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Newmarket Road, Barton Mills

Cristal Investments Group limited

501409

Desktop Planning Appraisal

Author: RH
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Status: FINAL

architecture
building surveying
building services
planning
interior design
environmental design
structural engineering

Vision, form and function



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1.0 Introduction

- 1.1 This Desktop Planning Review has been prepared by Ingleton Wood LLP on behalf of Cristal Investments Group limited'. This appraisal looks at the planning policies, material considerations and recent decisions to ascertain the potential quantum of development that the site could accommodate for residential development.
- 1.2 Assessing their development potential; • Assessing their suitability for development and the likelihood of development coming forward
- 1.3 This appraisal supports the sketch layout which demonstrates that the site can accommodate a scheme of 150 units.

2.0 The Site and Context

- 2.1 The application site comprises an area of open agricultural land, used one day a week as a Car Boot Sale site (this is covered further in the Planning History section of this report). The site is accessed off Newmarket Road which lies to the north of the site. The A11 abuts the site to the south.
- 2.2 To the north of the site is residential development. The dwellings located off Newmarket Road are single detached dwellings, located on large plots. However, Bell Lane to the North West of the site takes the form of a housing estate, presenting higher density development.

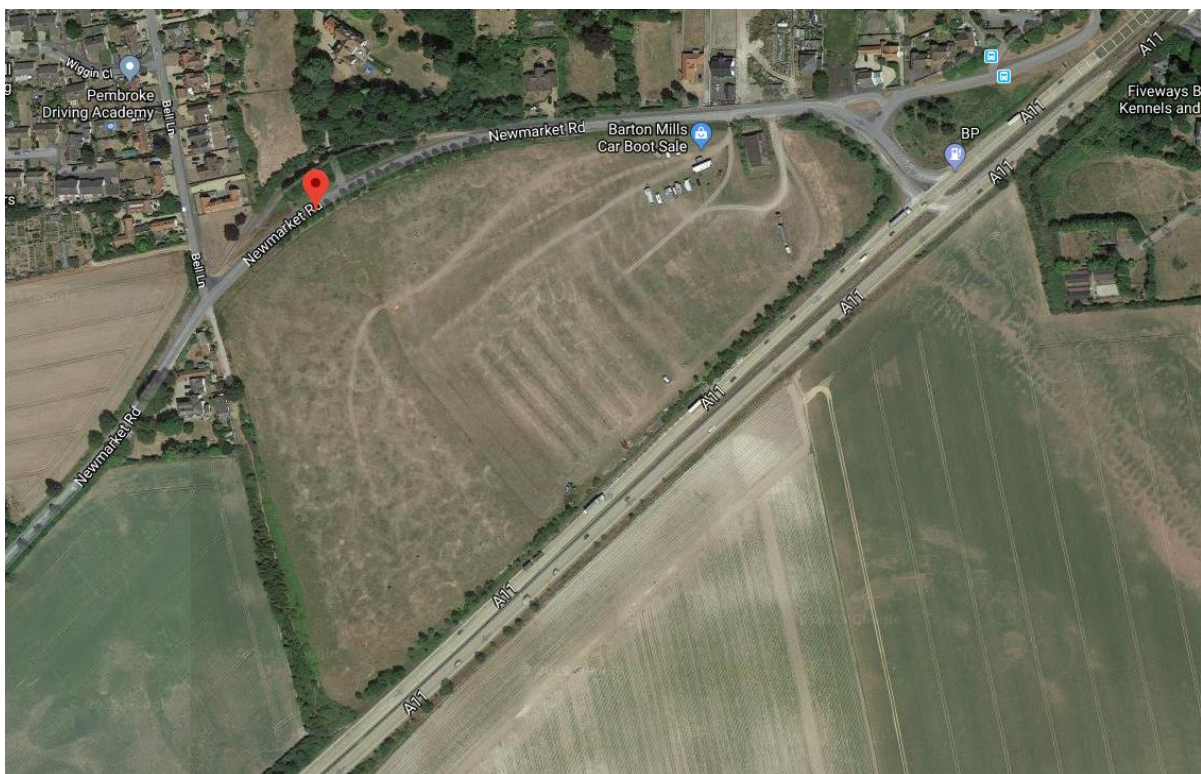


Figure. 1 – Ariel View of Application Site

- 2.3 To the west of the site is a single access track which provides access to two residential properties. Further agricultural land is located beyond this. A telephone exchange is located to the north of the site.
- 2.4 The site is located within the Adopted Local Plan as being outside of the defined settlement boundary of Barton Mills. The site is partly within, partly outside of an allocated 'Woodland/Nightjar constraints zone' and within the 'Stone Curlew constraint zone'. To the north of the site is an allocated Conservation Area.
- 2.5 The application site is located within Flood Zone 1 which is identified as having a low probability of flooding. The site does not comprise any listed buildings, however as noted above, the site does lie adjacent to the Conservation Area.



