

**WORKING PAPER 1**

**Development Control Committee  
7 August 2019**

**Planning Application DC/19/1146/FUL –  
Land off Crown Lane, Crown Lane, Ixworth**

**Date Registered:** 30.05.2019

**Expiry Date:** 29.08.2019

**Case Officer:** Julie Barrow

**Recommendation:** Approve Application

**Parish:** Ixworth & Ixworth  
Thorpe

**Ward:** Ixworth

**Proposal:** Planning Application - Access road to serve residential development comprising 77 no dwellings - (resubmission of DC/17/0339/FUL)

**Site:** Land Off Crown Lane, Crown Lane, Ixworth

**Applicant:** Mr Stuart McAdam

**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.

**CONTACT CASE OFFICER:**

Julie Barrow

Email: [julie.barrow@westsuffolk.gov.uk](mailto:julie.barrow@westsuffolk.gov.uk)

Telephone: 01284 757621

## **Background:**

**The application is referred to 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 application has been submitted following the refusal of a similar application in January 2019 by St Edmundsbury Borough Council's Development Control Committee (DC/17/0339/FUL). The application was refused due to the fact that the proposed access road encroached upon the established tree belt alongside the A143 and insufficient information was submitted by the applicant to establish the full impact that the proposal would have on the tree belt.**

**An application for the construction of 77 dwellings on land to the south of the access road is still pending consideration with the LPA currently engaging with the applicant on matters relating to viability, design and layout.**

**A site visit will take place on 5 August 2019.**

### **Proposal**

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 A1088 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. Following the refusal of the previous application (DC/17/0339/FUL) the applicant has moved the part of the access road that would have encroached upon the tree belt that runs alongside the eastern boundary of the wider allocation. The road has been moved westwards to prevent it encroaching upon the tree belt. The northern half of the access road remains as previously submitted.

### **Application Supporting Material**

3. The following plans and documents are relevant to the proposed development:
  - IX-SL02 Rev B Site Location Plan
  - IX-PL03 Rev G Road Layout Plan
  - 215-E-200 Rev D – Engineering layout sheet 1 of 2
  - 215-E-201 Rev D – Engineering layout sheet 2 of 2
  - E3772-910C – Signings and linings sheet 1 of 2
  - E3772-911B – Signings and linings sheet 2 of 2
  - OAS 19-011-TS01 – Tree Plan
  - OAS 19-011-TS02 – Tree Protection Plan

- OAS 19-011-TS03 – Tree Protection Plan
- OAS 19-011-AR01 – Arboricultural Method Statement
- Design & Access Statement
- Ecological Report
- Flood Risk Assessment
- Transport Assessment March 2019

### Site Details

4. 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.

### 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	
DC/17/0339/FUL	Planning Application - Access road to serve residential development	Application Refused	04.01.2019

### Consultations

5. SCC Highways - The County Council as Highway Authority recommends that any permission given should include conditions in relation to:
  - Submission of details of the implementation, maintenance and management of the drainage system adjacent to the access road;
  - The gradient of the access road;

- No other part of the development shall be commenced until the new vehicular access has been laid out and completed in accordance with the approved drawings;
  - Submission of details of the estate roads and footpaths (including layout, levels, gradients, surfacing and means of surface water drainage);
  - Submission of a Deliveries Management Plan and a Construction Management Plan;
  - Provision of visibility splays; and
  - Submission of any changes to the swale design and access road drainage design.
6. SCC Floods – Overall the design philosophy for the Access Road is acceptable given the variable geology and sloping nature of the site. Further discussions should be had with SCC Highways at detailed design stage regarding final components however the basis of the design so far has been orientated so that the Access Road is adoptable for SCC Highways with multiple access points provided via grated manholes in the base of the proposed swales. These will allow uninterrupted access for inspections/maintenance of the pipe network and control devices. Nonetheless, these principles must not be changed whoever adopts the drainage system. The residential site is critical to this application as the Access Road ultimately conveys through the residential area. If the full application site is not approved neither should this be. The LLFA are minded to provide approval subject to appropriate conditions.
7. Environment Agency – The site is entirely within Flood Zone 1 (low risk) of the Environment Agency's (EA) Flood Map for Planning (Rivers and Sea). The site is located above a Principal Aquifer. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.
8. SCC Archaeology – The proposed development site lies in an area of archaeological importance recorded on the County Historic Environment Record. The route of the 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.

