



St Edmundsbury
BOROUGH COUNCIL

DEV/SE/15/50

Development Control Committee

3 September 2015

Planning Application DC/14/1881/HYB

Land East of Moreton Hall, Mount Road,

Bury St Edmunds

Date: 13 October 2014 **Expiry Date:** 12 January 2015
Registered:

Case Officer: Peter White **Recommendation:** Grant permission

Parish: Bury St Edmunds/
Great Barton/
Rushbrooke with
Rougham **Ward:** Moreton Hall/
Rougham/ Great Barton

Proposal: Planning Application – Hybrid Application - Planning Application - 100 dwellings and garages (including 30 affordable), access roads, parking, open space and drainage infrastructure; Outline Planning Application (All Matters Reserved) - (i) Up to 400 no. dwellings, associated landscaping and roads; (ii) Strategic Open Space and children's play area; (iii) Local centre with associated retail units; and (iv) Foul and surface water drainage, as amended by plans and supporting information which alters the proposed layout of Phase 1, replaces House Type AA11 with House Type AA21, details highway works proposed on Mount Road and other off-site highway works, altered parking arrangements and submission of supplementary information to support the Transport Assessment

Site: Land East of Moreton Hall, Mount Road, Bury St Edmunds

Applicant: Taylor Wimpey East Anglia

Synopsis:

Application under the Town and Country Planning Act 1990.

Recommendation:

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

CONTACT CASE OFFICER: Peter White
Email: peter.white@westsuffolk.gov.uk

Telephone: 01284 757357

Background:

This application is referred to the Committee as it is considered to have district-wide significance. It is the second of the strategic growth sites for Bury St Edmunds identified in the adopted Core Strategy. The site has been the subject of significant public engagement through the preparation and adoption of a Concept Statement and a Masterplan. The proposal is considered to comply with the relevant policies of the development plan and the National Planning Policy Framework and are considered to be acceptable in all other materials respects.

The application is therefore recommended for approval.

Application Details:

1. The application which is in two parts proposes:
 - a) Full Planning Application - 100 dwellings and garages (including 30 affordable units) access roads, parking, open space and drainage infrastructure;
 - b) Outline Planning Application (All Matters Reserved) – Up to 400 dwellings, associated landscaping and roads, strategic allotment space and children’s play area, a new local centre with associated retail and or community provision and foul and surface water drainage infrastructure; and
- 2 The application is supported by an Environmental Statement detailing the findings of an environmental impact assessment (EIA) undertaken in accordance with schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

It is worth noting the application only seeks to occupy 50 dwellings before the Eastern Relief Road (ERR) is completed and the proposed local centre would have retail floor area of circa 325m².

Application Supporting Material:

2. Information submitted with the application as follows:
 - Flood Risk Assessment
 - Application Form
 - Air Quality and noise Assessment
 - Design and Access Statement
 - Code for Sustainable Homes Assessment
 - Carbon Analysis Report
 - Planning Statement
 - Building for Life Assessment
 - Phase 1 Land Contamination Assessment
 - Phase 2 Environmental Assessment
 - Statement of Community Involvement
 - Outline Transport Assessment

- Detailed Transport Assessment
- House Type Brochure
- Noise and Vibration Assessment
- Environmental Statement
- Travel Plan

Amendments to the planning application:

3. The application has been amended in a minor manner by plans and supporting information which altered the proposed layout of phase 1. This amended layout still adheres to the structure of phase 1 as shown in the adopted Masterplan. Other alterations include the replacement of house type AA11 with house type AA21 and the submission of details relating to the highway works proposed on Mount Road and other off site highway works, altered parking arrangements and submission of supplementary information to support the Transport Assessment.

Site Details:

4. The site comprises a total area of some 22.2 ha located east of the Moreton Hall area in Bury St Edmunds. The site is bounded by the Ipswich to Peterborough train line to the north, existing residential and parkland to the west, agricultural land and the Rougham Airfield to the east and the new site for the secondary school to the south. Mount road runs through the site east west with Lady Miriam Way running alongside most of the western boundary. The Flying Fortress Pub (currently closed) is located in the middle of the site albeit it is worth noting that it is outside of the boundaries of this planning application.