Figure 2 - Adopted Proposals Map



Figure 3 - EA Flood Map

3.0 Planning History

3.1 A search of the West Suffolk public planning register identified a number of applications at the Newmarket Road site. The table below details these applications

Application reference	Application description	Decision
DC/15/2155/VAR	Planning application – variation of condition 4 of planning permission F/2009/0137/COU to allow car boot sales every Wednesday commencing the third week in May up until the second week in September (inclusive).	Approved March 2016
DC/16/2662/VAR	Planning application – variation of conditions 2,3 and 5 of planning permission DC/15/2155/VAR to allow car boot sales every Saturday in lieu of every Wednesday from the third week in May up until the second week in September (inclusive) from 6am to 11am.	Application Withdrawn
F/2010/0571/CLP	Certificate of Lawfulness for a proposed use – Use of land for a three day Steam Rally	Approved October 2010
F/2006/0766/COU	Change of Use: Temporary use of grass field for car boot sales	Withdrawn
F/2006/0767/ADN	Advertisement for car boot sales	Withdrawn
F/2000/544	Outline Application: Erection of 100 bedroomed hotel, conference centre, leisure facilities, indoor bowls centre and construction of new vehicular access (major development).	Withdrawn
F/2009/0137/COU	Change of use of land on Sundays and Bank Holiday Mondays for a Car Boot Sale	Approved, July 2009

4.0 Article 4 Direction

- 4.1 The site is subject to an Article 4 direction which was confirmed in July 2008. Under this direction the land cannot be used for more than 14 days in any calendar year for holding a market, planning consent will be required to hold a market for more than 14 days.
- 4.2 This should not have an impact on any subsequent application to use the site for residential development, but does suggest that the Council are conscious of any undue harm to the character of the area and highways.

5.0 Material Considerations

5.1 As evident in the planning history section of this report, a number of schemes have been submitted and withdrawn. Whilst exact details as to why these applications have been withdrawn are not detailed on the councils website, an objection was raised by Highways England in relation to planning application DC/16/2662/VAR. The response was as follows:

'Barts Boots is an established car boot sale site adjacent to the A11 in Barton Mills in the district of Forest Heath. The site was granted permission to operate car boot sales in the summer months initially on Sundays and, following a further planning application in 2015, this was extended to Wednesdays.

We were consulted on the 2015 application and offered no objections. This was on the basis that both visitor numbers and A11 traffic levels would be less onerous than at weekends.

The current application appears to be based on the acknowledgement that Wednesday visitor numbers are insufficient to be viable, and the applicant is now seeking to switch from Wednesdays to Saturdays, again in the summer months.

No traffic assessment work has been submitted with this application. It is clear, however, that this selection of the A11 is a popular holiday route to and from Norfolk. Traffic flows are at their highest during August and tend to be at their peak around mid to late morning on Saturdays, with flows notably higher than on Sunday mornings. Furthermore, it is likely that visitor numbers to the boot sales would be significantly higher on Saturdays than on Wednesdays. That said, there is no information to quantify this.

There is anecdotal evidence from local residents that Sunday sales result in visiting vehicles queuing back onto the A11 main carriageway. Consequently, the applicant will need to provide further information to demonstrate that switching from Wednesdays to Saturday sales would either not result in such queuing or can be successfully mitigated should it occur. As such, the applicant needs to:

- *Provide credible data indicating the likely visitor numbers for Saturday sales – this should be based on comparative data for sites elsewhere that run both Saturday and Sunday sales;*
- *Assess the extent of queuing back from the site entrance that may occur on Saturday sale days – again compared to Sundays;*
- *Undertake capacity assessments at the A11/Newmarket Road junction to demonstrate there is enough capacity to handle Saturday sales in the summer*
- *Propose mitigation measures should the above assessment identify potential capacity or safety issues.'*

5.2 Information in relation to the why the other applications were withdrawn, including consultation responses are not available on the council's website.

6.0 The Proposal

- 6.1 The team are currently progressing sketch layouts associated with using the site for residential purposes. The site is owned by a single landowner and is committed to delivering housing on the site in the next 2-5 years.
- 6.2 The comments made within this report reflect the supporting feasibility layout which has been completed by Ingleton Wood Architectural team, and covers in detail the desirability, deliverability and achievability of the site.



Figure 4 - Feasibility sketch proposal

7.0 Planning Policy Overview

7.1 This Section identifies the planning framework within which the proposed development is to be assessed, and further identifies other material considerations relevant to the proposal. In identifying the planning framework, consideration has been given to Section 38(6) of the Planning and Compulsory Purchase Act 2004, which states that:

“If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Act, the determination must be made in accordance with the Plan, unless material considerations indicate otherwise.”