Best practice would be for archaeological evaluation to be undertaken at a pre-determination stage, however, if the developer is happy to recognise and accept the risk of undertaking archaeological work post-consent and to make provision for strip, map and excavation of the entire road route, SCC Archaeology would not advise refusal of planning permission if the required archaeological assessment is not undertaken prior to the determination of this application. Any permission granted should be the subject of a planning condition to record and advance understanding of the significant of any heritage asset before it is damaged or destroyed.

9. Suffolk Fire & Rescue – Recommend that fire hydrants are installed within this development.
10. West Suffolk Clinical Commissioning Group – NHS England has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.

11. Natural England – No comments to make on this application.

12. Landscape & Ecology Officer – Whilst the principle of the road is acceptable, the proposal will nevertheless have an impact on the existing environment and farmland, which has been observed to be heavily used by residents for informal recreation. Effects are likely to be a result of the presence of the road infrastructure itself, activity associated with the use of the road particularly the intrusion of cars and lighting.

The new alignment of the road now appears to allow the retention of the existing tree belt on the eastern side of the site. However, the proximity of the road to existing trees might require that trees are removed to ensure the highway can function effectively. Suffolk Highways generally require an easement adjacent to the highway where trees are absent to avoid issues associated with trees in close proximity. The easement is likely to be reliant on the types of trees located at the point where the road is adjacent to the tree belt. Whilst the plan shows a root protection barrier to be located between the road and the highway, this does not taken into account issues which may arise associated with the proximity of the stem and canopy of trees.

The tree species do not appear to be detailed in any of the tree survey OAS19-011-TS01 the Tree Protection Plans OAS19-011-TS02 to TS03, and the Arboricultural Method Statement OAS19-011-AR02. However, the ecology survey (Wild Frontier Ecology February 2017) describes this as young broad leaved woodland – diverse planting including hawthorn, field maple, sycamore, ash, hazel, pedunculated oak, cherry, dogwood Cornus and larch.

It would be beneficial to see some levels information to confirm that the road can be delivered without groundworks that would affect the tree belt. Update tree protection plans and method statements will be required once this information is known and prior to construction commencing on the site.

It remains the case that based on the submitted plans, and the tightness of the red line around the road, meaningful landscaping to mitigate the visual impact of the road, in addition to this tree belt, will not be able to be achieved as part of this planning application. In addition it is likely that the proposed drainage scheme will mean that there can be no street trees located along the length of this road.

If planning permission is to be granted it is recommended that a number of conditions are imposed including the submission of an Arboricultural method statement and revised tree protection plan together with a management plan for the tree belt.

13. Public Health & Housing – No additional comments to those already provided (on DC/17/0333/FUL).

14. Strategic Housing – No comments on this application.

### **Representations:**

15. Ixworth Parish Council – Object to this application.

The Parish Council still have concerns as to the safety of the ghost island junction as an access to this development then along this proposed access road. The Crown Lane Masterplan and Ixworth Concept Statement, adopted by St Edmundsbury Borough Council. Clearly show a 5-arm roundabout. Ixworth currently has a 5-arm roundabout in the Parish which has had no major accidents. However, less than three months after the ghost island access was granted a serious accident occurred at the ghost island junction, approximately 300 metres away from the proposed access. The Parish Council urge the developer to reconsider access to this development.

The application also shows that Walsham Road will be emergency access only with collapsing bollards. The Parish Council feel that Walsham Road should not be re-opened at all, now or in the future, as this would then become a 'rat race' in and out of the village. Installing collapsible bollards at this point concerns the Parish Council as future applications may then suggest removing the bollards and re-opening the road.