Planning History:

5. The site forms the second of five strategic sites identified by Policy CS11 of the adopted Core Strategy. The policy states that the amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of detailed masterplans in which the local community and other stakeholders have been fully engaged.
6. A concept statement was prepared and adopted by the council in 2013. This was incorporated as an appendix to the Bury St Edmunds Vision 2031 document (Appendix 7) and was the subject of public consultation between June and August 2013.
7. The concept statement identifies a vision for the growth of the area to deliver a fully integrated new community with a strong sense of local identity, a vibrant local centre, an environment that encourages a healthy lifestyle and a sensitive urban edge.
8. A Masterplan prepared by agents for Taylor Wimpey in accordance with the council's adopted protocol, was the subject of public consultation

during November and December 2013. The masterplan was amended in response to that consultation and adopted in February 2014.

9. The Masterplan follows the principles as set out in the Concept Statement and provides a level of detail which informs all subsequent applications for planning permission, whether at the broad outline stage, or detailed stage. It sets out the key requirements of the development that individual planning applications will need to deliver.

Consultations:

10. Environment Agency: No objection with the recommendation of 3 conditions relating to a SUDS strategy, remediation of contamination and safe surface water disposal
11. Landscape and Ecology officer: The officer has carried out a Habitats Regulation Assessment and concluded that the proposal will not have a likely significant effect on any European sites, and can therefore be screened out from any requirement for further assessment.

No objection to the principal of development on this site in line with the Masterplan which has been adopted. The application is accompanied with an Environmental Statement which assesses the impacts of the scheme on biodiversity and landscape. There are two aspects to this application, the outline permission and the detailed permission for Phase 1. The submitted ES (July 2014) requires a number of mitigation measures which will need to be secured through condition. Those conditions are listed below.

The design of the landscaping scheme for phase 1 is still under discussion and for this reason the submitted plans should not be approved at this stage but conditioned for approval once all the current issues are resolved

12. Environmental Health (Land Contamination): Recommends that conditions relating to land contamination be attached to any permission granted.
13. Environment Team (Air Quality): No objection based on the following:
 - The submitted application contains an Air Quality Assessment, undertaken by Gair Consulting Ltd, report reference C66-P01-R02, which is broadly acceptable in terms of its technical content.
 - The report models the potential levels of NO₂ in the Moreton Hall area. It is evident from this modelling that the additional traffic from the completed development will not adversely affected air quality within the Moreton Hall area to the extent that national objectives will be breached. Therefore the development is broadly acceptable in terms of air quality.
 - As the modelling assumes that the Eastern Relief Road (ERR) is constructed and operational prior to the development of the housing, we recommend that the report be revised if the delivery of the ERR is delayed, as detailed in the below informative.

A note is added which sets out that if an application is submitted in the future to occupy more than 50 dwellings ahead of the ERR then an Air Quality

Assessment undertaken by Gair Consulting Ltd will need to be revised to reflect the absence of the ERR.

14. Sport England: Support the scheme as the applications seeks to contribute £331,380 for outdoor sports provision and the £29,196.83 towards synthetic turf pitches which would form part of the new community facilities in the new secondary school which will open in September 2016.
15. Housing Strategy and Enabling Officer: No objection based as the scheme proposes 30% affordable housing. The tenure mix for these properties have been based on 70/30 affordable rent/ shared ownership split which is acceptable.
16. Natural England: No objection.
17. Anglian Water: No objection but seek conditions that require improvements to the foul water network and details of hard standing in site compounds.
18. Highway Authority: Satisfied that 50 dwellings can be occupied ahead of the ERR being complete and available for public use. This is based on the submitted TA, conditions and obligations being secured. No objection subject to obligations and relevant conditions being secured and attached to any planning permission.
19. Highways England (Formerly known as Highways Agency): No objection and no recommendation of conditions
20. Suffolk County Council Air Quality and Noise Assessment: No objection with the recommended measures applied.
21. Suffolk County Council Archaeological Service: Recommends that conditions relating to archaeological matter be attached to any permission granted.
22. Suffolk County Ecology and Biodiversity officer: No objection. Highlights several points for the Local Planning Authority to consider further.
23. Suffolk County Council Contributions Manager: No objection and seeks the following contributions;
 - Pre School Provision £268,004
 - Primary School Provision £1,449,539
 - Secondary School Provision £1,577,617
 - Library Provision of £108,000
 - A waste minimisation and recycling strategy agreed by condition
24. Suffolk County Council Fire and Rescue: Recommends that conditions relating to for fire hydrants be attached to any permission granted.
25. Suffolk Wildlife Trust: No objection but highlight the lose of Skylark

