



St Edmundsbury
BOROUGH COUNCIL

DEV/SE/19/002

Development Control Committee 3 January 2019

Planning Application DC/17/0339/FUL – Land to the South of A1088 and Crown Lane, Crown Lane, Ixworth

Date Registered: 24.03.2017 **Expiry Date:** 10.12.2018

Case Officer: Julie Barrow **Recommendation:** Approve

Parish: Ixworth & Ixworth Thorpe **Ward:** Ixworth

Proposal: Planning Application - Access road to serve residential development

Site: Land to the South of A1088 and Crown Lane, Crown Lane, Ixworth

Applicant: Persimmon Homes (Anglia)

Synopsis:

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and Associated matters.

Recommendation:

It is recommended that the Committee determine the attached application and associated matters.

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Background:

The application is referred to the Development Control Committee as it relates to a major planning application and the Parish Council objects to the proposal, contrary to the Officer recommendation.

The applicant has cited operational reasons for requiring this planning application to be determined at this time. Officers had intended to bring both the access road and residential development applications to Development Control Committee at the same time, however, the applicant is still working with Officers on the final number of dwellings proposed on the residential land and the design and layout of those dwellings.

A site visit will take place on 20 December 2018.

1.0 Proposal

1.1 The application seeks consent for the construction of an access road to the south of the A1088. The access road will serve the development proposed on land west of the A143 and south of the 1088 and land off Crown Lane as referred to in the Rural Vision 2031 (Policy RV12). The access road includes a spur that will facilitate access to the school planned for the north-west portion of the site allocation. The route of the access road takes into account the topography of the site, circling round the high point and then leading down to the point at which it will connect into the parcel of residential development known as 'land off Crown Lane'. The application site includes an area in the north-west corner of the site allocation where an attenuation basin is proposed.

2.0 Application Supporting Material

2.1 The following plans and documents are relevant to the proposed development:

- Site Context Plan
- Indicative Masterplan
- IX-SL02 Rev A Site Location Plan
- IX-PL03 Rev E Road Layout Plan
- 215-E-200 Rev A – Engineering layout sheet 1 of 2
- 215-E-201 Rev A – Engineering layout sheet 2 of 2
- E3772-910B – Signings and linings sheet 1 of 2
- E3772-911A – Signings and linings sheet 2 of 2
- Design & Access Statement
- Site Investigation Report
- Ecological Report
- Flood Risk Assessment (amended during the course of the application)
- Addendum to Transport Statement November 2015
- Transport Assessment June 2018
- Arboricultural Appraisal

3.0 Site Details

3.1 The access road will run north-south through a parcel of land bounded by the A1088 to the north and A143 to the east. The parcel of land to the south of the access road is allocated for residential development and is the

subject of a separate planning application. Ixworth Free School adjoins the wider site to the west with Ixworth cemetery to the south-west. Existing residential development adjoins the north-west corner of the wider area of land. The site is undulating in nature with the centre of the site being the highest point. The site is currently in agricultural use.

4.0 Planning History:

Reference	Proposal	Status	Decision Date
DC/15/0873/FUL	Planning Application - Introduction of a right turn ghost island junction on the A1088 to provide vehicular access	Application Refused - granted on appeal	01.10.2015
DC/15/2569/FUL	Planning Application - Introduction of a right turn ghost island junction on the A1088 to provide vehicular access (Resubmission of DC/15/0873/FUL)	Application Withdrawn	23.06.2016
DCON(A)/15/0873	Application to Discharge Condition 3 (Surface Water Drainage) of DC/15/0873/FUL	Application Granted	26.04.2018
DC/17/0333/FUL	Planning Application - 90no. dwellings with associated access road, emergency access, car parking and landscaping	Pending Consideration	

5.0 Consultations

- 5.1 SCC Flood and Water Management (August 2018) – Have reviewed the latest drainage information held by GH Bullard (May 2018) and recommend a holding objection as further clarification on the design philosophy for the SuDS.

This application should not be decided in isolation and must be decided in line with DC/17/0333/FUL as the drainage for the access road relies on the SuDS in the residential development.

The proposed drainage system for the access road consists of a combined linear system of swaled filter drains either side of the road which utilises what infiltration is available on site. The filter drain (below ground level) is under-drained and the swale (above-ground) is check dammed to maximise storage on steep slopes.

SCC Flood and Water are in principle happy with the overall approach. However there are concerns that the filter drain material will allow for horizontal seepage (or base flow) through the filter drain, thus potentially leading to wash-out and flooding at the end of the linear system. It will also mean that storage per compartment is not fully utilised.

SCC Floods and Water suggest extending the check dam below ground level into the filter drain material and removing the perforated pipework. However the final design will be led by the adopting body.

There are no issues with the end of run pond/infiltration basin features along the northern boundary. There are no issues for the proposed 2l/s connection rate for the road, leaving 3l/s for any future development.

The southern half of the access road drainage eventually connects into the residential network, therefore the design and upkeep of the residential SuDS system is very important.

5.2 SCC Flood and Water Management (November 2018) – Overall the design philosophy for the Spine Road is acceptable and the majority of the detail is there. The remainder of the issues can be overcome at detailed design via conditions. SCC Floods is confident that the system for the spine road is adoptable for highways, there is good access via catchpit manholes for highways to clean/maintain the pipe network and controls. The residential site is critical to this application as the spine road ultimately conveys through the residential area. If the full application site is not approved neither should this be. SCC Floods is minded to provide approval subject to conditions addressing the detailed design stage.

5.3 SCC Highways (October 2018) – The indicative layout as submitted in this application is still not detailed enough to give a full response.