16. Public representations – Letters sent to 155 nearby addresses, site notice posted and advertisement placed in the East Anglian Daily Times. Representations received from 4 addresses raising the following points:

- The application for access and houses adjacent to Crown Lane continues to be an unwanted addition to Ixworth Village with no benefits to local residents.
- The proposed road is far too large for the size of the village, and transverses a ridge area of natural beauty.
- The area is used by the community including dog walkers and school children.
- The new application has an undefined structure encroaching the top of Thistledown Drive. This appears to be a road or footpath, which will significantly increase traffic, lowering the price of houses and quality of life of Thistledown residents.
- The traffic calculations only use one way figures to calculate overload on the A1088 and A143. Extra traffic for 77 houses will affect both directions and clearly overload the road.
- The fact that no serious accidents have thus far occurred at this junction does not mean that adding a further turn close to a busy roundabout and junction will not result in future incidents.
- The successful appeal for the ghost junction was approved without proper consultation. Residents received notification that the application had been rejected but did not hear that an appeal had been submitted and had no opportunity to comment or object.
- Trees on the edge of the A1088 have been cut prematurely for the road which has not yet been approved.
- The roadworks will create unacceptable noise and air pollution.
- Lack of affordable/social housing.
- No provision for safe crossing (footbridge) over the A143.
- Inadequate green space
- Footpath across land not part of this development, where future cemetery demands would be required.
- Access road leads to a highly dangerous and controversial right hand ghost junction instead of a renewed 5-arm roundabout, as stated in the adopted Crown Lane Masterplan.
- Re-opens Walsham Road and even though the plans show "bollards" to prevent through traffic, leads to the suggestion it could be opened up in the future.

- Very little funding is allocated for increasing capacity at the already over congested health centre.
- A substantial lowering of the speed limit on the A1088 will be essential if there is going to be a new junction. Speed restrictions should apply on the A1088 until after the Bardwell Road junction. There have been several bad accidents over the years at what is effectively a crossroad.
- Object on the same grounds as the previous application.
- Pedestrian/cycle access only should be permitted to Walsham Road.
- No additional access to the field to the south should be permitted from the spur leading to Walsham Road.
- If access to the field to the south of Walsham Road is needed it should be taken from the main access road itself.
- Any application must be refused until adequate provision for landscaping/noise attenuation is provided to address the loss of privacy and amenity to existing dwellings.
- The ghost island access is fundamentally unsafe.

Full representations are available to read on the Council's website.

### **Policy:**

On 1 April 2019 Forest Heath District Council merged with St Edmundsbury Borough Council to become a single Authority, West Suffolk Council. The development plans for the merged local planning authorities were carried forward to the new Council by Regulation. The Development Plans remain in place for the new West Suffolk Council and, with the exception of the Joint Development Management Policies document (which had been adopted by both Councils), set out policies for defined geographical areas within the new authority. It is therefore necessary to determine this application/appeal with reference to policies set out in the plans produced by the now dissolved St Edmundsbury Borough Council.

The following policies of the Joint Development Management Policies Document and the St Edmundsbury Core Strategy 2010 & Rural Vision 2031 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

## **Other Planning Policy:**

17. National Planning Policy Framework (2019)  
National Planning Practice Guidance (2019)
18. The NPPF was revised in February 2019 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 provision of the 2019 NPPF that full weight can be attached to them in the decision making process.

## **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

### Principle of development

19. 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.
20. 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.
21. 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.

22. 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.
23. 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 understood that the applicant has commenced work on the right turn ghost island junction in accordance with the time limit of May 2019 attached to the permission granted on appeal, thereby keeping this consent extant. It is acknowledged that the access arrangements differ 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.
24. 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.
25. Concerns have been raised 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.
26. 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
27. 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.

28. 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.

#### Highway safety

29. 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.

30. 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 previous 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, with bollards installed to allow emergency access only. These arrangements have been retained in this current application.

31. 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.

32. 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.

33. 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'.

34. During the course of the previous application the Highway Authority requested additional details in respect of the layout and construction of the road and this information was submitted by the applicant, and carried forward to this application. 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.