Adopted Development Plan

7.2 In accordance with Section 38 (6), consideration is given below to the Adopted Development Plan for the site, which comprises:

- Adopted Core Strategies (2010)
- Single Issue Review (2019)
- Site Allocations Local Plan
- Vision 2031
- Joint development management policies local plan documents

7.3 The adopted Policies Map shows that the site is located outside of the defined settlement boundary of Barton Mills. The site is partly within, partly outside of an allocated ‘Woodland/Nightjar constraints zone’ and within the ‘Stone Curlew constraint zone’. To the north of the site is an allocated Conservation Area.

7.4 The Core Strategy DPD set out the vision and strategy for development in the district until 2026. The policies relevant to the proposals are detailed below.

7.5 Core Policies

- **Spatial Objective H1**

- To provide enough decent homes to meet the needs of Forest Heath's urban and rural communities, in the most sustainable locations

- **Spatial Objective H2**

- To provide a sufficient and appropriate mix of housing that is affordable, accessible and designed to a high standard

- **Spatial Objective H3**

- To prepare for an aging population, including provision and retention of community facilities and sustainable housing, including 'lifetime homes' and sheltered and assisted accommodation where there is a local need.

- **Spatial Objective EV1**

- To conserve and enhance the many habitats and landscapes of international, national and local importance within Forest Heath and improve the rich biodiversity of the whole District.

- **Spatial Objective ENV2**

- To guide changes in our built and natural environment in a way which mitigates and takes proper account of climate change, particularly minimising carbon emissions from new development and transport, and the risk of flooding. Water efficiency will be encouraged.

- **Spatial Objective ENV3**

- To promote a diverse range of renewable energy schemes and more energy efficient developments whilst protecting our landscapes and quality of life.

- **Spatial Objective ENV4**

- To ensure that all new development exhibits a high standard of design and architectural quality that respects and enhances the distinctive landscapes and townscapes of Forest Heath's towns and villages.

- **Spatial Objective ENV5**

- To ensure that all development contributes to an enhanced feeling of community safety and reduces anti-social behaviour through quality design.

- **Spatial Objective T1**
- To ensure that new development is located where there are the best opportunities for sustainable travel and the least dependency on car travel.
- **Policy CS1 – Spatial Strategy**
- Barton Mills is defined as a secondary village, which has been identified as providing nominal housing and employment growth during the plan period, where local capacity allows.
- No urban extension will be considered for villages defined as Secondary Villages
- Development outside of the settlement boundary will be restricted to particular types of development that support the rural economy, meet affordable housing needs, to provide renewable energy subject to all other material considerations and policies.
- **Policy CS2 – Natural Environment**
- New built development will be restricted within 1,500m of components of the Breckland SPA designated for Stone Curlew. Proposals for development in these areas will require a project level Habitat Regulations Assessment (HRA) (see Figure 3). Development which is likely to lead to an adverse effect on the integrity of the SPA will not be allowed.
- Where new development is proposed within 400m of components of the Breckland SPA designated for Woodlark or Nightjar a project level Habitats Regulation Assessment (HRA) will be required (see Figure 3). Development which is likely to lead to an adverse effect on the integrity of the SPA will not be allowed.
- New road infrastructure or road improvements will not be allowed within 200m of sites designated as SACs in order to protect the qualifying features of these sites (see Figure 3).
- New development will also be restricted within 1,500m of any 1km grid squares which has supported 5 or more nesting attempts by stone curlew since 1995. Proposals for development within these areas will require a project level HRA (see Figure 3). Development which is likely to lead to an adverse effect on the integrity of the SPA will not be allowed.

Policy CS3 – Landscape Character and the Historic Environment

Proposals for development will take into account the local distinctiveness and sensitivity to change of distinctive landscape character types, and historic assets and their settings. Landscape types are described in the Forest Heath Landscape Character Assessment (LCA).

Policy CS4 – Reduce Emissions, Mitigate and Adapt to future Climate Change

- All new development proposals will be required to demonstrate how it minimises resource consumption, minimises energy consumption compared to the current national and regional minimum requirements and how it is located and designed to withstand the longer term impacts of climate change.
- Sustainable construction methods will be encouraged in all new dwellings to achieve at least three star rating under the Code for Sustainable Homes
- The Council will support the development proposals that avoid areas of current and future flood risk, and which do not increase flooding elsewhere, adopting the precautionary principle to development proposals.

