



Artisan
Planning & Development Consultants

Land off Stour Valley Road,
(Little Hamlet Green)
Haverhill
CB9 8QL

Proposed erection of building (approx. 999m²)
and use of land, (approx. 8240m²) as Class E(g)
(iii) Business

Planning Statement Incorporating
Design & Access Statement

Prepared for PR Pallets Ltd.

December 2023

Artisan Ref: A4331



Date	Version	Author	Checked by
15/09/23	0.1 Internal draft	LS	mjs
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Contents

1.	Introduction & Planning Submission Checklist	2
2.	Background to the Proposed Development	4
3.	Proposed Development : Design and Access.....	7
4.	Planning Policy Considerations	10
	Appendices	14

Appendices

Appendix 1	Copy Decision Notice DC/19/1537/OUT
Appendix 2	Council's Pre App response 23/086

1. Introduction & Planning Submission Checklist

Introduction

1.1 This application is a Full application for Planning Permission to redevelop an existing, former commercial site in an existing commercial area of Haverhill with the erection of a new, purpose designed building and the associated use of the remainder of the site.

1.2 PR Pallets Ltd. is the applicant and freehold owner of the application site and makes this application for the building and site as part of its planned expansion in the area and thus for its own occupancy.

Planning Submission Checklist

1.3 This application comprises the following:

General

Application form

Application fee of £TBA

Technical Reports

Planning, Incorporating Design & Access Statement (December 2023) by Artisan

Ecology Assessment Report by Mill House Ecology

Geosphere Desktop Contamination Report

Drawings

Patrick Allen Architects

4285 – 01B Site Location Plan

4285 – 02A Topographical survey

4285 – 03F Proposed Site Layout

4285 – 04H Building Design – Proposed Floorplans and Elevations

1.4 Reference in this Statement to the 'CS' is to the adopted St. Edmundsbury Core Strategy and to 'HV' is to the Haverhill Vision 2031 planning policy document.

1.5 References in the following text to the 'Framework' are to the National Planning Policy Framework September 2023.

1.6 The site is identified in context by a red line applied to the site on the google earth extract which is inset on the next page.



proposed site outlined in red (Google extract)

2. Background to the Proposed Development

- 2.1 PR Pallets is a well-established pallet company, trading pallets for over 25 years in a business that supplies customers in all sectors with new and reconditioned pallets.
- 2.2 Their customer base is both national and international supplying businesses in the UK and Europe mainland. The business currently operates from sites in Waltham Abbey, Essex, and another in Basildon.
- 2.3 Their Haverhill site represents further expansion and will have a key role in the developing business and will bring with it local employment opportunities when the site is in full operation.

The Proposed Site

- 2.4 The site is located to the southeast of Haverhill town centre on the eastern side of the A143 Ehringshausen Way. Nevertheless, it is located outside of the designated Haverhill Town Centre Masterplan area.
- 2.5 The site is bounded by Stour Valley Road to the north-west from which the new building and site will take its access. The existing access is already formed and from which other commercial operations on its north side also take access and form the commercial context/neighbours for the PR Pallets site.



Neighbouring uses to the north of the site

- 2.6 Immediately to the east is some woodland beyond an existing site fence on a sloping site/bank being a feature of a disused railway whilst the Haverhill sewage treatment works lies to the east. There is residential development beyond but some distance away.



View across the site looking east.

- 2.7 Immediately to the south there are other commercial units with an emphasis on retail floorspace in the form of a Lidl Food Store and a small retail park with occupiers such as a Home Bargains Store, Pet Foods and a Gym. On its southern boundary is the service yard and parking area to the Lidl unit which is set at a lower level in relation to existing ground level of the PR Pallets site.



Rear of Lidl Store and service yard (facing south with site on the LHS)

- 2.8 The site is located within the Housing Settlement Boundary for Haverhill and is a vacant, brownfield site, having formerly been occupied by Project Office Furniture. There were historically a number of industrial buildings on the site, which were cleared following the closure of the premises. All that remains is the concrete deck of the former floors to various buildings.

- 2.9 The site is approximately 375m from Haverhill Town Centre and the Primary Shopping Area. It is allocated for employment use by Policy H9 of the Haverhill Vision.

