of the site while retaining much of the woodland to the south which would also reduce any landscape impact.

10. Recommendation

10.1 APPROVE subject to controlling conditions as set out below

Conditions:

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

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

2. The development hereby permitted shall be completed in all respects strictly in accordance with:
Drawing nos. PA12A, PA13A, PA14A, PA15B, PA16A, PA17A, PA18A, PA030E, Planning Statement, Sustainability Statement, Design and Access Statement and Archaeology Report received 6 July 2021;
Drawing nos. PA002, PA20B, PA21C, PA22C, PA23B, PA24C, PA25B, PA36B, PA27C, PA29C received 26 July 2021;
'Response on LLFA comments on DC/21/3237/FUL dated 17th August 2021', Ingent, Surface Water Drainage Strategy, 2102-540_001 B, 20/08/2021, Ingent, Surface Water Drainage Strategy Basin Sections, 2102-540_003 A, 14/06/2021 and Ingent, Flood Risk Assessment and Drainage Strategy, 2102-540, June 2021 all received 20 August 2021;
Air Quality Assessment report by Redmore Environmental (Ref. 4933r1 dated 22 October 2021) received 10 November 2021;
Contaminated Land and Geotechnical Assessment by Nott Group (Ref. 73124/R/001 dated 3 November 2021) received 9 November 2021;
Transport Statement and drawing no. 5523 PA003J received 9 August 2022;
LSDP 1705.01A received 23 August 2022;
Wildlife Lighting Strategy received 23 September 2022;
for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

3. No works on the erection of any new building hereby permitted shall proceed above slab level until details of the roof and wall materials and finishes to be used have been submitted to and approved in writing by the local planning authority.

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

4. Prior to the commencement of development, a Construction Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. Development shall then only proceed in strict accordance with the approved plan.
The Construction Management Plan shall include the following matters:
a) parking and turning for vehicles of site personnel, operatives and visitors
b) loading and unloading of plant and materials

- c) piling techniques (if applicable)
- d) storage of plant and materials
- e) provision and use of wheel washing facilities
- f) programme of site and all associated works such as utilities including details of traffic management necessary to undertake these works
- g) site working and delivery times
- h) a communications plan to inform local residents of the program of works
- i) provision of boundary hoarding and lighting
- j) details of proposed means of dust suppression
- k) details of measures to prevent mud from vehicles leaving the site during construction
- l) haul routes for construction traffic on the highway network and
- m) monitoring and review mechanisms.
- n) Details of deliveries times to the site during construction phase.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase as well as ensuring noise, dust and light can be controlled in the interest of protection of neighbours' residential amenity.

5. The premises herein referred to, shall be used for the following uses and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning [Use Classes] Order 1987) (or any Order revoking or re-enacting the said Order), notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Unit 1 – Use Class E(a)

Unit 2 – Use Class E(b)

Units 3 – 13 – Use Class E(g)(i)

Reasons: For the avoidance of doubt as to what has been considered and approved and in order that the local planning authority may retain control over this development in the interests of amenity and the protection of the local environment.

6. Prior to the installation of any fixed plant or machinery (e.g., heat pumps, compressors, extractor systems, air conditioning plant or refrigeration plant), a noise assessment shall have been submitted to and approved in writing by the local planning authority. Only the approved equipment shall be installed and it shall be retained in its approved form thereafter. The noise assessment shall include all proposed plant and machinery and be based on BS4142:2014+A1:2019. A noise rating level (L_{Ar}) of at least 5dB below the typical background sound level (L_{A90,T}) should be achieved. Where the noise rating level cannot be achieved, the noise mitigation measures considered should be explained and the achievable noise level should be identified and justified.

Reason: In the interest of residential amenity and protection of the local environment: tonal noise can be annoying and disruptive.

7. All extract ventilation shall be vented via a filtered system, capable of preventing cooking odours, fumes, grease, dust, smoke and droplets from escaping the premises. Before the installation of such a system, details of -
 - i) The proposed filtration plant;
 - ii) Its ducted route through the building, and

iii) Its final discharge point 1 metre above roof level;
shall be submitted to the Local Planning Authority for approval. Only the approved scheme shall be installed at the premises, be fully functional prior to the first operation of the business, and be retained and maintained in the approved form thereafter.

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

8. No development (including any construction, demolition, site clearance or removal of underground tanks and relic structures) approved by this planning permission, shall take place until a detailed remediation method statement (RMS) has been submitted to, and approved in writing by, the LPA. The RMS must include, but is not limited to:
- details of all works to be undertaken including proposed methodologies, drawings and plans, materials, specifications and site management procedures;
 - an explanation, including justification, for the selection of the proposed remediation methodology(ies);
 - proposed remediation objectives and remediation criteria; and
 - proposals for validating the remediation and, where appropriate, for future maintenance and monitoring.

The RMS must be prepared by a competent person and conform to current guidance and best practice, including the Land Contamination Risk Management (LCRM).

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.

9. Prior to any occupation or use of the approved development the RMS approved under condition 8 must be completed in its entirety. The LPA must be given two weeks written notification prior to the commencement of the remedial works.

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.

10. A validation report must be submitted to and approved in writing by the LPA prior to any occupation or use of the approved development. The validation report must include, but is not limited to:
- results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met;
 - evidence that any RMS approved in pursuance of conditions appended to this consent has been carried out competently, effectively and in its entirety; and
 - evidence that remediation has been effective and that, as a minimum, the site will not qualify as contaminated land as defined by Part 2A of the Environmental Protection Act 1990.

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.

11. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. No further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety.
- An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS10175:2011+A2:2017 and the Land Contamination Risk Management (LCRM)) and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.
- Where remediation is necessary a detailed remediation method statement (RMS) must be prepared, and is subject to the approval in writing of the Local Planning Authority. The RMS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The approved RMS must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works.
- Following completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the LPA.

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

12. Prior to the occupation of each unit hereby permitted, proper facilities shall be provided for the storage and disposal of waste material. Such facilities should totally enclose and adequately protect all commercial waste from insect and rodent infestation and shall be retained thereafter. There shall be no burning of waste, either liquid or solid undertaken on site.

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

13. The premises hereby permitted shall not be occupied or used by staff or visitors other than between the hours as set out below for each unit:
- Unit 1 - 7.00am until 8.00pm Monday to Friday, 7.00am until 9.00pm Saturdays and 8.00am until 8.00pm Sundays and Bank Holidays
- Unit 2 - 7.00am until 8.00pm Monday to Saturdays and 8.00am until 8.00pm Sundays and Bank Holidays
- Units 3 - 13 inclusive - 8.00am until 6.00pm Monday to Friday and 8.00am until 4.00pm Saturdays with no working or opening on Sundays or Bank Holidays.

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

14. No other part of the development hereby permitted shall be occupied until the new access has been laid out and completed in all respects in accordance with drawing no. 5523 PA003 Rev J. Thereafter it shall be retained in its approved form.

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

15. All HGV delivery traffic movements to and from the site once the development has been completed, shall be subject to a Deliveries Management Plan which shall be submitted and approval in writing to the Local Planning Authority for approval. No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan. This should include the timing of deliveries and collection of goods which is recommended to be restricted to weekdays between 08.00 and 18.00 hours.

Reason: In the interests of highway safety, to ensure adequate servicing arrangements are provided for and to reduce or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas and to protect the residential amenity of neighbouring residents.