Policy CS5 – Design Quality and Local Distinctiveness

- All new development should be designed to a high quality and reinforce local distinctiveness. Design that does not demonstrate it has regard to local context and fails to enhance the character, appearance and environmental quality of an area will not be acceptable. Innovative design addressing sustainable design principles will be encouraged, if not detrimental to the character of the area.
- Regard should be taken of current good practice concerning design, and any local design guidance adopted by the Council.

Policy CS9 – Affordable Housing Provision

- On all schemes of 10 or more dwellings or sites of more than 0.33 hectares a target of 30% of the number of net new dwellings will be sought as affordable;
- The targets specified are subject to the viability of the affordable housing being demonstrated, using whatever public subsidy may be available in the case. If the target cannot be achieved, the affordable housing provision should be the maximum that is assessed as being viable;
- The mix of tenure and size of the affordable housing units will take account of the identified housing needs identified locally and by an up to date Strategic Housing Market Assessment;

Policy CS10 – Sustainable Rural Communities

- Villages and small settlements require local services and will be supported by appropriate development in order to make them more sustainable. The Towns and Key Service Centres identified in the Spatial Strategy will be the focus for service provision in the rural areas and will accommodate the scales of development set out in the Spatial Strategy. In the Primary Villages, Secondary Villages and Small Settlements the type and scale of development will reflect the need to maintain the vitality of these communities.

Policy CS13 – Infrastructure and Developer contributions

- New development will be required to demonstrate that it will not harm the District's ability to improve the educational attainment, the accessibility to services, jobs, health and community safety, the biodiversity and well-being of Forest Heath communities.
- Arrangements for the provision, or improvement of infrastructure, including in terms of access to facilities, to the required standard will be secured by planning obligation or, where appropriate, via conditions attached to a planning permission. This will ensure that the necessary improvements can be completed prior to occupation of development, or the relevant phase of a development and its maintenance during the initial period of operation.

Joint Development Management Policies Document (Feb 2015)

Policy DM1: Presumption in Favour of Sustainable Development

- Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Councils will grant permission unless material considerations indicate otherwise – taking into account whether:
 - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - Specific policies in that Framework indicate that development should be restricted.

Policy DM2: Creating Places – Development Principles and Local Distinctiveness

- maintain or create a sense of place and/or local character, particularly restoring or enhancing localities where strong local characteristics are lacking or have been eroded;
- preserve or enhance the setting of, or views into and out of, a Conservation Area;

Policy DM6: Flooding and Sustainable Drainage

Proposals for all new development will be required to submit schemes appropriate to the scale of the proposal detailing how on-site drainage will be managed so as not to cause or exacerbate flooding elsewhere. Examples include: rainwater harvesting and greywater recycling, and run-off and water management such as Sustainable Urban Drainage Systems (SUDS) or other natural drainage systems.

Policy DM7: Sustainable Design and Construction

Proposals for new residential development will be required to demonstrate that appropriate water efficiency measures will be employed to ensure that either:

- water consumption is no more than 110 litres per person per day (including external water use) as calculated using the government's (September 2009) Water Efficiency Calculator or such standard that replaces it, or
- no water fitting exceeds the values set out in Table 1 (or any other fittings specification that government issues to supersede this).

Policy DM8: Low and Zero Carbon Energy Generation

All proposals for generation or recovery of low carbon or renewable energy, such as wind turbines, biomass, and combined heat and power, will be encouraged subject to the following criteria:

- a. proposals will be required to demonstrate the new carbon saving benefit that they will create, taking into account both carbon dioxide savings from renewable energy generation and any additional carbon dioxide generation that results from the proposal.

Policy DM10: Impact of Development on Sites of Biodiversity Importance

When considering development proposals which may have an adverse impact on nature conservation sites or interests, the local planning authority will have regard to the expert nature conservation advice provided by Natural England, the Suffolk Wildlife Trust and other specialist sources.

Policy DM13: Landscape Features

Development will be permitted where it will not have an unacceptable adverse impact on the character of the landscape, landscape features, wildlife, or amenity value. All proposals for development should be informed by, and be sympathetic to, the character of the landscape. Landscape Character Types are identified in the Suffolk Landscape Character Assessment.

Policy DM17: Conservation Areas

Proposals for development within, adjacent to or visible from a Conservation Area should preserve or enhance the character or appearance of the Conservation Area or its setting, and views into, through, and out of the area; and be of an appropriate scale, form, height, massing, alignment and detailed design which respect the area's character and its setting; amongst other factors.

