

Item 6

DC/22/2831/OUT

Outline application (some matters reserved) - Outline application with all matters reserved apart from access. A phased development, including the erection of up to 35 custom/self-build homes (plots), with the development to include 12 affordable homes, public open space that will include equipped play and multi-use games area, landscaping, and other associated infrastructure.

Land at Victoria Mill Road, Framlingham



Proposal

This is an **outline application with all matters reserved apart from access**, for a phased development for up to 35 custom/self-build homes (including 16 affordable homes), public open space that will include equipped play and multi-use games area, landscaping, and other associated infrastructure.

Access details include:

- Access/junction into the site from Victoria Mill Road;
- A pedestrian access from the site onto Victoria Mill Road, opposite the crescent;
- A pedestrian/cycle access into the site from the existing site entrance; and
- Off-site highway upgrades, including the re-alignment of Victoria Mill Road.

Outline application – reserved matters

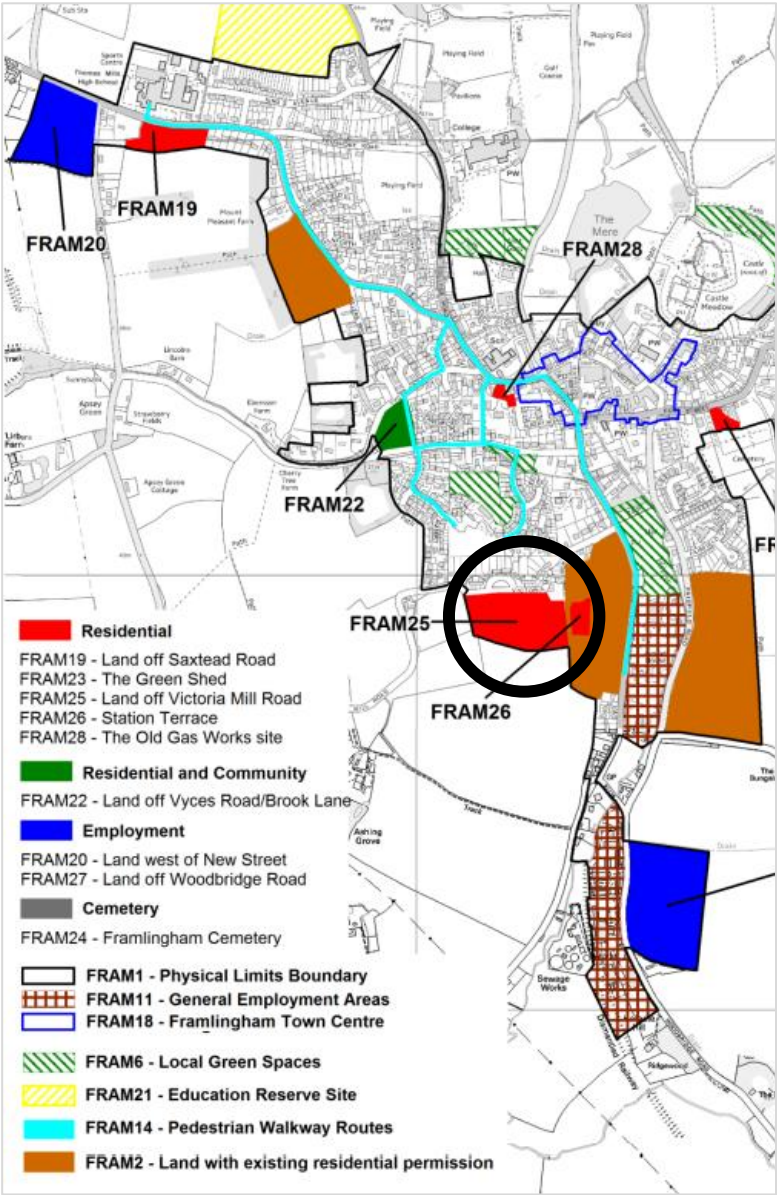
The following details will be agreed at later stage under a reserved matters application(s):

- **Appearance:** Aspects of a building or place which affect the way it looks, including the exterior of the development.
- **Landscaping:** The improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen.
- **Layout:** Includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development.
- **Scale:** Includes information on the size of the development, including the height, width and length of each proposed building.

Principle of development

The site is located within the settlement boundary for Framlingham and is identified within the neighbourhood plan as an allocated site for residential development.

The principle of residential development on the site is therefore established.



POLICY FRAM25: LAND OFF VICTORIA MILL ROAD

Land off Victoria Mill Road (approximately 2.6 hectares as identified on the Policies Map) is allocated for housing for the second half of the Plan period (after 2025); proposals for approximately 30 dwellings will be supported subject to the following criteria:

- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- if possible, the provision of a Neighbourhood Equipped Area for Play (NEAP); and
- the provision of publicly accessible green space within the site in accordance with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan; and
- the provision of appropriate vehicle access into the site from Victoria Mill Road; and
- the provision of appropriate pedestrian access in accordance with Policy FRAM14; and
- the assessment of traffic impacts in accordance with Policy FRAM16; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

The question in the referendum was	
Do you want Suffolk Coastal District Council to use the neighbourhood plan for Framlingham to help it decide planning applications in the neighbourhood area?	
and the result of the votes cast is as follows:	
Description	Votes
Number of votes cast	703
Number cast in favour of "YES"	646
Number cast in favour of "NO"	53

The Number of Ballot Papers Rejected was as follows:	Number of ballot papers
(a) Want of Official Mark	
(b) Voting for more than one answer	
(c) Writing or mark by which the voter could be identified	
(d) Being unmarked or wholly void for uncertainty	4
(e) Rejected in part	
Total number of spoilt votes	4

Electorate: 2,555 Turnout: 27.5%

Update sheet* summary

**sent to Members on
Monday 21 November*

- **Additional third-party consultee comments**
- **Update to self/custom-build delivery and marketing section** – *as the proposed development is specifically self/custom-build, the ability for a developer to build-out undeveloped plots after being unsold for 12 months does not apply.*
- **Update to self/custom-build register section** - *as of 30 October 2022, there is a demand for 55 plots in Framlingham. In total, 293 entries would consider a plot outside of their chosen area(s) (of which 49 also selected Framlingham); and 173 entries chose anywhere in the district.*
- **Sustainable construction** - *Other considerations to mitigate against climate change are to be addressed within the reserved matters stages when considering layout and other design details.*
- **New section re. environmental protection matters** – *land contamination, construction management, and air quality matters addressed and conditions proposed.*

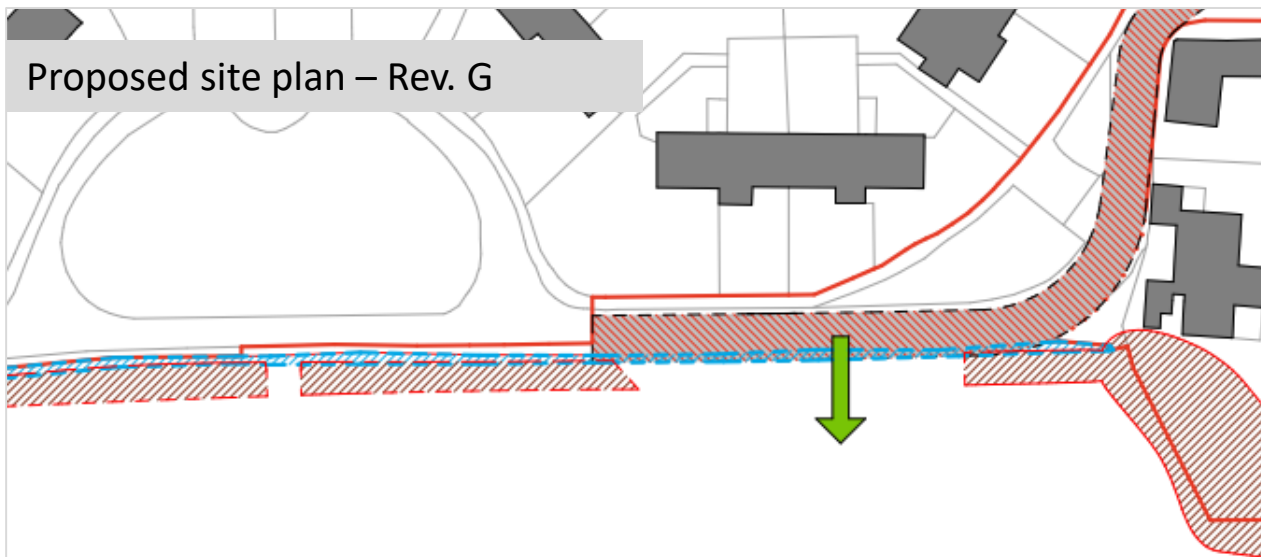
Updated plans – tree/hedgerow removal

Further plan updates were requested to ensure the tree/hedgerow removal as shown within the Tree Retention/Removal & Protection Plan (ref. BHA_544_02), submitted within Arboricultural Impact Assessment on 15 July 2022, is shown on both the updated **Proposed Site Plan** (LLF-PTE-ZZ-00-DR-A-10010 Rev. G) and **Indicative Land Use Parameter Plan** (LLF-PTE-ZZ-00-Dr-A-10014 Rev. B).

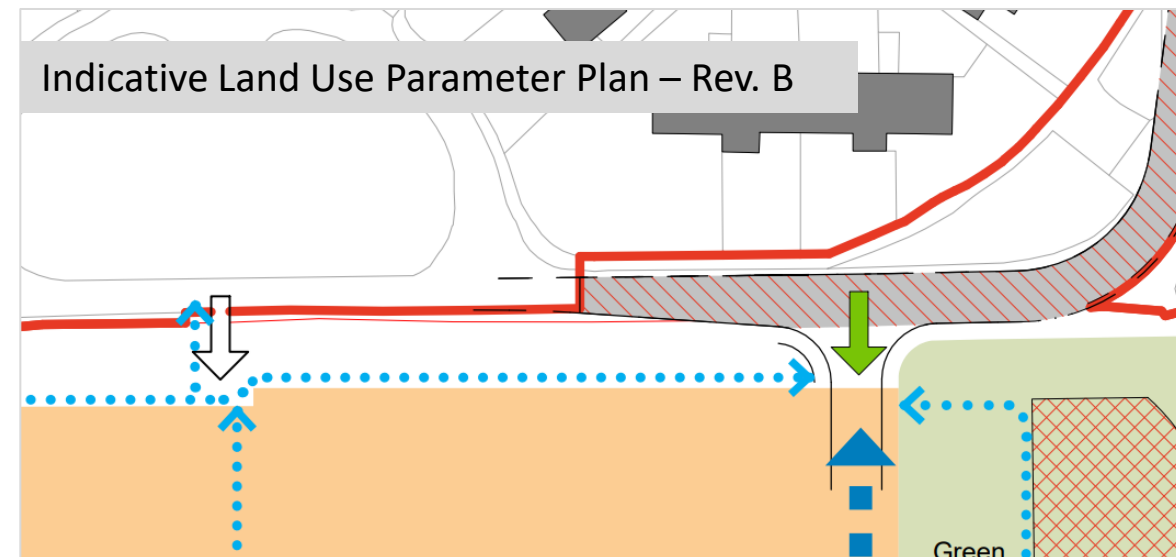
The detail relating to the proposed tree/hedgerow removal has been reviewed by the Council's landscape and arboricultural officers with no objection raised.

As design detail is to be addressed at the reserved matters stage, an updated Arboricultural Impact/Method Assessment will be required to inform and respond to defined layout proposals.

