

PRE-APPLICATION ENQUIRY DC/23/03703



Land to the North and West of, School Road, Elmswell,
BURY ST. EDMUNDS, IP30 9EW

Pre-application Enquiry

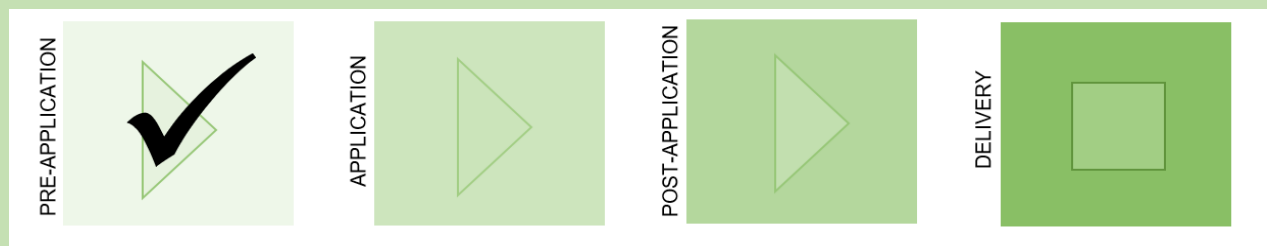
This advice is provided as part of the Council's pre-application advice service.

The advice provided here represents a professional officer opinion based on the material submitted and is given in good faith. The Council as Local Planning Authority must consider every planning application on its own merits after having regard to all material planning considerations. The advice provided here is not in respect of a planning application, has not been subject to public consultation or appropriate statutory consultations and is not necessarily accompanied by all the required supporting material and on that basis the advice is not binding on the Council as the Local Planning Authority.

This advice does not pre-determine the outcome of any subsequent planning application based on the submitted material and/or the Advice provided.

In providing this advice the Council is seeking to proactively and constructively provide support to potential applicants seeking to deliver sustainable development as encouraged by the Government within the National Planning Policy Framework [NPPF] and National Planning Practice Guidance [NPPG]

The Council is permitted to charge for this advice under the provisions of the Local Government Act 2003. The intention is to recover the cost of providing the service and not to deter applicants and their agents from engaging in pre-application discussions.



The Proposal

The proposed development is for:

The erection of: 66 Bed Care Home and 40 Assisted Living Dwellings; landscaping; sustainable drainage and access.

The supporting material comprises:

- Site location plan (existing)
- Site location plan (proposed)
- Opportunities and constraints plan
- Block plan
- Site plan – Illustrative Landscape Masterplan
- TA Scoping Report
- Heritage Statement
- Planning Statement

The Proposed Development and Site



Relevant Planning History

REF: DC/23/01076	Application under S73a for Removal or Variation of a Condition following approval of DC/22/01615 dated 05/08/2022 Erection of up to 86 dwellings (30No affordable units) including car parking, open space provision with associated infrastructure and vehicular access. Highways improvements of road widening and cycle/footpath link. Town and Country Planning Act 1990 (as amended) to vary Condition No 9 (Glazing to Dwellings) as per covering letter.	DECISION: Granted (GTD) 22.06.2023
REF: DC/22/01615	Application for Approval of Reserved Matters following grant of Outline Approval DC/18/02146 Town and Country Planning Order 2015 - Submission of details for Appearance, Landscaping, Layout and Scale for erection of up to 86 dwellings (30No affordable units) including car parking, open space provision with associated infrastructure and vehicular access. Highways improvements of road widening and cycle/footpath link.	DECISION: GTD 05.08.2022
REF: DC/22/01511	Application for an Inset Appointment to be the water and waste water undertaker at School Road, Elmswell development.	DECISION: Raise no objection (RNO) 04.04.2022
REF: DC/18/02146	Outline Planning Application (Access to be considered) Erection of up to 86 dwellings including car parking, early years provision, open space provision with associated infrastructure and vehicular access. Highways improvements of road widening and cycle/footpath link.	DECISION: GTD 08.03.2022
REF: DC/17/03853	Outline Planning Application for up to 250 dwellings including car parking, open space provision with associated infrastructure and access.	DECISION: Withdrawn (WDN) 25.04.2018
REF: 0765/98/	Change of use of 43 ha (108 acres) of agricultural land to golf course with clubhouse, and improvements to access on to A1088.	DECISION: GTD 21.10.1998
REF: 0666/92/	Change of use of agricultural land to golf course with club house.	DECISION: GTD 17.06.1993

Planning Policy

Emerging Local Plan – New Joint Local Plan

The Joint Local Plan will replace the current Local Plan, for both Babergh and Mid Suffolk District Councils.

The Joint Local Plan has been at examination for review by an Inspector. Following a meeting with the Inspector in December 2021 it is proposed to split the plan into two parts.

Part 1 will include policies, setting out development which is acceptable, and restrictions to development. These Part 1 policies will then be reviewed and subject to change by the Inspector through examination. During this process the policies will gain more weight. This will mean they become more relevant when determining planning applications.

Once Part 1 of the Plan moves towards adoption, and then becomes adopted the Councils will have an up to date plan. This may affect the advice given in this pre-app enquiry.

On 19th September 2023, the Babergh and Mid Suffolk District Councils received the Inspectors' report on the examination of the Joint Local Plan (JLP). The Inspectors' have concluded that, subject to the recommended modifications, the Plan is sound. Accordingly, officers have considered the modified policies having regard to the requirements of paragraph 48 of the NPPF, as relevant to the determination of this planning application. The JLP and its policies are a material consideration of significant weight in this case.

Part 1 of the Joint Local Plan will be followed by the preparation of Part 2 as soon as possible. Part 2 will be an allocations document, detailing sites across the district for development.

You are advised to look at the progress of the Joint Local Plan as it comes forward. The new policies may impact on your proposal. Details are available on the link below:

<https://www.midsuffolk.gov.uk/planning/planning-policy/new-joint-local-plan/>

National Planning Policy Framework (NPPF)

The NPPF was revised in 2021, and includes, at its heart, a presumption in favour of sustainable development, however this does not affect the statutory status of the development plan (Local Plan) as the starting point for decision making.

The Council's Adopted Development Plan is:

- The Mid Suffolk Core Strategy (2008) and Focused Review (2014)
- The Mid Suffolk Local Plan (1998) and Proposals Map

<https://www.midsuffolk.gov.uk/planning/planning-policy/adopted-documents/mid-suffolk-district-council/>

Please note that the emergent Joint Local Plan, once adopted, will replace the current adopted Development Plan.

- Elmswell Neighbourhood Plan

<https://www.midsuffolk.gov.uk/planning/neighbourhood-planning/neighbourhood-planning-in-mid-suffolk/>

Please note that the Elmswell Neighbourhood Plan is subject to local referendum slated for 21st November 2023.

Relevant Policies include:

NPPF - National Planning Policy Framework

NPPG - National Planning Practice Guidance

Adopted Development Plan:

FC1 - Presumption in Favour of Sustainable Development

FC1.1 - Mid Suffolk Approach to Delivering Sustainable Development

CS1 - Settlement Hierarchy

CS2 - Development in the Countryside and Countryside Villages

CS3 - Reduce Contributions to Climate Change

CS4 - Adapting to Climate Change

CS5 - Mid Suffolk's Environment

CS6 - Services and Infrastructure

CS9 - Density and Mix

GP1 - Design and Layout of Development

HB1 - Protection of Historic Buildings

HB14 - Ensuring Archaeological Remains are not Destroyed

H4 - Proportion of Affordable Housing in New Development

H7 - Restricting Housing Development Unrelated to needs of the Countryside

H13 - Design and Layout of Housing Development

H14 - A Range of House Types to meet different Accommodation Needs

H15 - Development to reflect Local Characteristics

H16 - Protecting Existing Residential Amenity

H17 - Keeping Residential Development away from Pollution

CL8 - Protecting Wildlife Habitats

CL11 - Retaining High Quality Agricultural Land

CL12 - The effects of Severance upon Existing Farms

T9 - Parking Standards

T10 - Highway Considerations in Development

T11 - Facilities for Pedestrians and Cyclists

RT4 - Amenity Open Space and Play Areas within Residential Development

RT12 - Footpaths and Bridleways

Emergent Joint Local Plan:

SP01 - Housing Needs and Requirements

SP02 - Affordable Housing

SP03 - The Sustainable Location of New Development

SP08 - Strategic Infrastructure Provision

SP09 - Enhancement and Management of the Environment

SP10 - Climate Change

LP06 - Supported and Special Needs Housing
 LP16 - Biodiversity and Geodiversity
 LP17 - Landscape
 LP19 - The Historic Environment
 LP23 - Sustainable Construction and Design
 LP24 - Design and Residential Amenity
 LP26 - Water Resources and Infrastructure
 LP27 - Flood Risk and Vulnerability
 LP28 - Services and Facilities within the Community
 LP29 - Safe, Sustainable and Active Transport
 LP30 - Managing Infrastructure Provision
 LP32 - Developer Contributions and Planning Obligations

Elmswell Neighbourhood Plan:

ELM1 - Planning Strategy
 ELM2 - Protection of Important Views

Constraints

The site is located outside of the current settlement boundary of Elmswell as set out within the adopted Development Plan and this is mirrored by the Elmswell Neighbourhood Plan. The existing settlement boundaries may be reviewed as part of the Part 2 works of the emergent Joint Local Plan, however, this is still to be undertaken and therefore, for the interpretation of planning policy, the site is located in the countryside.

The site is currently utilised for agriculture, it is unclear what the agricultural land grade of the site is at present, however, loss of best and most versatile agricultural land (grades 1, 2 or 3a) has previously been strongly resisted by Planning Committee.