Policy DM22: Residential Development

All residential development proposals should maintain or create a sense of place and/or character by:

- a. employing designs that are specific to the scheme, and which respond intelligently and appropriately to a clear brief articulated in a Design and Access Statement;
- b. basing design on an analysis of existing buildings, landscape or topography, and fully exploiting the opportunities that these present;
- c. utilising the characteristics of the locality to create buildings and spaces that have a strong sense of place and distinctiveness, using an appropriate innovative design approach and incorporating a mix of housing and unit sizes that is appropriate for the location;
- d. creating or contributing to a coherent and legible place that is structured and articulated so that it is visually interesting and welcoming;
- e. creating and supporting continuity of built form and enclosure of spaces. Residential development should be laid out to optimise amenity with streets and parking facilitating this primary objective. Therefore, in addition to the criteria above, development should:
 - f. where appropriate, apply innovative highways and parking measures designed to avoid the visual dominance of these elements in the design and layout of new developments, whilst still meeting highway safety standards;
 - g. take opportunities for parking to support the street scene;
 - h. ensure appropriate levels of permeability and accessibility favouring sustainable transport routes and consider the needs of pedestrians and cyclists before car users;
 - i. integrate comfortably with surrounding street networks and enable integration into future additional development;
 - j. seek to create a safe and welcoming environment.

Policy DM27: Housing in the Countryside

Proposals for new dwellings will be permitted in the countryside subject to satisfying the following criteria:

- a. the development is within a closely knit 'cluster' of 10 or more existing dwellings adjacent to or fronting an existing highway;

b. the scale of development consists of infilling a small undeveloped plot by one dwelling or a pair of semi detached dwellings commensurate with the scale and character of existing dwellings within an otherwise continuous built up frontage.

Permission will not be granted where a proposal harms or undermines a visually important gap that contributes to the character and distinctiveness of the rural scene, or where development would have an adverse impact on the environment or highway safety.

Policy DM45: Transport Assessments and Travel Plans

For major development and/or where a proposal is likely to have significant transport implications, the Council requires the applicant to submit the following documents alongside their planning applications:

a. a Transport Assessment appropriate to the scale of development and the likely extent of transport implications;

b. a Travel Plan that identifies the physical and management measures necessary to address the transport implications arising from development.

Policy DM46: Parking Standards

The authority will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. All proposals for redevelopment, including changes of use, will be required to provide appropriately designed and sited car and cycle parking, plus make provision for emergency, delivery and service vehicles, in accordance with the adopted standards current at the time of the application.

Material Considerations

National Planning Policy Framework (NPPF), February 2019

- 7.6 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The document is a material consideration that is afforded significant weight in the determination of planning applications. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless material considerations indicate otherwise.
- 7.7 At the heart of the document is a presumption in favour of sustainable development. In this regard, the Framework advises that where development proposals accord with the development plan, they should be approved without delay, and where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless:
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, or;
 - Specific policies in this Framework indicate development should be restricted.
- 7.8 Section 12 deals with conserving and enhancing the historic environment, and includes a requirement for applicants to describe the significance of any heritage assets affected by a particular proposal, including any contribution made by their setting. Local Planning Authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance.

Havering atte Bower Conservation Area Character Appraisal (2008)

- 7.9 The Conservation Area Appraisal is a Supplementary Planning Document, which defines the special character of the area through its particular qualities, and provides a guide to managing future change.
- 7.10 The Barton Mills conservation area is centred on The Street from St Mary's Church to Old Mill Lane and includes the land and river between the north bank of the River Lark to Newmarket Road. It also includes several houses on the Herringswell Road across the A 11 and three houses at the end of Bell Lane across Newmarket Road.
- 7.11 The Appraisal sets out key views, characteristics and materials evident in the area. This document should be considered in working up the design, particularly of the new dwellings fronting Newmarket Road.

8.0 Planning Analysis

8.1 This section provides an assessment of the proposed development against the planning framework and material considerations identified earlier in this document.

Principle of Development

8.2 The proposal seeks to change the use of the site to residential. The site is located outside of the settlement boundaries of Barton Mills. The village of Barton Mills is defined as a secondary village within the Core Strategy, and therefore policy CS1 is a key consideration. The policy states:

- *Barton Mills is defined as a secondary village, which has been identified as providing nominal housing and employment growth during the plan period, where local capacity allows.*
- *No urban extension will be considered for villages defined as Secondary Villages*
- *Development outside of the settlement boundary will be restricted to particular types of development that support the rural economy, meet affordable housing needs, to provide renewable energy subject to all other material considerations and policies.*

8.3 The site is located within a sustainable location, and development on this site would read well with the existing development to the north of the site. The site is located within the A11 Technology Corridor which lends itself to future growth. The A11 technology corridor is tipped to be the UK's newest hotspot for economic growth, where significant investment and growth is expected. The sites location within this locality reiterates the sites desirability in coming forward for residential development. Paragraph 11 of the NPPF (2019) is clear that LPA's should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change.