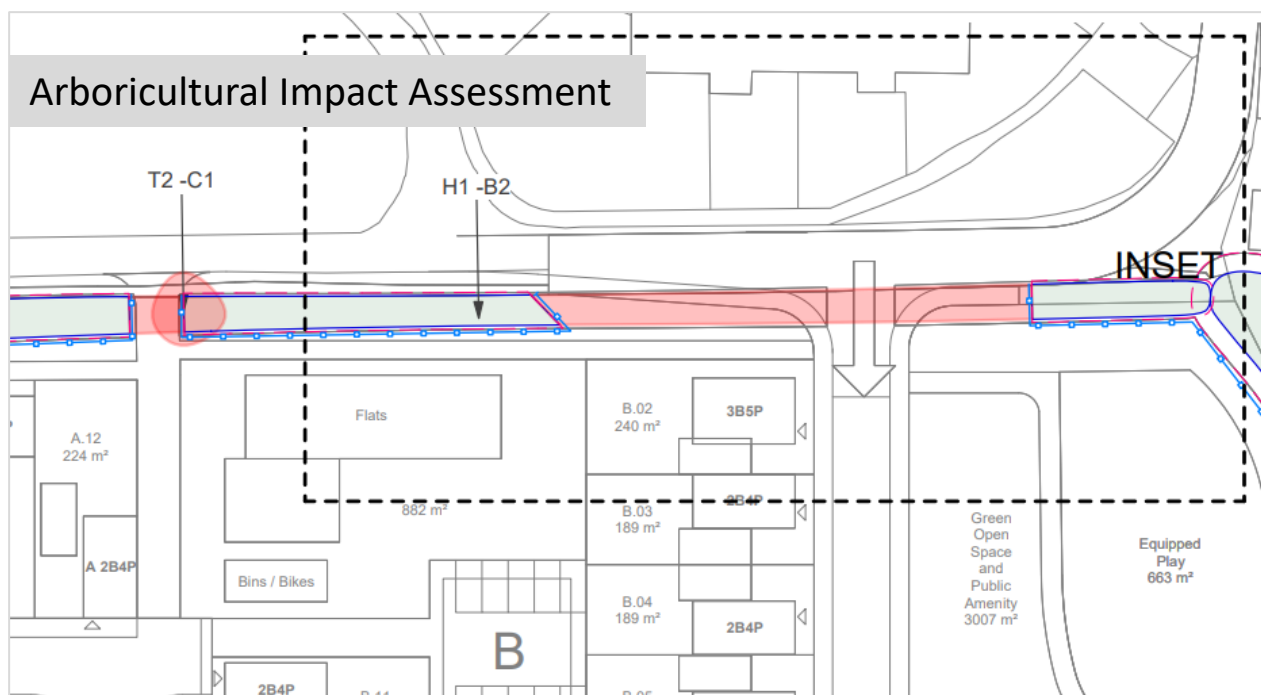
Proposed site plan – Rev. G



Indicative Land Use Parameter Plan – Rev. B



Arboricultural Impact Assessment



T2-C1: Field Maple – fair health; poor structural condition

H1-B2: Hawthorn, hazel, filed maple, elder – good health; good structural condition

Background to application

This application has been submitted by Leaper Land Promotion following a recent refusal for a larger number of homes on the same site.

The previous application (ref. DC/20/2236/OUT), which sought to deliver up to 49 dwellings, was refused at Planning Committee South on 24 May 2022 for the following reasons:

“The site is allocated for housing under policy FRAM25: Land off Victoria Mill Road within Framlingham Neighbourhood Plan (made March 2017) for the development of approximately 30 dwellings. This outline application for up to 49 dwellings exceeds this indicated amount and is therefore contrary to policy FRAM25.

The proposal also includes off site road re-alignment works that would result in the loss of one area of grass highway verge which is listed as an Asset of Community Value (ACV). This change of use is contrary to policy SCLP8.1: Community Facilities and Assets of the East Suffolk Council Suffolk Coastal Local Plan (2020), which advises "proposals to change the use, or redevelop for a non-community use, a facility registered as an asset of community value, will not be permitted".

Overall, the conflict of these policies outweigh any other benefit of the proposed development.”

Site context

The site comprises a parcel of land south of Victoria Mill Road with an overall area of approximately 2.6 hectares.

It currently forms Grade 2/3 agricultural land and is allocated within the Framlingham Neighbourhood Plan under policy FRAM25 for the purpose of housing.



-  Planning boundary
-  Settlement area
-  Conservation Area

Site context

The surrounding environment comprises agricultural fields to the south, an area of grazing land to the west, and residential properties to north and east.

Topographically the site is relatively flat, sloping gently from north west to south east (average gradient 1:40).

It is located within Flood Zone 1 and a public right of way (Footpath 50) is located at the north-western corner of the site and continues south-westerly from Victoria Mill Road.



Site photos



Looking west from Clarke Drive/Victoria Mill Road junction



Site photos



Site photos



Looking south from Victoria Mill Road



Site photos



Site photos



Site photos

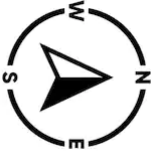


Looking north west from the north east corner of the site

Site photos



Looking west from the north east corner of the site



Site photos



Looking west from the north east corner of the site

Site photos



Looking south from the shared cycle path linking Bibbys Way and Clarke Drive



Site photos



Looking south from the north west corner of the site



Site photos



Looking south west from the north west corner of the site



Site photos



Looking south from the north west corner of the site

Site photos



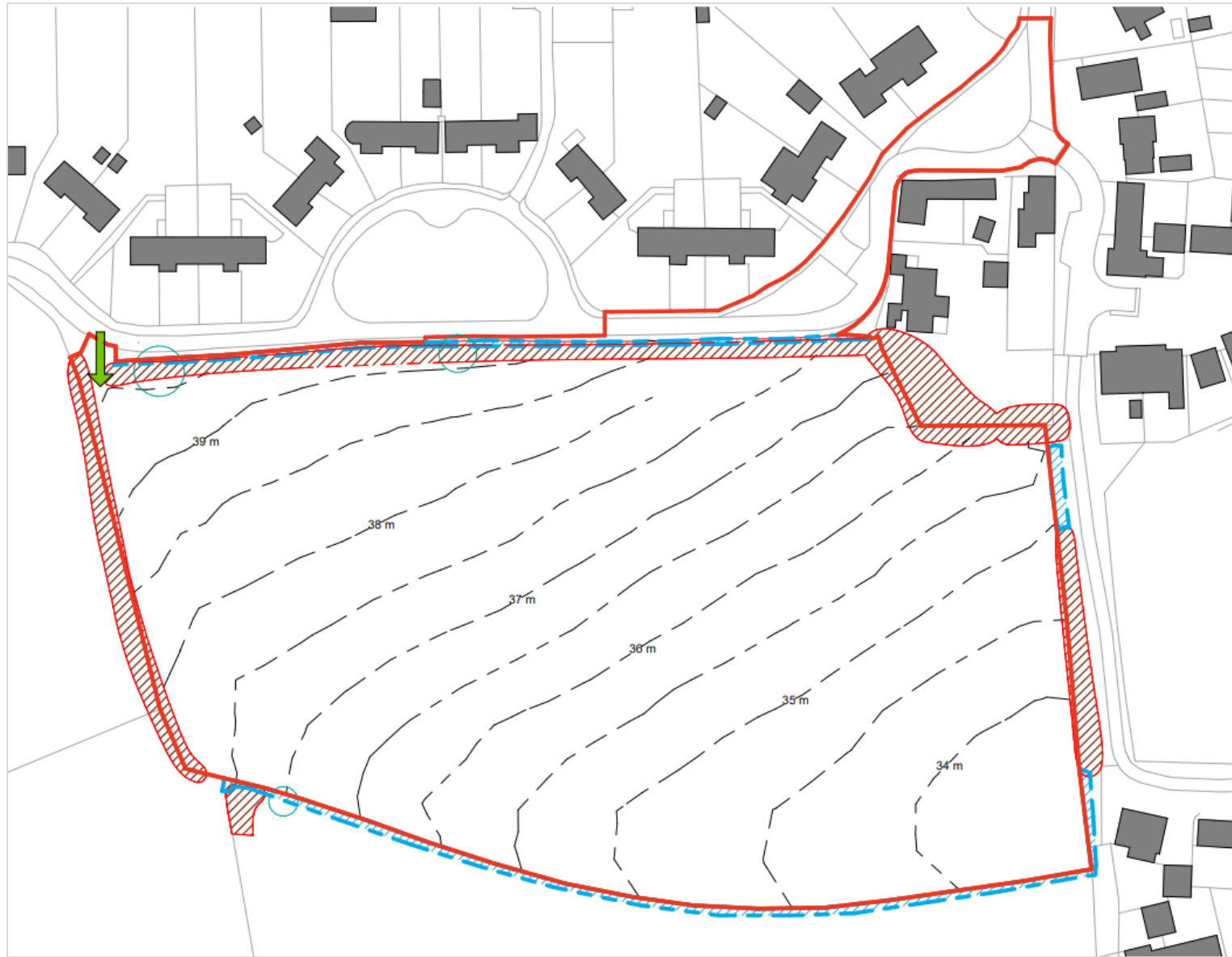
Looking south west from the north west corner of the site