Habitat

Representations:

26. Bury St Edmunds Town Council: No objection based on the information received but suggests there needs to be an agreed transport policy/strategy in place for Moreton Hall which should include a coordinated programme of infrastructure improvements, not just the building of the Eastern Relief Road.
27. Great Barton Parish Council: Supports the application and appreciates that sensitivity has been shown with regard to Dwelling No. 1 and Dwelling No. 12 in that they do not overlook obtrusively the two properties which are in the parish of Great Barton. However the council hopes that credence will be given to our comments that the junction at Battlies Green is in need of safety improvements, perhaps in the form of a roundabout and that we have concerns about the foul water infrastructure being adequate to cope with the burden that will be placed upon it.
28. Rougham with Rushbrooke Parish Council:
We would respond to this consultation stating that we consider that there will be significant parking problems within the development and request that, before any detailed planning application is put forward for development within the Rushbrooke with Rougham Parish, this element is carefully considered.
Furthermore, on any future PA, we will be seeking the following:
i) A 40mph speed limit on Mount Road from the end of the proposed development to Fishwick Corner
ii) A review of the speed limit along Sow Lane from the Eastern Relief Road to Mount Road
iii) Cyclist operated traffic lights at the crossing of Mount Road close to the junction of Sow Lane
iv) An alteration to the junction of Mount Road and Sow Lane, ideally to incorporate East Barton Road
29. Moreton Hall Residents Association: Object for the following reasons
1. Policy CS11 states that none of the houses are permitted until the Eastern Relief Road is complete and we have been given this assurance many times. We expect SEBC to honour this principle.
2. The Eastern Relief Road is to be delivered by SEBC and is no longer reliant on the revenue from Taylor Wimpey. There is, therefore, no need for Taylor Wimpey to use this as a reason to start building ahead of completion of the ERR.
3. We believe the proposed development is premature. There needs to be an agreed transport policy/strategy in place for the whole of Bury St Edmunds. This needs to include a coordinated programme of infrastructure improvements, not just the building of the Eastern Relief Road.
4. We trust that parking provisions at any new development will be based on at least the 2014 Parking Guidance rather than the 2002 version

30. Neighbour comments: Three letters have been received from nearby residents

The letters make the following summarised points:

- There should be no additional dwellings on Moreton Hall until the Eastern Relief Road is complete
- No permission should be granted until the contributions to the local community are understood.
- Lack of Sustainable traffic plan or a coordinated infrastructure enhancement
- Pavements to every house are needed
- The scheme should include landscaping which is made up of native species

Bury Society

Disappointed that house designs are generic and that dwellings would be occupied ahead of the completion of the ERR.

Two other letters of objection have been received from separate planning consultants on behalf of Churchmanor Estates Limited and the Rougham Industrial Traders Association (RITA). The letters make the following summarised points:

- There should be no additional housing until the ERR is complete
- The applicant states that this scheme is needed for the housing delivery requirement but this does not stand up to scrutiny
- Without the ERR the development can not be described as sustainable.
- The road network capacity issues must be addressed before the application is permitted.
- The town wide traffic model must be completed and made public before any development prior to the construction of the ERR can be justified.