Attention is brought to the nearby listed buildings:

- Church of St. John – Grade II*
- Almshouses – Grade II
- Church Cottage – Grade II
- Elmswell Hall – Grade II

In particular onsite discussion with the Council's Heritage Officer also noted the relationship between the Church of St. John and Elmswell Hall as well as views between the two. The site does not sit within a conservation area.

Policy ELM2 of the Elmswell Neighbourhood Plan identifies a number of key views around the village with several passing over the site towards key landmarks including the Church of St. John. Footpath 14 crosses the northern edge of the site while footpaths 24 and 13 lie beyond the site but have a close relationship to it, and both offer close views into the site. The site does not sit within a designated landscape area.

Part of the site lies within flood zones 2 and 3, located along the run of a drainage ditch that crosses the site. The site is also at risk of groundwater flooding with two runs from the higher ground on School Rd and Parnell Lane to the drainage ditch. In any event the site is likely to require an FRA based on size alone.

The site is likely to provide ecological habitat for Great Crested Newts as well as bats and birds. Care should be undertaken to ensure that sufficient ecological information is submitted with the application in order to allow the Local Planning Authority to discharge its duties under the NERC Act. It is also recognised that Biodiversity Net Gain requirements would likely also be in place should an application come forward, provision of the required background data utilising the approved metric will need to be provided.

Consultation Responses

SCC - Development Contributions Manager

CIL	Libraries improvements @ £216 per dwelling	£22,896
CIL	Household waste @ £141 per dwelling	£14,946
S.106	Elmswell/Woolpit new footway/cycleway contribution @ £850 per dwelling	£90,100
S.106	Monitoring fee per obligation trigger point @ £476	TBC
S.106	Highways	TBC

The details of the impact on local infrastructure serving the proposed development are set out below:

1. Transport issues. Refer to the NPPF Section 9: *'Promoting sustainable transport.'*

A comprehensive assessment of highways and transport issues will be required as part of the planning application. This will include travel plan, pedestrian & cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278. Suffolk County Council FAO Ben Chester will coordinate this.

A planning obligation or planning conditions will cover site specific matters.

A financial contribution of £850 per dwelling is requested to help fund the delivery of the new footway/cycleway between Elmswell and Woolpit to encourage modal shift in support of promoting sustainable transport. Schemes promoted in the Elmswell/Woolpit locality will be expected to proportionately contribute towards this project. In addition, there is the opportunity for the scheme to deliver a section of the new footway/cycleway behind St John the Divine, Elmswell. The county council will welcome a discussion with the scheme promoter. Suffolk County Council, in its role as local Highway Authority, has worked with the local planning authorities to develop county-wide technical guidance on parking which replaces the preceding Suffolk Advisory Parking Standards (2002) in light of new national policy and local research. It has been subject to public consultation and was adopted by Suffolk County Council in November 2014 (updated 2019).

2. Libraries. Refer to the NPPF Section 8: *'Promoting healthy and safe communities.'*

The libraries and archive infrastructure provision topic paper sets out the detailed approach to how contributions are calculated. A CIL contribution of £216 per dwelling is sought i.e., £22,896, which will be spent on enhancing provision at the nearest library. A minimum standard of 30 square metres of new library space per 1,000 populations is required. Construction and initial fit out cost of £3,000 per square metre for libraries (based on RICS Building Cost Information Service data but excluding land costs). This gives a cost of (30 x £3,000) = £90,000 per 1,000 people or £90 per person for library space. Assumes average of 2.4 persons per dwelling.

3. Waste. All local planning authorities should have regard to both the Waste Management Plan for England and the National Planning Policy for Waste when discharging their responsibilities

to the extent that they are appropriate to waste management. The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management.

Paragraph 8 of the National Planning Policy for Waste states that when determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

- New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service.

SCC requests that waste bins and garden composting bins should be provided before occupation of each dwelling, and this will be secured by way of a planning condition. SCC would also encourage the installation of water butts connected to gutter down-pipes to harvest rainwater for use by occupants in their gardens.

A future CIL funding bid of at least £14,946 (£141 per dwelling) will be made to improve the HWRC provision at Bury St Edmunds serving the proposed development.

4. Supported Housing. Section 5 of the NPPF seeks to deliver a wide choice of high-quality homes. Supported Housing provision, including Extra Care/Very Sheltered Housing providing accommodation for those in need of care, including the elderly and people with learning disabilities, needs to be considered in accordance with paragraphs 60 to 65 of the NPPF.

Following the replacement of the Lifetime Homes standard, designing homes to Building Regulations Part M 'Category M4(2)' standard offers a useful way of meeting this requirement, with a proportion of dwellings being built to 'Category M4(3)' standard. In addition, we would expect a proportion of the housing and/or land use to be allocated for housing with care for older people e.g., Care Home and/or specialised housing needs, based on further discussion with the LPAs housing team to identify local housing needs.

5. Sustainable Drainage Systems. Section 14 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. Suffolk County Council is the lead local flood authority (LLFA). Paragraphs 159 – 169 refer to planning and flood risk and paragraph 167 states: *'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) any residual risk can be safely managed; and*
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.'*

And paragraph 169 says, *'Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:*

- a) take account of advice from the lead local flood authority;*
- b) have appropriate proposed minimum operational standards; have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*
- d) where possible, provide multifunctional benefits.'*

A consultation response will be coordinated by Suffolk County Council FAO Jason Skilton.

6. Ecology, landscape & heritage. These are matters for the Council to consider and address. In terms of good design, it is suggested that consideration should be given to incorporating suitable roosting and nesting boxes within dwellings for birds and bats, as well as providing suitable biodiversity features including plants to attract & support insects, reptiles, birds & mammals. Refer to the MHCLG guidance on the Natural environment [updated 21 July 2019].

7. Fire Service. Any fire hydrant issues will need to be covered by appropriate planning conditions. SCC would strongly recommend the installation of automatic fire sprinklers. The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for firefighting which will allow SCC to make final consultations at the planning stage.

8. Superfast broadband. This should be considered as part of the requirements of the NPPF Section 10 *'Supporting high quality communications.'* SCC would recommend that all development is equipped with high-speed broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion; it also impacts educational attainment and social wellbeing, as well as improving property prices and saleability.

As a minimum, access line speeds should be greater than 30Mbps, using a fibre based broadband solution, rather than exchange-based ADSL, ADSL2+ or exchange only connections. The strong recommendation from SCC is that a full fibre provision should be made, bringing fibre cables to each premise within the development (FTTP/FTTH). This will provide a network infrastructure which is fit for the future and will enable faster broadband.

9. Legal costs. SCC will require an undertaking from the applicant for the reimbursement of its reasonable legal costs associated with work on a S106A for site specific mitigation, whether or not the matter proceeds to completion.

10. Monitoring fee. The CIL Regulations allow for the charging of monitoring fees. In this respect the county council charges £476 for each trigger point in a planning obligation, payable upon completion of the Deed.

BMSDC Design And Wellbeing

SCC - Archaeological Service

There will be no archaeological S106 requirements for this site (master gov matter number 60354)

The site is in an area of high archaeological potential as indicated by information on the County Historic Environment Record (HER), and potential landscape sensitivity overlooking a tributary of the Black Bourn. The HER records finds from the Bronze Age to Post-medieval periods from within this site, with a particular concentration of Roman and medieval finds indicating possible settlement

(HER numbers: EWL 001, EWL 014, EWL 101 & EWL 023). Early and middle Anglo-Saxon finds from the site may indicate the presence of an Anglo-Saxon cemetery and settlement (EWL 010).

The proposed site is situated between the pre-conquest church and the pre-conquest manor – a substantial place in the medieval period – initially it was given by King Eadwig to Bury monastery in 956 and in 1433 Henry VI stayed there to fish and hunt. The impacts on the setting of the listed Elmswell Hall and, particularly on the Grade II* listed medieval Church of St John have the potential to be significant and, SCCAS would advise that Historic England and the Mid Suffolk Heritage officers are consulted regarding these setting issues.

There is high-potential for the discovery of below-ground heritage assets of archaeological importance within the proposed development area. Ground works associated with development have the potential to damage or destroy any archaeological remains which exist. There has been a Desk-based Assessment and gradiometer survey undertaken within the site and given the sensitive nature and high potential for archaeology, as outlined above, in accordance with paragraph 194 of the NPPF, SCCAS would recommend that in order to establish the archaeological implications of the proposed development, the applicant should be required to provide archaeological evaluation of the site, which would comprise of a metal detecting survey and trenched archaeological evaluation.

The archaeological evaluation would need to be undertaken pre-application to allow for preservation *in situ* of any sites of national importance that might be defined and decisions on the suitability and deliverability of the site and the need and scope of any further work, should below-ground heritage assets be identified, would be based upon the results of the evaluation.

The Suffolk County Council Archaeological Service would be pleased to offer guidance on the archaeological work required and will, on request, provide a brief for each stage of the archaeological investigation.

Further details on our advisory services and charges can be found on our website:
<https://www.suffolk.gov.uk/culture-heritage-and-leisure/suffolk-archaeological-service>

Integrated Care Board (ICB)

East of England Ambulance Service NHS Trust

Thank you for consulting East of England Ambulance Service NHS Trust (EEAST) on the above planning application. This letter forms 2 sections: firstly for mitigation to health infrastructure arising from the application and secondly comments on the development proposals to support future residents health and wellbeing.

This development, should the application be successful, will affect Stowmarket ambulance station and other ambulance stations (Bury St Edmunds) which respond to emergency incidents within the local area as well as impact on the regional call centres.

Ambulance stations in this area are deemed constrained, at capacity and no longer fit for modern ambulance services to deliver Make Ready Services as defined under the Lord Carter Report (2018). EEAST are required to meet mandated NHS ambulance standard response times with optimal location of ambulance station response post being reachable within 6 and 17min drive-time (see Table 1 below).