16. The use shall not commence until the area(s) within the site shown on drawing no. 5523 PA003 Rev J. for the purposes of loading, unloading, manoeuvring and parking of vehicles has /have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

Reason: To ensure that sufficient areas for vehicles to be parked are provided in accordance with Suffolk Guidance for Parking (2019) where on-street parking and or loading, unloading and manoeuvring would be detrimental to the safe use of the highway.

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

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

18. Notwithstanding the locations set out in plan 5523 PA003 Rev J, prior to the commencement of development, details of the infrastructure to be provided for electric vehicle charging points 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. Charge points shall be Fast (7-22KW) or Rapid (43KW) chargers.

Reason: In the interests of sustainable travel provision and compliance with Local Plan Sustainable Transport Policies and to minimise emissions and enhance local air quality.

19. Prior to development of any new building proceeding above ground floor slab level, details of the areas to be provided for the secure, covered and lit cycle storage including electric assisted cycles 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 promote sustainable travel by ensuring the provision at an appropriate time and long term maintenance of adequate on-site areas and infrastructure for the storage of cycles

and charging of electrically assisted cycles in accordance with Suffolk Guidance for Parking (2019).

20. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority (LPA). Thereafter, only the approved scheme shall be implemented and retained in its approved form.

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

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

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

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

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

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

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

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

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

24. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Ecology Report (MHE Consulting, July 2021) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

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

25. No removal of hedgerows, trees, shrubs, brambles, ivy and other climbing plants if appropriate, or works to or demolition of buildings or structures that may be used by breeding birds 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.

26. Prior to any construction above slab level, precise details of the exact lighting to be installed shall be submitted to and approved in writing by the local planning authority so that it can be clearly demonstrated that areas to be lit will not impact on protected species. The exact details of all external lighting shall be in accordance with the Wildlife Lighting Strategy (MHE Consulting) submitted with the planning application, and shall be maintained thereafter in accordance with the Strategy and the approved details. 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 (particularly bats) from external lighting are prevented.

27. Development (including demolition) of any of the existing buildings on site identified as containing bat roosts shall not in any circumstances commence unless the local planning authority has been provided with either:
- a) a licence issued by Natural England pursuant to The Conservation of Habitats and Species Regulations (2017) (as amended) authorising the specified development to go ahead or demonstration that the appropriate Natural England Class Licence is in place to allow works to commence; or
 - b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified development will require a licence.

Reason: To ensure that the legislation relating to protected species has been adequately addressed as part of the implementation of the development.

28. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to 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.

29. Prior to commencement of development, details of fire hydrants to be installed within the development shall have been submitted to and approved in writing by the local planning authority. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.
Only the approved scheme shall be implemented and retained in its approved form thereafter.

Reason: In the interests of safety, to ensure there is sufficient infrastructure in the event of emergency.

30. Notwithstanding the submitted drawing, within 3 months of commencement of development, precise details of a scheme of landscape works (which term shall include tree and shrub planting, grass, earthworks, carpark and footpath areas, and other operations as appropriate) at a scale not less than 1:200 shall be submitted to and approved in writing by the local planning authority.

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

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

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

32. No development shall commence until there has been a management plan for maintenance of the open spaces to include the access drive, the associated landscaped areas, car parking and the open space submitted to and approved in writing by the local planning authority.

The maintenance plan should include, long term design objectives, management responsibilities and a scheme of maintenance for both the hard and soft landscaped areas for a period of at least 20 years. The schedule should include details of the arrangements for its implementation. The development shall be carried out in accordance with the approved management plan.

Reason: To ensure the site is properly maintained in the interest of visual amenity.

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

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

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

The following points should be noted for consideration prior to detailed design and/or the submission of any discharge of conditions application:

1. Infiltration testing must be completed, in full accordance with BRE365 methodology at the location and depth of proposed SuDS to determine any infiltration potential. The testing submitted with DC/21/3237/FUL is not compliant with BRE365 methodology as it uses extrapolated data for all but one of the test runs
2. Consideration should be given to the use of source control SuDS where site constraints (gradient and layout) allow. Consideration should specifically be given to permeable paving in parking areas where gradients are no greater than 1:20. Rain gardens should be considered in the areas of green space already identified adjacent parking areas
3. The detailed landscaping of SuDS
4. Dependant on the detailed landscaping design, these SuDS may be adoptable by Anglian Water, with the landscape aspect being managed and maintained by a maintenance company under agreement with Anglian Water, who would be responsible for the asset as a 'surface water sewer' with respect to flood risk and treatment of surface water

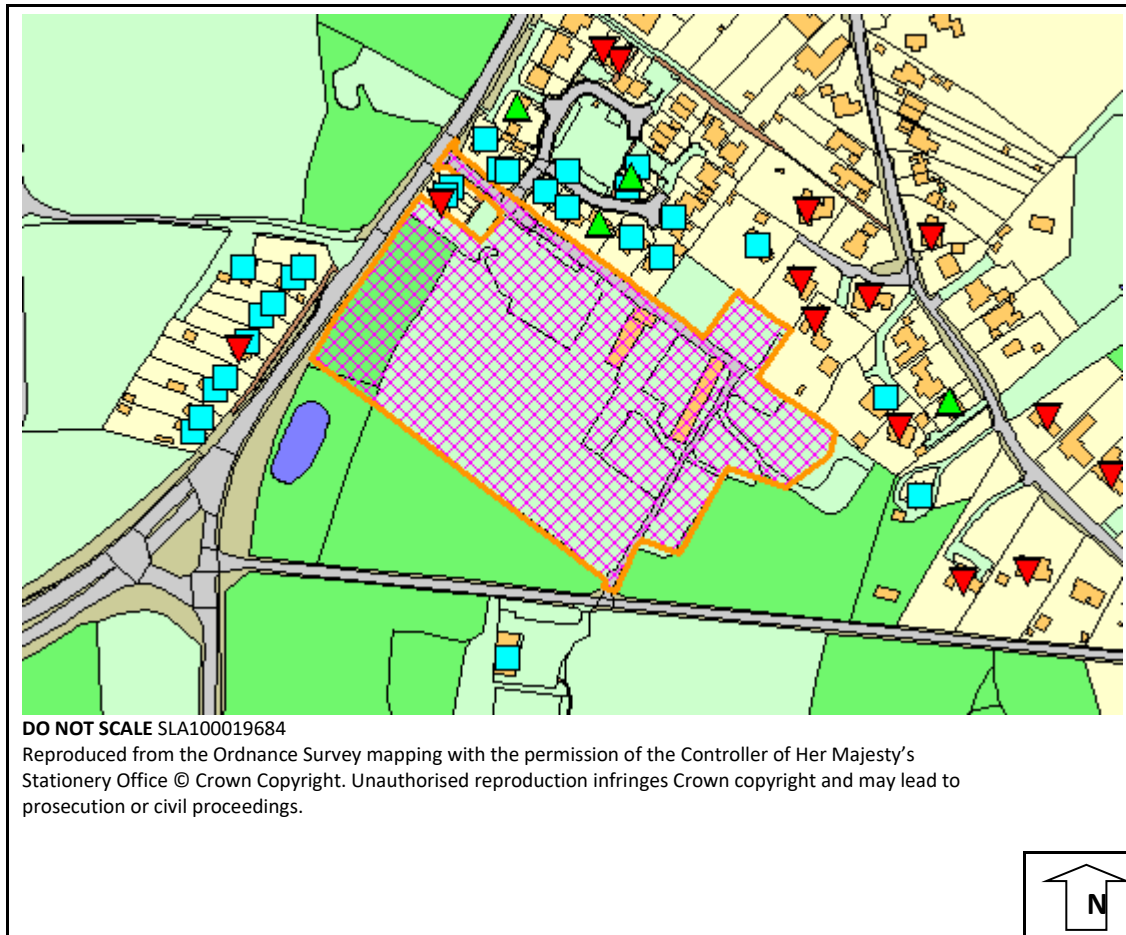
5. The current hydrobrake orifice size of 79mm is lower than the recommended minimum by SCC LLFA. However, given the proposed upstream SuDS, which includes larger orifices, the risk of blockage is reduced. Infiltration testing may highlight some losses through infiltration which could reduce the design head and in turn allow for an increase in orifice size.