Policy: The following policies of the Joint Development Management Policies Document Feb 2015, The Bury St Edmunds Vision 2031 Document Feb 2014 and the St. Edmundsbury Core Strategy December 2010 have been taken into account in the consideration of this application:

31. The St Edmundsbury Core Strategy was adopted in December 2010. The following policies in the Core Strategy are relevant to the consideration of the application:

- CS1 St Edmundsbury Spatial Strategy
- CS2 Sustainable Development
- CS3 Design and Local Distinctiveness
- CS4 Settlement Hierarchy and Identity
- CS5 Affordable Housing
- CS7 Sustainable Transport
- CS8 Strategic Transport Improvements

- CS11 Bury St Edmunds Strategic Growth
- CS14 Community Infrastructure Capacity and Tariffs

32. The Bury St Edmunds Vision 2031 document was adopted in February 2014. The following policies are relevant to the consideration of the application:

- BV1 Presumption in favour of Sustainable Development
- BV2 housing Development within Bury St Edmunds
- BV4 Strategic Site – Moreton Hall, Bury St Edmunds
- BV12 New and Existing Local Centres and Community Facilities

33. The Forest Heath and St Edmundsbury Joint Development Management Policies document was adopted in February 2015. The following policies are relevant to the consideration of the application:

- DM1 Presumption in favour of Sustainable Development
- DM2 Creating Places – Development Principles and Local Distinctiveness
- DM3 Masterplans
- DM6 Flooding and Sustainable Drainage
- DM7 Sustainable Design and Construction
- DM8 Low and Zero Carbon Energy Generation
- DM10 Impact of Development on Sites of Biodiversity and Geodiversity Importance
- DM11 Protected Species
- DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity
- DM13 Landscape Features
- DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- DM20 Archaeology
- DM22 Residential Design
- DM36 Local Centres
- DM37 Public Realm Improvements
- DM41 Community Facilities and Services
- DM42 Open Space, Sport and recreation Facilities
- DM43 Leisure Facilities
- DM45 Transport Assessments and travel Plans
- DM46 Parking Standards

Other Planning Policy:

34. National Planning Policy Framework (2012) and the National Planning Policy Guidance (updates ongoing)

Officer Comment:

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

1. Principle of Development
2. Highways matters and the Eastern Relief Road

3. Sustainable Travel
4. Impact on neighbours
5. Surface water drainage
6. Ecology
7. Design Landscape and Visual Impact
8. Open space provision.
9. Other matters
10. Conclusion

Principle of Development

36. This application is the second of the five strategic sites identified by the adopted Core Strategy to accommodate growth around Bury St Edmunds to come forward for development. Policy CS11 of the Core Strategy identifies the site for growth which:
- Makes provision for a secondary school;
 - Provides additional recreation and community facilities, including the relocation of Bury Town Football Club;
 - Delivers around 500 homes of mixed tenure and size, including affordable homes;
 - Provides improved public transport, foot and cycle links to the town centre and other locally significant leisure, employment and service destinations.
 - Enables potential transport links to the north of the railway line;
37. The policy also states that the additional housing will not be permitted until the completion of the Eastern Relief Road to junction 45 of the A14 (Rookery junction).
38. The policy continues by concluding that the actual amount of development will be determined by environmental and infrastructure capacity considerations and the preparation and adoption of detailed masterplans in which the local community and other stakeholders have been fully engaged in.
39. A masterplan, which was developed in consultation with the local community and stakeholders was adopted by the council in February 2014. The masterplan was developed through a framework plan which outlined the areas of allotments, local centre and residential areas. Additionally key walking and cycle routes are set out that will help link the development into the existing urban fabric.
40. The proposed development, which involves the use of a 'greenfield' site in a highly sustainable location accords with well established adopted policy and is considered acceptable, subject to it addressing all other issues in relation to the development.
41. Therefore it is considered that the principle of 500 dwellings in this location has been well established and is in complete accordance with the Local Plan and other Supplementary planning document.