Relevant Recent Planning History and Employment Land Use Planning Background

- 2.10 The whole site originally gained planning permission for retail and employment development in May 2011 (SE/11/0242)1 . Outline planning permission with all matters reserved apart from access for employment development on the rear half of the site (DC/15/2580/OUT) and full planning permission for retail development on the front half of the site (DC/15/2579/FUL) were determined jointly and approved in July 2016
- 2.11 The most recent activity comprises the issue of planning permission for DC/19/1537/OUT, being Outline Planning Permission (Means of Access to be considered) for Employment development in the former Use Classes Order categories B1 Business, B2 General Industry and/or B8 Storage and Distribution but also as set out in the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended *“or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order and for no other purpose”*.
- 2.12 The Use Classes Order has been amended and now **‘Class E’** covers the former uses within Class B1 business. That previous permission although now expired, is a material consideration in any decision relating to new proposals such as that brought by PR Pallets for any new employment use of the land.
- 2.13 It is also noted that the outline permission DC/19/1537/OUT approved up to 4519 square metres of gross external floorspace in total on the site being some 5x the size of building as is now proposed within the PR Pallets scheme.
- 2.14 In summary the site’s planning history is a material consideration going forward and the site proposed use is entirely consistent with its previous history and should be supported.

Pre-Application Consultation

- 2.15 The result of Pre Application engagement with the Councils is reported at Appendix 2 to this Statement. This is positive subject to the detail submitted at application stage.

3. Proposed Development : Design and Access

3.1 The purpose of this Statement is to identify the context of the proposed development and to include an assessment of how the proposal accords with current National and Local Planning policies.

Site Access

3.2 The whole site which is approximately 0.8ha. will be served by the existing access off Stour Valley Road. All vehicles entering or leaving the application site will do so in a forward gear and all turning manoeuvring and parking for loading/unloading of pallets will take place within the confines of the site boundary. There is no proposal to change the existing site access (which is the only site access) in the submitted proposals.

3.3 When fully operational it is expected that up to three tractor units and 4 trailers will be parked on site overnight.

Site Layout

3.4 The proposed site layout is represented in submission drawing 4285 – 03F which shows the location of the proposed building within which the manufacture, reconditioning and sorting of pallets will take place. The remainder of the site will be used for the storage of pallets. All uses of the site including buildings will be within Use Class E(g) (iii).

3.5 There will be a replacement security fence erected where this is necessary to replace the existing fence where this is at the end of its useful life.



Entrance to the site off Stour Valley Road

3.6 Based upon Suffolk County Council standards car parking spaces proposed comprising 12 spaces, 2 of which will be EVCP connected and infrastructure for the future provision of points to 2no others. 1no space will be allocated for disabled parking (part of the 12). There are also proposed, 2no cycle storage spaces which will be covered and secure with lighting, and 2no spaces for powered two wheel vehicles.

Proposed Building

- 3.7 The proposed building is that of a simple industrial format, as represented on the submission, drawing 4285 – 04H. This drawing is annotated, giving dimensions and heights together with proposed elevation detail. Within the building, the main piece of equipment to be installed will be a pallet shorting machine, the operational height which determines the eaves height of the proposed building. The building will also accommodate office floorspace at first floor level.
- 3.8 The building's elevation and exterior cladding materials will be finished in a grey goose colour proprietary cladding material.
- 3.9 It is noted from the officer response to the pre-app submission that the proposed building design :-

“is utilitarian in scale, form and external materials, but its provision is not otherwise objectionable in this specific context. While there will be some views of the site and building from outside, in particular from across the car park of the retail units to the west, these will be within the context of the existing retail structures and will also be against the backdrop of the surrounding soft landscaping. It was noted that there was some levels difference that means that the site is materially higher than those to the west, and this will increase the prominence and visual impacts of the development. On balance however, and as an informal opinion at this stage, but this is likely to be acceptable.

Proposed Use

- 3.10 The business is essentially the manufacture, storage and sorting of new and reconditioned timber pallets which are then distributed from the site to customers.
- 3.11 The existing concrete surface on site will be retained wherever possible and left undisturbed, but for the construction of the building and the installation of key services such as drainage.
- 3.12 A pallet sortation machine will be installed within the building. The CE certification on such a machine states 85Db. Pallets will be loaded/unloaded from articulated vehicles at points within the site by forklift truck. No hazardous substances are used in the process. Power tools are used within the building enclosure by operatives to repair/manufacture the pallets.

Site Operating Hours and Employees

- 3.13 These will be 0600-1800 weekdays and 0800-1300 on Saturdays with no Sunday operating or on Bank Holidays.
- 3.14 When fully operational, it is expected that there will be a total of 12 full-time employees working at the site and probably achieved within the first 12 months of opening.