Whilst the drainage layout and pond has now been included within the red line, not enough detail of the system has been submitted with regard to planting. SCC Highways do not accept planting in swales of trees or large bushes.

The revised drainage strategy is now in principle acceptable, however it will command commuted sums.

The forward visibility splays required for the bends and junctions cannot be achieved within the red line.

The road alignment appears to come close to the landscape hedge and buffer to the east of the scheme and SCC Highways cannot approve tree planting this close to an adopted road. The road alignment should be clear of the buffer and trees to be 5m from the adoptable highway including the swale.

SCC Highways require details of the gradients of the access road from the A1088 and would prefer to see that these can be provided to SCC standards before conditioning.

5.4 SCC Archaeology (April 2017) – The proposed development site lies in an area of archaeological importance recorded on the County Historic Environment Record. The site of the proposed access road has not been the subject of systematic archaeological investigation. As a result there is high potential for the discovery of below-ground heritage assets of archaeological importance at this location.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. However, 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.

- 5.5 Landscape & Ecology Officer (October 2018) – The proposals are for an access through farmland to serve the residential development to the south. Whilst this is a full planning application there does not appear to be much information showing details of the proposals. The access road passes through land also allocated in policy RV12 of the Rural Vision 2031 and the principle of a road is accepted. However, the tree screen on the eastern side of the site is considered to be a constraint to development because it provides landscape and visual screening, the importance of which will increase significantly as the site is built out.

Whilst the principle of the road is accepted, the proposals will nevertheless have an impact on the existing environment and farmland which has been observed to be heavily used by the existing residents of Ixworth for informal recreation. The effects are likely to be as a result of

- The presence of the road infrastructure itself
- Activity associated with the use of the road particularly the intrusion of cars
- Lighting.

The proposals will require the loss of some of this landscape tree screen between the site and the A143. This loss is not consistent with the principles of the mitigation hierarchy which in the first instance promotes avoidance of harmful effects on existing site features. In addition, the proposals are not acceptable because:

- The loss of the woodland/tree screen could be avoided by adjusting alignment of the road which is not otherwise constrained.
- There are no details showing the level of removal of trees and habitat that would be required – although the road footprint indicates that a third of the width would be threatened, it is likely that this would increase to enable construction of the road.
- The remaining trees in the tree belt adjacent to the road would be threatened in the future by the need for pruning and felling for the operation of the road.
- There are no proposals to mitigate the tree loss. Trees shown on the proposals map adjacent to the road are not deliverable.
- The function of the tree belt as a visual screen will be compromised as a result of the proposals and this is significant in the context of the residential development site as a whole and the wider context. The level of development indicated in the relevant policies (2006 Replacement Local Plan and Vision 2031) is consistent with the retention of existing site features.

Although the scheme is not supported a number of planning conditions are recommended if planning permission is to be granted.

6.0 Representations

- 6.1 Ixworth & Ixworth Thorpe Parish Council (May 2017) – Object to the application:

- The application is not in line with the Crown Lane Masterplan adopted by St Edmundsbury Borough Council in December 2010.
- The Masterplan shows access would be via a five arm roundabout and it does not show Walsham Road being opened.
- If Walsham Road was to be reopened it would cause severe traffic problems throughout the village and create safety issues as Ixworth Free School entrance is in Walsham Road.
- Concerned that no traffic viability studies have been supplied showing what effect reopening of Walsham Road would have.
- Residents living near the Walsham Road and proposed ghost island have concerns that noise pollution will be increased and affect their quality of life.

6.2 Ixworth & Ixworth Thorpe Parish Council (August 2018) – Object to the application:

- The application is not in line with the Crown Lane Masterplan adopted by St Edmundsbury Borough Council in December 2010.
- The Masterplan shows access would be via a five arm roundabout and it does not show Walsham Road being opened.
- The Parish Council feel that Walsham Road should not be re-opened, even for emergency access. The bollards could be removed in the future and the road re-opened. Walsham Road would then become a very busy and possibly unsafe road to walk along.
- Repeat concerns raised by residents previously.

6.3 Public Representations

Letters sent to 148 neighbouring properties and site notice posted. Representations received from 10 addresses on the scheme as originally submitted. The concerns and issues raised are summarised below. Full representations are available to read on the Council's website.

Highways and access

- Space required past the emergency access on Crown Lane to enable access to 50 New Road.
- Will parking be restricted on Crown Lane to prevent existing accesses? Cars parked on Crown Lane could hinder emergency access and there are existing problems with vehicles parking on Crown Lane blocking access.
- Provision of a two way vehicular link into Walsham Road was not part of the Concept Plan or Master Plan.
- An additional vehicular access past the Ixworth Free School and the Nursery creates an unacceptable hazard to vulnerable pedestrians. Access should be limited to pedestrian and cycle access or emergency vehicle access only.
- A link from Walsham Road would create a 'rat run' into the village past a wildlife area and woodland area that provide a safe area of play for small children and encourage unsustainable car use.
- Additional traffic on Walsham Road will increase the probability of a road traffic collision involving children riding their bikes to and from the BMX track in the copse.
- Application does not address inherently unsafe nature of any access point for a substantial development situated between the roundabout and existing Ixworth/Bardwell staggered junction.