Highways matters and the Eastern Relief Road

42. The application as submitted seeks only to occupy 50 dwellings before the ERR is constructed and available for public use. Policy CS11 states that no dwellings for this strategic direction of growth should be permitted until the ERR is available. Since the Core Strategy was adopted in December 2010 the National Planning Policy Framework has been adopted which gives significantly more weight to growth as a whole. This greater weight was emphasised in the inspectors report for the Bury St Edmunds Vision 2031 document at para 71 where it says "*....If the developer (For the Moreton hall strategic site) can provide evidence to demonstrate that part of the development could precede ahead of completion of the ERR without harmful effects, it could be considered during the planning application process.*" It is therefore the opinion of officers that the policy position as set out in the Core Strategy has been superseded and that if this application can demonstrate its acceptability in highway terms the Local Planning Authority would be unable to refuse the application on a matter of principle.
43. The Transport Assessment which supports the application is based on a maximum of 50 dwellings being occupied before the ERR is complete. This has been assessed by the Highway Authority and it is broadly satisfied with the proposal as long as the scheme is conditioned as recommended. This support is also on the basis that contributions are secured to improve a number of identified corridor/ junction improvements around the town along with other sustainable travel measures which would encourage sustainable travel which are listed below.
44. The overall site straddles Mount Road with a primary circulation route which will be available for buses being in general accordance with that which is shown in the adopted Masterplan.
45. The amount of parking proposed for phase 1 for residents and visitors is more than many of the previous phases of the Moreton Hall area. This reflects the change in the car parking standards which were adopted by Suffolk County Council in November 2014. The original layout as submitted resulted in the Highway Authority asking for additional spaces to be incorporated. This has been achieved.
46. Great Barton Parish Council and Rougham with Rushbrooke Parish Council have sought this development to carry out off site improvement works to the east of the site. Officers have discussed this with the Highway Authority and it is clear that no case could be made that the impact from this development would be so material on the Sow Lane, Battlies Green, Mount Road, Fishwicke Corner as to warrant that the developer either made a contribution towards or otherwise carrying out any improvement works.
47. Concern has been raised that the limit of 50 dwellings could not be conditioned but officers are entirely satisfied that any condition would be in accordance with the tests for conditions and that control could be enforced. If the developer wanted to propose more dwellings to be

occupied ahead of the ERR they would be required to reapply for permission and as such that proposal would be publicly consulted on and assessed but statutory stakeholders.

48. Given the above it is the opinion of officers that the scheme as proposed is acceptable in highway terms as set out above.

Sustainable Travel

49. The development seeks to promote and encourage walking, cycling and public transport. This strategy was set in the adopted Masterplan and this application includes many of the features that are necessary to encourage and promote these sustainable modes of transport. For example the existing highway which links Mount Road to the existing at grade pedestrian rail crossing will be turned into a green lane for pedestrians and cyclists. The primary circulation route crosses this green lane and it was identified early on that this needed careful design consideration so as to not detract from the safe and calm environment of the green lane. To achieve this the crossing point has been designed in such a way as to give pedestrians and cyclists the priority and to naturally reduce the speed of all motorised vehicles. This green lane will be a primary crossing point for pedestrians and cyclists over Mount Road leading south to the second part of this residential scheme, the new school and the extended Suffolk Business Park and therefore how pedestrians and cyclist cross green lane is very important. A raised table is proposed here which will again give pedestrians and cyclist priority and slow motor vehicles down. The scheme overall has numerous 3 metre wide shared cycle and footways which will add to the quality footway and cycle network on the current Moreton Hall estate.

50. In addition officers have for some time now been working with the developers on the northern side of the railway line for the strategic growth area known as Bury St Edmunds North East. As part of that collaborative working officers and the developer have been working with Network Rail. It is expected that the developer for the Bury North East site will fund the construction of a new pedestrian and cycle bridge in the location of the current at grade crossing. This bridge will need to be partially constructed on land that is the subject of this application. The applicants are aware of the desire for this piece of cycle infrastructure and in order to make this site and the adjoining northern site as permeable as possible have set out that the S106 agreement can make provision for this to happen at no cost to the adjoining landowner on the northern side of the railway line.