**Table 1 Ambulance Quality Operational
Standard Operational Standards**

Threshold

Category 1 (life-threatening) calls – proportion of calls resulting in a response arriving within 15 minutes	Operating standard that 90th centile is no greater than 15 minutes
Category 1 (life-threatening) calls – mean time taken for a response to arrive	Mean is no greater than 7 minutes
Category 2 (emergency) calls – proportion of calls resulting in an appropriate response arriving within 40 minutes	Operating standard that 90th centile is no greater than 40 minutes
Category 2 (emergency) calls – mean time taken for an appropriate response to arrive	Mean is no greater than 18 minutes
Category 3 (urgent) calls – proportion of calls resulting in an appropriate response arriving within 120 minutes	Operating standard that 90th centile is no greater than 120 minutes
Category 4 (less non-urgent “assess, treat, transport” calls only) – proportion of calls resulting in an appropriate response arriving within 180 minutes	Operating standard that 90 th centile is no greater than 180 minutes

For clarity: EEAST is commissioned by Suffolk and North East Essex ICS on behalf of all ICSs to provide emergency and urgent care services throughout Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk, and transports patients to 17 acute hospitals amongst other healthcare settings.

Travel times from Stowmarket in rush hour traffic to Woolpit are circa 15 minutes (Reference ShapeAtlas). For the other ambulance stations in the vicinity of Woolpit, rush hour travel times are closer to 15-20 minutes (NB this is a standard reference point and does not mean ambulances come from these locations in order to respond to calls).

The age profile is also important for EEAST: people at both ends of the age spectrum consume a disproportionately large quantity of healthcare services and resource:

- Over 75s are most likely to have multiple long-term conditions and complex care needs.
- Analysis of EEAST activity from 2019/20 indicates residents
 - Aged 65 years and over account for over 1/3 (35%) of Category 1 ambulance activity and 52% of all activity
 - Those aged 2-18 years account for 15% of Category 1 activity and 8% of all activity.

2022-23 HS AmbSYS East of England Ambulance Activity Data revealed:

- 0.22 calls per patient population (1,397,125 calls received/East of England 6.3m population)
- 92% patients received a face-to-face response
- 55.0% patients required conveyance to an emergency department; 33.9% received See & Treat and 7.0% Hear & Treat.

This application for 66 bed care home and 40 Assisted Living dwelling development will generate another 106 residents and will generate an anticipated additional **24 calls per annum** from this location on already constrained ambulance services which will require premises reconfiguration, extension, or re-location, need for additional ambulance vehicle provision and clinical capacity to deliver timely emergency ambulance services.

For these reasons, in order to make this development acceptable it is requested a contribution is made towards the provision Emergency Ambulance Service Infrastructure including the nearest Hub and local ambulance stations with population catchment area.

EEASTs infrastructure cost* calculation is based as submitted to 52 local authorities/IDPs at £340 per dwelling occupied by 2.2 persons per dwelling. Table 2 shows the population likely to be generated from the proposed development.

Table 2 Capital Cost calculation of additional health services arising from the development proposal No	Infrastructure Cost*	Total
Dwellings		
66 bed care home	£155	£17,001
40 Assisted Living Dwellings		

The capital required to create additional ambulance services to support the population arising from the proposed development is calculated to be £17,001 and are for the impact of this development only.

The capital acquired would provide financial resources for EEAST to absorb the additional patient demand generated by this development on emergency ambulance health services. Funding, in agreement with the local council would be used to support one or more of the following:

- Redevelopment or relocation of existing ambulance stations to a more suitable location to meet the increased local demand arising from housing development
- Increasing the number of ambulances required to meet the expanded demand in order to maintain contractual response times to prevent the application of contractual fines
- Provision of additional medical, pharmacy & IT equipment/digital software to manage the increased number of incidents arising from the growing population in order to maintain mandated ambulance response times and treatment outcomes. The range of equipment includes stretchers, carry chair, tracks, power chair, scoop, spine board, power load, wheelchair, Corpuls (patient monitoring units with integrated defibrillator/pacemaker, ECG etc)
- Recruiting, training and providing new equipment for additional Community First Responders (CFRs) to support the proposed development and the community as a whole.

In terms of trigger points with regard to S106 developer contributions, it remains the case that the earliest possible developer contributions are vital to mitigate the health impact of the additional residents. EEAST puts the delivery of services to patients first and increasingly the need to support the viability and resilience of ambulance services, their ability to cope with increasing patient numbers in line with the NHS Long Term Plan.

EEAST Comments on Planning Application

Ambulance services are in a unique position that intersects health, transport and community safety. EEAST as an essential social infrastructure provider has an important role to play in contributing to the achievement of sustainable new places (and along with its health and blue light partners) creating the conditions for healthy, safe and cohesive communities. Therefore, the remainder of this letter provide specific comments which may affect the health and wellbeing of patient arising from this development and would request these are taken into consideration when assessing the application.

1. Health and Wellbeing

1.1 EEAST would welcome developers' inclusion of community gardens, allotments, orchards, meadow flower and woodland planting areas. Balconies, roof gardens, terraces and living walls also provide green space opportunities in apartment buildings. EEAST supports the central open space and would encourage developers to consider the establishment of seating in the open spaces and

along walkways to provide the opportunity for residents to meet and supports those who have limited mobility to rest and enjoy the surrounding green space. Consideration of all senses (sight, hearing, touch, smell, taste) should be addressed by the developer in the planting plan and use of local flora and fauna and wildlife corridor connection. All of these elements support physical and mental health and wellbeing and help develop community cohesion.

2. Care Homes

2.1 At least one emergency lifting devices with a preference of one per floor. These inflating devices are designed to lift the frailest individual up to a bariatric patient from the floor in a safe and dignified manner minimising the risk of injury to both the fallen individual and the person lifting them. This device will enable care home staff to aid uninjured residents back into their chair/bed and thereby reduce the number of attendances from ambulance service.

2.2 At least one Automated External Defibrillator should be installed with a preference of one per floor, is provided.

2.3 The measures identified in the section above are in addition to any S106/CIL funding for EEAST.

2.4 EEAST would request parking space of for at least one emergency ambulance and patient transport vehicle is provided (minimum 10.6m in length and 4m in width) ideally with 2 EV charging points. Details of charging requirements will be provided on request.

2.5 Where lifts are to be installed EEAST would request these are of a suitable size to enable a patient to be safely transported by stretcher and accompanied by 2 medical personnel alongside the stretcher (a minimum internal of 2.6m x 1.6m is required. The lift should be fire-proofed.

3. Flood Assessments

3.1 The impact of flooding significantly affects residents physical and mental health in both the short and long term. EEAST together with other emergency blue light services support people when incidences of flooding occur.

3.2 EEAST would welcome developers to utilise the catchment of clean/grey water to include underground storage tanks or multiple water butts (ie garage and house) to help reduce the risk of localised flooding post development. There is the potential for residents to reuse water for gardens, car washing and in community gardens instead of entering main sewers.

3.3 The use of sustainable urban drainage through permeable paving in driveways and parking areas to accommodate surface water run-off is welcomed and surfaces should be suitable for use by wheelchairs, mobility scooters and pushchairs.

3.4 In Flood Zones 2 and 3 EEAST request the appropriate the use of swales and other drainage measures to absorb any flood waters and would urge developers ensure measures are taken to minimise the risk of flooding in surrounding areas as well as flood proofing homes, garages and other infrastructure.

4. Transport, Design and Access Assessment of Development Impact on Existing Healthcare Provision

4.1 EEAST would request clear lines of sight are retained close to properties and walkways to support the reduction and fear of crime whilst also minimising the impact of artificial light. EEAST would request developers ensure cycle parking should allow for different types of cycles (eg trike, electric bike or mobility scooter) to be stored, covered, secure and well lit.

4.2 It should be noted that EEAST as a blue light emergency service would request the developers support the Vision Zero/Safe System approach to design out road accidents for vehicle occupants, motorcyclists, bicyclists and pedestrians by utilising clear lines of sight, use of appropriate street/road lighting, use the of village gateways on approach to the junctions/roundabout and other opportunities to support speed reduction.

4.3 The use of speed ramps to reduce vehicle speed should be limited to reduce any potential damage to ambulances, the crew and patients as these can affect the ability to treat patients during the journey.

Public Health Response

We welcome the opportunity to provide Public Health comments on the proposed development. Our comments are based on the Pre-application enquiry letter of 2nd August 2023.

Data

We recommend reviewing the Place-Based Needs Assessment. The assessment includes data/information for Bury Rural including demographics, Wider Determinants of Health, older peoples health & wellbeing and adult community services.

Suffolk Observatory shows mid year estimate 2020 data for Elmswell population as 4,376. 22.6% of residents are aged 65+ which is above the England average of 18.5%, demonstrating an ageing population.

Suffolk in 20 years - Dementia:

In 2022, there are approximately 14,000 people living with dementia in Suffolk, this is forecast to increase by over 52% by 2040 (to 21,400 people).

- Over half of all cases of dementia in 2040 will be diagnosed in those aged 85 or over. This is equivalent to 11,100 people (or around half the population of Sudbury).
- These older people with dementia may have high care needs, and if they have partners providing care, these individuals are also likely to be older with high care needs of their own. This combination of high care needs may result in an increased need for care from statutory services compared to the current population.