Site photos

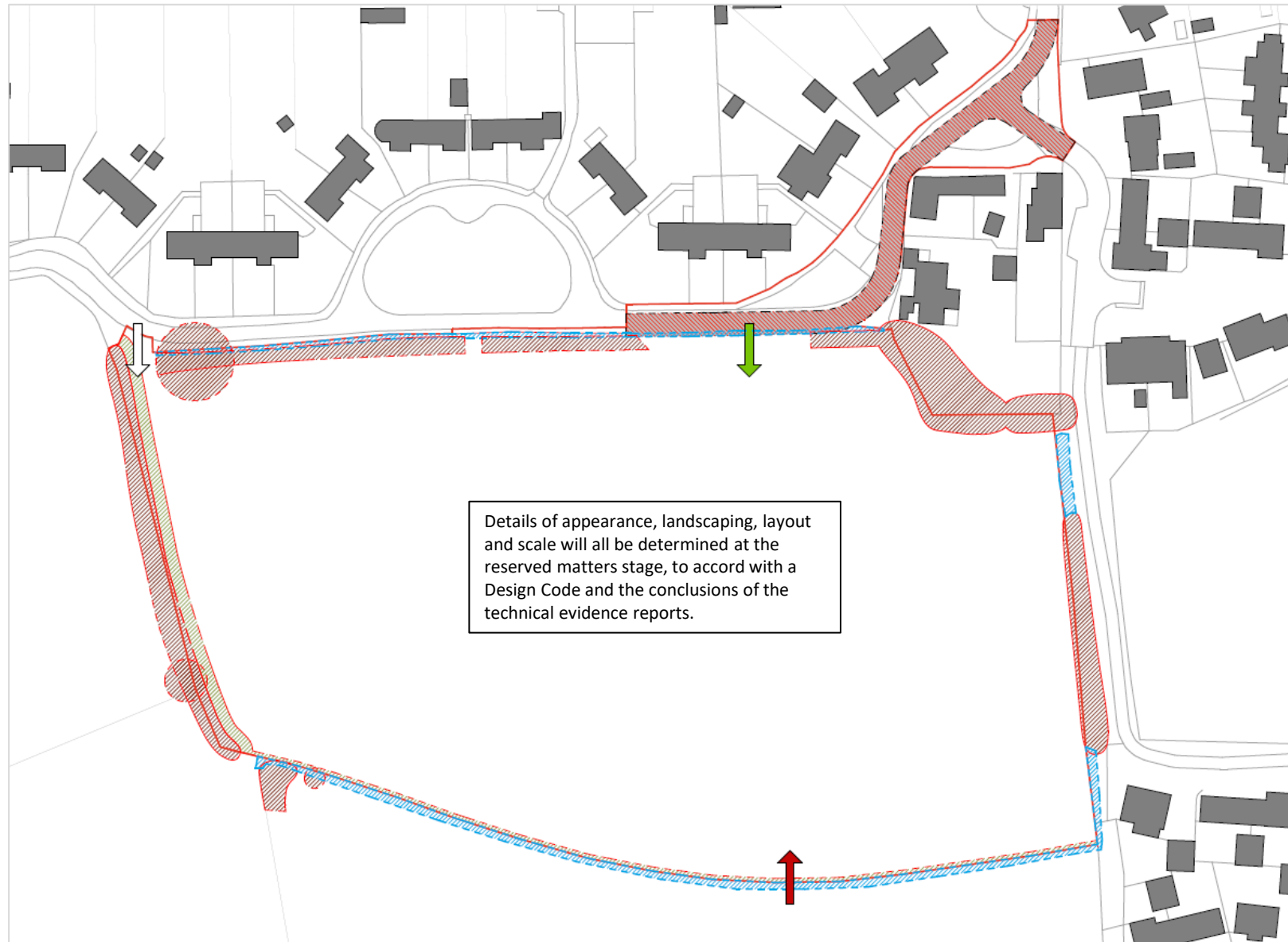










Existing site plan



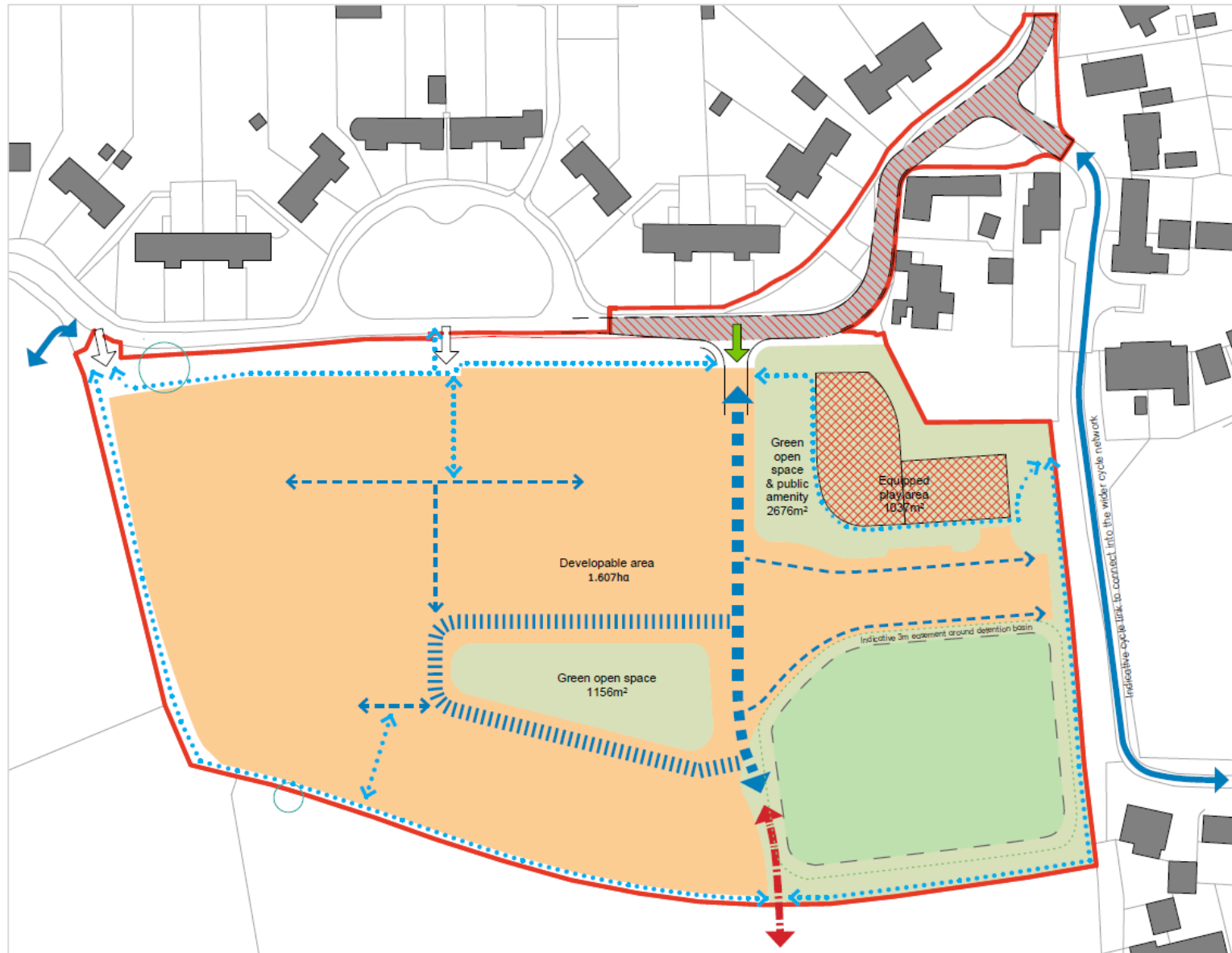
-  Planning boundary
-  Site access
-  Existing hedgerow
-  Existing ditch
-  Existing mature trees (to be retained)
-  Contour lines

















Proposed site plan



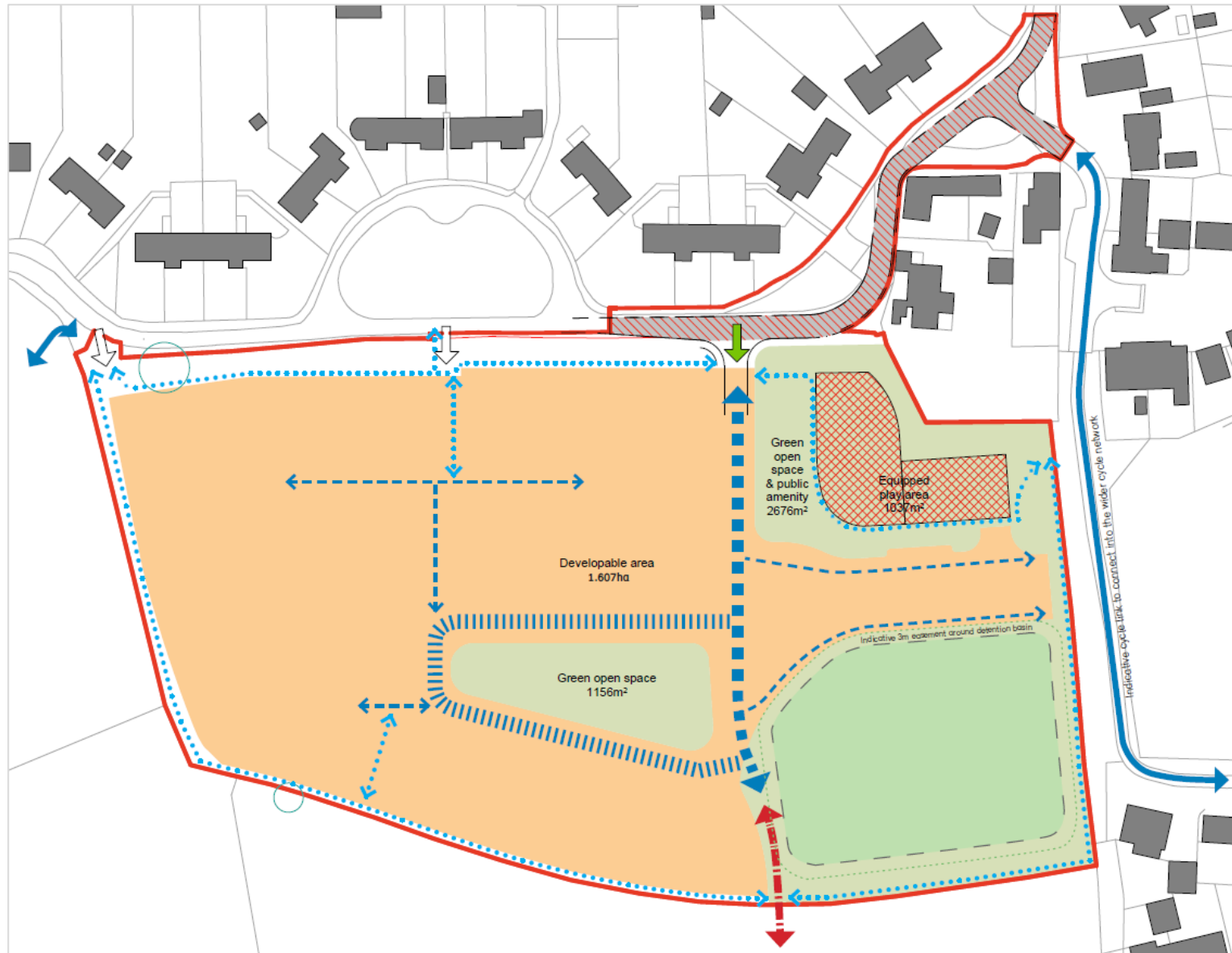
-  Planning boundary
-  Site access
-  Pedestrian & cycle access (existing site entrance to be stopped up)
-  Agricultural access
-  Root Protection Area
-  Existing Ditch
-  Offsite Highways Work
-  Ecology buffer





Indicative Land Use Parameter Plan



-  Proposed planning boundary
-  Proposed site access
-  Proposed agricultural access
-  Proposed pedestrian & cycle access
-  Proposed developable area
-  Proposed green open space
-  Proposed offsite Highways Work
-  Proposed detention basin/sustainable urban drainage
-  Proposed equipped play area
-  Proposed retained mature tree
-  Proposed primary access road
-  Proposed secondary access road
-  Proposed tertiary access road
-  Indicative cycle link to connect into the wider cycle network
-  Proposed pedestrian & cycle network
-  Drainage basin easement (3m indicatively)

Indicative Land Use Parameter Plan



	Proposed developable area	16,070 sq. m / 1.607 ha
	Proposed green open space	2,795 sq. m
	Proposed equipped play area	1,037 sq. m
	Proposed detention basin/sustainable urban drainage	3,768 sq. m (+ 3m easement)

Highway works outside the site allocation

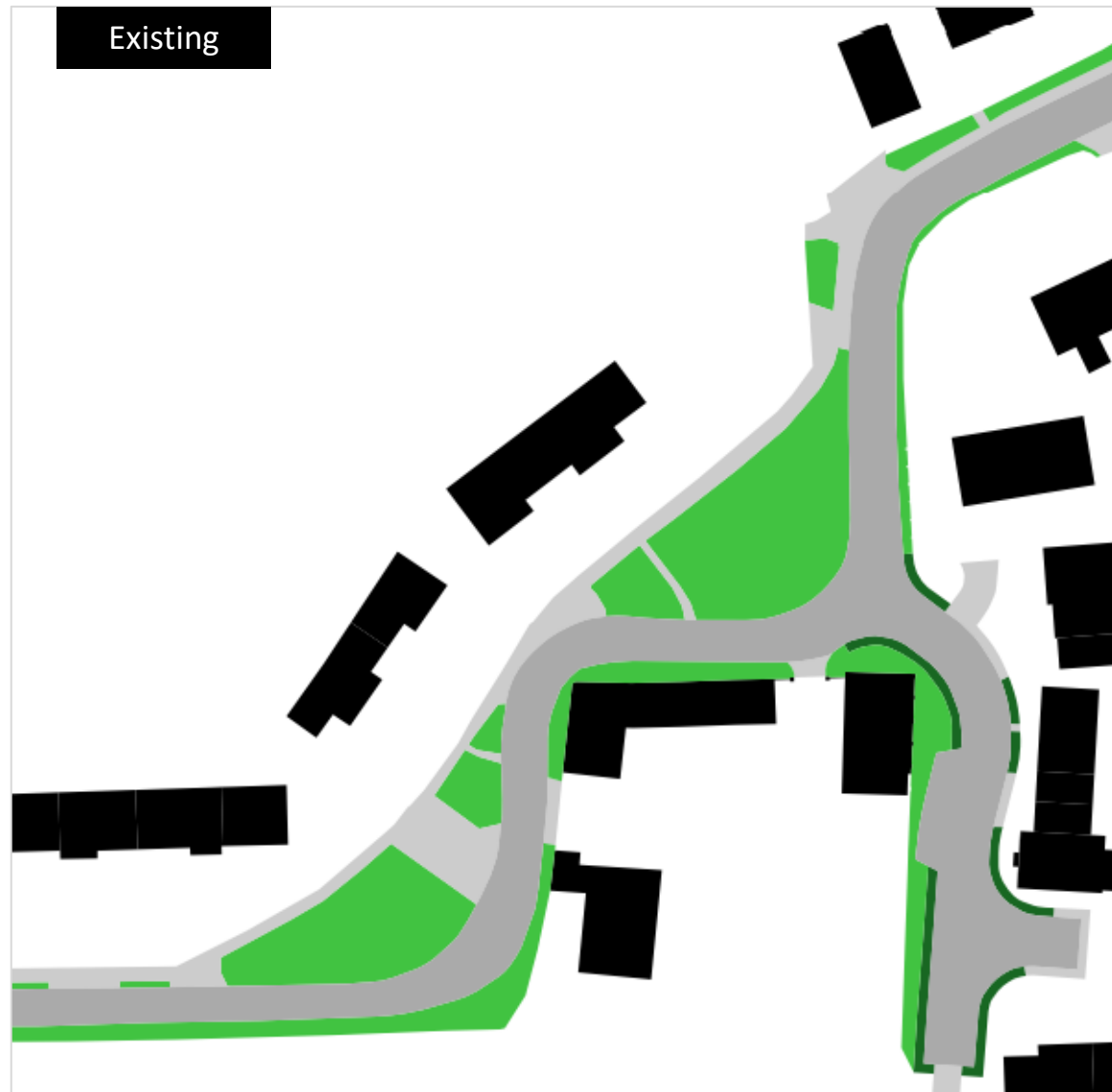
Highway works

A judgement is to be given on whether the proposed re-alignment and access is suitable in principle.