51. The scheme will fund a new bus service provision and bus infrastructure in the form of Real Time Passenger Information and bus stops/shelters. The full details of the funding are below and these elements are considered fundamental to encouraging, and enabling current and future residents to use public transport.

Impact on neighbours

52. Impact on neighbours is a material consideration. Two properties need consideration from the dwellings as proposed in full. These properties are known as Cherry Trees and Ambleside which are located on the northern side of Mount Road. No comments have been received from residents of the dwellings. These properties have mature hedging around them already and the proposal introduces a further planted buffer around them. The nearest proposed dwellings to them have been considered and it is the opinion of officers that owing to existing and proposed planting and the distance that the new dwellings will be from these properties, and that no material loss of amenity from overlooking, overbearing or loss of light will occur.

Surface water drainage

53. The entire development proposal has been designed around the principles of sustainable drainage, with swales incorporating attenuation features accommodated within the site.

54. Further details have been sought from the Environment Agency, Anglian Water and Suffolk County Council around exceedance, water quality and construction phase surface water management plan. These details can be conditioned and approved post decision

55. It is therefore considered that the scheme as proposed, with appropriate conditions is acceptable in surface water flooding terms.

Ecology

56. The Ecology and Tree officer has not objected to the scheme subject to the recommended conditions being attached. However it has been noted that the Environmental Statement did not recommend any mitigation for Skylarks which are farmland birds. The scheme results in the loss of farmland which is the habitat for Skylarks. The applicant has agreed that the S106 agreement can require them to provide appropriate compensatory habitat in surrounding farmland areas. Preliminary discussions have taken place between the applicant and Suffolk County Council, who are providing similar compensation on County Farm land as part of the new secondary school which also results in the loss of Skylark Habitat. The amount of space required is circa 32m² in 10000m² (0.32%).

57. Given the mitigation that has been proposed and secured the scheme is considered acceptable in ecology and biodiversity terms.

Design and Landscape and Visual Impact

58. The overall design and layout is set out in the adopted Masterplan and this application accords with that layout. The development will have significant landscaping which will replicate the existing character of the Moreton Hall estate. Indicative landscaping for phase 1 has been submitted to the council and whilst the broad details are acceptable the final details have not been agreed as yet and would need to be conditioned. However the

Landscape officer is entirely satisfied that what has been shown to date and what will be agreed finally will build on the strong native landscape character that is present on the existing Moreton Hall estate.

59. The application proposes a wide variety of dwelling types and sizes. The design of the dwellings is considered to bring interest and relate well to the existing Moreton Hall estate and town as a whole. The scheme demonstrates that a variety of dwelling types and sizes are proposed and the applicant has identified key locations for landmark buildings which will give the development a sense of place.
60. A key principle of the Masterplan which has been carried over into phase 1 is a landscape buffer. This forms a zone of 25 metres between built development and the railway line. This will create an appropriate soft edge to this urban development which will moderate its impact on the wider countryside. Such a zone is anticipated in phase 2 as well.
61. The Masterplan detailed how the existing woodland on the south east boundary will be enhanced and utilised. The details of how this will be done will follow with later reserved matter applications but it is worth noting its presence in the Masterplan.
62. The Flying Fortress Pub has been used as the anchor for the Local Centre. Uses, such as a convenience store, hair salon etc are envisaged here. A large allotment area would also be located directly to the south of the Local Centre and it is anticipated that when the final details of this area are brought forward it will create a legible and cohesive community hub with a shared car parking area. This area will not be as large as the Lawson Place Local Centre that already serves the western side of Moreton Hall but it will be a well located local centre within walking distance to the new and existing residents on the eastern side of the Moreton Hall estate.
63. Overall the scheme is considered entirely acceptable with a large amount of direct, traffic free cycle and footways, a variety of housing types with focal buildings in key locations set in a well landscaped environment.