Development and Design

Our recommendations:

- The design of the Care Home and Assisted Living Dwellings should in itself reduce Infection Control risks where possible. Including considerations for:
 - Internal routes
 - Number of and position of entrances & exits
 - Types of surfaces used
 - Ability to isolate areas in the event of infection
 - Separate toilets for staff, residents and visitors, in more than one location
 - Showers and changing rooms for staff, in more than one location
 - Ventilation
- Consider smaller communal areas in different parts of the building for residents to use, to reduce movement and maintain effective infection control.
- Incorporate good signage in and around buildings to aid navigation.
- Include benches and seating areas externally.
- Incorporate energy efficient materials and renewable energy technologies such as (Photovoltaic) panels and heat pumps into the design.
- Ensure good surveillance around the buildings and green spaces to aid community safety.
- Design according to the principles and features set out in the resource Dementia-Friendly Health and Social Care Environments

- Include rationale in the Design and Access statement as to how the design demonstrates learnings from the COVID 19 outbreak. Including reflections for residents, staff and visitors

Active Travel

We welcome the proposed additional cycle and walking routes and recommend providing sheltered cycle storage (with charging for e-bikes) for staff and visitors.

Economy and Employment

Our recommendations:

- Wherever possible, that jobs recruited during construction are recruited locally including young people for training and apprenticeships to help increase and develop good local skills with a provision of diversity of job opportunities and reducing underemployment with short term vacancies.
- To provide of a safe and pleasant working environment including good natural lighting within the building and green space around the site for people to use during break times with a bench and/or walking opportunities.

Quality, Open Spaces and Recreation

Our recommendations:

- Design outdoor areas and the public open spaces with functionality that extends benefits to residents (including space to meet family and visitors), staff, visitors and neighbouring communities.
- Include a sensory garden space (which includes a variety of plants and scents).
- Include an outside space for food growing that Staff and residents can use. This could include small areas around the site.
- Position trees to provide areas of natural shading.

MSDC - Planning Policy

The Strategic Planning Policy team have reviewed this pre-application proposal for a 66 bed care home and 40 assisted living dwellings and wish to make the following comments.

The site is located outside of the adopted settlement boundary of Elmswell, as per the current adopted Mid Suffolk Local Plan (1998), and the subsequent settlement boundary review through the development of the Elmswell Neighbourhood Plan.

The Elmswell Neighbourhood Plan has recently received the Examiner's report on 31st August 2023 following the regulation 17 independent examination stage. The report recommends that subject to certain modifications, the plan meets the basic conditions and that it should proceed to local referendum. As such, the plan should be given significant weight in decision making.

Any proposal on this site would also have to take into account the character, appearance, and settings of the listed buildings to the north, east and south of the site, in line with HB1 of the Local Plan.

The Core Strategy (2008) identifies Elmswell as a Key Service Centre within the Settlement Hierarchy through policy CS1. Whilst this would mean Elmswell should be considered as a more favourable location in terms of sustainability, in this instance the proposal is outside of the settlement boundary.

The draft Babergh and Mid Suffolk Joint Local Plan has recently undergone further hearing sessions at the end of June 2023, and an Inspectors' report is anticipated being received later this year. In line with paragraph 48 of the National Planning Policy Framework (NPPF), local authorities may give weight to relevant policies in emerging plans by the (a) stage they are at, (b) the unresolved objections to the policy and (c) the consistency to the NPPF. As such, alongside the adopted

policies, relevant policies of the emerging Joint Local Plan, such as, SP03 and LP06 can be given moderate weighting in decision making because (a) the advanced stage of the emerging plan, (b) the level of objections received to the relevant policies and (c) they are consistent with the NPPF.

SP03 (2) identifies that development will only be permitted outside of settlement boundaries if the site is allocated, in a made neighbourhood plan, specifically permitted by other relevant policies, or it is in accordance with paragraph 80 of the NPPF (2021). This proposal would not apply to any of these requirements.

LP06 (1a) identifies that proposals of this type will be supported where they are within settlement boundaries. This proposal would therefore not be supported through this policy.

In conclusion, the Strategic Planning Policy team would object to the principle of this site being used for this proposal as it is outside of the adopted and emerging settlement boundaries.

Heritage Team

It is considered that the proposal would likely cause:

- A medium level of less than substantial harm to a designated heritage asset because the development on the site would be a considerable intrusion into the currently open, agricultural setting of the Church of St John, which makes an important contribution to its significance.
- A low to medium level of less than substantial harm to designated heritage assets, as development on the site would also be a notable intrusion into the currently open, agricultural setting of The Almshouses and Elmswell Hall, which makes a noteworthy contribution to their significance.
- A very low level of less than substantial harm to a designated heritage asset, because the proposal would represent a slight intrusion into the remaining open, agricultural setting of Church Cottage, which is still considered to make a degree of contribution to its significance.

The pre-application proposes the erection of a 66 bed care home and 40 assisted living dwellings, with associated landscaping, drainage and access. The heritage concern relates to the potential impact of the works on the significance of various heritage assets, including:

- The Church of St John, Elmswell, a Grade II* Listed parish church, described in the listing as “medieval. Restored 1862/64” with fabric dating to the late C13 and various later periods, particularly C14, with considerable rebuilding and alteration in C19, to the south. It was described by Historic England in their comments on DC/17/03853 as “the most significant historic building in the parish.”
- The Almshouses, Grade II, “built as 6 almshouses...now terrace of 3 cottages...c.1614...” to the south.
- Elmswell Hall, a Grade II Listed building, described as “farmhouse, formerly manor house. Circa 1550-80 with major remodelling of early C19, and mid C20...” to the north.
- Church Cottage, Grade II, “house, mid C16...” to the south east.

A previous Outline application, with all matters reserved except for Access, under DC/17/03858, proposed 250 dwellings on a site including the area proposed for development under this pre-application. This was subsequently withdrawn, and followed by a proposal for development of just one area, not part of this pre-application, for 86 dwellings – Outline approved under DC/18/02146. I consider that the heritage considerations are broadly similar as for DC/17/03858, and therefore my comments below are based off of the heritage comments provided under that application, as well as those by Historic England and Suffolk Preservation Society, in regard to heritage, as far as they remain applicable.

In line with the Heritage Note, the Church of St John occupies a prominent position within the landscape, on a raised escarpment within a relatively flat region. It is not entirely isolated from Elmswell village, but is still fairly separated from the village core, which is reflective of a number of villages in this part of Suffolk. Historically, this separation was more evident, with Elmswell Church, alongside the associated Almshouses, Rectory with Lodge, and Church Cottage, more distinct from Elmswell village, as seen in the first addition OS Map of 1883. This separation likely added to a sense of the church's social and religious importance, including through enhancing its presence as a striking landmark within the landscape.

Late C20 and early C21 development has considerably filled this gap, particularly to the east, but the church still retains a considerably rural, undeveloped, agricultural setting, as it did historically, particularly to the north and west. As such, the historic setting of the church and the important contribution it makes to its significance is still readily appreciable from many places.

The historic setting of the Almshouses is similarly retained and is also therefore considered to make a positive contribution to its significance, though possibly not to quite the same degree.

Church Cottage has been absorbed into the modern development to a greater extent, but still retains a connection to historically open, agricultural land to the west. The Heritage Statement submitted under DC/17/03858 suggests that it may have been built "for the benefit of the incumbent of the parish" prior to the construction of the Victorian Rectory to the south of the church.

Elmswell Hall is located further to the north, but was historically also located within rural, agricultural surroundings, likely reflective both of its status as a manor house, and its later use as a farmhouse. It is also understood to have had a historic relationship with the Church of St John, as outlined in the Heritage Statement submitted under DC/17/03858. This historic connection is likely reinforced by any views afforded between Elmswell Hall and the church, and the relative lack of intervening development. The site may historically have also formed part of the agricultural land managed by Elmswell Hall.

The Bury St Edmunds to Ipswich railway line (constructed c.1846) runs between Elmswell Hall and the site/the Church of St John, and is raised on an embankment, creating somewhat of an intrusion into the rural, agricultural setting, particularly of Elmswell Hall, but, in line with the Heritage Note, I consider it does not remove land beyond it from making a contribution to its setting, or block all views of the land beyond it. Its access drive, Parnell Lane, begins the other side of the railway and provides (provided) an approach to Elmswell Hall between fields, even after the construction of the railway. This has been eroded slightly more by the development of land to the east of Parnell Lane following the approval under DC/18/02146 – the Heritage Team identified harm to the significance of Elmswell Hall from this development. However, the land to the west of Parnell Lane remains undeveloped farmland.

In line with the Heritage comments on DC/17/03853, I consider that development on the site would considerably negatively alter the setting and thus harm the significance of the Church, the Almshouses and Elmswell Hall.

Firstly, there would be erosion of the historically open, agricultural character of the land within their settings. A considerable portion of land to the north of the Church and Almshouses would be developed upon with buildings, which would sever the relationship with this land and the open land beyond, and even the intervening land would no longer be agricultural in use, even if not built-up. It would also be cut through by the access road and other paths.

Similarly, the development would be on land that, despite the presence of the railway line, I consider still contributes to the historic agricultural setting of Elmswell Hall – and it still flanks the access road to this building – similar to the harm identified from DC/18/02146.

Secondly, harm would arise through the further coalescing of historic buildings – The Church, The Almshouses and Elmswell Hall – with the built-up core of Elmswell, in cumulation with previous developments that have gradually eroded this sense of separation, which forms part of their historic character. The setting of heritage assets is not dependent upon public access to and/or views to/from this setting, and the degree of public access and/or views may change over time, for the latter such as due to vegetation cover changes – see Historic England, *The Setting of Heritage Assets* - The Setting of Heritage Assets (historicengland.org.uk). Nonetheless, they can enhance and allow for greater appreciation of the setting and thus significance of heritage assets.