Six matters of consideration will be addressed in relation to these works:

- Proposed re-alignment
- Highway extent
- Road width: narrowing and widening
- Footway width at pinch-point
- Heritage impact
- Impact on Assets of Community Value

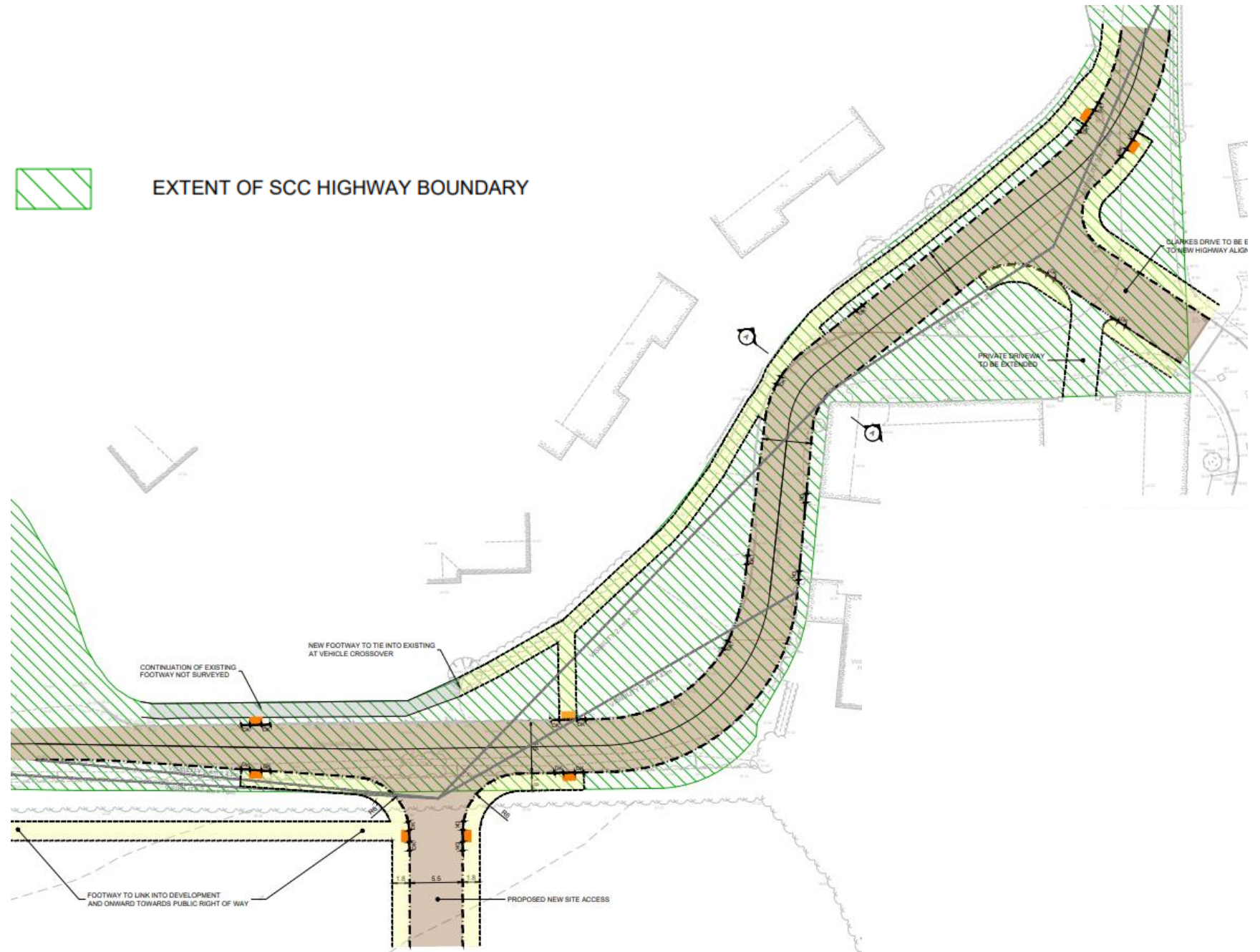
Existing and proposed realignment



Highway extent

Consultation responses suggest that the road re-alignment works are not possible as the land falls within private ownership rather than within the highway extent.

It is understood that all proposed road realignment works fall within the current extent of the highway.

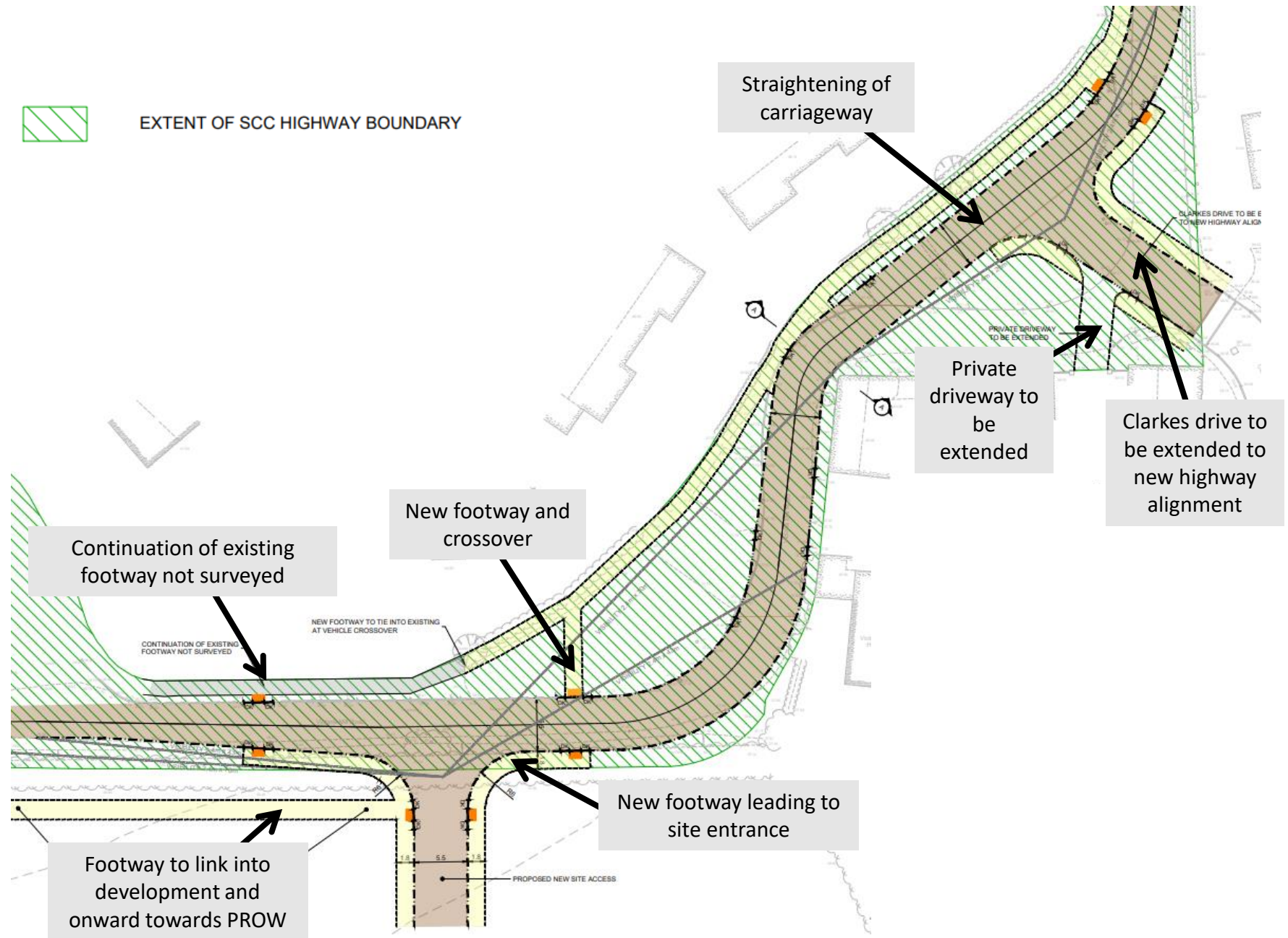


Highway works

The proposal includes re-alignment works to Victoria Mill Road, which are proposed outside the allocated boundary – as indicated.

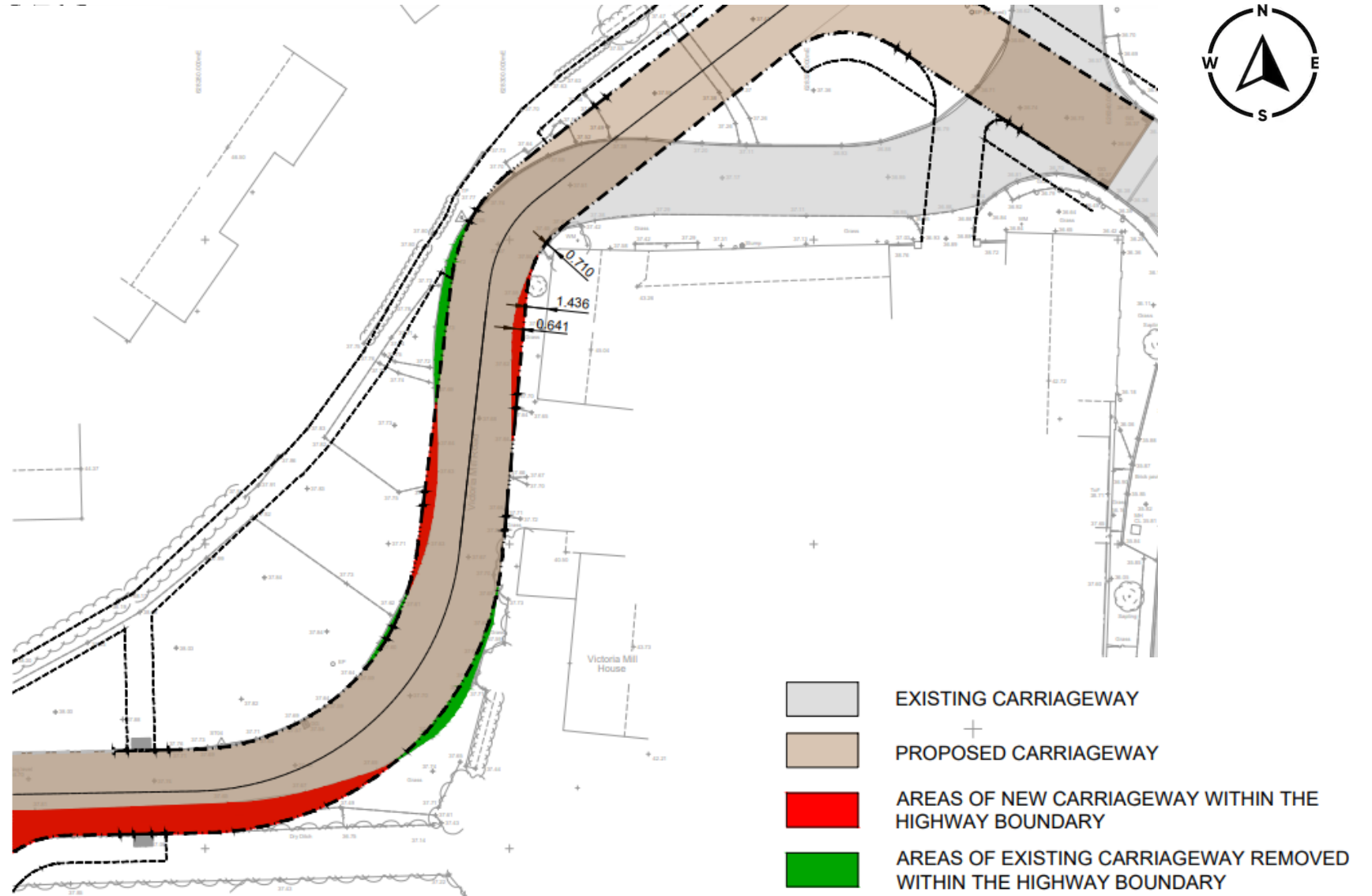
These works include straightening of the carriageway, provision of crossing points, new lengths of footway, and widening the existing footway.

The proposals retain the existing hedgerows wherever possible – with some removed for necessary visibility splays.



Road width narrowing and widening

Areas of new carriageway within the highway boundary are shown in red and areas of existing carriageway to be removed shown in green.