Open Space Provision

64. The scheme is seeking to bring forward a number of differing open space elements. Much of which were set when the Masterplan was adopted. Firstly the development will bring forward a Local Equipped Area of Play (LEAP) on the northern side of Mount road which will abut the green lane and form part of phase 2. Officers felt that a meaningful play area on the northern side of Mount Road would be well used and enable children to access play space without the need to cross Mount Road. The majority of the site (circa 300 dwellings) would be able to access the large open space and facilities that have recently opened on the western side of Lady Miriam Way known as the Flying Fortress Park.
65. Additionally there are a number of Play friendly open space areas across phase 1 which will help in creating a development that has a sense of

openness and will feel well landscaped. For instance the 25 metre buffer zone will have foot/cycleways through and their a number of open areas which clusters of dwellings focus around.

66. Additional Open space will be provided on the site in the form of a new Allotment area (approximately 35-45 plots). It was identified early on in the drafting of the Masterplan process that there was a deficiency of allotment provision on the Moreton Hall area as a whole. Allotments are a valuable community resource which are well known to forming part of sustainable communities and their presence is considered to add to the overall sustainability of the scheme.
67. Lastly a sum of £90,000 has been agreed to install play features along existing car free footway and cycle paths that link the western side of Moreton Hall with Lawson Place Local Centre.
68. A sum of £331,380 for Outdoor Sports Provision and a sum of £29,196.83 for Synthetic Turf Pitches has also been agreed upon. These sums of money will go towards the additional facilities which will be installed at the new secondary school (as part of the joint use agreement between SEBC and SCC) and which will be available for general public use.
69. It is therefore considered that this site will be well catered for with a wide variety of types of open space and have good access to existing open space and is acceptable in this matter

Other matters

70. Suffolk County Council have suggested a waste minimisation strategy which is considered acceptable.
71. A sum of £197,375.88 has been agreed with the developer to improve community centre provision in the vicinity. The Moreton Hall Community Centre is at capacity and the operators of the centre are extremely keen to expand the building and as such draft plans have been drawn up and a specific project has been identified. It is therefore considered that this contribution can be used, within the vicinity, to the benefit of the proposed development.
72. Additionally the County Council has sought a contribution for improved library provision. The Moreton Hall Community Association has accepted the principle of using part of the community centre to create a drop in style library which would function in a similar manner to that which operates out of the reception at West Suffolk House. It is envisaged that service would be provided which would allow residents to drop off and collect books and other pre ordered library material. This approach is considered to be acceptable and would represent a cost effective method of creating a basic library service in an area that has not been present before.

Conclusion:

73. In conclusion, the principle and detail of the development is considered to be acceptable and in compliance with relevant development plan policies and the National Planning Policy Framework.

74. Officers have been working with Suffolk County Council Officers, the developer and other partners to agree the contributions from this development. Discussions have resulted, on the basis of viability considerations, in Affordable Housing Provision being reduced from the compliant 30% to no less than 29%. This might, for example, result in a loss of some of the outline Heads of Terms set out below and a judgement might need to be made about the relative merits of these. In this regard Officers recommendation is that, when considered relatively, the provision of a full complement of affordable housing would be more important than, for example, the provision of monies for additional play equipment on existing open space. Members comments are invited on this point and Officers are seeking delegated powers to continue discussions and agree obligations that are compliant with the Community Infrastructure Levy legislation. At the point of writing this report draft obligations are as follows.

- Highways Junction Improvements £290,597
- Bus Infrastructure - £62,400
- Public Transport - £532,000 **TBC**
- SCC Travel Plan evaluation and support officer – £10,000 **TBC**
- Travel Plan - £506,950 **TBC**
- Early Years - £1,449,539
- Secondary Education £1,577,617
- Affordable Housing - 30%
- Library Provision - £108,000
- Community Centre - £197,375.88
- Synthetic Turf Pitches - £29,196.83
- Cemeteries Contribution - £8,218.75
- Outdoor Sports Provision - £331,380.00
- Play Space - £90,000 **TBC**
- Open Space commuted sum £313,512.40
- Health - £174,200.00
- Allow the construction of the future foot/cycle bridge north of the railway line.
- Off site skylark habitat compensation.