- All previous suggestions for development have shown access from a 5 arm roundabout and that form of access was in the Ixworth Concept Statement and Ixworth Crown Lane Master Plan.
- No other access options have been considered.
- No current application for any development in excess of 90 plot Crown Land development. No reason why that site cannot be accessed from Crown Land and/or Micklesmere Drive. Application is premature.
- Volume of traffic on the High Street is already at unbearable levels and encouraging more vehicles into the street does not make sense.
- Plans already include a dangerous ghost junction into the A1066. The opening up of Walsham Road may encourage drivers to cut down it to avoid main access.
- Footpath that leads from the Thistledown Drive end of Walsham Road up to the free school is narrow and unsuitable for use based on current flow of traffic.

Residential amenity

- Access road is too close to homes in Thistledown Drive and Coltsfoot Close. Noise and light pollution from access would have a significant adverse impact on health and quality of life.
- Privacy compromised – vehicle occupants will be able to see into rear windows of homes that back onto field.
- No landscape or noise protection measures between access road and rear gardens of properties in Coltsfoot Close and Thistledown Drive. Minimum 6m landscape buffer and 2m high acoustic fence is required.
- Opening Walsham Road will have a detrimental effect on peaceful quality of life of residents in this area.

Other issues

- Opening Walsham Road will have a detrimental effect on house prices in this area.

Representations received from 3 addresses on the amended scheme. The concerns and issues raised are summarised below. Full representations are available to read on the Council's website.

Highways and access

- Object to proposed access through Crown Lane. The addition of extra traffic would make it dangerous especially as there is a school in the lane.
- Additional traffic on Crown Lane will cause the graveyard not to maintain its peaceful surrender.
- The permanent access to Crown Lane is not big enough to maintain the growth of traffic. Sure that this will be used as a permanent access and if obstruction were put in place it would still not be used by the emergency vehicles because removal of this will cut down the response time.
- New plan shows emergency access at the spur to Walsham Road. If emergency access is required the spur should be of a width and nature suitable for such use only.
- It is premature to consider any access to this land. There is no permission or pending application for the land. The only planning status is indicative in the master plan for school or residential. Until the precise nature of the use of that land is decided it is not possible to establish the requirements of any proposed access.

- Repeat objection to proposed ghost right junction to the A1088 off the new spine road.

Residential amenity

- Point of access at Walsham Road is inappropriate as it is very close to and would be seriously detrimental to the amenity of the residents of Nos. 1-3 Coltsfoot Close.
- Any permission for development of the access road must include a condition requiring adequate landscaping and acoustic bunding and/or fencing.

Other issues

- More pollution and noise
- Any additional properties would put an excessive strain on the local amenities which are also heavily burdened i.e. the doctors surgery and schools.
- There is little open space provision for recreational activities and dog walkers at present.
- Any consent must include adequate provision for landscaping and noise reduction. The application must be refused if there is inadequate land for landscaping or the application site widened to include it.

7.0 Policy

7.1 The following policies of the Joint Development Management Policies Document, the St Edmundsbury Core Strategy 2010 & Vision 2031 Documents have been taken into account in the consideration of this application:

Core Strategy Policy CS1 - St Edmundsbury Spatial Strategy
 Core Strategy Policy CS2 - Sustainable Development
 Core Strategy Policy CS3 - Design and Local Distinctiveness
 Core Strategy Policy CS4 - Settlement Hierarchy and Identity
 Core Strategy Policy CS7 - Sustainable Transport

Vision Policy RV1 - Presumption in favour of Sustainable Development
 Vision Policy RV12 - Ixworth

Policy DM1 Presumption in Favour of Sustainable Development
 Policy DM2 Creating Places Development Principles and Local Distinctiveness
 Policy DM3 Masterplans
 Policy DM6 Flooding and Sustainable Drainage
 Policy DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity
 Policy DM13 Landscape Features
 Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
 Policy DM20 Archaeology

8.0 Other Planning Policy

8.1 National Planning Policy Framework (2018)
 National Planning Practice Guidance (2018)

- 8.2 The NPPF was revised in July 2018 and is a material consideration in decision making from the day of its publication. Paragraph 213 is clear however that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the Framework, the greater weight that may be given. The Policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provisions of the 2018 NPPF that full weight can be attached to them in the decision making process.

9.0 Officer Comment

The issues to be considered in the determination of the application are:

- Principle of development
- Highway safety
- Flood risk and drainage
- Visual impact and landscaping
- Residential amenity

9.1 Principle of development

- 9.1.1 Ixworth is identified in Core Strategy Policy CS4 as a key service centre with a good range of local services and facilities on offer. The village is also described in the Rural Vision 2031 as having good transport links to Bury St Edmunds and Diss. The conservation area takes in the historic core of the village where there are a number of listed buildings. Policy RV12 allocates the land west of the A143 and south of the A1088, through which the access road runs, for development comprising of approximately 80 dwellings on the southern part of the site with the residual land to the north protected for educational use (allocation RV12(c)). The Policy also includes the allocation of the land off Crown Lane for the development of approximately 90 dwellings (allocation RV12(b)). The Policy states that the land off Crown Lane is likely to come forward in the short term and that the remainder of the land would be brought forward in the medium term.
- 9.1.2 A Concept Statement and Masterplan has been prepared in respect of the allocation RV12(b). This includes an indicative masterplan for the wider site, incorporating the route of the access road. It is understood that the land owners of the wider site are currently engaging with the Council in respect of a detailed masterplan for the northern part of the site. The current proposals for the access road have had regard to the adopted and emerging masterplans and the route of the road broadly follows that envisaged by the adopted masterplan.
- 9.1.3 One key difference to the scheme is the fact that the entire site will be accessed via a right turn ghost island junction on the A1088. The adopted Masterplan envisaged that a fifth arm of the roundabout to the north-west of the site would be constructed, enabling access into the site. Planning permission for improvements (including the fifth arm) to the A143/A1088 roundabout was refused in June 2014 on the grounds of highway safety. It was determined that a fifth arm on the roundabout will be less safe than an alternative four arm access arrangement for the adjacent future residential development site.