Victoria Mill Road



Victoria Mill Road



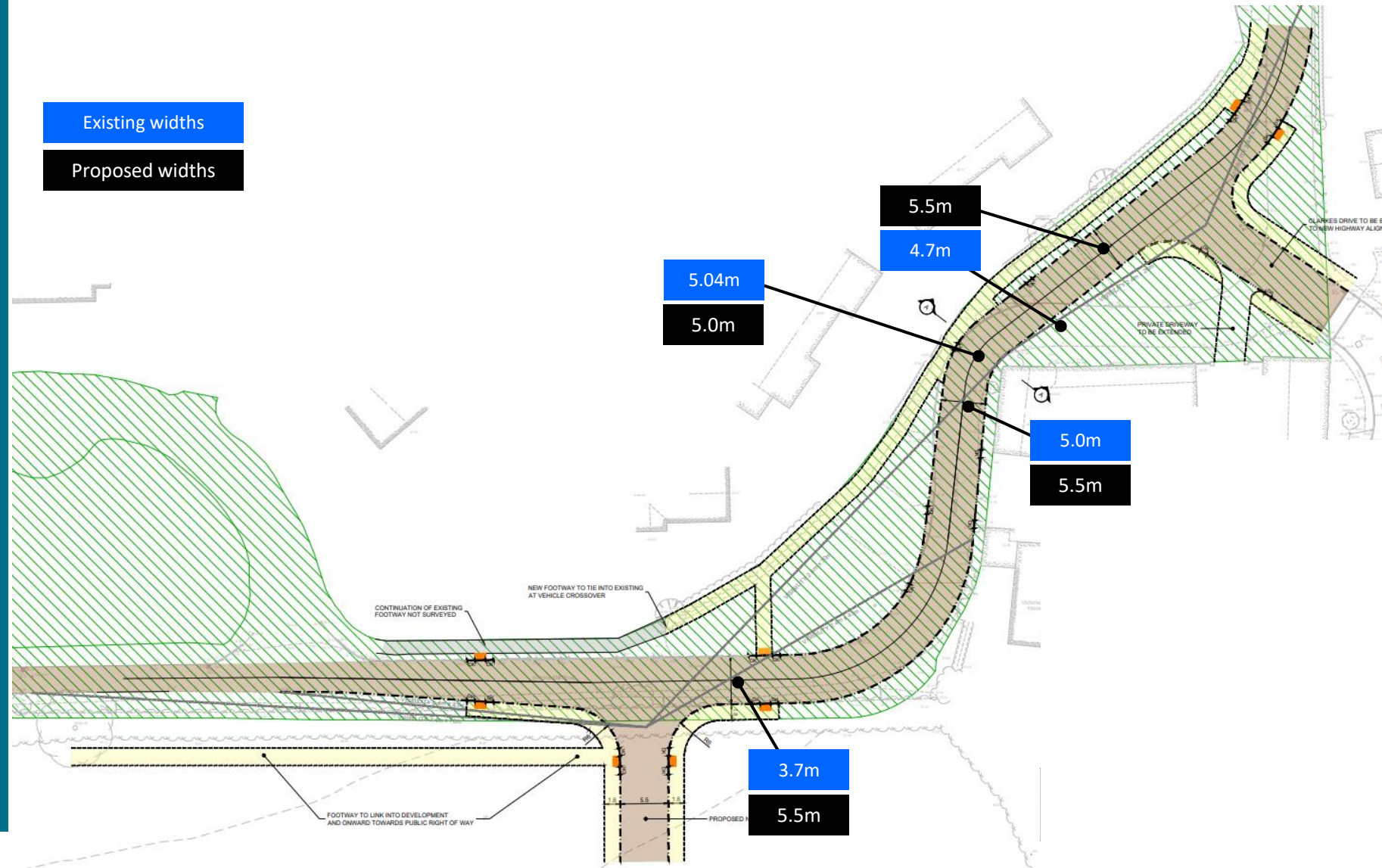
Google

Victoria Mill Road



Road width

Given the traffic flows and existing widths on Victoria Mill Road, the highway authority consider that the five metre wide sections are acceptable.



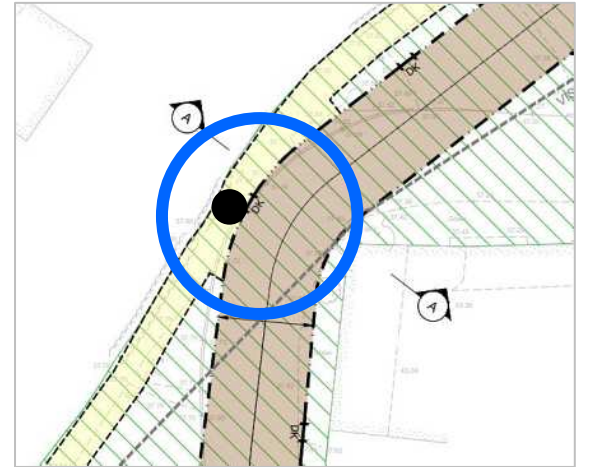
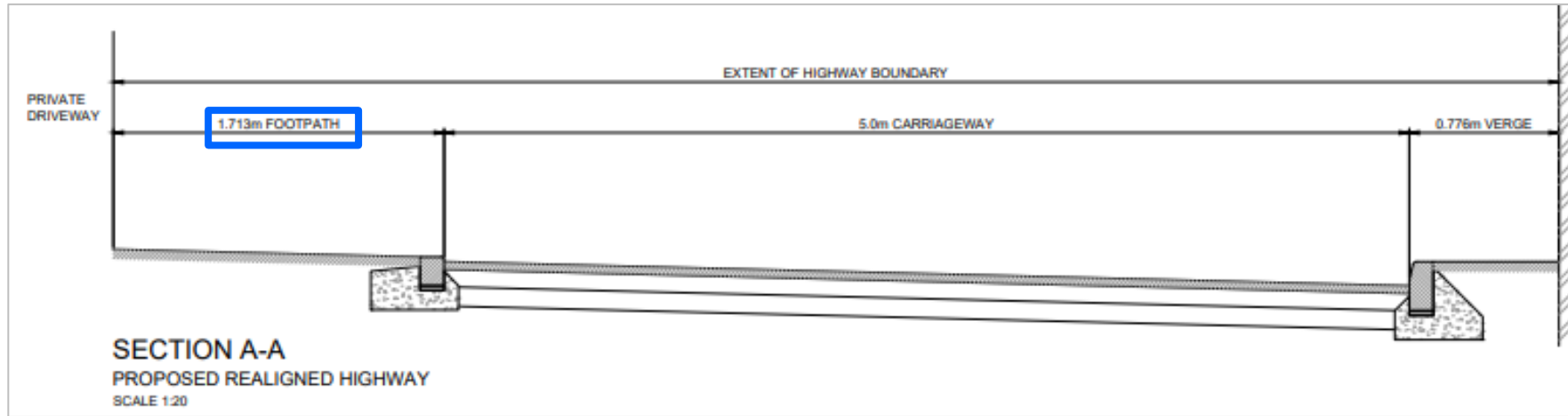
Footway width at pinch-point

Manual for Streets indicates that there is no maximum width; in lightly used streets, such as those with a purely residential function, the minimum unobstructed width for pedestrians should generally be 2 metres. The highways authority has advised that the use of the word “generally” indicates that there are circumstances where exceptions might be made.

Government guidance on footways, footpaths and pedestrian areas in relation to inclusive mobility is summarised below:

- **Minimum clear width under normal circumstances: 2 metres**
- **Minimum width acceptable due to physical constraints: 1.5 metres**
- **The absolute minimum width where there is an obstacle: 1 metre***

**The maximum length of restricted width should be 6 metres (see also Section 8.3). If there are local restrictions or obstacles causing this sort of reduction in width, they should be grouped in a logical and regular pattern to assist visually impaired people.*



Proposed pinch-point width

The width of the footway at the identified pinch point is **1.713 metres** and extends less than 6 metres in length.

The narrowest section of the footway is located further south of this indicator, measured at **1.5 metres**.

Heritage impact

Framlingham Town Council and third-party consultees have raised concern that the road realignment works would destroy the historic road layout and weaken its relationship with the adjacent heritage buildings.

Whilst the local planning authority's principal design and conservation officer considers it unfortunate that the historic dog-leg road pattern around the site of the former historic mill will be partly lost **no formal objection is raised.**

Impact on ACV's

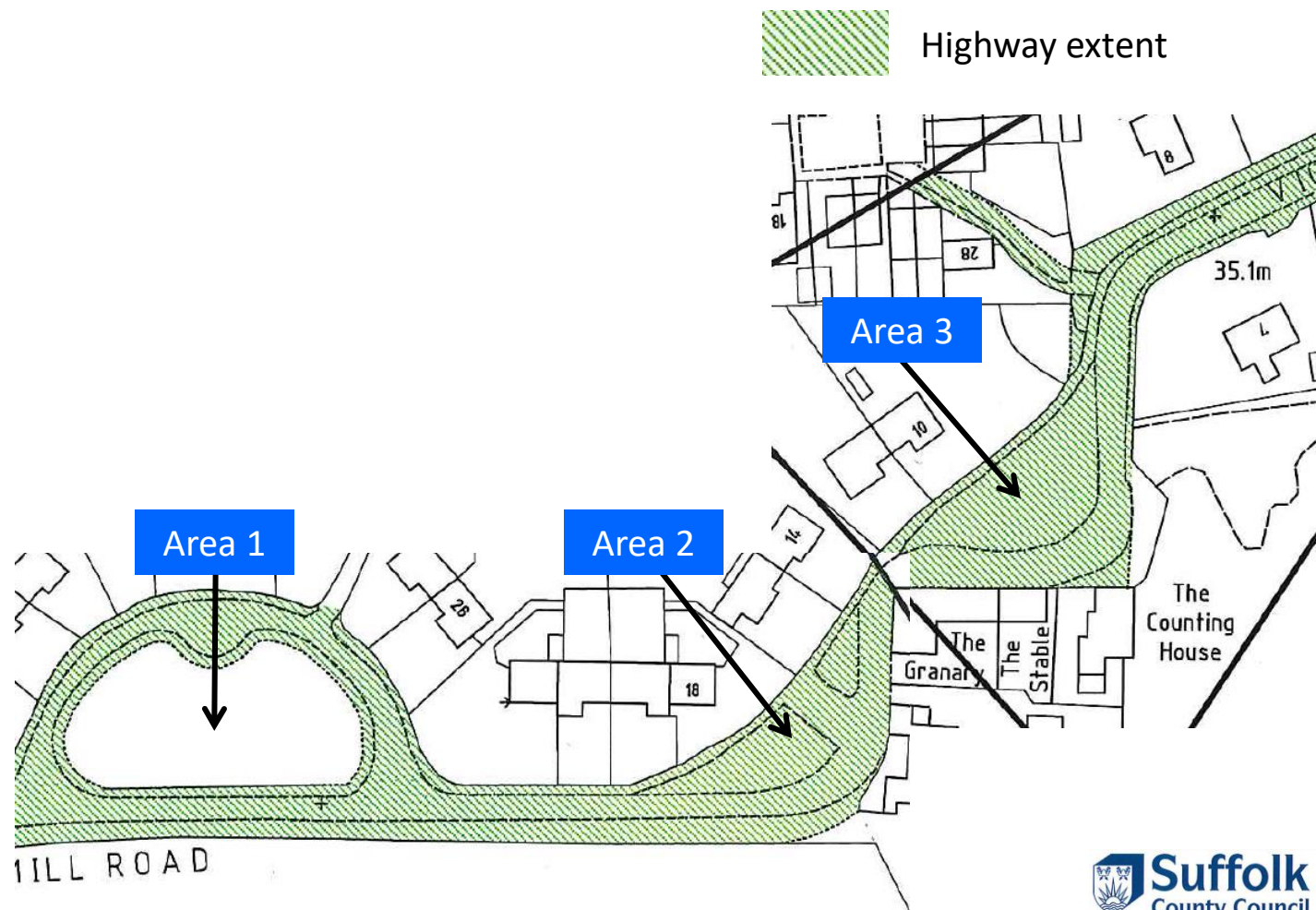
Framlingham Town Council had submitted three nominations to list areas of green spaces along Victoria Mill Road as ACV's.

East Suffolk Council initially concluded that only one of the three nominated land parcels (Area 1) met the definition of an ACV.