Waste Management and storage.

- 3.15 A combination of bins, standing trailers Ro-Ro bins will be used and collected in the normal way but very little waste product is generated or stored on the site. There will be no need to dispose of any trade effluent.

Trees and Ecology

- 3.16 There are no trees on site or indeed any vegetation and the existing extensive concrete surface with shingle margins is considered to be of very low ecological value. Consequently, the development is forecast to have very little ecological impact as is recorded by the submitted preliminary ecological assessment.

Flood Risk and Surface Water

- 3.17 The development proposal is not the subject of a Flood Risk Assessment or a Surface Water Drainage Strategy. The existing system will be used for connections.
- 3.18 Foul drainage flows from the development will be minimal but routed to the existing public system in the vicinity of the site.

Contamination

- 3.19 Previous site assessments have been undertaken post the demolition of buildings in around 2009/2010 and relating to the former use (Project Office) The PR Pallets application will be accompanied by an updated preliminary assessment plus walkover report.
- 3.20 In summary, there are very few constraints to the development of this site arising from features located on it or within close proximity and there are none which are considered to be significant or insurmountable through good design and a well-planned layout. In terms of the local wider context, there are no major constraints to development and no distinctive architectural features or styles to take into account or which have a strong bearing or influence over the proposed scheme design.
- 3.21 This site presents an opportunity to deliver realisable employment land.

4. Planning Policy Considerations

- 4.1 Planning applications are to be determined in accordance with the Development Plan unless material considerations indicate otherwise¹.
- 4.2 The former St Edmundsbury Borough Council formally adopted the Bury St Edmunds, Haverhill and Rural Area Vision 2031 site allocation documents on 23 September 2014.
- 4.3 Vision 2031 documents form part of the former St. Edmundsbury area Local Plan. Haverhill has its own dedicated planning policy document entitled **Haverhill Vision 2031**. However, policies contained within the former St Edmundsbury suite of Planning Documents which are still applicable to the proposal which is the subject of this pre app include :-

St Edmundsbury Core Strategy

- CS1 - St Edmundsbury Spatial Strategy
- CS2 - Sustainable Development
- CS3 - Design and Local Distinctiveness
- CS4 - Settlement Hierarchy and Identity
- CS7 - Sustainable Transport
- CS9 - Employment and the Local Economy

- 4.4 In respect of Policy CS1, the proposal is entirely consistent with the policy comprising environmentally sustainable economic growth, located within an allocated site in Haverhill, a designated location for further growth. Moreover, the site is previously developed land which the policy recognises as the land, which should be prioritised for development which will provide new jobs.
- 4.5 In respect of Policy CS2, the proposal is entirely consistent and compliant with the policy by making the most of fish and use of the land, and whilst doing so, will provide for the protection of enhancement of biodiversity and wildlife. The building is well designed providing a safe environment for employees and will make a positive contribution towards the vitality of the town.
- 4.6 In respect of Policy CS3, whilst the building may be utilitarian in appearance, its functional and primary design influences, include the need to accommodate a specific, very efficient, piece of machinery (pallet sorting sizing and repair). The utilitarian form blends with the facades of other immediate neighbours in terms of scale and finished appearance of materials. As such it is entirely appropriate to the location and is easily accessed from the existing site access and the local highway network with a detriment to any of it all of the operations of immediate neighbours.
- 4.7 In respect of Policy CS4, Haverhill is designated a town, and as such is at the top end of the settlement hierarchy and is therefore an entirely appropriate location for a development of this type of scale.

¹ Planning and Compulsory Purchase Act 2004, s.38(6)