In this case, the historic setting of the listed buildings is/may be currently readily appreciable from a number of viewpoints, many of which are currently publicly accessible. These include (but may not be limited to):

- Along School Road, including, but not limited to, Key View 5 identified in the emerging Elmswell Neighbourhood Plan. This view is described in The Elmswell Neighbourhood Plan View Appraisal (p.5) as “an outstandingly important view that demonstrates the prominence of the church looking out the valley” and it is then stated that “development in the foreground and in the distance could have a significance detrimental impact on this view”.
- From Parnell Lane, and the footpath running across the north of the site.
- From Church Lane, potentially including Key View 1 identified in the emerging Elmswell Neighbourhood Plan, particularly in winter.
- From Church Road south west of the Church.
- From the Church and from The Almshouses, and the grounds of.
- From Elmswell Hall.
- From the railway line.
- Plus, from various fields, including the site itself.

The pre-application documents and site visit discussions suggest building heights would be restricted, in order to reduce the impact of the development on key views. However, even where the listed buildings themselves may remain visible from the current viewpoints - and it would not seem the case for all of them - their current setting is also appreciated in these viewpoints, and this would be seriously eroded. Viewing the assets over a large development would not be equivalent to viewing them over fields, as currently. Similarly, even where the land directly between the viewer and the asset may not be developed, the views are appreciated dynamically, in the round, and a new development in close proximity would be a noticeable intrusion into the setting as experienced from the viewpoints.

For example, in relation to Key View 5, the view as illustrated is, in my view correctly, not demarcated as a straight line to the church, but as radiating out from the viewpoint, and the description highlights it is important not just for seeing the church, but for seeing the church in its historic setting. Key View 5 would also be negatively impacted by the presence of the proposed access road cutting through it, and the associated presence of vehicles using it, which would be directly between the viewer and the church.

Based upon the site visit, it would appear that a considerable proportion, possibly all, of the above viewpoints would be negatively impacted by the proposed development to some extent.

It was suggested on site that the development could open up new views of The Church and Almshouses, thus providing a heritage benefit, such as from the access road and new footpaths on the southern part of the development site. However, I consider that they would add relatively little to the significance of the Church and Almshouses, as it is the longer-range views across open fields that I consider add more to understanding the historic setting of these buildings and thus make more of a contribution to their significance, rather than close up views. Really close up views are also already afforded from within the grounds of these assets anyway, which in the case of the Church, are currently publicly accessible.

It is also suggested that planting would be used to reduce the prominence of the development within the setting of the heritage assets, but this in itself would not reduce the harm from the loss of open, agricultural land, and could further obscure views of the heritage assets.

The Heritage Team identified a medium level of less than substantial harm to the Church of St John under DC/17/03853. That built development extended somewhat further south toward the Church, but not to an extent that I consider would now make a great change to the level of harm. That development also included land to the east of Parnell Lane, but when that was submitted separately, under DC/18/02146, no harm was identified to the Church by the Heritage Team (other than in regard to Highways works elsewhere). On that basis, I would also rate the harm to the Church of St John from the current pre-application as broadly a medium level of less than substantial. The harm to the other listed buildings was not specifically graded within the category less than substantial previously (there is no requirement to) but I would rate them as broadly a low to medium level of substantial to The Almshouses and Elmswell Hall (the latter in cumulation with the development approved under DC/18/02146 and subsequent applications), and a very low level of less than substantial to Church Cottage, as there would be some further erosion of its historically undeveloped setting, but this has been not inconsiderably eroded already, and the proposed built-up area is somewhat separated from Church Cottage by the later dwellings north of this listed building. As I consider that the proposal site makes an important contribution to the significance of The Church of St John, The Almshouses and Elmswell Hall in its current form, it is difficult to envisage how the harm may be discernibly reduced within the parameters of the proposal. Any development on the site is likely to cause a not inconsiderable level of harm to the significance of these heritage assets.

Any subsequent application would likely trigger the requirement to consult Historic England, and it may therefore be beneficial to seek their pre-application advice as well.

I would request that the applicant/agent, and Local Planning Authority, take into consideration whether there may be less harmful suitable alternative locations for such a development.

The pre-application also seeks to help facilitate the creation of a path between Elmswell and Woolpit, where it would fall within the proposal site. It is proposed to locate this to the north of the Church and Almshouses, due to potential issues with installing a path along Church Road. In isolation, I am not opposed to this in principle, were it to be pursued separately. However, I would request that it follows the boundary between the Church/Almshouses and the field, rather than cutting across the field, as, given ideally the field would be left as is, the former would not create a small slice of land potentially then impractical for agricultural use, but instead agricultural land would continue to run (almost) right up to the boundary of the Church and Almshouses. I would also request a natural path material, rather than something stark and synthetic such as asphalt, and the avoidance or at least minimisation of any lighting along this path, to best preserve the rural setting of the above listed buildings to their north.

SCC – Highways

Sustainable Access:

Consideration will be given to both national and local sustainable development and travel policies when assessing any formal planning application. If it cannot be demonstrated that the development will facilitate and encourage sustainable travel modes, Suffolk County Council (SCC) as Local Highway Authority may outline concerns to the Local Planning Authority to assist with their decision making and/or may not support the application.

We would expect a development of this nature and scale to provide a safe and suitable walking, mobility scooter and cycling route to local amenities including public transport connections for residents including vulnerable road users in accordance with NPPF 110 and 112. A review of the

quality of such routes to local amenities should be provided as part of a Transport Assessment and mitigation proposed where necessary.

From the submitted plans, links to the adjacent footway/ cycle route network are proposed but these may need to be made more direct where feasible, to ease and encourage sustainable travel to nearby amenities. A link to the footway very close to Parnell Lane junction should be included as Parnell Lane in its current condition may not be suitable for vulnerable road users. The Highway Authority recommends that all development is permeable with a greater number of pedestrian/ cycle access points than vehicle accesses. The zig-zag nature of some of the proposed footways may hinder useability and should be avoided where possible, although given the topography of the site, it is accepted that straight routes may be difficult to provide at a suitable gradient.

The proposed cycle route in the south of site would be welcomed and supported if it could be incorporated into the proposed Elmswell to Woolpit community path. In isolation it doesn't appear to offer much scope to connect to any meaningful onward cycle routes to the west via Church Lane but it may be utilised to improve the route to Woolpit if gradients and land ownership allow.

Any opportunities to improve local sustainable travel connections should be provided to accord with NPPF 110 and 112 and mitigate any increased traffic impact on the local highway network. This will include a requirement to contribute towards the Elmswell to Woolpit community path via a Section 106 contribution (and potentially conditioned works as above if feasible) as detailed below: A financial contribution of £850 per dwelling would be requested to help fund the delivery of the new footway/cycleway between Elmswell and Woolpit to encourage modal shift in support of promoting sustainable transport.

Schemes promoted in the Elmswell/Woolpit locality will be expected to proportionately contribute towards this project. In addition, there may be the opportunity for the scheme to deliver a section of the new footway/cycleway behind St John the Divine Church, Elmswell.

Vehicular Access:

To serve a development of this nature and scale, a simple junction type access as proposed in the submitted pre-app Transport Assessment Scoping Report would be generally acceptable. A 5.5 metre wide carriageway with footways on both sides would be acceptable, although cycle access should be provided into the site and wider shared use footways should lead into the development and terminate clear of the main access. However, several matters shown would not be acceptable - School Road is narrow in this area so localised widening around the access should be provided to ensure two-way use of the access and road can be achieved at this point. Furthermore, visibility splays of 2.4m (X) x 40m (Y) would not be acceptable as outlined below.

Visibility splays will be required to support any formal planning application to demonstrate that safe and suitable access can be provided to the site. The splays will be expected to be measured 2.4 metres back from the edge of the metalled carriageway at the centre of the junction (X-dimension) and drawn to the nearside edge of the carriageway, in both directions, without encroaching third-party land (Y-dimension). Nothing above the height of 0.6 metres should be positioned within the visibility splays.

School Road (U5959) has a nominal speed limit of 30 mph at the proposed access point and is rural in nature. Therefore, a Y-dimension of 70 metres (highly trafficked U class road used by HGVs) is required for any access serving the site, in accordance with Table 1 Appendix F of the Suffolk Design: Streets Guide. Any deviation from the Y-dimension stated above will need to be justified through measured 85th percentile speeds attained through a 7-day Automatic Traffic Count survey.

It is unclear whether the above splays can be achieved as shown in the submitted pre-app Transport Assessment Scoping Report although if not, we anticipate that splays can be achieved

in accordance with measured speeds.

Traffic Impact:

Due to the proposed scale of development a Transport Assessment (TA) will be necessary and this should detail the accesses, impact of the proposal on the local highway network (including the cumulative impact), assess any injury accident issues, assess the sustainable travel opportunities and set out any improvements to mitigate the above.

From the submitted pre-app Transport Assessment Scoping Report, we do not anticipate that off-site junction modelling will be necessary, however this needs to be clearly evidenced by the use of representative TRICS survey sites within the trip generation assessment. The TRICS sites used in the assessment are not considered representative of this rural location with limited local amenities, sustainable travel connections and public transport provision. They are located within or very close to large urban areas with far superior access to amenities and public transport without the need for motor vehicle travel and subsequently, trip rates would not be representative.

Layout:

The proposed layout on the submitted drawing appears generally acceptable subject to vehicle tracking and minor amendments, but would not be suitable for adoption by the Highway Authority (although it should be noted that it would be unusual for this type of development to feature adoptable roads). It is unclear whether it could consistently accommodate two traffic movements (particularly those involving large vehicles), does not provide continuous footways (or service margins) and does not provide adequate speed restraint features.

The internal layout should generally accord with the newly adopted Suffolk Design: Streets Guide: <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/suffolk-design-streets-guide/>

Vehicle tracking should be carried out with the refuse and emergency vehicles identified in appendix E of the above guidance.

The applicant should ensure that there are sufficient pedestrian, mobility vehicle and cycle routes of a suitable gradient within the development to minimise sustainable journey distances.