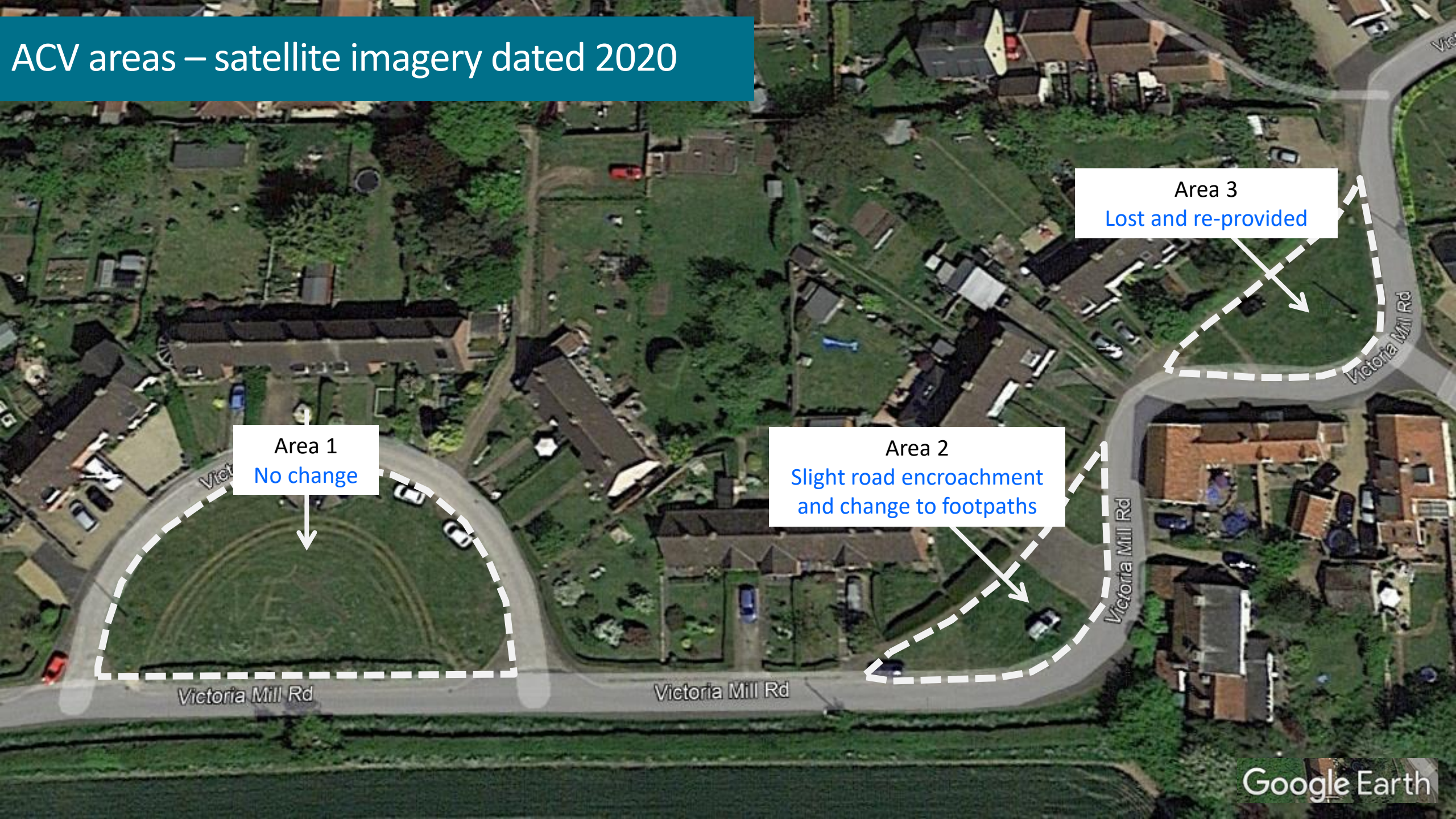
Following this decision, Framlingham Town Council submitted a re-submission in December 2021, nominating to list Areas 2 and 3.

The East Suffolk Council ACV Panel confirmed on 7 February 2022 their decision to list Areas 2 and 3.

Policy SCLP8.1: Community Facilities and Assets - is therefore a consideration to be applied in the decision.



ACV areas – satellite imagery dated 2020



Area 1
No change

Area 2
Slight road encroachment
and change to footpaths

Area 3
Lost and re-provided

Victoria Mill Rd

Victoria Mill Rd

Victoria Mill Rd

Victoria Mill Rd

ACV Area 1



ACV Area 2



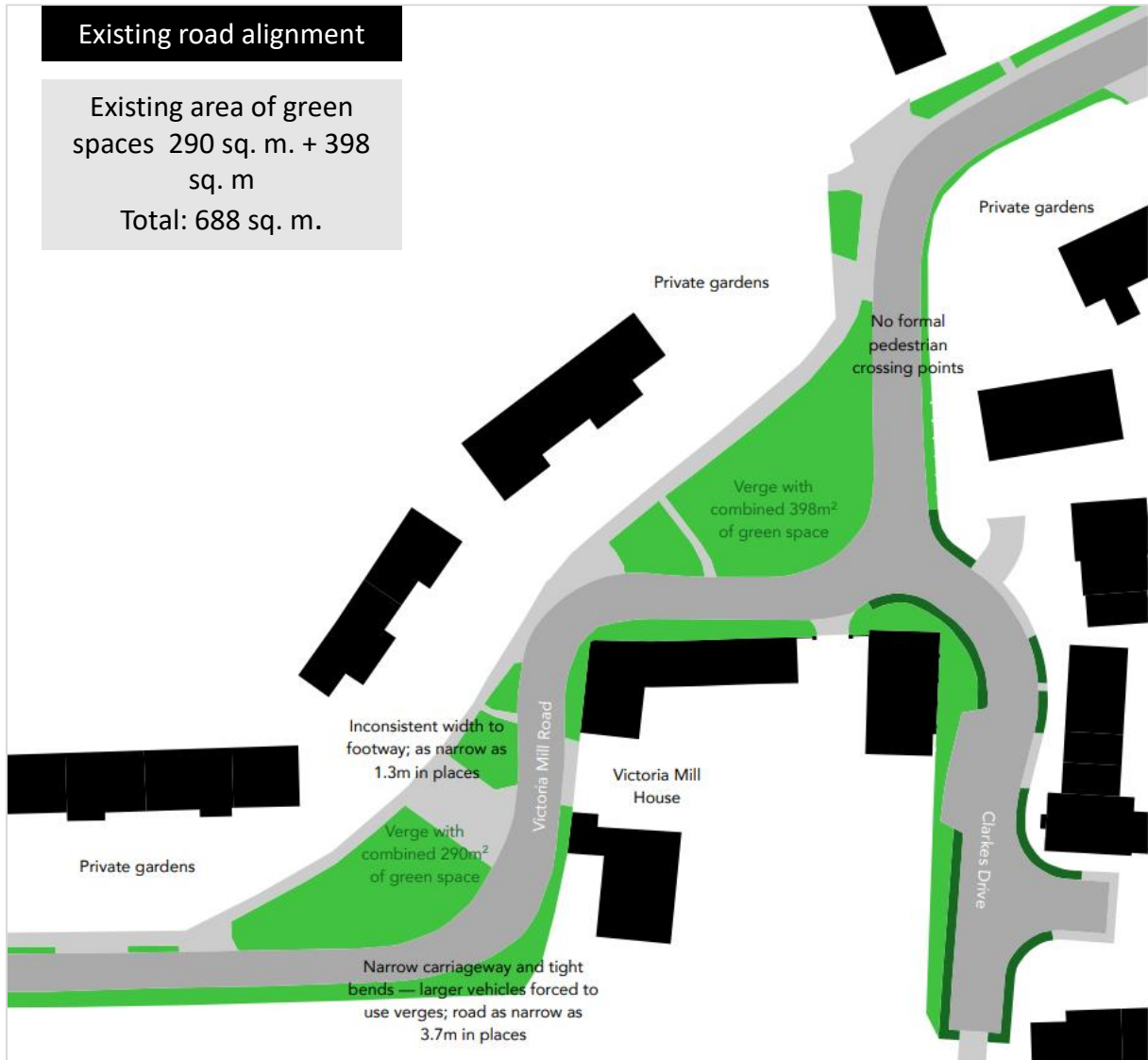
ACV Area 3



Existing and proposed realignment

Existing road alignment

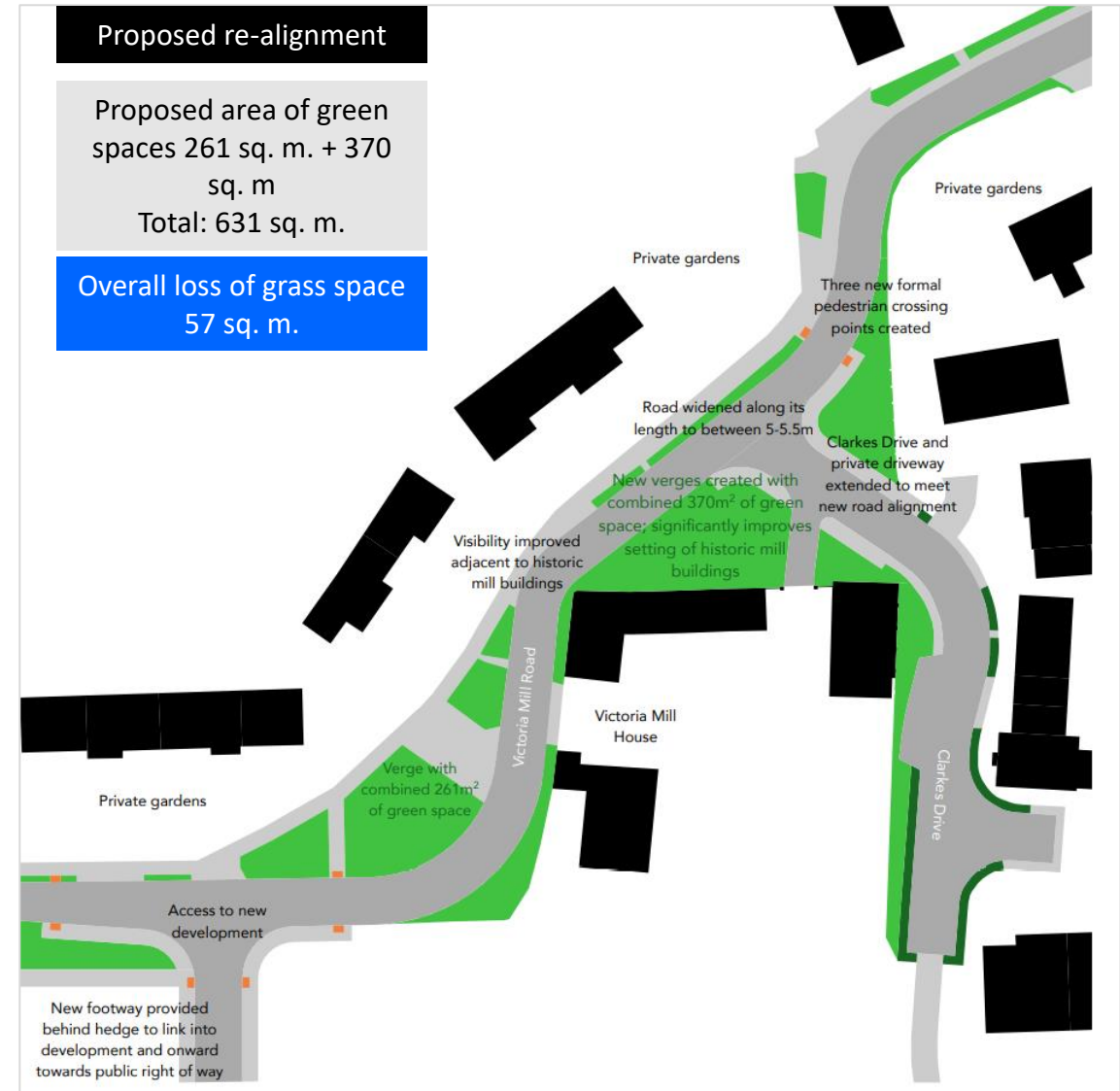
Existing area of green spaces 290 sq. m. + 398 sq. m
Total: 688 sq. m.

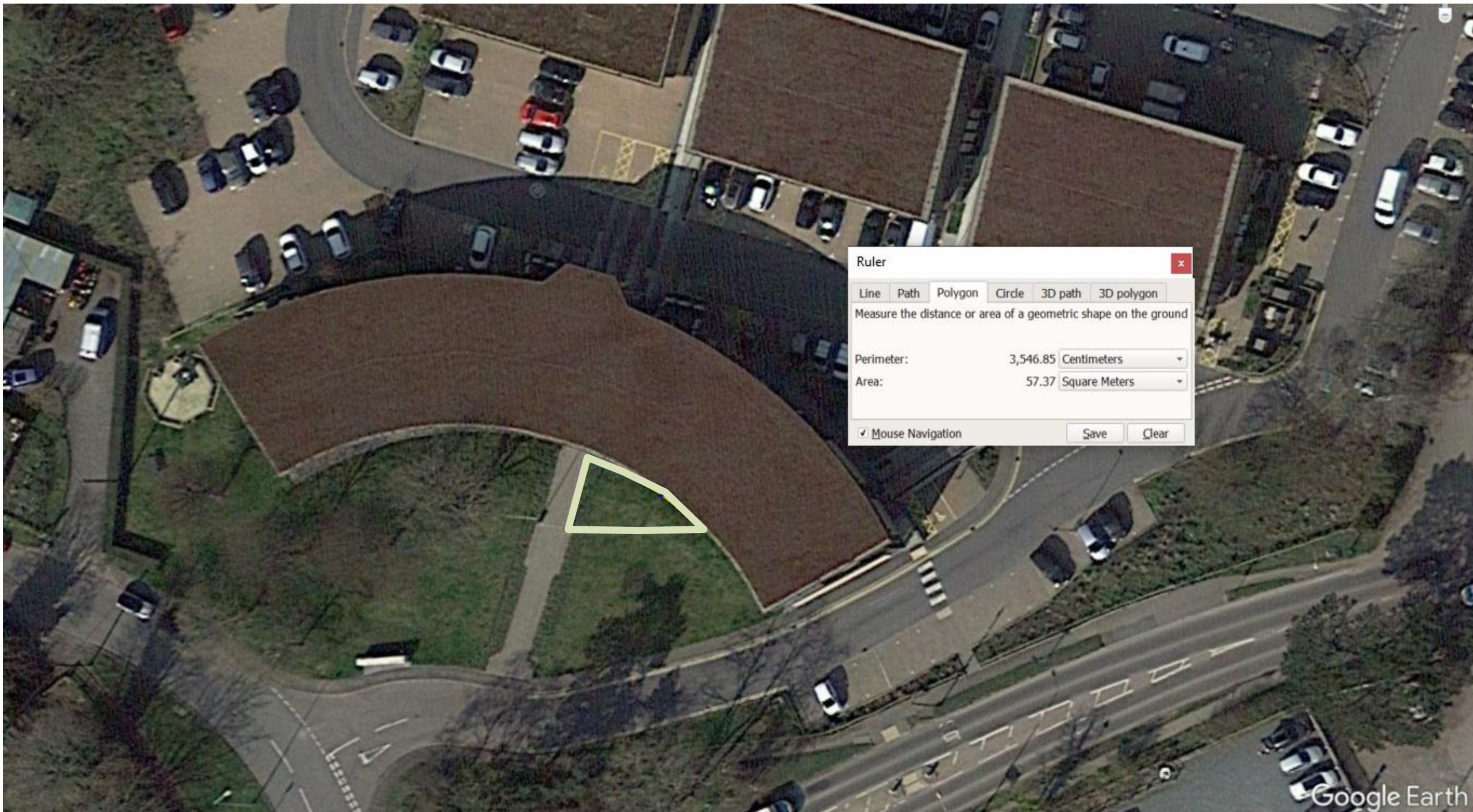


Proposed re-alignment

Proposed area of green spaces 261 sq. m. + 370 sq. m
Total: 631 sq. m.