- 9.1.4 A further planning application for a right turn ghost island junction was submitted in 2015 and refused by the Council in October 2015. The applicant subsequently appealed this refusal and planning permission was granted on appeal for the junction. A copy of the appeal decision is attached as Appendix 1.
- 9.1.5 The applicant intends to construct the right turn ghost island junction and this application deals with the access road that will lead off the junction. It is acknowledged that such an arrangement differs from the adopted Masterplan, however, it was not until the full planning application stage that the merits of a fifth arm of the roundabout could be fully tested.
- 9.1.6 It is considered that the safety implications of a right turn ghost island junction have been fully tested through the planning system and in any event, any further consideration of this junction is outside the scope of this application. This application seeks consent for the remainder of the access road which, as stated above, broadly follows the Masterplan route.
- 9.1.7 Local residents have raised concerns that future residents of the development site will turn left onto the A1088 to avoid turning right during peak times, leading to increased traffic traveling through the village along High Street to access the A143. SCC Highways does not share these concerns and no evidence has been presented to the Council to support such an assertion or that it would have an adverse impact on the local highway network in any event. In addition, these matters are again outside the scope of this application.
- 9.1.8 The adopted Masterplan envisages that the land to the north-west of the access road will form the site of a new school in Ixworth. The applicant has therefore been asked to confirm that sufficient space for the school is being retained and that the design of the access road and its drainage system will not compromise the school land in any way. This confirmation has been received and accepted by Suffolk County Council.
- 9.1.9 Notwithstanding the differences between the Masterplan and the approved details for obtaining access off the A1088, it is considered that the principle of constructing an access road through the land forming allocation RV12(c) has been established. Policy RV12 clearly envisages that the residential development in the southern part of the site would come forward ahead of the northern part and on this basis it is necessary for an access road to be constructed prior to any other residential development or the construction of a new school. The adopted Masterplan does not envisage that vehicular access to the southern part of the site would be taken from Crown Lane and SCC Highways has confirmed that Crown Lane does not have sufficient capacity to take the level of traffic that would be generated by the residential development.
- 9.1.10 Based on the adopted Masterplan and Policy RV12 it is considered that the principle of constructing an access road through the land to the south of the A1088 and to the West of the A143 is acceptable.

9.2 Highway Safety

- 9.2.1 A Transport Assessment (TA) has been submitted with the application, which makes reference to this application and the separate application

submitted for the residential development on the land to the south of the access road. The TA states that the carriageway of the access road will be a minimum of 5.5m wide and that there will be a shared use footway and cycleway provided to one side.

- 9.2.2 When the A143 Ixworth bypass was constructed Walsham Road was stopped up for vehicular traffic close to the current roundabout junction and the length of roadway that crosses the application site is open to pedestrians only. The plans submitted at the outset of the application indicated that Walsham Road would be reopened to vehicular traffic. A number of objections were raised by local residents in respect of the level of traffic that would utilise the existing length of Walsham Road and have to pass the Free School and a woodland area used by children for recreational and leisure purposes. The applicant subsequently amended the proposal and confirmed that Walsham Road will not become a through road once again.
- 9.2.3 The access road as proposed allows for future access to the land reserved for a new school, with provision for emergency vehicle access only. The Highway Authority has confirmed that this arrangement is acceptable and details of the bollards and measures to direct pedestrians and cyclists can be secured by condition.
- 9.2.4 A cycle path is proposed alongside the access road to promote access through the wider site, into the residential land at the south and beyond to the cemetery, school and recreation ground to the south.
- 9.2.5 The TA details the trip generation calculations carried out in respect of the residential development to the south of the access road and concludes that no severe capacity issues are anticipated on the local road network as a result of the development and the Highway Authority has not disputed this. Future planning applications for residential development on the northern part of the site may need to review this issue, however, at this time there is no justifiable reason to refuse the application on highway safety grounds. Paragraph 109 of the NPPF 2018 states that 'development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe'.
- 9.2.6 The Highway Authority has requested additional details in respect of the layout and construction of the road and this information has been submitted by the applicant. The Highway Authority has worked closely with SCC Floods team in order to ensure that a satisfactory drainage strategy is being employed to prevent surface water flooding on the access road. At the time of writing the Highway Authority has not provided formal comments on the additional details included within the Flood Risk Assessment relating to the drainage strategy. Informal discussions between officers and the Highway Authority have taken place and it is understood by officers that the Highway Authority will seek to adopt the carriageway and footway/cycleway, subject to them being constructed to an appropriate standard and the applicant entering into the necessary construction and adoption agreements. The Highway Authority will not however adopt the drainage system due to what it considers to be onerous maintenance requirements. The applicant is therefore required to offer an alternative solution to the management and maintenance of the highway drainage. It proposes to pass these responsibilities to a management company and has suggested that the

submission of a management and maintenance plan can be secured by condition.

- 9.2.7 It is preferable for the access road and its associated drainage system to be adopted and maintained by a single entity, however, in this case this is unlikely to be achievable and the Highway Authority has indicated that it is willing to accept the applicant's management company proposal. The submission of a management and maintenance plan will ensure that the Local Planning Authority retains some control over the arrangements and any failure to comply with the plan can be subject to enforcement action.
- 9.2.8 On this basis it is considered that the applicant has demonstrated that the integrity of the access road can be maintained and that surface water can be adequately managed. The proposal therefore satisfies the requirements of Policies CS7 and DM2 in relation to highway safety. The proposal ensures that safe and suitable access can be achieved and accords with paragraph 108 of the NPPF 2018 in this regard.