Parking:

On-site parking and turning, secure cycle storage and EV charging infrastructure should be provided in accordance with Suffolk Guidance for Parking 2019 (SGP) and details can be found on the following webpage:

<https://www.suffolk.gov.uk/assets/planning-waste-and-environment/planning-and-development-advice/Suffolk-Guidance-for-Parking-2019-Adopted-by-SCC.pdf>

In a semi-rural location such as Elmswell, we would not usually consider reductions from the guidance figures.

The proposed parking provision on the submitted plans appears generally acceptable subject to details of dwelling types and dimensions of parking spaces.

All spaces need at least 6m of space behind them to enable motorists to manoeuvre. Secure and covered cycle and scooter storage facilities should be provided in accordance with SGP. The cycle and scooter storage should be conveniently located and accessible to promote the use of sustainable transport.

Other Comments:

The applicant should provide details of the areas for the storage and presentation of waste bins. Any means of frontage enclosure should be restricted to a height of 0.6m.

Any works at the access should ensure discharge of surface water does not enter onto the highway.

A Construction Management Plan will be required to ensure safe working, minimal disturbance to the existing communities and adverse impact on the public highway during the construction phase.

SCC PROW Team Comments:

We'll be looking for an off-road PROW link between Church Lane/NCR51 at the south of the site and Purnell Lane/FP14 at the north of the site and potentially improvements to FP13 connecting the village to Parnell Lane on the south side of the railway.

1. PROW MUST remain open, unobstructed, and safe for the public to use at all times, including throughout any construction period. If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed (please see points 4 and 5 below).

2. PROW are divided into the following classifications:

Public Footpath – only for use on foot or with a mobility vehicle

Public Bridleway – use as per a public footpath, and on horseback or by bicycle

Restricted Byway – use as per a bridleway, and by a 'non-motorised vehicle', e.g. a horse and carriage

Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolk.gov.uk.

3. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.

4. The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface, or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:

To apply for permission to carry out work on a PROW, or seek a temporary closure – <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. PLEASE NOTE, that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.

To apply for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team - contact the relevant Area Rights of Way Team

<https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.

5. To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 -

<https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/>

PLEASE NOTE, that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.

6. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.

7. Any hedges adjacent to PROW must be planted a minimum of 2.0 metres from the edge of the path in order to allow for annual growth. The landowner is responsible for the maintenance of the hedge and hedges must not obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metre from the edge of the path in order to allow for cutting and maintenance of the path and should not be allowed to obstruct the PROW.

8. There may be a further requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information. In the experience of the County Council, early contact with the relevant PROW officer avoids problems later on, when they may be more time consuming and expensive for the applicant to address. More information about Public Rights of Way can be found at www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/.

SCC Passenger Transport Comments:

No comments have been provided to date. Any comments will be provided within a separate response.

SCC Travel Plan Comments:

This would need a travel plan and travel information packs for visitors as well as staff and residents.

Notes:

The above informal advice is based on the information available at the time of the pre-application and does not bind Suffolk County Council on its response to any future planning applications.

Landscape - Place Services

Thank you for consulting us on the Pre-Application Enquiry of the Erection of 66 Bed Care Home and 40 Assisted Living Dwellings; landscaping; sustainable drainage and access. An initial pre-application meeting was held 13th September 2023 on site. This letter sets out our consultation

response on the landscape impact of the application and how the proposal relates and responds to the landscape setting and context of the site.

Site context

The site lies directly to the west of the village of Elmswell, which is situated towards the east of the Mid Suffolk Local Authority Area. The site is comprised a roughly rectangular piece of agricultural land, approximately 12ha. The site has complex slopes, generally being higher to the eastern edge sloping down towards the west.

The northern boundary of the site is enclosed by elevated railway tracks (Greater Anglia, Bury St Edmunds to Ipswich line), beyond which lays open agricultural land and associated farm buildings including Grade II listed Elmswell Hall. To the northern portion of the east of boundary is Parnell Lane, a horse chestnut lined avenue leading to Elmswell Hall, beyond which is newly developed residential housing. The southern portion of the eastern boundary is open onto School Road. There is one notable Oak on the west of the highway which is subject to a Tree Preservation Order (TPO). There are also several large trees to the east of School Road which contribute to the street scape, along with the vegetated boundaries of existing properties along this edge. To the south of the site lay Grade II listed The Almshouses, and Grade II* St John's Church. The western boundary is visually open, contained by a water course/field drainage ditch (possible tributary of River Black Bourn).

The site is currently in agricultural use for arable crops and is identified as having an agricultural land classification of Grade 2.

PRoW Footpath 14 crosses the north edge of the site while Footpaths 24 and 13 lay to the north-east of the site boundary and have close proximity views into the site.

The site is generally open, its undulating topography allows clear views into and through the site. The wider countryside to the west is visible from School Road. The railway track which passes to the north is elevated above the site level however the embankment vegetation is low at this point thereby retaining views to the open countryside to the north, views of the Elmswell Hall farm complex are also possible. The openness of the site also allows appreciation of St John's Church which sit in an elevated position to the south. While there is residential settlement to the east, the edge this is contained by School Rd and the new 'green' space within the recent development. Place Services is a traded service of Essex County Council

The landscape is identified as laying within the Ancient Plateau Claylands character area of the Suffolk Landscape Character Assessment. The key characteristics which are considered relevant to this site are gently rolling arable landscape of clay soils, pairing of medieval church and manorial halls in valley side locations close to water supplies (note that the OS Six Inch, 1888-1919 map indicates a spring is located on site close to School Road) and frequently open views with some woodland present in views.

The site does not sit within a designated landscape or special landscape area, though this does not exclude the intrinsic beauty and value of the landscape in which it sits which contributes to the setting of the village and is agreed to contribute to the setting of St John's Church and several other listed buildings within the wider landscape.

The proposal

The proposal subject of this pre-application is for erection of 60 Bed care home and 40 assisted living dwellings on the north of the site while the south of the site is proposed as open space with the singular vehicle access point and new pedestrian and cycle routes close to the church end.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities & Local Government (MHCLG) and last updated in September 2023. The NPPF includes for the conservation and enhancement of the natural environment by protecting and enhancing “valued landscapes” and sites of biodiversity or geological value / soils. Recognise the intrinsic character and beauty of the countryside, and the wider benefits of natural capital and other ecosystem services including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland. The overarching objective to protect and enhance our natural, built, and historic environment is reflected in specific policies about: achieving well-designed places (Section 12); conserving and enhancing the natural environment (Section 15); and conserving and enhancing the historic environment (Section 16).

Mid Suffolk Local Plan (1998) - Current adopted

Policy CS1: Settlement Hierarchy of the Core Strategy DPD (2008) identifies that the site itself falls outside of the settlement boundaries of the Key Service Centre of Elmswell, as defined in the adopted Mid Suffolk Local Plan (MSLP) (1998). Therefore, it is subject to Policy CS2: Development in the Countryside and Countryside villages which restricts development to defined categories, including recreation and tourism.

Policy CL11: Retaining high quality agricultural land of the MSLP seeks to “*encourage the conservation of agricultural land*”. It also states that “*particular protection will be afforded to the best and most versatile agricultural land (namely Grades 1,2 and 3a of MAFFs [now DEFRA] Agricultural Land Classification)*”. The site is a green field and lays within an area of 3 agricultural land.

Policy CL1: Guiding principle to development in the countryside of the MSLP seeks to protect the “*landscape quality and character of the countryside for its own sake*” and only allows development to be sited where it will have “*minimum adverse effect on the appearance of the landscape*”.

Policy CS5: Mid Suffolk’s Environment of the Core Strategy DPD echoes Policy CL1 stating that “*the Council will protect and conserve landscape qualities taking into account the natural environment...*”. It also sets out to protect the district’s “*most important components and to encourage development that is consistent with conserving its overall character*”.

Babergh Mid Suffolk Joint Local Plan - Emerging

Policy SP03 confirms that the settlement boundaries defined by the earlier current Local Plan have not been reviewed as such are carried forward without change. These may be reviewed as part of the preparation of the Part 2 Plan. Development outside of these retained settlement boundaries will only be permitted where the site is allocated for development, in an adopted Neighbourhood Plan, or is specifically permitted by other relevant policies of the emerging JLP or in accordance with Paragraph 80 of the NPPF (2021).

Policy SP09 Enhancement and Management of the Environment requires development to conserve, enhance and manage the natural environment and green infrastructure.

Policy LP15 Environmental Protection and Conservation directs development to prioritise reuse of brownfield sites and avoid greenfield land identifies as the best and most versatile agricultural land.

Policy LP17 Landscape states that development must consider impacts on visual amenity and landscape character. They should be sensitive to both the natural and built landscape, seeking to integrate with the surrounding landscape character of the area and reinforce local distinctiveness.

Policy LP23 Sustainable Construction and Design recognises the role of landscaping within climate change adaption and mitigation.

Policy LP24 Design and Residential Amenity seeks to ensure that all new development is of high-quality design, respond to the wider landscape, safeguards existing natural and built environments. Developments must also demonstrate that they have regard to the design principles set out through Suffolk Design, a supplementary planning document and any adopted neighbourhood plans.

Elmswell Neighbourhood Development Plan (Referendum stage)

Policy ELM 1 Planning Strategy states that the focus for new development will be within the settlement boundaries as defined on Policies Map. *“Proposals for development located outside the Settlement Boundary will only be permitted where they are in accordance with national and district level strategic policies.”* The map titled Inset South shows that the site sits outside of the settlement boundary.

Policy ELM 2 Protection of Important Views seeks to protect specific views from *“detrimental visual impact on the key landscape and built development features of those views as identified in the Neighbourhood Plan Assessment of Important Views”*. The September 2023 Appraisal of Important Views identifies 3 views which may be potentially affected by this development.