Overall loss of grass space 57 sq. m.





Ruler ✕

Line Path Polygon Circle 3D path 3D polygon

Measure the distance or area of a geometric shape on the ground

Perimeter: 3,546.85 Centimeters

Area: 57.37 Square Meters

☒ Mouse Navigation Save Clear



Ruler

Line Path Polygon Circle 3D path 3D polygon

Measure the distance or area of a geometric shape on the ground

Perimeter: 13,210.66 Centimeters

Area: 1,037.65 Square Meters

☒ Mouse Navigation

Save Clear

Google Earth

POLICY FRAM25: LAND OFF VICTORIA MILL ROAD

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- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- if possible, the provision of a Neighbourhood Equipped Area for Play (NEAP); and
- the provision of publicly accessible green space within the site in accordance with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan; and
- the provision of appropriate vehicle access into the site from Victoria Mill Road; and
- the provision of appropriate pedestrian access in accordance with Policy FRAM14; and
- the assessment of traffic impacts in accordance with Policy FRAM16; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

POLICY FRAM9: CHILDREN'S PLAY AREAS

The provision of new children's play areas will be required to support residential development and to comply with the requirements of Suffolk Coastal Core Strategy policies SP16 and DM32.

There is a need for two Neighbourhood Equipped Areas for Play (NEAPs) to address the needs of Framlingham, in particular in the south and west of the town. Therefore, proposals to bring forward NEAPs will generally be supported, and in particular on land being developed as part of the allocation at Victoria Mill Road (Policy FRAM25).

Alternative locations will only be considered acceptable if it can be demonstrated that there is a need for a NEAP in that location and the site is available to accommodate such provision.

This need has been acknowledged and incorporated within the proposal, with the indicative provision of 2,676 sq. m of green open space and public amenity area (including an equipped area of play measuring approximately 1,037 sq. m) within the north eastern corner of the site.

The area allocated for the NEAP could adequately accommodate the minimum activity zone, as per Fields in Trust recommended requirements for a NEAP (minimum overall size 0.1ha).

Further detail will be required at reserved matters stages to ensure the minimum activity zones are provided, along with the required 30m minimum separation between activity zone and the boundary of the nearest dwelling.

The NEAP provision will be secured by the s106.

Proposed play area (NEAP)

SPG15



Table 3 Characteristics of Play Areas

	LAP Local Area for Play	LEAP Local Equipped Area for Play	NEAP Neighbourhood Equipped Area for Play
Provision required per number of dwellings	Usually 1 for every 15 dwellings	Usually 1 for every 50 dwellings	Usually 1 for every 100 dwellings
Walking distance/ straight line distance	60metres 100 metres	240 metres 400 metres	600 metres 1,000 metres
Time	1 min walking time of home	5 min walking time of home	15 min walking time of home
Play Area Characteristics	Low key games, or play with small equipment discouraging use by older children	At least 5 types of play equipment and small games area	Minimum of 8 types of play equipment. Kickabout area and provision for teenagers.
Target users	Accompanied children 4 – 6 years.	Accompanied children 4 – 8 years	Unaccompanied and unsupervised children 8 – 14 years
Activity zone	100m ²	400m ²	1,000m ²
Buffer zone (Guideline dependent upon composition and design of zone)	5 metres from nearest ground floor window	20 metres from nearest residential property	30 metres from nearest residential property.

Fields in Trust – NEAP minimum requirements

0.1ha	31.6 x 31.6 metres <i>(minimum activity zone of 1,000sqm comprising an area for play equipment and structures & a hard surfaced area of at least 465sqm (the minimum needed to play five-a-side football))</i>	30m min separation between activity zone and the boundary of the nearest property containing a dwelling
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Indicative play area – submitted under previous application



NEAP (Neighbourhood Equipped Area of Play):

This is an area of open space specifically designated, laid out and equipped mainly for older children but potentially with play opportunities for younger children as well. It can provide play equipment and a hard surface area for ball games or wheeled activities such as roller skating or cycling. It may provide other facilities such as a ramp for skateboarding, a rebound wall, and a shelter for meeting and socialising. NEAPs can often be combined with LEAP provision.



Open space considerations

Policy SCLP8.2: Open Space

The Council supports the provision of open space and recreational facilities and their continued management across the plan area. Primarily to encourage active lifestyles and to increase participation in formal and informal recreation for all sectors of the community, and also to support the biodiversity, promote effective water management and to enhance the public realm. New residential development will be expected to contribute to the provision of open space and recreational facilities in order to benefit community health, well-being and green infrastructure.

There will be a presumption against any development that involves the loss of open space or community sport and recreation facilities.

Proposals for development that results in the loss of open spaces will only be permitted in exceptional circumstances where:

- The proposal is ancillary to the open nature of the area and will enhance local character, increase local amenity and be of greater community or wildlife benefit;
- An open space assessment demonstrates the site is surplus to requirements including its ability to be used for alternative open space uses;

Or

- The loss resulting from the proposed development will be replaced by equivalent or better provision in terms of quantity, quality and in a suitable location.

Neighbourhood Plans may identify areas of Local Green Space and include policies relating to their protection.

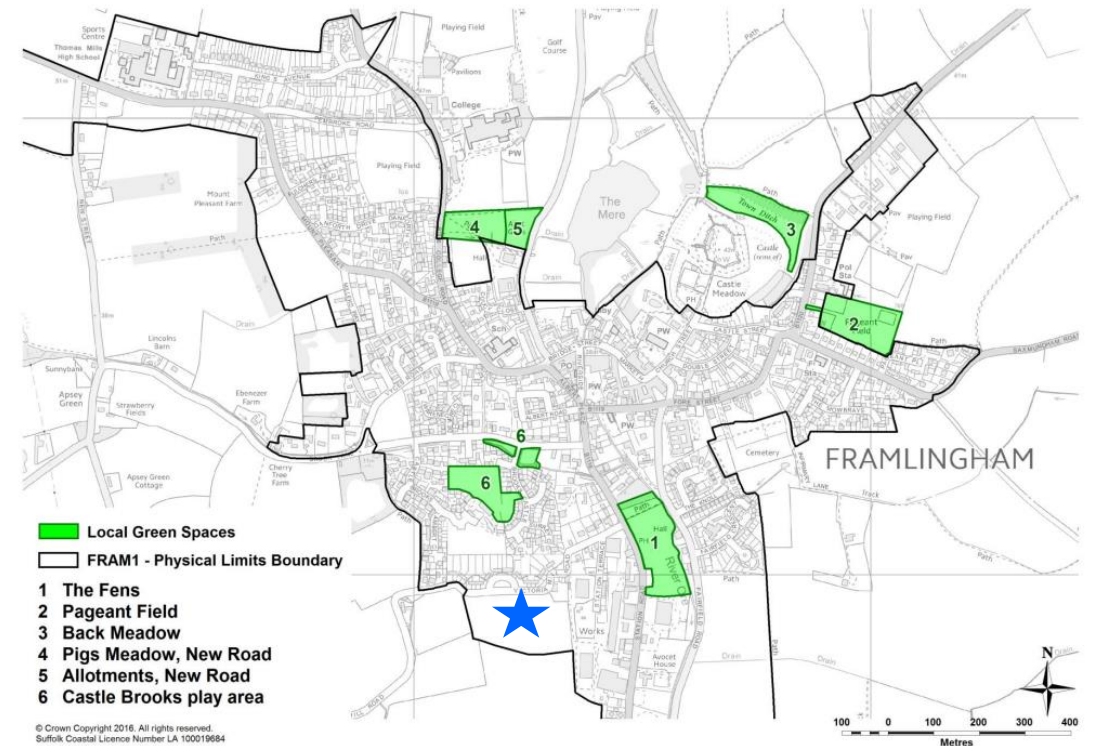
POLICY FRAM6: DESIGNATION OF LOCAL GREEN SPACES

The following areas identified on the Proposals Map are designated as Local Green Spaces:

- The Fens
- Pageant Field
- Back Meadow
- Pigs Meadow, New Road
- Allotments, New Road
- Castle Brooks play area

Proposals for built development on these Local Green Spaces will not be permitted unless the proposal is small in scale (in terms of height and bulk) and it can be clearly demonstrated that it is required to enhance the role and function of the identified Local Green Space.

Figure 6.2: Local Green Spaces



Asset of community value

In this instance, as a matter of planning judgement, greater weight could be given to the provision of housing on a Neighbourhood Plan allocated site and the subsequent benefits of the provision of a neighbourhood equipped area of play (NEAP) than to the protection of the verge.

- The combined loss of grass area is approximately 57 sq. m.
- Their use as a means of community activities and associated social well-being would not be lost entirely, with the provision of green space to the north of The Granary.
- The proposal brings forward a significant equipped play area within an area of green open space, which is an over-provision of what would be expected of a 35 dwelling site.

Questions relating to the proposed
highway re-alignment works

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- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

As noted within the Examiner's Report (dated 9 November 2016), it was suggested appropriate to select this site for release later in the plan period due to the level of development within the town.

A timeframe for delivery of development on the allocated site therefore set at **2025 onwards**.

Subject to approval of the Grampian condition, completion of the road re-alignment works, and submission of reserved matters application(s), the site will likely take several years to be prepared and built out, prior to occupancy of residents.

It is anticipated the general nature of the phased approach would result in development commencing near to 2025.

On this basis, it is considered that the rate of delivery broadly aligns with timeframe set out in the neighbourhood plan.

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- the assessment of traffic impacts in accordance with Policy FRAM16; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

The proposed quantity of housing at 'up to 35 dwellings' is considered to appropriately align with the 'approximately 30 dwellings' specified within the neighbourhood plan allocation policy – FRAM25.

The submitted 'indicative land use parameter plan' indicates that the quantum of housing is achievable at a relatively low density within the identified developable area (1.607 ha) without compromising on open space/play provision, accessibility/connectivity, and sustainable drainage features.

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- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

Details of the unit types and sizes is reserved for future determination - any reserved matters application will need to comply with the relevant policy on housing mix (FRAM3 and SCLP5.8).

Self/custom- build housebuilding

The proposal comprises solely self-build and custom-build house types – these are defined as:

- **Self-build:** Individuals buy a serviced plot that is subject to a Design Code and a palette of materials. Buyers may choose to either project manage the build themselves or contract with a developer or house builder.
- **Custom-build:** Individuals buy a serviced plot and contract directly with a developer to build their house. But in this case the degree of flexibility is more limited — the house is configured from a range of preprepared layouts and specification options that have already been approved for planning: these can include ground floor extensions and rooms in the roof.
- **Custom-choice:** A developer builds the external walls and roof and exchange contracts on the watertight shell. Buyers then pick from a wide range of interior layout and specification choices to adapt the shell to their needs.

POLICY FRAM25: LAND OFF VICTORIA MILL ROAD

Land off Victoria Mill Road (approximately 2.6 hectares as identified on the Policies Map) is allocated for housing for the second half of the Plan period (after 2025); proposals for approximately 30 dwellings will be supported subject to the following criteria:

- it provides a mix of dwelling sizes in accordance with Policy FRAM3; and
- the design of the dwellings is in accordance with the requirements of Policy FRAM4; and
- affordable housing is provided to meet the requirements of Core Strategy Policy DM2; and
- if possible, the provision of a Neighbourhood Equipped Area for Play (NEAP); and
- the provision of publicly accessible green space within the site in accordance with the requirements of Strategic Policy SP16 of the Suffolk Coastal Local Plan; and
- the provision of appropriate vehicle access into the site from Victoria Mill Road; and
- the provision of appropriate pedestrian access in accordance with Policy FRAM14; and
- the assessment of traffic impacts in accordance with Policy FRAM16; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

POLICY FRAM4: DESIGN STANDARDS

Residential development proposals must demonstrate that they have addressed the requirements of the Building for Life 12 criteria, including appropriate regard for the Town's heritage assets. Unless there are explicitly justified reasons why it is not possible, developments must achieve 'excellent/exemplary' scores for at least 10 of the 12 criteria.