Recommendation:

It is **RECOMMENDED** that planning permission be **Approved** subject to the following conditions:

In regard to the Outline part of the permission the following conditions are looking to be attached;

- Time Limit – Outline
- Reserved Matters – Phasing
- Travel plan for the Local Centre

- No more than 50 dwellings to be occupied before the ERR is completed and available for public use
 - A waste minimisation and recycling strategy agreed by condition
 - Details of Refuse/ Recycling bins storage areas to be agreed, made available and retained
 - Fire Hydrants
 - Submit and implement a Foul drainage strategy
 - Submit and implement Archaeological WSI
 - post investigation assessment of archaeology investigation
 - Standard land contamination condition
 - Submit and implement Surface water disposal strategy
 - Submit and implement a construction phase surface water management plan
 - Air quality and noise assessment recommendations to be implemented
 - Samples of external facing and roofing materials to be approved in writing
 - Phasing plan for the implementation of the green infrastructure including consideration of advanced planting
 - Development to be carried out in full accordance with the recommendations of the ecological assessment and mitigation measures set out in Section 12 of the Environmental Statement (and section relating to badgers)
 - Ecological design strategy to be submitted and approved to deal with skylarks
- For each phase of development approved in outline:
- A landscape layout of that phase of the development that is consistent with landscape strategy plan ASP4
 - Updated ecological survey to inform that phase of the development with recommendations and enhancements
 - Ecological design strategy to be submitted and approved to deal with issues raised in the ecological survey
 - Arboricultural Method Statement and report for the protection of existing trees to include tree protection, schedule of tree works and method statements for construction close to existing trees (where trees are present)
 - Habitat protection fencing to establish 'construction exclusion zones'
 - A scheme of hard and soft landscaping to a scale of not less than 1:200; soft landscaping works shall be implemented and retained
 - Landscape and ecological management plan to be submitted and implemented
 - Construction method statement to include: dust management; management of drainage; management of lighting; management of noise disturbance

In regard to the Full details part of the permission the following conditions are looking to be attached;

- Standard Time limit
- Samples of external facing and roofing materials to be approved in writing
- Soft and hard landscaping scheme to be submitted and approved
- Landscape management plan to be submitted and implemented
- Ecological design strategy to be submitted and approved to cover mitigation and enhancement for reptiles, bats and birds
- Habitat protection fencing to establish 'construction exclusion zones'
- Ecologists assessment of the impact of the proposed lighting scheme on bats to be submitted along with the lighting scheme
- Details of the pump station design
- Refuse/ Recycling bins storage areas to be made available and retained

- Details of estate roads and footpaths
- No dwellings occupied until they are served by carriageways and footways to at least binder course
- The new access onto Mount road (including sight splays) must be formed before any other site works commence in accordance with approved drawings
- Remove PD rights to restrict obstructions in visibility sight lines for new junctions
- Garage/parking spaces for each dwelling to be available before occupation of that dwelling and thereafter retained
- Provision of highway infrastructure works (raised tables, warning signs) on mount road to be in general accordance with approved drawings and implemented before any other development commences.
- Details of the toucan crossing on Mount Road to be submitted and agreed and implemented before the first dwelling is implemented
- Submit details of how the cycle link along Skyliner way will be upgraded. Those details to be implemented.
- Pedestrian and cycle link to be created between phase 1 and Blackbird Drive prior to the first dwelling being occupied
- No more than 50 dwellings to be occupied before the ERR is completed and available for public use
- Submit and implement a construction phase surface water management plan
- Submit and implement a waste minimisation and recycling strategy
- Fire Hydrants
- Submit and implement a Foul drainage strategy
- Submit and implement Archaeological WSI
- post investigation assessment of archaeology investigation
- Submit and implement Surface water disposal strategy
- Standard Land contamination condition
- Air quality and noise assessment recommendations to be implemented

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online:

<https://planning.westsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=ND0HS8PDM3L00>

Alternatively, hard copies are also available to view at Planning, Planning and Regulatory Services, St Edmundsbury Borough Council, West Suffolk House, Western Way, Bury St Edmunds

Case Officer: Peter White

Tel. No. 01284 757357