Review of the submitted documents

The pre application documents and presentation on site demonstrated that the proposed scheme has considered the landscape constraints such as the terrain along with the landscape character and visual effects. The other major constraint identified was potential heritage impact. As a result the developed area has been restricted to the northern end of the site to take advantage of the screening provided by the natural and manmade landform, however the level of visual effect is not yet clear and is unlikely that this can be fully mitigated. The area to the south has been proposed as open space in an effort to retain some of the openness of the site and provide space around the church.

While overall this is a commendable approach the proposal will still bring about development in the countryside therefore likely to cause adverse harm to the landscape character.

In reviewing the layout of the proposed development we have the following comments:

The site is currently in arable use and has only a small amount of existing vegetation and trees within the Red Line Boundary. However the development will need to consider the effects on adjacent trees notably the horse chestnut avenue to the northeast, trees in the church yard to the south, mature oaks on School Rd and the single specimen on the eastern boundary next to the ditch. Place Services is a traded service of Essex County Council

The currently single field has been divided by what appears to be hedges. These have also been introduced along the eastern edge of School Rd. It is unclear the intended height for these hedges however this would likely result in a reduction or total loss of views across the site for users of School Road and Pightle open space.

A singular vehicular access is proposed from School Rd. The location is directly opposite a group of mature oak trees on the eastern side of School Rd. We have some concerns that there would be impact on these trees. Potentially there may be a need for lighting of the junction, which may conflict with retention of these trees.

The carpark for the care home building has been situated between the building and the PRoW footpath which will provide some offset for users, though the visual outlook will be onto parked cars.

The larger care home building has been placed in the northwest corner on lower ground to enable the ridge height to be reduced. However if granted this building would form the new western edge of settlement and would be inconsistent with the settlement pattern. Due to its size we would be concerned that this could visually compete in the landscape with the Church and Elmswell Hall. The proposed layout does not relate well the recent Bloor Homes development to the North of School Road. Which steps back the built form and provides open space along the existing horse chestnut avenue, allowing views of the surround countryside to open up and expand when traveling west out of the village. These views contribute to the sense of place and perception of rural setting. This proposal introduces built form close to the existing avenue of trees and would reduce/remove views to the wider countryside.

The relationship of Plots 7 - 11 to the junction of Parnell Lane and School Road is angular and tight to the boundary which does not respect or reflect the existing development on the Bloor Homes site. The proposal plan indicates a large area of new planting to the north of the site presumably to screen views of the development from the footpaths to the north and provide a screen/barrier to the railway, no details are provided however while this would link into the existing vegetation to the west along the embankment we are concerned that this would block views of the wider landscape to the north and possibly sever a visual connection between Elmswell Hall and St John's Church. The Heritage officer should be consulted on this matter.

We welcome the inclusion of the community growing area, discussed as orchard and allotments, though the position of these facilities outside of the hedge screened development area needs further thought as allotments can often be visually 'messy'.

There appears to be no parking provision for allotment users. It is unclear if these are solely for use by the development residents or whether these are intended to serve the existing local community. We would recommend that need for these facilities is established.

The area to the south is being proposed as meadow, while this would maintain the visual openness of this portion and improve the biodiversity of the site it would not necessarily be in keeping with the characteristic arable land cover of the Ancient Plateau Claylands landscape.

A network of paths is proposed across the site, both on the developed area to the north and POS to the south. The proposed footpath link along the western boundary would sit within the flood zone to the side of the ditch. Further development and review of the paths would be required to ensure that suitable gradients and materials are used. A discussion was had, though no conclusion was formed about linking to the wider cycle network and whether the proposed position would be suitable in terms of Highway and Heritage requirements. We would have some landscape concerns as should this be approved as a formal surfaced route then this would preclude the open space being used for arable crops.

With regards to accessibility for future residents we have concerns about how the site's topography will be managed, we note some indications of cut and fill and retaining features on the proposed site plan, though insufficient details have been included at this point for us to be able to provide any detailed feedback.

Also of concern is connectivity to the wider network and services/amenities for aging residents. Due to the location on the edge of settlement and landform, this may result in a reliance on vehicles meaning higher parking demand than are currently proposed.

Other comments, queries and recommendations:

As the area to the south is being proposed to be retained as visually open space, we would welcome any details of how this land will be managed and any measures for protection from future development.

The area to the west of St John's Church is appears to be proposed as woodland. While tree planting is welcomed, we would wish to ensure that this would not have an impact on the setting of the Church, therefore would recommend the this is discussed with the LPA Heritage officer. Would there be any interest in extending the burial ground for the Church? Again, subject to the Heritage officer's guidance.

The SuDS basin for the Bloor Home development is located uphill from plots 22-31 and the main care home car park. We understand that there may also be drainage easements between the basin and the ditch which run across the site. This should be indicated on the plans and the landscape designed accordingly.

The Landscape and Visual notes provided at the site visit reference the Elmswell Neighbourhood Plan and Appraisal of Important Views Documents (April 2022) which are in the process of being adopted. It should be noted that these documents have been updated and we would expect that any forthcoming application uses the most up to date versions of documents.

When conducting the LVIA we would recommend that visibility and effects from open spaces such as The Pighle are considered in addition to PRoW within the wider landscape.

Observation point 2/ Import view 2 was not visited by the group during the meeting due to time constraints but was visited by the landscape consultant afterwards. We accept that views from this point of the developed area would be partially obscured by intervening vegetation and due to the lack of pavements there the receptors would be restricted to those travelling in vehicles. It should be noted however that views of the developed area site would likely be possible from the A1088 approaching the roundabout, where currently the Church, New Elmswell Hall and a few other scattered buildings and rooftops are visible in the countryside. (Unfortunately safety precluded taking photos, so the below image is provided from Google Streetview for your information only.)



Recommended application documents

To support any forthcoming application we would recommend that the following are submitted:

A **Landscape and Visual Impact Assessment (LVIA)** which follows the principles set out on the third edition of "Guidelines for Landscape and Visual Impact Assessment"(GLVIA3) will need to be undertaken and submitted as part of this outline application and should include:

Context and character appraisal

Landscape constraints and opportunities

Analysis of visual impact from a number of viewpoint locations and key receptors

Mitigation proposals and recommendations

All visual representation with any submitted Landscape and Visual Impact Assessment (LVIA) should be in line with The Visual Representation of Development Proposals Technical Guidance Note (TGN) 06/19 (Landscape Institute, September 2019) to ensure the assessment of visual impact is accurate and in turn an appropriate judgement of the assessed impacts can be made. For this reason, viewpoint photographs should be formatted accordingly. For instance, visuals should be presented as a single image (390x260mm) with panoramic images for baseline/context information only. This is because panoramas on an A3 sheet are too small to provide a representation of the proposed development.

An **Arboricultural survey and impact assessment** to give us a greater understanding of the impact on trees and hedgerows within the local area. This assessment should be undertaken in accordance with BS 5837:2012 Trees in relation to design demolition and construction recommendations and should provide details on trees and shrubs quality, those to be retained and/or removed, the impact on them and any constraints. Where necessary, methods of protecting trees and other existing features during construction work need to be provided, as well as a schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained.

A **Green Infrastructure Strategy** which demonstrates how the proposal will mitigate visual and landscape impact, link with the surrounding movement network and be sympathetic to the site's landscape setting and be sympathetic to the existing settlement context. The strategy should include the following sections:

- Green Infrastructure/Landscape masterplan
- Public open space (POS) – It's important to understand how the proposed POS will be treated
- Hard landscaping – The surface treatment to footpaths, public realm and highways should be aligned with the character of the development, plot and site boundaries, 'gateways' etc and any proposed play features and street furniture
- SUDs strategy – Rain gardens, swales, ditches, rills, ponds, etc.
- Planting strategy – High quality planting along access roads, boundaries and within public spaces should be proposed, details of advanced planting and screening
- Ecological enhancements, bird / bat boxes and habitat hibernacula proposals

A **Landscape Management and Maintenance Plan** should also be submitted, though this could be secured by condition.

Photographs

View across site from School Rd/Parnell Lane. Church of St. John noted in distance:



View from new Elmswell/Woolpit footpath/cycleway towards School Rd/Parnell Lane:



View towards Church of St. John, drainage ditch noted to run along green strip of vegetation:



Glimpsed view of Elmswell Hall and School Rd development:



Planning Advice:

Principle of Development

As noted above, the site lies within the countryside for the purposes of the adopted Development Plan, Elmswell Neighbourhood Plan and would continue to be located within the countryside for the purposes of Part 1 of the emergent Joint Local Plan. No policy provision exists within the emergent Joint Local Plan which would allow for this development to occur outside the settlement boundary.

While evidence submitted as part of the SHMA is noted, as are details of paragraphs 60 and 62 of the NPPF, however, this is not considered to be a sound enough reason to agree a departure from the emergent Joint Local Plan, especially when extant permissions elsewhere in the district which would deliver development catering to this demographic exist. Detail given within policy SP03 notes the need to likely revise settlement boundaries as part of the preparatory work on bringing forward Part 2 of the Plan. It is likely that this work will require a focussed call for sites which may well include allocating sites for specialist housing and care homes. It is strongly advised therefore, that the applicant looks to engage proactively with this process to bring the site forward within Part 2 of the Plan, as at present, with no other material considerations to justify the application as a departure, any application would likely face refusal on the basis of planning policy opposition to its location outside of the settlement boundary of Elmswell.

Design

While layout plans are provided, specific elevational treatments are omitted from the pre-application. With that in mind, were an application to be brought forward, consideration to the following would need to be undertaken in the preparation of a detailed design:

- Use of local materials and reflection of local vernacular of Elmswell.
- Utilising secured by design principles given the demographic of the proposed user and the adjacent railway, natural surveillance of the site, including of SuDS features will be necessary.
- Consideration of key features/natural landmarks and wayfinding to create a sense of place within the development and for those navigating it.
- Provision of walking routes through open space and provision of seating areas within it.