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.
Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.
The County Council must be contacted on Tel: 0345 606 6171.
For further information go to:
<https://www.suffolk.gov.uk/roads-and-transport/parking/apply-and-pay-for-a-dropped-kerb/> or:
<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>
A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.
4. The applicant's attention is drawn to the comments from the Suffolk Police Designing Out Crime Officer. It is advised that comments and suggestions made within this letter are incorporated into the scheme design where possible.
5. The applicant's attention is drawn to the comments received from Suffolk Fire and Rescue Service recommending that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system.

Background information

See application reference DC/21/3237/FUL on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support

Committee Report

Planning Committee South – 18th October 2022

Application no DC/22/1117/FUL

Location

Low Farm
Ipswich Road
Waldringfield
Suffolk
IP12 4QU

Expiry date 24 July 2022

Application type Full Application

Applicant Mr Jack York

Parish Waldringfield

Proposal Continuation of use of land as a caravan and camping site for up to 70 pitches together with the creation of a new access off Ipswich Road

Case Officer Danielle Miller
07799 071744

Danielle.miller@eastsoffolk.gov.uk

1. Summary

- 1.1. The application site relates to Low Farm Campsite located just outside the settlement boundary for Waldringfield on Ipswich Road. The wider site currently consists of a number of activities including holiday lets at the entrance and a separate let further into the site; a residential dwelling with agricultural tie; a caravan which has a lawful use certificate to be used as a residential dwelling; a farm compound and storage building.
- 1.2. The site is also host to the camp site which has 56 electric pitches and a further 14 unserviced pitches in a woodland setting.
- 1.3. The proposal seeks to regularise the position with regard to the current level of use, which is 70 pitches; as well as to create a new access off Ipswich Road.
- 1.4. Waldringfield Parish Council have a holding objection which is set out in full in the consultation section of this report and summarised as the following:

- *Lack of evidence to suggest 70 pitches are currently in use.*
- *Assess impact of additional visits on the village and Deben SPA and RAMSAR*
- *New access located in the countryside and a 60mph road.*
- *Traffic survey carried out in October not a true representation of traffic numbers in the spring and summer*
- *Concerns over highways safety*
- *Concerns over removal of part of hedgerow*
- *Lack of detail on gate*
- *Wish to see more details of on-site facilities*
- *Lack of lighting plan*

"Until further information is submitted, and our queries/concerns are resolved, Waldringfield Parish Council is unable to support this application and therefore maintains a "holding objection". Should ESC be minded to approve this application, in addition to the above, we would seek conditions that include: 56 day maximum caravan stay, no flood lighting and some restriction on visitor arrival & departure times i.e. not 24 hours."

- 1.5. This is a comprehensive submission where work has been undertaken prior to submission with the Local Highway Authority to establish suitable and workable solutions with limited impact. A thorough LVIA has been submitted along with an ecology report, all of which have been endorsed by consultee responses and the councils' officers.
- 1.6. Officers conclude that the proposals accord with the principles set out in the local plan in terms of its landscape and tourism policies and meet the requirements of the NPPF in terms of its setting.
- 1.7. The application was presented to the referral panel on 17th September 2022 as officers are 'minded to' approve the application contrary to the parish council's objection. The referral panel concluded that there were material planning considerations which warranted discussion by the planning committee.

2. Site Description

- 2.1. Low Farm is located on the western approach to Waldringfield; located within an Area of Outstanding Natural Beauty (Suffolk Coasts and Heaths AONB).
- 2.2. The part of Low Farm which is the campsite adjoins the north-western edge of the existing settlement boundary of Waldringfield and is itself bordered to the north and west by Waldringfield Heath Golf Course.
- 2.3. The Low Farm site frontage faces Ipswich Road to the south with an open arable field on the other side of Ipswich Road, extending to the existing, rear domestic curtilages of dwellings on Cliff Road.

- 2.4. Low Farm Campsite is located just outside the settlement boundary for Waldringfield on Ipswich Road. The wider site currently consists of a number of activities including holiday lets at the entrance and a separate let further into the site; a residential dwelling with agricultural tie; a caravan which has a lawful use certificate to be used as a residential dwelling; a farm compound and storage building.
- 2.5. The site is also host to the camp site which has 56 electric pitches and a further 14 unserviced pitches in a woodland setting. There are toilet blocks and facilities associated with this use. There is currently one access into the site which is the access for all of the current uses noted above in relation to the wider site.
- 2.6. The application site has an extensive history of use as a caravan and camping site. Notwithstanding this the application submission includes a series of Google Earth extracts which identify the use taking place prior to the 2009 consent.
- 2.7. Planning Application C09/0644, *Continuation of use of land as caravan site, including temporary retention of associated buildings*, was granted permission in 2009 to regularise the use of part of the land at Low Farm as a camping and caravan site at that time. A condition (3) of that consent was that the use be restricted to a relatively small part of Low Farm and to a maximum of 35 pitches.
- 2.8. Other planning history relevant to the above include:
- C/10/0831 - Demolition of existing WC block and porta cabin, erection of new WC and shower block and mess hall.
 - C/13/0806 - underground cabling between Bramford and Bawdsey

3. Proposal

- 3.1. The proposal seeks to regularise the position with regard to the current level of use, which is 70 pitches; as well as to create a new access of Ipswich Road.
- 3.2. The use, existing and proposed in this 'continuation of use' application, is that of a caravan and camping site for up to a maximum 70no. pitches. Presently there are 56no. pitches with services hook up points on the land and a further 14no. pitches (including 3 no. camping pods) located in the wildlife area which are without services and these will be maintained.

4. Third Party Representations

- 4.1. One letter of objection has been received from the Parish Council's Tree Warden who is a local resident.
- 4.2. The objection relates to the new access due to the removal of 125m of hedgerow which is old elm hedge to the farm fields formerly on the site. Although affected by Dutch Elm disease the hedgerow remains an important feature as a wildlife corridor and home to many species of invertebrates, birds and most probably bats, reptiles and amphibians which are abundant around here. Rabbits, hares, badgers, foxes and hedgehogs are also often around. The hedge appears on old maps and is very likely to be more than 200 years old.

5. Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Waldringfield Parish Council	7 June 2022	28 June 2022
<p>“Based on the information submitted with this application Waldringfield Parish Council is unable to support this application and therefore maintains a "HOLDING OBJECTION".</p> <p>We do so for the following reasons.</p> <p>We understand that this application includes two separate but related proposals.</p> <ol style="list-style-type: none">1. Regularisation and authorisation of numbers of camping/caravan pitches to 70 total from the 35 already approved by condition of planning permission C/09/06442. Creation of new site access off Ipswich Road to serve Camping and Caravan site. <p>Firstly, we would like to commend the applicant and to thank them for the detail supplied with the application including the pre application advice, all of which is extremely helpful.</p> <p>However, the Parish Council does have some queries and some concerns.</p> <p>Re: 1. Regularisation and authorisation of numbers of camping/caravan pitches to 70 total.</p> <p>The application Planning Statement includes a marketing diagram of the site indicating the availability of 70 pitches, but we have found nothing in the application to show this number of pitches are regularly in use. We would therefore ask for evidence to confirm the number of camping/caravan pitches regularly occupied at the campsite.</p> <p>If fewer than 70 pitches are currently and regularly occupied, we would then wish to assess the impact of the increase in visitor numbers on the village & the Deben SPA & RAMSAR.</p> <ul style="list-style-type: none">• See Policy SCLP10.2: Visitor Management of European Sites, and• Policy SCLP6.5: New Tourist Accommodation a) and• Policy SCLP10.1: Biodiversity and Geodiversity <p>But if 70 or more are regularly accommodated on the site via the existing access, we would question the need for the second part of this application i.e. to create a new, large vehicular access with all the issues that entails.</p> <p>Re: 2. Creation of new site access off Ipswich Road.</p> <p>The proposed new entrance would be outside the settlement boundary, so in the "countryside" in planning terms and of course is in the AONB. The entrance would be on the derestricted section of Ipswich Road - speed limit 60 mph.</p> <p>This section of Ipswich Road, the main access route to the village, is a narrow and twisting road. The proposed entrance is close to a bend in the road to the west. Even with the proposed visibility display,</p>		

we would question if vehicles travelling from the west would see in time to stop, to avoid for example an emerging car with caravan attached manoeuvring out of the entrance and blocking the narrow Ipswich Road.

- See applicant photograph V2 Ipswich Rd.png

The existing entrance has the benefit of being opposite an open entrance to a neighbouring property. Whilst not ideal, this does provide some extra width should an emergency manoeuvre be necessary to avoid a collision on the road.

We note that the traffic surveys were completed in the month of October. This does not reflect the significant increase in traffic numbers on this road during the spring & summer months generated by Waldringfield Sailing Club members & visitors, sometimes towing boats, plus the high level of visitors to the very popular “all day” local public house, The Maybush. This needs to be considered alongside the in-combination effect of additional traffic movements that will be generated by the approved application for 2000 new dwellings etc at Brightwell Lakes.

We would therefore wish to see a new traffic survey conducted during the Spring/Summer period.

See *Policy SCLP7.1: Sustainable Transport a) & b)*

This level of traffic also of course has an impact on pedestrian safety. We do not accept the validity of Planning Statement 5.14 which states “..... *all walkers, walk safely on the road because of the relatively low volumes of traffic and its low speed, as the traffic survey data demonstrates*”.

This is based on an October Survey— see above, and therefore is not a true reflection of traffic movements experienced in the Spring, Summer & early Autumn months.

Any increase in the number of pedestrians emerging onto a notoriously dangerous, blind bend with no footpath at the corner of Fishpond & School roads will carry significant risk to pedestrians. (SCC highways have previously recognised this issue and working with WPC have tried to produce a safer design for this corner but no solution has yet been found.) See *Policy SCLP7.1: Sustainable Transport g)*

Paragraph 5.16 includes “*a plan extract showing one of the recommended OS based walks (red line on the extract) with Low Farm marked on and from which it can be seen that access to walks in the area are positively advocated using ‘country lanes’. This provides access to the wider area, all part of the tourist offer of the area.*”

It should be noted that the recommended walking route illustrated follows designated PROW footpaths, and “country lanes”, one of which is designated as a “No unauthorised vehicles” lane, the second is a designated “Quiet Lane”. It does not include the main vehicle routes of Ipswich Rd.

We are also very concerned about the removal of a very significant stretch of 125 mts of mixed hedging and the negative impact this will have. Although the application includes the planting of replacement hedging this will take a number of years to become an effective boundary screen.

- See *Policy SCLP6.3: Tourism Development within the AONB and Heritage Coast d)*

We welcome the Ecology Report but suggest that the Oak trees identified as T1 & T2 in the report should be given a TPO designation by ESC prior to determination of the planning application to ensure the protection of the oak trees. As ESC is fully aware, without such a designation, any planning conditions ESC might apply regarding the retention of existing trees would be unenforceable.

We also welcome the planting detail in paragraph 5.10 COMPENSATION of the same report

Residual significant negative effects upon habitats and species requiring compensation relate to the loss of the hedgerow.

The proposed site landscaping includes planting of a mixed native species hedgerow. This should be planted densely and double width to maximise hedgerow growth and form in the dry ground conditions. The following species are recommended for inclusion based on the dry soil conditions present locally:

- *Hawthorn and plum (50%)*
- *Remaining 50% a mix of:*
- *Dog rose (Rosa canina)*
- *Field maple (Acer campestre)*
- *Wild privet (Ligustrum vulgare)*
- *Elder (Sambucus nigra)*
- *Wych elm (Ulmus glabra)*

To offset loss of nesting habitat, 4 sparrow terraces and 6 open fronted boxes (Appendix A4) should be erected on suitable trees and buildings across the site. The orientation and height of each box should be agreed with a suitably experienced ecologist (e.g., ECoW) on site.

However, as the above are recommendations, for the avoidance of doubt, we would wish to see these planting details incorporated into a revised version of the Arboricultural Plan/Planting Plan, currently (017115816, Drawing Tree Survey & AIA LSDP 1734.01) and to be included in any relevant conditions applied in the event of planning consent being given.

We are concerned that no details are provided re the automatic check in gate - is this a pole or a solid structure? We would ask the applicant to provide an artist impression of the proposed finished entrance - particularly important as in the AONB and the gateway to the village. Similarly we seek more detail of the materials to be used for the surface treatment of the entrance.

See Policy SCLP6.3: *Tourism Development within the AONB and Heritage Coast d), e) & f)*

We would wish to see a more detailed plan of the pods/toilet/washing facilities & where not connected to mains water & waste, the arrangements for access & disposal.

We would wish to see detail of any other facilities on-site such as a picnic area etc to offer some on-site mitigation to help reduce the increased visitor numbers to SPA.

We don't understand what is meant by the wording of para 5.12 of the Planning Statement.

"The new access will also provide the opportunity to achieve safer access by increasing the visibility splays of the access to the campsite combined with a proposed road width of 4.5m. A standard form of access Suffolk County Council, 'DM04' is proposed, sited at a point central to the property's frontage to the Ipswich Road or where the requisite visibility splays can be achieved. This will have visibility splays of 59m and 59m to the west and east from a 2.4m setback."

Where is the “*proposed road with a width of 4.5m*”? The access plan shows a width of 6m at the point of the automatic gate and little beyond the gate. We would wish to see more detail of the internal roads/tracks to understand the connections across the site, surface treatment etc and to clarify to what the 4.5m is referring.

We are pleased to see lighting details have been mentioned but suggest a detailed lighting plan is required, taking particular account of the dark skies policy within the AONB. The neighbouring former Golf Course is in the process of rewilding with the increased level of wildlife activity in the area.

See Policy SCLP6.3: Tourism Development within the AONB and Heritage Coast h)

Until further information is submitted, and our queries/concerns are resolved, Waldringfield Parish Council is unable to support this application and therefore maintains a "holding objection".

Should ESC be minded approving this application, in addition to the above, we would seek conditions that include: 56 day maximum caravan stay, no flood lighting and some restriction on visitor arrival & departure times i.e. not 24 hours.

ESC policies considered in the above response include:

Policy SCLP10.2: Visitor Management of European Sites

The Council has a duty to ensure that development proposals will not result in an increase in activity likely to have a significant effect upon sites designated as being of international importance for their nature conservation interest.