9.3 Flood risk and drainage

- 9.3.1 The site is located in Flood Zone 1, where the majority of development should be directed as it is at the lowest risk of Flooding. A Flood Risk Assessment has been submitted with the application, as required by paragraph 163 of the NPPF 2018, and has been revised on a number of occasions due to ongoing discussions between the applicant and SCC Floods. Due to the topography of the site the drainage strategy has been split up into northern and southern sections and as the drainage of the southern section of the access road will be reliant upon the drainage strategy for the residential development to the south a comprehensive strategy has been set out to address this.
- 9.3.2 The proposed drainage solution for the residential development and spine road south area is to dispose of the surface water to ground, at source. Where the capacity is exceeded, a network of pipes will convey the water to the open space at the lowest part of the site to an infiltration basin.
- 9.3.3 As there is no near accessible watercourse and the nearest surface water sewer will require pumping, the proposed drainage solution for the residential and spine road south area is to dispose of the surface water to ground, at source. Where the capacity is exceeded, a network of pipes will convey the water to the open space at the lowest part of the site to an infiltration basin. The spine road south will utilise a swale on either side. The outlets are manholes set within the base of the swale with open grates, leading to oversized pipework beneath. These oversized pipes have a controlled outflow to maximise the storage. This mechanism can be maintained by the highway authority using their current maintenance processes. The network outflows to the conveyance pipework then to the infiltration basin along the western boundary.
- 9.3.4 The spine road north will use the same principle as the south, but there is an available public surface water sewer in the north-west part of the site. Attenuation will be provided in the form of a basin, utilising the infiltration available, with a controlled discharge rate to the public sewer. During the course of the application the application red line has been increased to include the attenuation basin in the north-west corner.

- 9.3.5 Although this application does not include the residential parcel of land, the surface water drainage strategy relies on SuDS features within the southern area of land. As detailed above, the applicant anticipates that the access road will be adopted by the Highway- Authority and that the drainage system will be managed and maintained by a separate management company. The infiltration basin proposed in the open space in the residential area will be offered for adoption to the Local Authority.
- 9.3.6 The applicant has worked closely with SCC Floods to agree the drainage strategy for the development and the Flood Risk Assessment has been revised on a number of occasions to address the technical concerns and queries raised. The Flood Risk Assessment outlines the broad drainage strategy for the access road and the residential development to the south. SCC Floods have recommended a number of conditions relating to the next stage of detailed design of the scheme as well as a condition relating to the management of surface water during the construction process.
- 9.3.7 In accordance with paragraph 165 of the NPPF 2018 the applicant has incorporated sustainable drainage systems within the scheme and the future management and maintenance of the systems has been addressed. In addition, the proposal accords with the requirements of Policies CS2 and DM6 in relation to flooding and sustainable drainage.

9.4 Visual impact and landscaping

- 9.4.1 The application site is currently undeveloped agricultural land. The topography of the site is such that views across the site from both the north and south take in the high point towards the centre of the site. There is an established tree belt along the eastern edge of the site that screens it from the A143. A line of scrub and other vegetation lines the northern boundary where it adjoins the A1088. At the northern end of the site modern residential development adjoins the boundary of the agricultural field. Moving south the Ixworth Free School adjoins the boundary and at the southern end the cemetery adjoins the boundary. There are also a number of mature trees along the western boundary.
- 9.4.2 The construction of an access road through the open landscape will be an alien feature and with the inclusion of street lighting and other street furniture it will feature prominently in the landscape when viewed internally, as well as when viewed from the rear of the residential dwellings at the northern end of the field. The application site itself includes sufficient space for the construction of the carriageway, footways and cyclepath together with the drainage features that run alongside the highway.
- 9.4.3 The applicant has advised that it is not currently in control of any further land either side of the access road and that its ability to landscape the areas immediately alongside the access road is therefore limited.
- 9.4.4 It is known that local residents use the agricultural field on an informal basis for dog walking etc. and the current peace and tranquillity experienced from within the site will be lost. As detailed above, the adopted Concept Statement, Masterplan and Policy RV12 anticipated that the access road would be constructed ahead of the residential development and new school to either side of it and even with the inclusion of landscaping to either side

the road would always be the dominant feature until such time as the remainder of the development came forward. It is also referenced above that the landowners of the remaining land are engaging with the Council to develop a Masterplan for the land and the need for landscaping across the whole site will be addressed as part of this process and as part of the planning applications that are expected to come forward in the coming years.