In this instance, design detail relating to **layout, scale, landscaping and appearance** will be addressed fully at the reserved matters stage(s).

To ensure high quality design and coordinated development in accordance with policy FRAM4 (Design Standards) and policy SCLP11.1 (Design Quality), and to facilitate continuity through cumulative phases of development in accordance with policy SCLP5.9 (Self Build and Custom Build Housing), a **comprehensive design brief** will be secured by condition.

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Proposals for residential development with capacity for ten units or more or sites of 0.5ha or more will be expected to make provision for 1 in 3 units to be affordable dwellings, and to be made available to meet an identified local need, including needs for affordable housing for older people.

Proposals which provide a higher amount of affordable housing than that set out above will also be permitted.

Of these affordable dwellings, 50% should be for affordable rent / social rent, 25% should be for shared ownership and 25% should be for discounted home ownership.

Policy DM2 has been replaced with policy SCLP5.10 (Affordable Housing on Residential Developments), which expects development of this scale to make provision for 1 in 3 units to be affordable. Of these affordable dwellings, 50% should be for affordable rent / social rent, 25% should be for shared ownership and 25% should be for discounted home ownership.

This requirement will be secured by the s106 legal agreement.

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The Indicative Land Use Parameter Plan shows approximately 3,832 sq. m of landscaped public open space, including the equipped play area and central green.

Further design detail will be addressed fully at the reserved matters stage(s).

In response to policy FRAM10, the applicant states that they are willing to explore with the community the potential for inclusion of a community growing space should this be considered to be of particular merit.

POLICY FRAM25: LAND OFF VICTORIA MILL ROAD

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- the assessment of traffic impacts in accordance with Policy FRAM16; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

The proposed vehicular access into the site, which is seeking approval in this outline application, is located along the northern edge of the site boundary served from Victoria Mill Road.

Due to safety and visibility of east-west traffic at the new junction, part of the existing hedgerow will be removed and realigned to provide necessary visibility splays.

The proposed re-alignment works outside the allocation boundary addresses previous concerns raised by the highway authority relating to the existing constraints of Victoria Mill Road.

Overall, the highway authority raises no objection subject to conditions.

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POLICY FRAM14: PEDESTRIAN WALKWAY ROUTES

To help ensure that residents can walk safely to Framlingham town centre, public transport facilities, schools and other important facilities serving the community of Framlingham, Walkway Routes have been shown on the Policies Map. All new developments must ensure safe pedestrian access to link up with existing pavements that directly connect with the Walkway Routes.

Proposals to enhance the identified Walkway Routes will be supported. Development that is immediately adjacent to the Walkway Routes will be expected to:

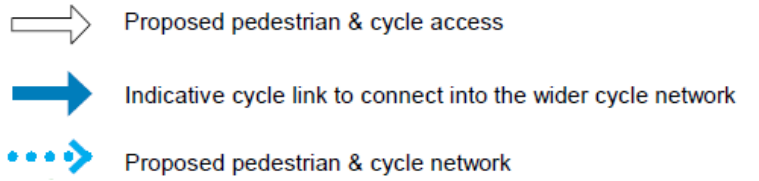
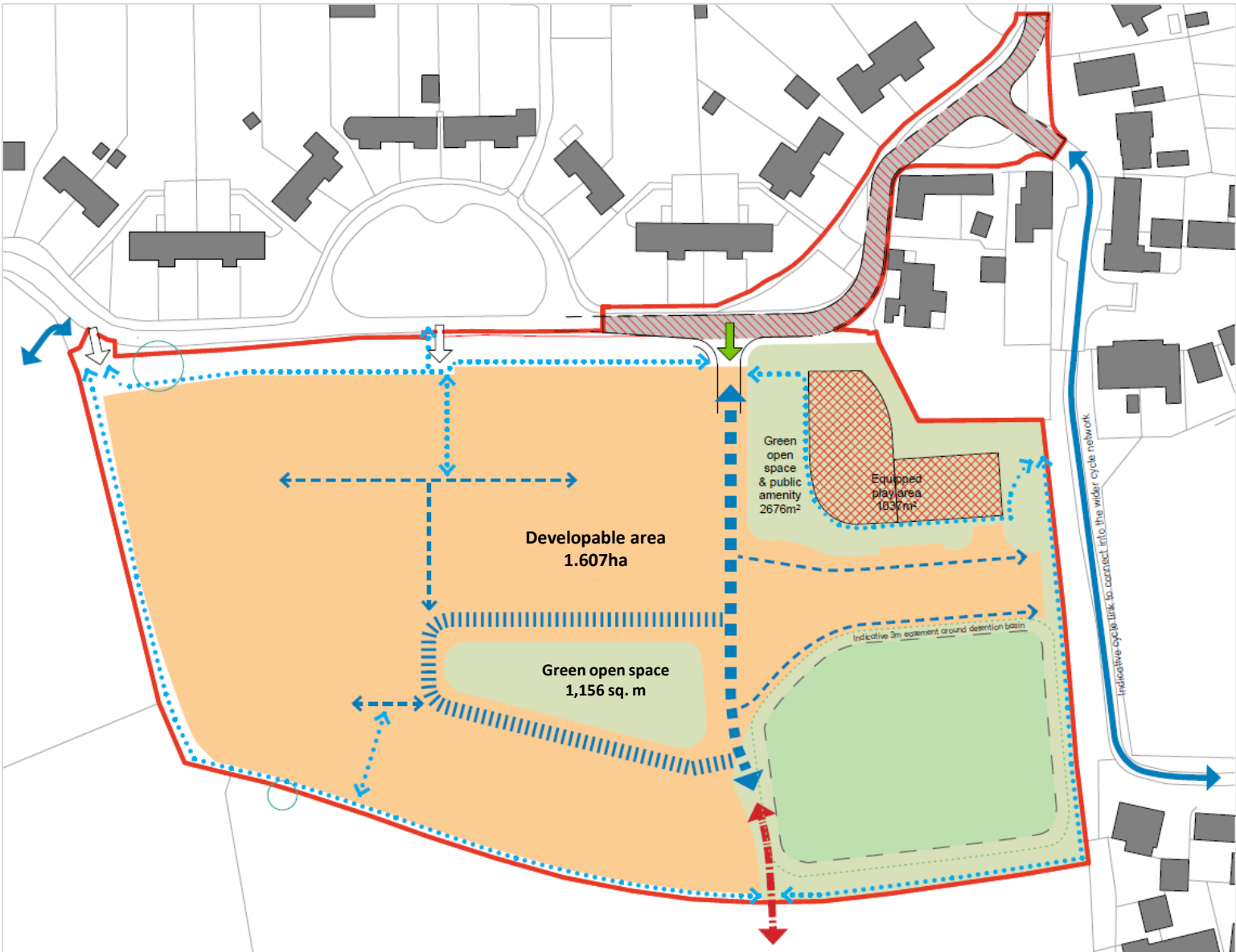
- ensure the retention and where possible the enhancement of the Walkway Route; and
- not have any detrimental impact on the Walkway Route, and assess and address the impact of the additional traffic movements on the safety and flow of pedestrians.

Taken together, policy SCLP7.1 and FRAM14 expects the delivery of high-quality cycling and walking environment on and off site that prioritise pedestrians and cyclists over vehicles.

A proposed pedestrian and cycle route runs around the perimeter of the site, which sits away from the roadside along the northern boundary, with an indicative connection point onto the existing cycleway (east of the site).

Whilst the connection to the existing cycle route is reliant on third-party agreement, the indicated connection point onto the cycleway is an important opportunity in ensuring the site is served by adequate connectivity and should be made suitable for both cyclists and walkers.

Cycle and pedestrian access



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POLICY FRAM16: HIGHWAY CAPACITY AT KEY ROAD JUNCTIONS

All Transport Assessments (for larger sites) or Transport Statements (for smaller sites) - as required by Para 32 of the National Planning Policy Framework - should address to the satisfaction of the highway authority the cumulative transport impact on road junctions, in particular including the following, identified on Fig. 9.2:

- Mount Pleasant/College Road
- College Road/Station Road/Bridge Street (Well Close Square)
- Fore Street/Station Road

A transport assessment has been submitted with the application to assess the impact of the traffic associated with the proposed development and the effect it will have on the surrounding highway network.

The highway authority raise no objection subject to conditions.

POLICY FRAM25: LAND OFF VICTORIA MILL ROAD

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- the assessment of traffic impacts in accordance with Policy FRAM16; and
- a scheme of archaeological evaluation is provided, followed by appropriate mitigation.

Suffolk County Council archaeological service has advised that there are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets.

However, in accordance with the National Planning Policy Framework (para.199) and policy SCLP11.7 (Archaeology), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

Planning considerations

The following considerations have been addressed within the reporting:

- Principle of development
- Quantity of dwellings
- Lifetime design requirements
- Affordable housing
- Self-build and custom housebuilding
- Timing/phasing of development
- Highways and access
- Cycling and walking connectivity
- Assets of community value
- Flood risk/drainage
- Archaeology/heritage
- Design quality and landscaping
- Ecology and biodiversity
- Open/play space
- Infrastructure requirements

Accordance with development plan as a whole

In accordance with:

- SCLP3.1: Strategy for Growth
- SCLP3.3: Settlement Boundaries
- FRAM1: Framlingham Town physical limits boundary
- FRAM2: Housing strategy

In accordance with the following subject to compliance with conditions/obligations:

- FRAM9: Children's play areas
- FRAM25: Land off Victoria Mill Road
- FRAM14: Pedestrian walkway routes
- FRAM15: Cycling
- SCLP7.1: Sustainable Transport
- SCLP9.5: Flood Risk
- SCLP9.6: Sustainable Drainage Systems
- SCLP5.10: Affordable Housing on Residential Developments
- SCLP8.2: Open Space
- SCLP9.2: Sustainable Construction
- SCLP9.7: Holistic Water Management
- SCLP10.2: Visitor Management of European Sites

- SCLP10.3: Environmental Quality
- SCLP10.1: Biodiversity and Geodiversity
- SCLP11.7: Archaeology

Subject to further consideration at reserved matters:

- FRAM3: Housing mix
- FRAM4: Design standards
- FRAM10: Community growing spaces
- FRAM17: Parking standards
- SCLP5.8: Housing Mix
- SCLP7.2: Parking Proposals and Standards
- SCLP11.1: Design Quality
- SCLP11.2: Residential Amenity

Contrary to:

- SCLP8.1 – Community Facilities and Assets

Conditions

Proposed conditions (as outlined in the report) relate to the following:

- Reserved matters time limit
- Reserved matters detail
- Grampian condition re. highway works
- Design code
- Phasing
- Highway detail – access; connectivity; secure cycling storage; EV charging points;
- HGV movements during construction
- Visibility splays
- Surface water drainage
- Sustainable drainage
- Archaeology
- Land contamination
- Air quality assessment
- Construction management plan
- Construction hours
- Ecological mitigation/protection
- Lighting strategy
- Construction environmental management plan
- Landscape and ecological management plan
- Signage and householder information packs
- Ecological enhancement strategy
- Affordable housing custom-choice approach
- Fire hydrants
- Sustainability and energy statement
- Landscape works and tree protection

Section 106 agreement

The draft s106 heads of terms includes:

- Affordable housing provision (policy compliant) and associated triggers for delivery
- An affordable housing scheme
- Self/custom build marketing strategy (timing and implementation to be agreed)
- Open space provision, specification and management
- Play and sports facilities provision, specification and management
- Habitat mitigation contributions (RAMS)

Recommendation

Authority to approve subject to a 'Grampian condition' requiring highway improvements prior to development or other operations; agreement of planning conditions; and the completion of a S106 legal agreement, detailing highway improvement works, affordable housing provision, self/custom build requirement, county contributions, and a contribution to the Suffolk Coast RAMS.

Grampian condition

Development shall not commence (including site clearance operations) unless and until the off-site highway improvements to Victoria Mill Road indicatively shown on drawing number 215077-CCL-XX-XX-DR-C-0001 P05 have been completed in accordance with details previously approved in writing by the local planning authority.

Reason: To ensure that the works are designed and constructed to an appropriate specification and is brought into use before any other part of the development is commenced in the interests of highway safety.

End of presentation