Attention should also be given to the provisions of emerging policies LP23 and LP24, particularly in regards to making reductions in terms of CO2 emissions and water efficiency and making adaptation to mitigate climate change and the energy demand of the buildings.

The undulating nature of the site and the gentle slope mean that a key concern would be the height of any built form, especially considering the key views set out in policy ELM2, while this will mesh with considerations around landscape, it is considered that any successful design approach will need to be landscape led.

In assessing the submitted layout, there is spatial sense in mirroring the location of development in the School Road development, concern is raised with regard to the runs of surface water across the site from School Rd/Parnell Lane such that they would run through the areas shown for use of the care home and the assisted living dwellings. Any development would need to ensure that a piped solution to this issue would be acceptable to the LLFA, else a this would also form a principle design concern.

The Historic Environment

The comments from the Heritage Officer are clear that intrusion into the setting of both the Church of St. John, the Almhouses and Elmswell Hall would create a medium level of less than substantial harm to the setting of these heritage assets. Onsite comments went so far as to ascribe this to a move away from the use of the land for agricultural purposes. Their comments note that they are unable to envisage how this level of harm may be functionally reduced within the application, and while some positive weight would need to be ascribed towards the provision of development to meet the needs identified within the SHMA, it is not considered to be wholly balanced when great weight is attached to the preservation of the affected heritage assets as required by paragraph 199 of the NPPF. It is considered that further attention on this point would be required prior to any submission for planning permission and likely would require a design-based solution to a degree. That said, it is unlikely to result in a situation whereby the harm to the historic environment would be removed and as such any application would need to convincingly and clearly be able to demonstrate such benefits so as to outweigh the identified harm. If the application was not able to provide this detail, it is likely to form a secondary reason for refusal.

Attention is also given to the comments of the SCC Archaeological Service, particularly the need for the impacts on below ground heritage to be understood prior to application submission. It is considered that additional discussion with the Archaeological Service would be required in order to agree the scope of these works, but it noted to cover both metal detection of the site and trenched evaluation. Again, this represents a significant issue for the site and likely creates a likely showstopper issue in that achieving preservation in situ of any finds would require a complete redesign of the layout of the site.

The Natural Environment

The proposed development seeks to provide a substantial area of open space which is proposed to be gifted to the Parish Council so as to offset any concerns regarding additional development of the site, which is welcomed. This would presumably include the community orchard and beehives, however, there is little detail associated with this aspect of the pre-application and further detail and a likely management or maintenance contribution would need to be arranged were this aspect of the development to come forward.

Attention is also required to be given towards the impacts of the development on protected species, which is missing from the proposed development at this point. Considerations for delivery of biodiversity net gains should also be outlined within any future planning application.

Highways, Access and Parking

The conclusions of the Highway Authority are relatively benign to the proposed access and ability of the site to provide sufficient parking. Given the in-principle policy reason for refusal that currently exists set out above as well as the considerations regarding heritage assets and below ground heritage assets there is a strong possibility that further consideration of this matter would be required once the extent of archaeological impact was known.

Landscaping

The comments provided by the Landscaping Officer at Place Services outline a clear set of requirements for any future application. Given the key views set out within ELM2 as well as considering the views between heritage assets, it is likely that this aspect of the development would provide a further constraint on the layout of future development once the impacts of archaeology were known.

Residential Amenity

Given the lack of elevational details it is not possible to give a definitive view on this issue.

Discussion on site noted that a lower scale of development was likely, with the key concern being impacts on existing amenity of dwellings on School Road and those fronting the neighbouring development.

Commercial Development

A small building within the site is noted for a potential café use. It is noted that the Wesley Café is already established on School Road and it would preferable that a more complimentary use for the proposed commercial building were proposed in order to allow better integration of the development and its potential future residents with the village. Creation of a competing business would not be welcomed.

Conclusions/ Planning Balance

It is strongly suggested that the applicants engage with the focused call for sites and with SCC Archaeological Service prior to further development of this site come forward. At present the potential for significant Anglo-Saxon remains to be present on the site exist and substantial investigation is required prior to application such that this has the potential to create a significant barrier to development or at the very least, introduce a constraint which would require a complete redesign of the current layout.

Further, at present, there is no policy support for such a development in this location and the likely recommendation should an application come forward at this point would be for refusal owing to the fact that site lies outside of the settlement boundary of the emergent Joint Local Plan and Elmswell Neighbourhood Plan with no clear reason to deviate from either plan and no policy that would facilitate development outside of the settlement boundary. Policy SP03 does contain a need to reconsider the current settlement boundary of Elmswell and it is considered that engagement with a focussed call for sites could be successful, however, would require an engaging submission to be provided.

Were an application to be brought forward along the lines of the pre-application currently before the Local Planning Authority it is considered that it would be refused. Were an application able to overcome the issues around archaeology and site allocation it is likely that the site could be supported but would still need to contend with the comments from the Heritage and Landscape Officer, it is considered that these on their own present significant barriers towards the development of this site. It is strongly recommended that alternative sites that offer fewer constraints are explored as a first point of call.

Expected Supporting Material in the Event of a Planning Application

Our Joint Local Validation Checklist sets out the details required for each application and this is available at <https://www.babergh.gov.uk/planning/development-management/apply-for-planning-permission/national-and-local-validation-requirements/> However on the basis of the information provided I would particularly draw your attention to the need to provide:

Notwithstanding the advice set out above, any application on this site would need to provide the following in addition to the required suite of drawings:

- Section 106 Head of Terms
- Planning Statement
- Design and Access Statement
- Flood Risk Appraisal
- Preliminary Ecological Appraisal and any other identified surveys and reports.
- Biodiversity Net Gain metric
- Heritage Statement
- Transport Assessment
- PRoW Link
- Travel Plan
- LVIA
- Arboricultural Assessment and Impact Report
- Green Infrastructure Strategy
- Landscape Management/Maintenance Plan

This is not an exhaustive list of all documents and information which need to support your application, as mentioned above please consult the Joint Local Validation Checklist.

- For all types of development you can submit electronically via the Planning Portal https://www.planningportal.co.uk/info/200232/planning_applications (please note that applying via this site may incur a submission charge)
- For all types of development you can download the relevant application form from the Planning Portal and send to us by email or post https://www.planningportal.co.uk/info/200126/applications/61/paper_forms

Application Progress

If you submit a formal application we recommend you track its progress by searching using your application reference on our [Public Access webpage](#) and reviewing any comments received.

Technical Consultees are expected to provide formal comments within 21 days from the validation date but may do so sooner. By tracking the progress of your application this can allow you to review comments and provide any additional information during the course of the application.

Note: Pre-applications are not available to search online.

You can register and sign up to receive alerts for your application and any others in your area. Details of how to register can be found on our website via this link:

<https://www.babergh.gov.uk/assets/DM-Planning-Uploads/Idox-PA-3.1-for-Planning-User-Guide.pdf.pdf>

Contributions

Community Infrastructure Levy

Applications for development are subject to Community Infrastructure Levy (CIL).

All new build development over 100sqm (internal), including residential extensions and annexes and all new dwellings regardless of size must pay CIL.

CIL is payable on Permitted Development as well as Planning Permission development

CIL is payable when the development is commenced and you must notify of commencement using the appropriate forms

Failure to submit a Form 6 Commencement Notice and give a minimum of 1 day's notice of commencement will result in the loss of exemptions, relief and/or the right to pay CIL by instalments.

As part of any application you will need to submit the appropriate CIL form. Further information is available on our website:

<https://www.midsuffolk.gov.uk/planning/community-infrastructure-levy-and-section-106/community-infrastructure-levy-cil/>

The CIL forms are also available online:

https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy/5

The phasing of community infrastructure levy (CIL) payments may be very important to your cash flow and viability of a development, especially for major developments and any development with Self Build Housing aspirations. If it is intended at any time that your development will be phased then you will need to ensure such phasing is expressly detailed in the planning application prior to determination. You should ensure phasing is clear within the description of development, any conditions imposed and any planning obligations. You will need to also ensure the planning case officer is fully aware of the intention to phase the development and include a phasing plan that shows the relevant phases of the development as well as a clear linear sequence of such phases that would align with the phasing of CIL payments you would find acceptable.

Building Control

Pre-application advice is also available from our Building Control Team. Find information online: <https://www.midsuffolk.gov.uk/building-control/> or contact the Building Control Manager, Paul Hughes, on 01449 724502. We can offer specialist support, local knowledge and a quality service with expert independent and impartial advice.

Charges include access to the surveyor appointed for any query that may arise before or during construction as well as a tailored inspection regime including inspections which only need to be booked by 10am on the day the inspection is required.

We can also provide carbon emission / fabric energy efficiency calculations at pre-application stage to support planning applications and the necessary Part L calculations and Energy Performance Certificates for Building Regulations compliance and our partners at LABC Warranty can offer a very competitive warranty for all new dwellings which we would be happy to provide further details for / liaise with on your behalf.

NOTES

Please note that any advice provided by the Council's Officers is informal opinion only and is made without prejudice to any formal determination which may be given in the event of an application being submitted. In particular, it will not constitute a formal response or decision of the Council with regard to any future planning applications, which will be subject to wider consultation and publicity. Although the Case Officer may indicate the likely outcome of a subsequent planning application, no guarantees can or will be given about the decision.

This advice is based on the information provided, background details and constraints at the current time. These circumstances can change and this may affect the advice you have received. You may wish to seek confirmation that the circumstances have not changed if you are considering submitting an application and any substantial amount of time has passed since the date of this advice.

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20th October 2023

Any questions please contact us