- 9.4.5 At this time the practical need to construct the access road to facilitate the residential development to the south, and ultimately the remainder of the site, must be balanced against the adverse impact on the landscape character of the area in the short to medium term. Policy DM13 states that development will be permitted where it will not have an unacceptable adverse impact on the character of the landscape, landscape features, wildlife or amenity value. In addition, development proposals are expected to demonstrate that their location, scale, design and materials will protect, and where possible enhance the character of the landscape including the setting of settlements and the nocturnal character of the landscape.
- 9.4.6 The Landscape & Ecology Officer is particularly concerned that a section of the access road impinges on the tree belt on the eastern boundary, resulting in the loss of a number of trees. The exact number that will be lost has not been quantified by the applicant, despite this information being requested on a number of occasions. In addition there are further concerns that there will be pressure on the trees that are not removed but are close to the carriageway to be pruned or felled in the future. The existing tree belt is one of the key landscape features of the wider site and the Masterplan envisaged that the access road would be positioned inside the tree belt, thus preserving it in its entirety.
- 9.4.7 The applicant has been unwilling to make any significant changes to the layout and position of the access road and suggests that the scheme would result in the loss of around 5% of the total tree belt, meaning that a significant tree belt would be retained along the boundary. The applicant has stated that the request made by Officers for the route of the access road to be revised to prevent encroachment into the tree belt was made at a late stage in the application process. Officers have, on a number of occasions, requested detailed information in respect of the impact of the proposal on the tree belt. It was not until further information was received, late in the process that it became clear that the access road would impinge on the tree belt. As stated above, the applicant has also been unwilling to carry out a detailed survey at this stage in order to identify the exact number of trees that will be lost, with reference simply made to the figure of 5% of the total tree belt.
- 9.4.8 The applicant has suggested that it would be prepared to accept a planning condition requiring tree planting to compensate for the loss of any trees. However, as detailed above there is very limited space to achieve this and on this basis it is considered that a planning condition such as that suggested would not adequately mitigate for the loss of existing trees. An addendum to the Ecology Report submitted with the application suggests that subject to best practice being employed in the removal of trees from the tree belt, any loss of habitat is likely to have only a minor negative impact. The addendum does not fully consider the visual impact of the loss of trees and it is regrettable that this is likely to be the case. The majority

of the tree belt will remain intact and it is envisaged that this will be incorporated into the remainder of the development on the northern part of the site. The intrusion of the access road into part of the tree belt will have an adverse visual effect on a local level, however there is some scope to address this through compensatory planting in the long term through the development of the remainder of the site. Once the access road is constructed it is very unlikely that the agricultural use of the rest of the site will continue. The landowners are actively working with the Council to bring the site allocation forward and landscaping will be a key issue to address.

9.4.9 As the access road is to be constructed to the Highway Authority's specification the lighting scheme for the development will also have to be to the same standard. Even if it were possible to secure a comprehensive landscaping scheme for the development it is unlikely to fully screen the effects of the development and in particular the lighting when in operation. The scheme as a whole will have an adverse impact on the landscape character of the application site as it currently stands, however, given that the site is allocated for residential development it is anticipated that the nature and character of the land will change. The proposal effectively extends the edge of the settlement of Ixworth and to a large degree will still be screened by the existing tree belt on the eastern boundary.

9.4.10 The adverse effects of the loss of part of the tree belt attract moderate to significant weight against the proposal and conflict with the requirements of Policy DM13 to ensure that developments protect and where possible enhance the character of the landscape. To accord with Policy DM13 proposals are expected to make commensurate provision for landscape mitigation and compensation measures, so that harm to the locally distinctive character is minimised and there is no net loss of characteristic features. The current scheme fails to achieve these aims, with no scope for compensatory landscaping under this application, which results in the loss of part of the tree belt. The short-term visual impacts of the scheme will also attract some weight against the proposal, albeit limited given the fact that the site is allocated for residential development.

9.4.11 The section of access road that will serve the new school follows the route of the stopped up section of Walsham Road. Walsham Road is currently open to vehicular traffic beyond the entrance to Coltsfoot Close and stops close to the rear boundary of No. 1 Coltsfoot Close. Concerns have been raised by residents of Coltsfoot Close regarding the visual impact of the access road where it joins Walsham Road and the noise, disturbance and loss of privacy that may arise once the access road is open. The residents have requested acoustic screening and landscaping in this location.

9.4.12 The applicant has been made aware of these requests and has pointed out that the application red line for the residential development to the south (DC/17/0333/FUL) includes the whole of the allocated site and landscaping conditions could therefore be applied to any grant of planning permission for the residential element. The applicant has also stated that the access road would not be constructed until such time as planning permission for the residential element had been granted.

9.5 Residential amenity

- 9.5.1 Walsham Road currently extends to the rear boundary of No. 1 Coltsfoot Close. At this point bollards are proposed to allow for emergency access to the upgraded section of Walsham Road that will be constructed to facilitate access to the new school. It is accepted that at peak times there will be a high intensity of use in this area. However there is no direct vehicular access to the existing section of Walsham Road and vehicles will generally belong to either staff, who are likely to access the school and park on site, or parents dropping children off who will enter and leave the site in a short period of time. It is anticipated that the wider site will be developed with a comprehensive network of footpaths and cycleways and given its proximity to the village of Ixworth it can be expected that many children will walk and cycle to school.
- 9.5.2 Whilst there will be an element of noise and disturbance created through the use of the access to the new school it is considered that this will be short-lived and only at certain times of the day. On this basis it is considered that the proposal would not have an unacceptable adverse impact on nearby residents in Coltsfoot Close. It is likely that there will be street lighting in this location, however, given that this will need to be to the Highway Authority's specification this will be similar to any street lighting found in residential areas and would not be expected to have a significant adverse impact on residential amenity. The dwellings in Coltsfoot Close that adjoin the site have 1.8m fences in place on their rear boundaries that will mitigate the effects of vehicles headlights.
- 9.5.3 It is inevitable that there will also be some noise and disturbance during the construction process. This can be managed through the use of a Construction Management Plan, which can be secured by condition. The remainder of the land to the east of Coltsfoot Close will be developed as part of later phases and the nature of development in this area will need to be carefully considered in order to protect the amenity of existing residents. The scheme currently under consideration is not considered to give rise to unacceptable adverse impacts on amenity and any short-term effects during the construction process attract very limited weight against the proposal.

9.6 Other matters

- 9.6.1 Suffolk County Council Archaeological Service has indicated that the site lies in an area of archaeological importance. The Service does not object to development proceeding subject to the implementation of a programme of archaeological work that can be secured by condition.