Policy SCLP6.5: New Tourist Accommodation

Proposals for new tourist accommodation will be acceptable where:

a) The demand or need for tourist accommodation is clearly demonstrated;

d) They do not have a material adverse impact on the AONB or its setting, Heritage Coast or estuaries;

Policy SCLP10.1: Biodiversity and Geodiversity

Proposals that will have a direct or indirect adverse impact (alone or in-combination with other plans or projects) on locally designated sites of biodiversity or geodiversity importance, including County Wildlife Sites, priority habitats and species, will not be supported unless it can be demonstrated with comprehensive evidence that the benefits of the proposal, in its particular location, outweighs the biodiversity loss.

Policy SCLP6.2: Tourism Destinations

The Council will support proposals for tourism development that contribute to the broad appeal, accessibility and year round nature of destinations across the plan area. Tourism proposals should be of the highest standard of design and seek to protect and enhance the special character and interest of the destinations and the distinctiveness of the area with particular regard to sensitive landscapes and heritage assets.

Where necessary, applications for new destinations or the redevelopment or extension/intensification of destinations will need to be subject to screening under the Habitats Regulations. Any destinations which would result in significant adverse effects on European sites which could not be appropriately mitigated will not be permitted. A Landscape and Visual Impact Assessment will also be required where

the destination is in an area of landscape sensitivity in accordance with the Landscape policies.

6.20 Tourism can take many forms but within the AONB, the Local Plan will only support developments and proposals which are of a higher standard of design, that reduce the impacts on the environment, by where appropriate, reusing existing buildings and which satisfy the primary purpose of designation, that is to conserve and enhance the special qualities of the AONB. Opportunities for innovative contemporary design are welcomed in appropriate locations within the AONB. The success of the tourism industry and the conservation of the AONB are not mutually exclusive. In this regard a supportive tourism strategy must acknowledge the importance of the scenic beauty and special landscape qualities of the AONB and the benefits associated with collaboration and communication between tourism businesses, visitors, local communities, and the AONB Partnership.

Policy SCLP6.3: Tourism Development within the AONB and Heritage Coast

Applicants are encouraged to engage with local communities and the Suffolk Coast and Heaths AONB Management Unit in evolving development proposals, with the aim of delivering development that takes an active role in the management of the local area. Tourism development in the AONB, or its setting and Heritage Coast will be supported where it:

- a) Enhances the long term sustainability of the area;*
- b) Is of a scale and extent that does not have a significant adverse impact on the primary purpose of the AONB designation;*
- c) Is well related to existing settlements and / or supporting facilities;*
- d) Avoids, prevents or mitigates for adverse impacts on the natural environment;*
- e) Supports the conservation and enhancement of the natural beauty and special qualities of the AONB and its setting;*
- f) Is of the highest design standards and where appropriate reuses existing buildings;*
- g) Promotes innovative, contemporary design in appropriate locations;*
- h) Minimises light pollution from artificial light sources and ensures the retention of dark skies;*
- i) Avoids locations sensitive to the exposed nature of the AONB and Heritage Coast; and*
- j) Demonstrates sustainable aspects of the development during construction and throughout the life of the development. Renewable energy provision is strongly encouraged.*

Policy SCLP7.1: Sustainable Transport

Development proposals should be designed from the outset to incorporate measures that will encourage people to travel using non-car modes to access home, school, employment, services and facilities. Development will be supported where:

- a) Any significant impacts on the highways network are mitigated;*
- b) It is proportionate in scale to the existing transport network;*
- g) It reduces conflict between users of the transport network including pedestrians, cyclists, users of mobility vehicles and drivers and does not reduce road safety; and*

h) The cumulative impact of new development will not create severe impacts on the existing transport network."

Statutory consultees

Consultee	Date consulted	Date reply received
Natural England	25 July 2022	26 August 2022
<p>Summary of comments:</p> <p>NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED</p> <p>Consider that without appropriate mitigation the application could have likely significant effects (LSE) on the integrity of:</p> <ul style="list-style-type: none"> o Deben Estuary Special Protection Area (SPA) o Deben Estuary Ramsar site o Alde-Ore Estuary SPA o Alde-Ore Estuary Ramsar site o Orfordness-Shingle Street Special Area of Conservation (SAC) o Sandlings SPA o Stour and Orwell Estuaries SPA o Stour and Orwell Estuaries Ramsar site o damage or destroy the interest features for which the underpinning Sites of Special Scientific Interest (SSSIs) for the above European sites have been notified. <p>In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures are required / or the following mitigation options should be secured:</p> <ul style="list-style-type: none"> o The mitigation required as suggested within the Habitats Regulations Assessment (HRA, East Suffolk Council, 24/08/2022), is a proportionate financial contribution to support the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy. The agreement of the reduced payment as outlined in the HRA is £1,873.78, to account for seasonal occupancy. This amount is considered sufficient to mitigate the in-combination impacts which will potentially arise from the application. <p>Advice that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.</p> <p>Natural England's further advice on designated sites/landscapes and advice on other natural</p>		

environment issues is set out below.

Consultee	Date consulted	Date reply received
SCC Coasts And Heaths Project	28 June 2022	19 July 2022
<p>Summary of comments:</p> <p>While the removal of the existing length of roadside hedge is regrettable and has the potential to open up views into the site, the AONB team recognise that any landscape and visual impacts will be temporary and very localised. The new hedge will also be more species diverse. The inclusion of oak trees will also add structural diversity along this frontage once the scheme establishes. The AONB team welcome that the new hedge will continue from the proposed access junction into the site. This planting will help to soften the visual impacts of the new access within the AONB.</p> <p>The AONB team welcomes that a Landscape and Visual Impact Assessment (LVIA) has been submitted with the application and the team broadly concurs with the findings in the LVIA about the landscape and visual impacts that will arise from the proposal. While the LVIA did not include a section 8 on mitigation, (Section 8 is missing), the AONB team is satisfied that the proposed planting discussed in other sections of the LVIA, in time, will help provide mitigation for the hedgerow removed to deliver the new access and once established will help to conserve and enhance the landscape character and special qualities of this part of the AONB.</p> <p>The AONB team fully endorse all the recommendations in the Ecology Report submitted to support the proposal.</p>		

Consultee	Date consulted	Date reply received
SCC Highways Department	7 June 2022	8 June 2022
<p>Summary of comments:</p> <p>No objection standard conditions recommended.</p>		

Non statutory consultees

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	7 June 2022	7 July 2022
<p>Summary of comments:</p>		

No objection. Condition on any consent to ensure that there are adequate facilities for the storage and disposal of waste to the enlarged site and informative on Water Supply both recommended.