35. As part of the previous application detailed discussions took place with the Highway Authority in respect of future adoption of the carriageway and footway/cycleway. The Highway Authority advised that it could adopt the scheme provided all the elements were constructed to an appropriate standard and the applicant entered into the necessary construction and adoption agreements. The Highway Authority has previously indicated that it would not 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.
36. 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 previously indicated that it is willing to accept the applicant's management company proposal. This is confirmed in its response to this application in which a number of conditions are recommended, including a condition requiring the submission of details relating to the management and maintenance of the drainage system. 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.
37. It has been brought to the attention of the LPA and SCC Highways that a serious accident has recently occurred on the A1088, close to the site of the new ghost right hand junction. The exact circumstances of the accident are not known but it is possible that vehicle speed was a contributory factor.
38. This application seeks consent for the construction of an access road leading to the proposed residential development to the south of the site and as such, the road will not come into full use until such time as that development can be occupied (assuming it is approved). It is noted, however, that once constructed the access road will be used by construction traffic. SCC Highways are considering whether it is necessary to impose a speed limit on this section of the A1088 and have sought an agreement in principle from the applicant to fund the costs of putting a Traffic Regulation Order in place to achieve this.
39. As stated above, the principle of constructing a ghost right hand junction has been established through the Planning Inspectorate's decision and neither the LPA nor SCC Highways can prevent the installation of the junction. SCC Highways has not objected to this current application on the grounds of highway safety and on this basis it is considered that refusal of the application on the grounds that the access road does not connect to a 'safe' junction could not be warranted. Should the application for residential development be approved it will be subject to a S106 Agreement securing a number of financial contributions and the applicant has indicated its willingness to include the costs of securing a Traffic Regulation Order in that Agreement.
40. 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 2019 in this regard.

#### Flood risk and drainage

41. 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 2019, 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.
42. 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.
43. 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.
44. 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.
45. 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.
46. 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.

47. 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.

#### Visual impact and landscaping

48. 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.
49. 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. No landscaping is proposed as part of this application although the applicant has pointed out that the application site for the residential parcel of land includes the wider allocated site and there would therefore be scope to impose a condition requiring details of soft landscaping in the area around the access road to be submitted. Any such landscaping must not however compromise the availability of the wider allocated site to come forward for development and a careful balance between the desire to 'soften' the current development against the planned future development will need to be struck. It should however be noted that until such time as the pending application is approved no such conditions can be imposed and even if it were possible to secure a comprehensive landscaping scheme for this development it is unlikely to fully screen the effects of the development, in particular lighting when in operation.
50. 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.

51. The previous application saw a section of the access road encroach upon the existing tree belt to the east of the access road. The Development Control Committee shared the concerns of the Landscape & Ecology Officer in relation to the fact that the local planning authority did not have sufficient information to fully assess the impact on the tree belt, including the number of trees that may be lost to the development. The previous application was refused for this reason.
52. The applicant has subsequently adjusted the path of the southern section of access road and has now produced plans that show this section of access road moved westwards, away from the tree belt. The road still comes close to the tree belt and the applicant has been asked to produce plans confirming that the road can be constructed whilst protecting the trees. A tree protection plan has been submitted but the Landscape & Ecology Officer remains unconvinced that the road can be delivered without ground works that would affect the tree belt. Officers are therefore unable to rule-out the possibility that that tree belt will be affected in some way. However, any impact is likely to be far less than the previous scheme, which saw a significant section of the tree belt removed.
53. The scheme as a whole will have an adverse effect 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.
54. The potential adverse effects of any loss or damage to part of the tree belt attract moderate 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 may result in the loss of a small 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.
55. 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.
56. The treatment of this area is expected to be addressed through future applications for the residential parcel of land to the south and the remainder of the allocated site. The applicant has previously indicated that the access road will not be constructed until such time as planning permission for the

residential element has been granted. However the access road will be located beyond the existing boundary fences of the properties on Coltsfoot Close and at this time no further screening is considered necessary.

#### Residential amenity

57. 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.

58. 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.

59. 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.

#### Other matters

60. 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.

61. Suffolk Fire & Rescue has recommended that fire hydrants are installed within the development to ensure that sufficient provision is made along the route of the access road leading to the proposed residential development to the south. The submission of a scheme for the provision of fire hydrants can be secured by condition.

62.The West Suffolk Clinical Commissioning Group has also provided a full response to this application in which it states that that additional primary healthcare provision will be required. Again, these comments relate to the residential development as the construction of the access road on its own will not give rise to any additional demand for healthcare. These comments will therefore be taken into account in the determination of DC/17/0333/FUL.

63.A number of comments made by members of the public also refer to the residential element of this scheme. Matters such as affordable housing and open space will be addressed as part of that application.