10.0 Conclusion and planning balance

- 10.1 The proposed access road will facilitate the development of the sites allocated under policy RV12, including a significant number of residential dwellings as well as a new school, areas of public open space and landscaping. The applicant has a concurrent planning application for the development of the southern portion of the wider site and is actively working with the local planning authority to achieve a satisfactory scheme on this land. The construction of the access road will therefore bring about significant benefits in relation to the additional dwellings to add to the Borough's housing stock and the associated infrastructure works, including a comprehensive cycle and pedestrian network through the wider site. Limited economic benefits can also be attributed to the proposal through

the construction process. Overall the benefits of the scheme are considered to attract significant weight in favour of the proposal

- 10.2 The adverse visual effects of the scheme on the local landscape in the short-term attract some weight against the proposal, albeit limited given the wider site allocation in the development plan. The loss of part of the tree belt is regrettable and the conflict with Policy DM13 attracts moderate to significant weight against the proposal. It is anticipated that some compensatory planting can be brought forward as part of the applicant's concurrent planning application and through the development of the remainder of the area.
- 10.3 The scheme has satisfactorily addressed the requirements of SCC Floods and it is anticipated that SCC Highways will confirm its support for the proposal. Subject to appropriate conditions, any adverse effects on the residential amenity of nearby occupiers can also be limited.
- 10.4 On balance therefore it is considered that the benefits of the scheme marginally outweigh the harm caused to the landscape and the tree belt. The principle and detail of the development is considered to be acceptable and sufficiently compliant with relevant development plan policies and the National Planning Policy Framework in order for a recommendation of approval to be put forward

11.0 Recommendation

It is recommended that planning permission be **APPROVED** subject to the following conditions:

- 1 The development hereby permitted shall be begun not later than 3 years from the date of this permission.

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

- 2 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans and documents:

IX-SL02 – Site location plan
IX-PL03E – Road layout plan
215-E-200 Rev A – Engineering layout sheet 1 of 2
215-E-201 Rev A – Engineering layout sheet 2 of 2
E3772-910B – Signings and linings sheet 1 of 2
E3772-911A – Signings and linings sheet 2 of 2
FRA to App C 280/2016/FRA Rev P9 Nov 2018
FRA App D to App F Nov 2018
FRA App G to App I Nov 2018

Reason: To define the scope and extent of this permission.

- 3 No development shall take place on site until the implementation of a programme of archaeological work has been secured, in accordance with a

Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording.
- b. The programme for post investigation assessment.
- c. Provision to be made for analysis of the site investigation and recording.
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- e. Provision to be made for archive deposition of the analysis and records of the site investigation.
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. Timetable for the site investigation to be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development in accordance with policy DM20 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 16 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition is required to be agreed prior to the commencement of any development to ensure matters of archaeological importance are preserved and secured early to ensure avoidance of damage or loss due to the development and/or its construction. If agreement was sought at any later stage there is an unacceptable risk of loss and damage to archaeological and historic assets.

- 4 The road shall not be brought into use until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 3 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development in accordance with policy DM20 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 16 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 5 Prior to commencement of development, including any works of demolition, a Construction Method Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) Loading and unloading of plant and materials
 - iii) Site set-up including arrangements for the storage of plant and materials used in constructing the development and the provision of temporary offices, plant and machinery

- iv) The erection and maintenance of security hoarding including external safety and information signage, interpretation boards, decorative displays and facilities for public viewing, where appropriate
- v) Wheel washing facilities
- vi) Measures to control the emission of dust and dirt during construction
- vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
- viii) Hours of construction operations including times for deliveries and the removal of excavated materials and waste
- ix) Noise method statements and noise levels for each construction activity including piling and excavation operations
- x) Access and protection measures around the construction site for pedestrians, cyclists and other road users including arrangements for diversions during the construction period and for the provision of associated directional signage relating thereto.

Reason: To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement to ensure that appropriate arrangements are put into place before any works take place on site that are likely to impact the area and nearby occupiers.

- 6 Prior to commencement of development an Arboricultural Method Statement (including any demolition, groundworks and site clearance) shall be submitted to and approved in writing by the Local Planning Authority. The Statement should include details of the following:
- i) Measures for the protection of those trees and hedges on the application site that are to be retained,
 - ii) Details of all construction measures within the 'Root Protection Area' (defined by a radius of $dbh \times 12$ where dbh is the diameter of the trunk measured at a height of 1.5m above ground level) of those trees on the application site which are to be retained specifying the position, depth, and method of construction/installation/excavation of service trenches, building foundations, hardstandings, roads and footpaths,
 - iii) A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained.
- The development shall be carried out in accordance with the approved Method Statement unless agreed in writing by the Local Planning Authority.

Reason: To ensure that the trees and hedges on site are adequately protected, to safeguard the character and visual amenity of the area, in accordance with policies DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.

- 7 Prior to commencement of development a scheme for the protection during construction of the trees on the site, in accordance with BS5837:2012 - Trees in relation to construction - Recommendations, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall

show the extent of root protection areas and details of ground protection measures and fencing to be erected around the trees, including the type and position of these. The protective measures contained with the scheme shall be implemented prior to commencement of any development, site works or clearance in accordance with the approved details, and shall be maintained and retained until the development is completed. Within the root protection areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon. If any trenches for services are required within the fenced areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.

Reason: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.