Consultee	Date consulted	Date reply received
East Suffolk Ecology	7 June 2022	20 July 2022
<p>Summary of comments:</p> <p>I have read the Ecology Report (MHE Consulting, May 2022) and I note the conclusions of the consultant.</p> <p>With regard to the proposed creation of a new access off of Ipswich Road, I agree with the conclusion of the ecological consultant that whilst there will be a short-term loss of boundary habitats, subject to the implementation of the identified mitigation and compensation measures there will be no significant adverse ecological impacts. Conditions are recommended below to secure the implementation of the necessary measures. With regard to the potential for the proposed development to result in impacts on nearby European designated sites (Habitats Sites), a separate draft Habitats Regulations Assessment (HRA) has been undertaken. This concludes that, subject to the advice of Natural England, the proposed development will not result in an adverse effect on the integrity (AEOI) of such sites, provided that a proportionate financial contribution to the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) is secured.</p>		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	28 June 2022	19 July 2022
<p>Summary of comments:</p> <p>No objection comments included within officer report.</p>		

Publicity

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

Category	Published	Expiry	Publication
Major Application	8 September 2022	29 September 2022	East Anglian Daily Times

Site notices

General Site Notice	Reason for site notice: General Site Notice
	Date posted: 8 June 2022
	Expiry date: 29 June 2022
General Site Notice	Reason for site notice: Major Application
	Date posted: 6 September 2022
	Expiry date: 27 September 2022

6. Planning policy

National Planning Policy Framework 2021

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

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

SCLP6.1 - Tourism (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP6.2 - Tourism Destinations (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP6.3 - Tourism Development within the AONB and Heritage Coast (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

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

7. Planning Considerations

7.1. The application relates to two elements:

- Regularisation and authorisation of increased number of camping/caravan pitches to 70 total from the 35 already approved by condition of planning permission C/09/0644.
- Creation of new site access off Ipswich Road to serve Camping and Caravan site.

Principle of Development

7.2. The site currently has permission for 35 pitches under planning consent C/09/0644, however this permission was based on a smaller site area than that currently proposed. The supporting statement notes that the site has been operating above that threshold and on this extended site area for some time without any negative impact. Officers have done some map regression work and confirm that this site area was never included within the golf

course; it has been an historic field boundary since at least 1945. Furthermore the maps show that the area has been used for camping since at least 2007. The reason for restricting the number of pitches was noted as being in the interests of amenity and protection of local environment. The site does lie within the AONB where particular attention should be paid to the special qualities of the landscape. The officer's report for the 2009 application notes that the site is in a well screened location and has been in operation as a campsite since 1989.

- 7.3. The boundary hedgerows are well established, and the overall site area has not changed since that of the 2009 application. The additional pitches will be lost in the landscaping and not visible from vantage points across the AONB. The council's fallback position would be looking at a lawful development certificate in this instance where the applicant could provide evidence that the site has been used above the 35 pitch threshold for over 10 years.
- 7.4. Local policies are supportive of tourism under SCLP6.1, where policy SCLP6.3 Tourism Development within the AONB and Heritage Coast notes that Tourism development in the AONB, or its setting and Heritage Coast will be supported where it:
- a) Enhances the long term sustainability of the area;
 - b) Is of a scale and extent that does not have a significant adverse impact on the primary purpose of the AONB designation;
 - c) Is well related to existing settlements and / or supporting facilities;
 - d) Avoids, prevents or mitigates for adverse impacts on the natural environment;
 - e) Supports the conservation and enhancement of the natural beauty and special qualities of the AONB and its setting;
 - f) Is of the highest design standards and where appropriate reuses existing buildings;
 - g) Promotes innovative, contemporary design in appropriate locations;
 - h) Minimises light pollution from artificial light sources and ensures the retention of dark skies;
 - i) Avoids locations sensitive to the exposed nature of the AONB and Heritage Coast; and
 - j) Demonstrates sustainable aspects of the development during construction and throughout the life of the development. Renewable energy provision is strongly encouraged.
- 7.5. Furthermore, policy SCLP4.5 supports the growth of the rural economy where the scale of development is appropriate and compatible with the surrounding land uses. The proposed increase in the number of pitches has already taken place and has been in use both before and since the grant of the permission in 2009, so any impact is imperceptible by absence of evidence of any harm or detrimental impact. It also demonstrates that the site is capable of catering for the 70 pitches and so there are no capacity issues. The submitted LVIA and Ecological Assessment draw the conclusions that there will be no conflict with the local plan, which has been validated by consultees responses.

- 7.6. New Tourist Accommodation is addressed under policy SCLP6.5 and whilst this site is not considered to be new, the additional pitches could be perceived this way. Given that the site has already operated above its permitted level there is a clear demand for accommodation on this site. The local plan sets out that a large amount of the district's economy is based on tourism and as such its growth is often welcome where it is correctly mitigated.
- 7.7. The campsite is already in existence and the increase in pitches is not considered to further erode or detract from the AONB, which will be discussed further in this report. The site is abutting the settlement boundary and as such is considered to be within a sustainable location. There are no other residential properties other than those associated with the site which could be impacted by the increase in pitches. Officers do consider that restrictions on how long units can stay at the site are required to ensure that this site remain a true touring site for tourism purposes. Given there is no restriction on timings on the current permission it is deemed necessary to restrict access to the site. Environmental Protection have not raised any concern with regards to residential impact and the new access is located further from the village start. As such it will be better suited to the arrival of guests without resulting in amenity issues.
- 7.8. Similar issues arise from the creation of the new access as that of the increase in pitches. These relate to impact on the character of the AONB, highway safety and residential amenity. There is further detail with regards to the AONB later in this report. There has been a consent for underground cabling which passes through the site, reference C13/0806. The corridor of cabling requires an easement which has been granted for that purpose. The Highways Authority have been consulted and liaised with prior to the submission of this application, and no objections have been raised on the basis of highway safety.
- 7.9. The single existing access to Low Farm serving a multiplicity of uses is located at the very edge of the physical built up part of the village, in the south east corner of the site. The supporting information notes the following requirements for a new access: *"In order to achieve much improved access for the users of the caravan and camping site the existing access needs to be replaced by a dedicated access where it can function safely and effectively. An improvement to the existing access is not possible because of topography and physical obstruction (substation) to achieve requisite visibility splays. Nevertheless, the existing access will still be required for users of the lower section of Low Farm."*
- 7.10. The new access will become the main access for the campsite whilst the existing will be used by the other uses at the site which are set out above (residential dwellings, permanent holiday accommodation and the residue of the farm).
- 7.11. The new access will be further outside the limits of the village and currently this part of the area is relatively undeveloped. The campsite is not visible from the opposite field and creating this access will change that arrangement and effectively bring development further into the countryside and AONB, the impact of which will be discussed below.
- 7.12. In order to improve connectivity it is noted that pedestrians and cyclists will be discouraged from using the new access and directed towards the existing access by the use of continuing existing links within the site.

Flood Risk

- 7.13. This site is within Flood Zone 1 and therefore at the lowest risk of flooding. Major applications such as this are normally accompanied by a Flood Risk Assessment even when in areas at low risk of flooding. However, it would be unreasonable to require one in this case, because although the application site area technically makes it a 'major' the level of physical works on site is relatively small and thus the associated impacts upon surface water run-off and wider flood risk would be negligible. Therefore, there are no concerns regarding flood risk and the submission of a formal flood risk assessment has not been insisted on in this case.