8.4 The policy detailed above is clear that whilst development will be considered appropriate outside of settlement boundaries, this is restricted to development that meets identified needs. Given the sites location within the A11 tech corridor, and the provision of a policy compliant level of affordable housing (30%) it is considered that development would meet the wider development needs of West Suffolk.

Design, Siting, Scale and Bulk

8.5 There are no specific policies within the Local Plan that relate to density. As such, the scheme has been designed to reflect the density of the surrounding area. The density of 15dph is considered to be on the lower end of what would be appropriate and acceptable in this location.

8.6 The site is bounded to the south by the A11 and to the north by existing, residential development. As such, the site forms a logical 'infill' site. The physical constraint to the south

of the site will ensure that any development on the site will not set a precedent to further encroachment of residential development into the countryside.

- 8.7 The design, scale and bulk is likely to evolve as a result of the design development and early engagement with the planning team, conservation team and urban design officer. Having assessed the surrounding development, two storey dwellings are considered to be compatible with the surrounding area. The site lends itself to two storey development with accommodation located within the roof space more centrally in the site, and along the southern boundaries.
- 8.8 In terms of design, the area is not characterised by a particular housing style, and the streetscene is made up of an eclectic mix of dwellings. This will enable a mix of dwelling designs and styles to be considered. As covered in more detail in the 'heritage' section of this report, it is advised that development along the northern boundary should be sympathetic to the sites location adjacent to the Barton Mills Conservation Area.

Heritage

- 8.9 The site is located outside of, but adjacent to the Barton Mills Conservation Area. Planning policy is clear that any development that will affect the setting of a Conservation Area should preserve or enhance the special character of the conservation area. In light of this, the design, scale and bulk of development will be carefully considered.
- 8.10 The initial feasibility sketch shows a number of street frontage properties. These should form a sympathetic addition to the area, and materials are therefore an important consideration. Whilst there may be some flexibility in relation to the design and external appearance of properties located centrally and along the southern boundary of the site, the northern boundary of the site should be of a high standard design.
- 8.11 Any new application on the site will need to be supported by a Heritage Impact Assessment, given the sites location within close proximity to this heritage asset.

Ecology and Biodiversity

- 8.12 The site is partly within, partly outside of an allocated 'Woodland/Nightjar constraints zone' and within the 'Stone Curlew constraint zone'. In addition, the application site forms open agricultural land. There is currently some form of disturbance to the site given the current regular car boot sales that take place on the site, as such, the proposal is not likely to result in any demonstrable harm to ecology.
- 8.13 Any application on the site will be supported by a preliminary ecological appraisal. This will identify whether any site specific surveys are required, and whether any ecological enhancements need to be incorporated into the scheme.

Landscaping

- 8.14 Trees are located around the boundary of the site. It is not known at this stage whether any of these trees are subject to a TPO. Notwithstanding this, the trees do provide a natural buffer to the site, and will help assimilate any new development into the streetscene, and as such, their removal will be avoided where possible.
- 8.15 The trees evident along the southern boundary of the site will assist in screening the development from the A11 and enhancement of this tree belt is encouraged to offer a form of visual and acoustic screening.
- 8.16 The initial feasibility sketch shows the provision of Public Open Space along the southern, and western boundaries of the site, and to a large parcel of land located to the east of the site. The provision of POS is considered to be well in excess of the requirements of any new residents of this site, and will assist in softening the appearance of any new development on the site.

Residential Amenity

- 8.17 The protection of residential amenity is a key component of good design. The site is located adjacent to the A11 where noise impacts are likely to be a main consideration in the determination of any planning application on the site. In light of this, a buffer has been provided to the south of the site, along with an acoustic boundary fencing.
- 8.18 Any application on the site will be supported by a noise impact assessment, which proposes noise mitigation measures which can be incorporated into the scheme to protect the amenity of any future occupiers. This is likely to be in the form of window and ventilation specifications.
- 8.19 In terms of overlooking and overshadowing, given the distance of the site from neighbouring properties, this relationship with neighbouring properties is not considered to have any demonstrable impact on the final site layout. Impact on the future occupiers will be considered. Back to back distances and flank window locations will be carefully considered by the IW architectural team to ensure that any final layout does not result in any demonstrable harm to future occupiers.

Highway Safety and Car Parking

- 8.20 The impacts on the free flow of traffic and highway safety is considered to result in an improvement to the current use of the site as a car boot. The traffic generation generated by a car boot is intense over a small period of time, reflecting opening and closing times, however, residential development generates far less regular vehicle movements. As such, the proposal is considered to represent an improvement to the highway network.
- 8.21 Notwithstanding the above, any new development on site will be subject to early engagement with highways, and subject to advice obtained by a specialist transport consultant. The

feasibility sketch layout shows one main access road into and out of the site, rather than multiple access points, or direct access to driveways, which is considered to alleviate any highway concerns.