- 8 Prior to commencement of development a Tree Belt Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Management Plan shall detail the removal of diseased ash prior to first use of the road, and the retention of a path for continuing public access as well as future arrangements for the protection and management of the tree belt along the edge of the A143. The Tree Management Plan shall be carried out in accordance with the approved details and timetable.

Reason: To ensure the longevity of the existing tree belt and protect the visual amenity and character of the area, in accordance with policy DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 9 No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The applicant shall submit a detailed design based on the Drainage Strategy & Appendices by GH Bullard (ref:-280/2016/FRA Rev P9 & dated November 2018) and will demonstrate that surface water runoff generated up to and including the critical 100 year +CC storm will not exceed the run-off from the existing site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. Details of which will include:
1. Details of further infiltration testing on site in accordance with BRE 365 to verify the permeability of the site (trial pits to be located where soakaways are proposed and repeated runs for each trial hole). Borehole records should also be submitted in support of soakage testing.
 2. Infiltration devices should be no more than 2m deep and will have at least 1.2m of unsaturated ground between base of the device and the groundwater table.
 3. Dimensioned plans illustrating all aspects of the surface water drainage scheme including location and size of infiltration devices and the conveyance

network. A statement on the amount of impermeable area served by each soakaway should also be illustrated on the plans and should be cross referenceable with associated soakaway calculations.

4. Full modelling results (or similar method) to demonstrate that runoff from the Northern Spine Rd will be limited to 2l/s and the Southern Spine Rd to 5l/s for all events up to the 100yr+cc event. Infiltration devices will be adequately sized to contain the critical 100yr+CC event for the catchment area they serve. Each device should be designed using the nearest tested infiltration rate to which they are located. A suitable factor of safety should be applied to the infiltration rate during design.

5. Infiltration devices will have a half drain time of less than 24hours.

6. Modelling of conveyance networks showing no above ground flooding in 1 in 30 year event, plus any potential volumes of above ground flooding during the 1 in 100 year rainfall + CC.

7. Infiltration devices shall only be used where they do not pose a threat to groundwater. Only clean water will be disposed of by infiltration devices due to the site being inside an Source Protection Zone. Demonstration of adequate treatment stages for water quality control shall be submitted - SuDS features should demonstrate betterment to water quality, especially if discharging towards a watercourse or aquifer.

8. Topographic plans shall be submitted depicting safe exceedance flow paths in case of a blockage within the main SW system and/or flows in excess of a 1 in 100 year rainfall event. These flow paths will demonstrate that the risks to people and property are kept to a minimum.

9. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

10. Arrangements to enable any Surface water drainage within any private properties to be accessible and maintained including information and advice on responsibilities to be supplied to future owners.

Reason: To prevent the development from causing increased flood risk off site over the lifetime of the development (by ensuring the inclusion of volume control), to ensure the development is adequately protected from flooding, to ensure the development does not cause increased pollution to the water environment and to ensure clear arrangements are in place for ongoing operation and maintenance, in accordance with policy DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as it may require the installation of below ground infrastructure and details should be secured prior to any ground disturbance taking place.

10 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 local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

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

i. Temporary drainage systems

ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses

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

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan, in accordance with policies DM6 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 14 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 11 Demolition or construction works shall not take place outside 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays and at no time on Sundays, public holidays or bank holidays.

Reason: To protect the amenity of occupiers of adjacent properties from noise and disturbance, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 12 No development above ground level shall take place until details of any boundary fences / structures in respect of the access road and SuDS have been submitted to and approved in writing by the Local Planning Authority. The details shall specify the siting, design, height and materials of the screen walls/fences to be constructed or erected and/or the species, spacing and height of hedging to be retained and / or planted together with a programme of implementation. Any planting removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by soft landscaping of similar size and species to those originally required to be planted. The works shall be completed prior to first use/occupation in accordance with the approved details.

Reason: To preserve the residential and visual amenities of the locality, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 13 All ecological measures and/or works shall be carried out in accordance with the Best Practice Measures contained in The Ecological Report prepared by Wild Frontier Ecology dated February 2017 and Ecological Report Addendum letter prepared by Wild Frontier Ecology dated 12 October 2018 as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination.

Reason: To safeguard the ecological and nature conservation value of the area, in accordance with policy DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 14 Site clearance, removal of hedgerows, trees, shrubs, other vegetation and habitats, or works to or demolition of buildings or structures that may be used by breeding birds or bats, shall be overseen on site by an ecological clerk of works, on-site ecologist or other appropriately competent person at

the written approval from the Council. A site attendance record shall be maintained by the applicant which shall contain name and purpose of the visit and shall be available for inspection at 24 hours' notice.

Reason: To ensure that those habitats and species to be retained on site are adequately protected from harm during construction, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 15 Prior to first use of the road, a "lighting design strategy for biodiversity" shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- i) Identify those areas/features on site that are particularly sensitive for and that are likely to be disturbed by lighting;
- ii) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) to demonstrate 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. No other external lighting be installed without prior consent from the Local Planning Authority.

Reason: To safeguard the visual amenities of the locality and the ecological value of the area, in accordance with policies DM2 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

16. Prior to commencement of the development hereby approved, details of the implementation, maintenance and management of the drainage system adjacent to the access road shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be in accordance with Section 11 of the approved FRA prepared by GH Bullard, dated November 2018 and shall include the following details:-

- (i) the body responsible for the management and maintenance of the system;
- (ii) cyclical maintenance;
- (iii) inspections; and
- (iv) remedial actions

The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To reduce the risk of flooding to the highway and prevent hazards caused by flowing water or ice on the highway, in accordance with policy DM2 and DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 9 and 14 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as the details are integral to the access road and its construction.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/17/0339/FUL](#)