Landscape and Biodiversity

- 7.14. The site falls wholly within the Suffolk Coast & Heaths Area of Outstanding Natural Beauty (AONB). The proposal should seek to accord with national and local policies and pay due regard (ref. S. 85 Countryside and Rights of Way Act, 2000) to the statutory purpose of the AONB designation which is to conserve and enhance natural beauty. As such, the proposal should have regard to paragraphs 174 (a) and 176 of the National Planning Policy Framework (NPPF) as the development being proposed is located within a nationally designated landscape which is also a Valued Landscape. Development proposals located within this area should seek to contribute positively to the purposes of the AONB designation and meet the relevant policy objectives in the Suffolk Coast & Heaths Management Plan 2018-2023.
- 7.15. It is established that the site falls within the Suffolk Coast and Heaths AONB and therefore there is an accepted high level of landscape sensitivity. The road frontage hedge has already been compromised by the route of the windfarm cable route which was approved under C/13/0806. Whilst replacement hedge planting has been planted, it will take some time to begin to mature especially because of the prevailing light, sandy soils. The cable route has led to the loss of a section of mature predominantly elm hedging in the same way that a section of elm hedge will be lost through this current proposal. Whilst elm hedging is characteristic of surrounding agricultural fields, much has been lost through historic field amalgamation. In this instance the hedge is no longer a field boundary hedge. It also has to be noted that with a high proportion of elm, the hedge will always be susceptible to Dutch Elm Disease and could be lost anyway. The loss of the proposed 120m. can be mitigated by replacement hedging, as it has been with the cable route, and with a more diverse mix of species it will be more resilient to disease and has the potential to have a long lasting benefit in the landscape. There will be an initial adverse impact on landscape character until the new hedge establishes, but once that happens, in all respects bar the immediate locality of the site, the impact on landscape character will be limited and is considered slight. In the fullness of time the relevance of any impact will be negligible.
- 7.16. In terms of visual impact, there will be initial impacts from the hedge removal but as the replacement planting matures the visual presence of the new hedge will become apparent, and the visual impact will moderate and is unlikely to have any meaningful relevance. Overall this frontage hedge is already compromised by the loss to the cable route. Whilst the proposed further removal is in many ways regrettable, it can be mitigated by the replacement planting which is likely to lead to a more disease-free long term sustainable future. This can be secured through an appropriately worded condition.

- 7.17. The AONB team have further supported officers' assessment, noting *"While the removal of the existing length of roadside hedge is regrettable and has the potential to open up views into the site, the AONB team recognise that any landscape and visual impacts will be temporary and very localised. The new hedge will also be more species diverse. The inclusion of oak trees will also add structural diversity along this frontage once the scheme establishes. The AONB team welcome that the new hedge will continue from the proposed access junction into the site. This planting will help to soften the visual impacts of the new access within the AONB. The AONB team welcomes that a Landscape and Visual Impact Assessment (LVIA) has been submitted with the application and the team broadly concurs with the findings in the LVIA about the landscape and visual impacts that will arise from the proposal. While the LVIA did not include a section 8 on mitigation, (Section 8 is missing), the AONB team is satisfied that the proposed planting discussed in other sections of the LVIA, in time, will help provide mitigation for the hedgerow removed to deliver the new access and once established will help to conserve and enhance the landscape character and special qualities of this part of the AONB."*
- 7.18. Paragraph 174 of the National Planning Policy Framework (NPPF) highlights the need to protect and enhance valued landscapes through the planning system. The above assessment has set out that whilst the loss of an existing hedgerow is unfortunate it does provide us with the opportunity to replace it with a hardy hedge which provides a longer-term sustainable future. Policy SCLP10.4 seeks to ensure that proposals protect the special qualities and features of the area; paying attention to existing landscape features and skylines. The increase in the number of pitches will not change the overall use of this site which is approved as a camping site. There will be no additional pressures in terms of the existing features on the site other than that discussed above in relation to the new access, which it has been demonstrated can be fully mitigated against. No additional lighting is proposed at this time, and a condition can be added to any consent granted for these details to be submitted prior to their installation. Officers are satisfied that consideration has been paid to the AONB and the application is supported by the council's landscape team and the AONB team.
- 7.19. The applicant has submitted an Ecology Report (MHE Consulting, May 2022) as part of the planning application. This report includes consideration of impacts on statutory designated sites and should be read alongside this assessment.
- 7.20. The site is located within 13km of terrestrial European designated sites which include the
- Deben Estuary Special Protection Area (SPA)
 - Deben Estuary Ramsar site
 - Alde-Ore Estuary SPA
 - Alde-Ore Estuary Ramsar site
 - Orfordness-Shingle Street Special Area of Conservation (SAC)
 - Sandlings SPA
 - Stour and Orwell Estuaries SPA
 - Stour and Orwell Estuaries Ramsar site

- 7.21. Given the location of the application site and the development proposed it is not considered that there are any construction related Likely Significant Effect (LSE) pathways. Construction activities will be limited to the creation of the vehicle access and therefore will be small scale, with no direct or indirect connections to the identified designated sites. In relation to operational LSE pathways, whilst the proposed increase in pitches is relatively modest and has apparently been operating for a number of years already without any known ecological issues (Planning Statement, Artisan Planning, March 2022), nevertheless it is considered that the increase in recreational uses in the area, particularly in combination with similar increases resulting from other developments, requires further assessment.
- 7.22. The application site is approximately 900m west of part of the Deben Estuary SPA and the Deben Estuary Ramsar Site, which is the closest designated site to the application site. Whilst at this distance and given the scale of the proposed development it is not considered that impacts resulting from construction activities are likely to occur, it is considered that the following impact may occur as a result of the operation of the site.
- 7.23. The development is relatively small and is over 900m (and over 1.1km on foot by public right of way) from the closest part of the Deben Estuary. The campsite only operates between April and September and therefore cannot give rise to any impacts during the winter period when the estuary supports many of its overwintering bird citation features. This can be conditioned to ensure that the site does not operate outside the specified requirements of their ecological report.
- 7.24. It is considered that, due to the type, location and scale of the development, and based on available visitor survey information for the identified designated sites, that the development "Alone" will not give rise to adverse effects on the integrity of any of the identified designated sites as a result of increased recreational disturbance.
- 7.25. The council have undertaken an Appropriate Assessment which concluded that a mitigation package of £1873.78 towards the council's RAMS was appropriate and proportionate. Natural England have been consulted and agree with this assessment. This figure has been paid by the applicants and as such officers are satisfied that the application accords with the principles set out in SCLP10.1 in relation to biodiversity.

8. Conclusion

- 8.1. Officers consider that the proposal to increase the level of pitches from 35 to 70 is acceptable where it would not have any adverse impact on the AONB or biodiversity, which has also been concluded by consultee responses. The council's policies are supportive of tourism facilities where an existing site can be intensified without increasing in area and impacting negatively on the environment. Officers can see no reason to refuse permission.
- 8.2. The fallback was the possibility for the applicants to submit a lawful development certificate given the operation of the site above capacity approved since 2009; the submission of a full application provides the LPA with the opportunity to impose such conditions and obligations on the use that are deemed necessary to control the development.
- 8.3. With regards to the new access, whilst it is accepted that this site has been operating with the one access for some time there is a conflict with other uses on the site. The new access is located within the countryside; however this area has already been disrupted by the cable

routing. A mitigation package has been put forward which has been accepted by the council's landscape officer and the AONB team as a chance to protect and enhance the situation in the long term given the existing nature of the hedgerow. Officers are satisfied with the reasoning put forward and the detail supplied. There have been no objections from consultees and the Parish Councils concerns have been reviewed and conditions recommended to ensure that the new hedgerow is implemented effectively.

- 8.4. This is a comprehensive submission where work has been undertaken prior to submission with the Local Highway Authority to establish suitable and workable solutions with limited impact. A thorough LVIA has also been submitted along with an ecology report, all of which have been endorsed by consultee responses and the councils' officers.
- 8.5. Officers conclude that the proposals accord with the principles set out in the local plan in terms of its landscape and tourism policies and meet the requirements of the NPPF in terms of its setting.

9. Recommendation

- 9.1. Officers recommend that this application is approved subject to the following conditions:

Conditions:

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

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

2. The development hereby permitted shall be completed in all respects strictly in accordance with 4187-02B; 294-001-100revA02; LVIA; Planning Statement received 22.03.22 and Ecology Report (MHE Consulting, May 2022); 4187.02C received 5.4.22, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

3. The new access shall not be used by vehicular traffic until it has been laid out and completed in all respects in accordance with drawing no. 294-011-100 A02 with an entrance width of 6 metres. Thereafter it shall be retained in its approved form.