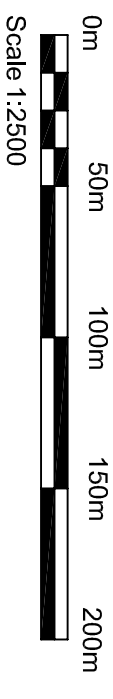
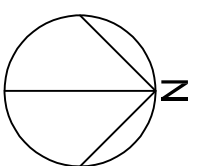
8.22 In terms of policy requirements in relation to car parking associated with residential development, the Suffolk Guidance for Parking (May 2019) requires the following:

Use	Vehicle Minimum*	Cycle Minimum	PTW Minimum	Disabled Minimum
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/unallocated
2 bedrooms	2 spaces per Dwelling**			
3 bedrooms	2 spaces per dwelling			
4+ bedrooms	3 spaces per dwelling			

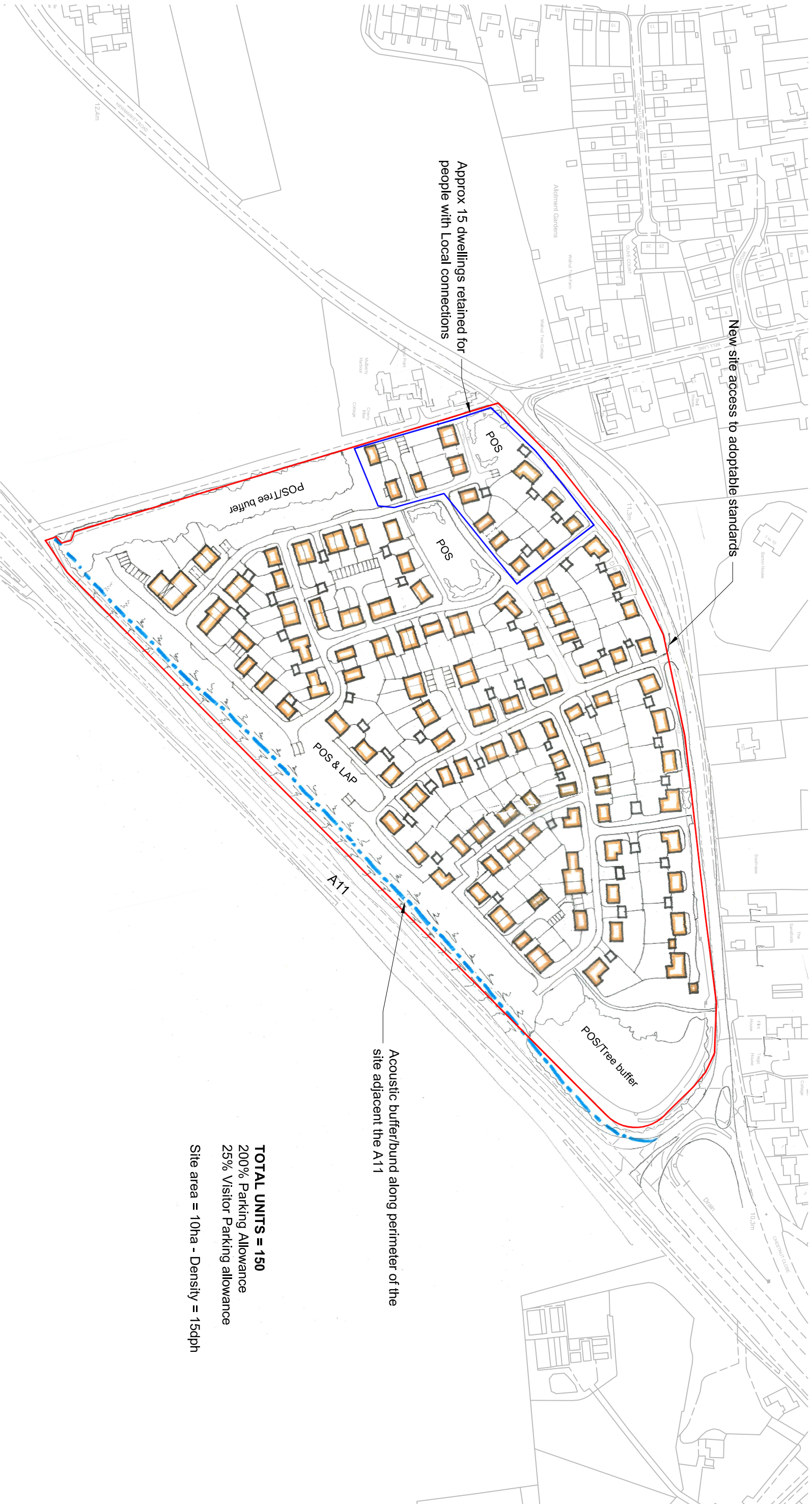
8.23 The layout submitted as part of the feasibility sketch has been designed with these requirements in mind. This provision is met through the addition of garages, and others through the provision of parking courts.