#### Conclusion and planning balance

64.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 District'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

65.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. There is potential for the loss of a small part of the tree belt and the conflict with Policy DM13 attracts moderate 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.

66.The scheme has satisfactorily addressed the requirements of SCC Floods and SCC Highways has confirmed its support for the proposal. Subject to appropriate conditions, any adverse effects on the residential amenity of nearby occupiers can also be limited.

67.On balance therefore it is considered that the benefits of the scheme outweigh the harm caused to the landscape character of the area and any minor damage to 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.

#### **Recommendation:**

68.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:

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

<b>Reference No:</b>	<b>Plan Type</b>	<b>Date Received</b>
IX-SL02 B	Location Plan	30.05.2019
OAS 19-011-TS01	Tree Survey	30.05.2019
OAS 19-011-TS02	Tree Protection Plan	11.06.2019
OAS 19-011-TS03	Tree Protection Plan	11.06.2019
215-E-201 D	Engineering Layout	30.05.2019
E3772/910/C	Section 38 agreement plan	30.05.2019
E3772/911/B	Section 38 agreement plan	30.05.2019
IX-PL03 G	Access Plan	30.05.2019
280/2016/FRA	Flood Risk Assessment	30.05.2019
Ecological Report	Ecological Survey	30.05.2019
OAS 19-011-AR02	Arboricultural Assessment	30.05.2019

- 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:
- The programme and methodology of site investigation and recording.
  - The programme for post investigation assessment.
  - Provision to be made for analysis of the site investigation and recording.
  - Provision to be made for publication and dissemination of the analysis and records of the site investigation.
  - Provision to be made for archive deposition of the analysis and records of the site investigation.
  - Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
  - 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 lost due to the development and/or its construction. If agreement was

sought at any later stage there is an unacceptable risk of lost and damage to archaeological and historic assets.

- 4 The access 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 BS 5837:2012 - 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 within 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 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 P12 & dated March 2019) and will demonstrate that surface water run-off 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. Details of the management arrangements for the SuDS basins shall be included together with details of the access and egress points.
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.

- 9 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 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.

- 10 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.

- 11 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.

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.

- 12 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.

- 13 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.

- 14 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.

- 15 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 March 2019 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.

- 16 The gradient of the access road shall not be steeper than 1 in 20 throughout its length.

Reason: To ensure that vehicles can enter and leave the public highway in a safe manner, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 17 No other part of the development shall be commenced until the new vehicular access road has been laid out and completed in all respects in accordance with Drawing Nos 215-E-201 Rev D & 215-E-200 Rev D and has been made available for use. Thereafter the access shall be retained in the specified form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

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

Reason: To ensure that the access is designed and constructed to an acceptable standard, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement since it relates to highway safety and it is necessary to secure details prior to any other works taking place.

- 19 All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the Local Planning Authority for approval a minimum

of 28 days before any deliveries of materials commence.

No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

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

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV movements and parking whilst waiting to deliver and during delivery due to the location of the site with regard to the school on a narrow road and the road potentially being accessed by the A1088 and in the interests of highway safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 20 All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Construction Management Plan which shall be submitted to the Local Planning Authority for approval a minimum of 28 days before any deliveries of materials commence.

The site is adjacent to a school via a narrow adopted road and the A1088. The site crosses an adopted highway that must remain open to all traffic and care should be taken not to introduce mud and detritus onto the highway.

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

The plan should contain amongst other usual remediation, the parking location of construction vehicles and method of control and removal of mud control onto the highway.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV and construction vehicles on the immediate area and adopted roads and footways and in the interests of highway safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 21 Before the access is first used visibility splays shall be provided as shown on Drawing Nos 215-E-201 Rev D & 215-E-200 Rev D and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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



interests of road safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 22 Prior to commencement of development a scheme for the provision of fire hydrants within the application site shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied or brought into use until the fire hydrants have been provided in accordance with the approved scheme. Thereafter the hydrants shall be retained in their approved form unless the prior written consent of the Local Planning Authority is obtained for any variation.

Reason: To ensure the adequate supply of water for firefighting and community safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 8 and 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.

**Documents:**

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/19/1146/FUL](https://www.westsuffolk.gov.uk/DC/19/1146/FUL)