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

4. The new access onto the highway shall not be used by vehicular traffic until it has been properly surfaced with a bound material for a minimum distance of 15 metres measured from the nearside edge of the metalled carriageway, in accordance with details that shall have previously been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure construction of a satisfactory access and to avoid unacceptable safety risks arising from materials deposited on the highway from the development.

5. Gates/bollard/chain/other means of obstruction to the access shall be set back a minimum distance of 15 metres from the public highway and shall not open towards the highway.

Reason: To avoid unacceptable safety risks and traffic delay arising from vehicles obstructing the public highway while the obstruction is removed or replaced by enabling vehicles to clear the highway while this is done.

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

Reason: To prevent hazards caused by flowing water or ice on the highway. This needs to be a pre-commencement condition to avoid expensive remedial action which adversely impacts on the viability of the development if, given the limitations on areas available, a suitable scheme cannot be retrospectively designed and built.

7. Before the access is first used visibility splays shall be provided as shown on Drawing No.294-011-100 A02 with an X dimension of 2.4 metres and a Y dimension of 59 metres to the nearside edge of the carriageway and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

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

8. Proper facilities shall be provided for the storage and disposal of waste material. Such facilities should totally enclose and adequately protect all commercial waste from insect and rodent infestation.

No burning of waste, either liquid or solid, shall be undertaken on site.

Reason: In the interest of health and safety and public amenity.

9. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Ecology Report (MHE Consulting, May 2022) 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.

10. No removal of hedgerows, trees, rubs, brambles, ivy 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.

11. No later than 3 months after clearance of the existing hedge, full details of a replacement planting scheme shall be submitted to the planning authority for approval. Details shall include hedging and tree species suitable for the prevailing growing conditions and landscape character, plant sizes, planting methodology (including mulching) and protection measures, and maintenance proposals for the first five years after planting. The approved planting proposal shall be implemented in the first autumn planting season after completion of the new access.

Reason: In the interests of mitigating proposed hedgerow removal and maintaining prevailing landscape character.

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

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

13. The number of touring caravans or tent pitches shall not exceed 70 in total at any one time unless otherwise agreed in writing by the Local Planning Authority.

Reason: To help conserve and enhance the special qualities of the Suffolk Coast & Heaths AONB near Waldringfield.

14. The site shall not be used other than for the stationing of touring caravans or tents for use for holiday purposes. Any caravans on the site must be capable of being towed by a motor vehicle on the public highway. No caravan shall remain on site for more than a total of 56 days in any calendar year and all caravans shall be removed from the site when not being occupied for holiday purposes.

Reason: In order that the Local Planning Authority may retain control over this particular form of development in the interests of amenity.

15. The campsite shall operate only between the months of April and September.

Reason: In order to protect any rise to any impacts during the winter period when the estuary supports many of its overwintering bird citation features.

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

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.

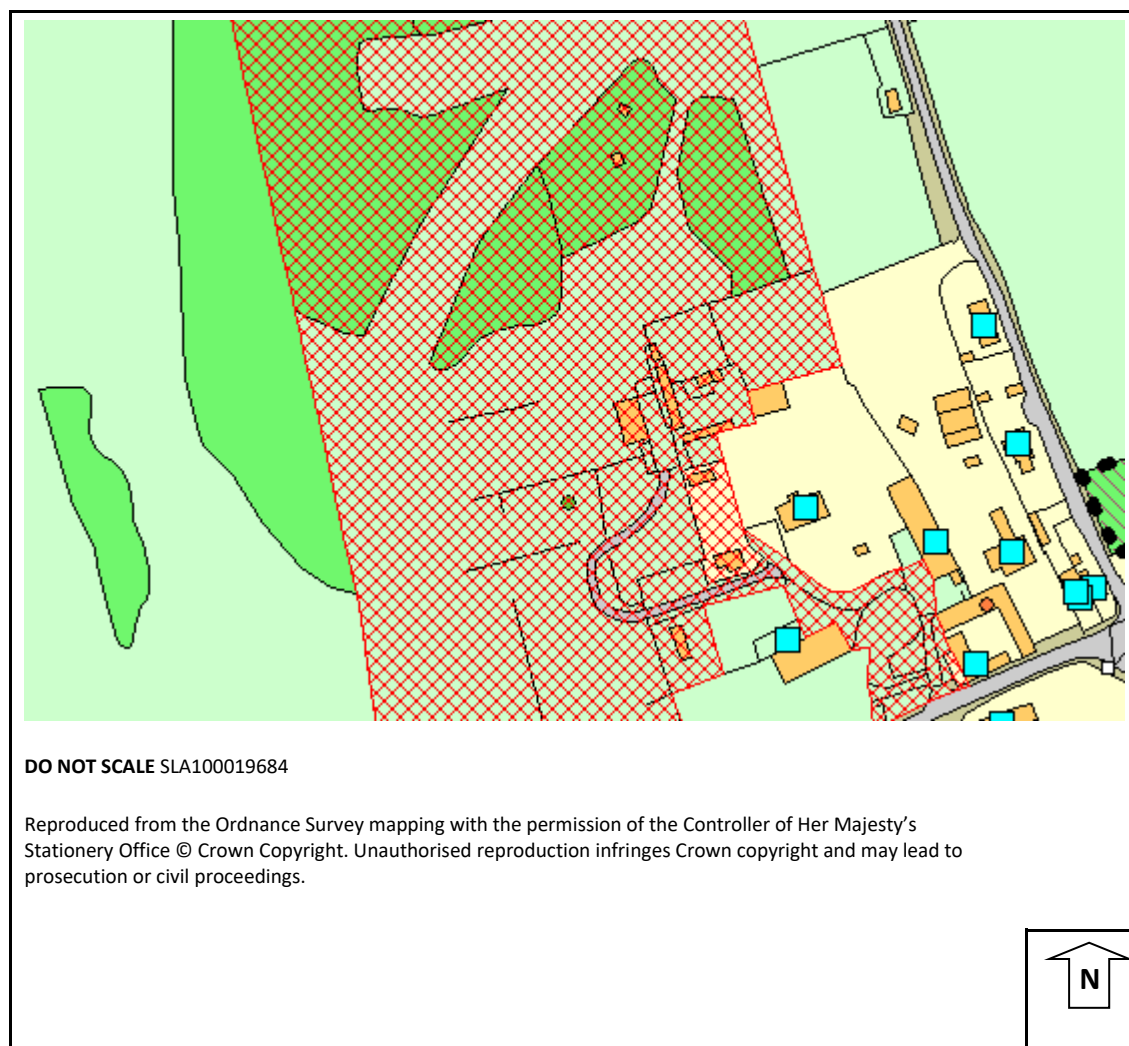
Informatives:

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. It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority. Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense. The County Council must be contacted on Tel: 0345 606 6171. For further information go to: <https://www.suffolk.gov.uk/roads-and-transport/parking/apply-and-pay-for-a-dropped-kerb/> or: <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/> County Council drawings DM01 - DM14 are available from: <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/standarddrawings/> A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.
3. It is unclear whether the development will involve a connection to the mains, or a private water supply. If the development involves connecting to an existing private water supply, or the creation of a new private water supply, advice should be sought from the Environmental Protection Team prior to commencing works. All works undertaken must comply with the Private Water Supplies Regulations 2016 (as amended).

Background information

See application reference DC/22/1117/FUL on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support