9.0 Conclusion

- 9.1 Locating new development in close proximity to existing services and facilities is a key principle of sustainable development which is strongly supported by national policy. Policy CS1 is clear that development outside of settlement boundaries in sustainable locations are acceptable, as long development *supports the rural economy, and meet affordable housing needs*. Given the sites location within the A11 tech corridor, and the provision of a policy compliant level of affordable housing (30%) it is considered that development would meet the wider development needs of West Suffolk, and lends itself to future growth.
- 9.2 In light of the site opportunities and constraints, which are covered in detail within this report, the site is capable and suitable to being developed. In addition, as the site is owned by a single landowner, and the site is readily available, it is anticipated that development on the site could be delivered within the next 2-5 years.
- 9.3 Residential development on the site is suitable, available and achievable, and it is therefore requested that West Suffolk support the proposals to change the use of this site for residential purposes.



Scale 1:2500



TOTAL UNITS = 150
 200% Parking Allowance
 25% Visitor Parking allowance
 Site area = 10ha - Density = 15dph

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 Do Not Scale

PO2	site plan revision	18/11/19	AC	DT
PO1	First Issue	30/09/19	AC	DT
Rev	Description	Date	CHK	Apr
Project No: 501409		Scale @ A3: 1:2500	Drawn By: AC	

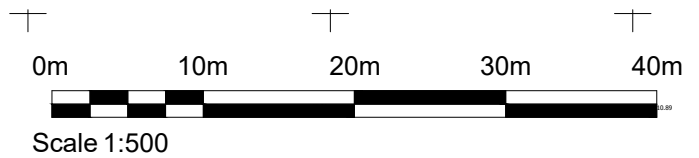
Project:
**New Dwellings At
 Newmarket Road
 Barton Mills
 Suffolk**

Client:
Cocksedge Building Contractors Ltd.

Title: Feasibility Site Layout Option 1	Drawing Number: BARTML -IWD -XX -XX -DR -A-2001
Status: Purpose of Issue: S2 Information	Revision: P02

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Vision, form and function



ACCOMMODATION SCHEDULE

2x	1 Bed 2 Person House	59m ²
7x	2 Bed 4 Person Houses	81m ²
6x	3 Bed 5 Person Houses	97m ²

15 Affordable Units in TOTAL (All to NDSS)

PARKING SCHEDULE

Accommodation	Spaces provided
1 Bed houses:	1 parking spaces
2 Bed houses:	2 parking spaces
3 Bed houses:	2 parking spaces

Visitor spaces provided: **T.B.C.**
 Parking space sizes: **5 x 2.5m**

SITE AREA: 0.63 Hectare

LEGEND

- Colour denotes open amenity space
- Colour denotes private amenity space
- Red solid line denotes boundary
- Denotes new trees
- 1.8m high timber fence
- 1.8m high brick walls
- Secure Sheds
- Rotary Dryers
- Paving Slabs for Bins
- Lamp Post (Indicative position only)
- Bin Collection Point
- Concrete Paving Slabs
- Block Paving
- Brick Paving
- Adoptable Asphalt Road
- Adoptable Asphalt Footpath

St Pirans Cottage

Ingleton Wood LLP shall have no liability to the Employer arising out of any unauthorized modification or amendment to, or any transmission, copy or use of the material, or any proprietary work contained therein, by the Employer, Other Project Team Member, or any other third party.

All dimensions are to be checked and verified on-site by the Main Contractor prior to commencement; any discrepancies are to be reported to the Contract Administrator.

This drawing is to be read in conjunction with all other relevant drawings and specifications

Do Not Scale

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P6	Sixth Issue	23/06/20	TB	AC
P5	Fifth Issue	12/06/20	TB	AC
P4	Fourth Issue	10/06/20	TB	AC
P3	Third Issue	05/06/20	TB	AC
P2	Second Issue	27/05/20	TB	AC
P1	First Issue	14/05/20	AC	DT
Rev	Description	Date	Chk	Apr
Project No: 501409		Scale @ A3: 1:500	Drawn By: TB	

Project:
**New Dwellings At
 Newmarket Road
 Barton Mills
 Suffolk**

Client:
Havebury Housing Partnership LTD

Title:
Proposed Site Plan - Ground Floor

Drawing Number:
BARTML - IWD - XX - XX - DR - A - 2002

Status: **S2** | Purpose of Issue: **Information** | Revision: **P6**

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