- 4.8 In respect of Policy CS7, the development incorporates proposals for sustainable transport. Provision is made on site for cyclists, powered two wheelers vehicles and cars with the letter having the facility to connect to an electric vehicle charging point. The new building will be within walking and/or cycling distance of nearby residential areas given its location within the rules, urban area and on a public bus route. Provision is made on site for parking for those with impaired mobility and within the design and layout of the building itself.
- 4.9 In respect of Policy CS9, the development will make a contribution towards the Burrows target for the creation of additional jobs in the most sustainable of locations. When fully operational, the development is expected to create 12 new jobs on site.
- 4.10 In summary, therefore, the proposal by PR pallets is said to be entirely in accordance with those listed policies.
- 4.11 Relevant policies of the Haverhill Vision 2031 include :-
- HV1 - **Presumption in Favour of Sustainable Development** – the proposed development is entirely sustainable as described in preceding paragraphs of the statement
- HV7 - **Mixed Use Redevelopment of Brownfield Sites** – although not entirely relevant, because the site identified by this policy, the proposed development complies entirely with this policy, being a redevelopment of a former Brownfield site
- HV9 - **General Employment Areas** - this policy identifies the type of employment uses considered most appropriate to these locations, including that at Stour Valley Road. Those employment uses indicated as appropriate, include that proposed within this application, and therefore the proposal is compliant with this policy. It is significant and probably the most important policy in the basket of policies which apply to this site, the Haverhill Vision allocates the rear half of the Hamlet Green site as part of a wider area for employment development B1, B2, B8 under Policy HV9(e).
- 4.6 The Policy states that: **“Proposals for industrial and business development within the use classes identified for each of the General Employment Areas in the table above will be permitted providing that space requirements, parking, access, travel and general environmental considerations can be met.”** The proposal demonstrates that compliance with this policy can be achieved by the PR Pallets application.
- 4.7 St Edmundsbury Joint Development Management Policies Document 2015 include:-
- DM1 Presumption in Favour of Sustainable Development
DM2 Creating Places Development Principles and Local Distinctiveness
DM6 Flooding and Sustainable Drainage
DM7 Sustainable Design and Construction
DM11 Protected Species
DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity
DM20 Archaeology
DM45 Transport Assessments and Travel Plans
DM46 Parking Standards

- 4.8 Policy DM1 repeat the principles of sustainable development, evidenced in respect of the application proposals in earlier paragraphs of this Statement. As such the proposed development will comply with this policy
- 4.9 Policy DM2 Creating Places Development Principles and Local Distinctiveness – whilst acknowledging the aspirations and objectives of this policy, the building's design is entirely appropriate to its location, entirely functional purpose, where the major influence has been the primary piece of machinery. Having said that the building is external carapace has been designed to reflect context and the character and appearance of neighbouring buildings and land users, particularly of those most recently constructed on the small business Park, adjacent, and facing Ehringshausen Way.
- 4.10 Policy DM6 Flooding and Sustainable Drainage - the erection of the new building and proposed use of the land will not give rise to flooding on or off site and will connect to and utilise existing systems.
- 4.12 Policy DM7 Sustainable Design and Construction – this is a very simple building comprising a steel frame with cladding, but nevertheless will adhere to the broad principles of sustainable design and construction roof like today in embodied in the submission drawings. Utilities and infrastructure within the building will comply with the building regulations and particularly in relation to water consumption and efficiency measures. The proposed building does not deliver in excess of 1000 m².
- 4.13 In respect of policies DM11 Protected Species and DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity, the submitted ecological assessment set a recommendations for enhancement, which can be incorporated as conditions into any issued planning permission. The proposed development comprise within this application is not expected to have a major impact upon protected species and existing habitats.
- 4.14 In respect of policy DM20 and archaeology, the site has been the subject of numerous previous developments with intensive site coverage and extensive belowground intrusion for construction. It is not anticipated that there will be any extra ordinary or even any belowground heritage assets which will be seriously impacted by the proposed development.
- 4.15 In respect of the proposed development and policy DM45, the scale of the proposal does not require either a transport assessment or travel plan and in respect of policy DM46, complies with adopted standards in respect of car parking and other features as shown on the submitted site layout plan.
- 4.16 In summary, therefore, the proposal by PR pallets is entirely in accordance with those listed policies of the St Edmundsbury Joint Development Management Policies Document 2015.

The Framework (2023)

4.17 It is the applicant's case that the sustainable form of development proposed on the land off Stour Valley Road in this sustainable town ought to be approved in accordance with the Framework.

4.9 Those policies of the Framework which lend direct support for the proposal include section 6, "Building a strong competitive Economy" including paragraphs 81 to 83 inclusive.

4.10 Paragraph 81, 82 and 83 in particular, state:-

81. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation⁴⁰, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

82. Planning policies should:

a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration.

b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period.

c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and

d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.

83. Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries and for storage and distribution operations at a variety of scales and in suitably accessible locations.

4.10 In summary the Framework contains extensive policy support for the proposal.

Appendices

Appendix 1 Copy Decision Notice DC/19/1537/OUT

Appendix 2 Document Name Council Pre App response 23/086

Appendix 1

Copy Decision Notice DC/19/1537/OUT

Application No: DC/19/1537/OUT

AGENT

Mr Robert Shrimplin
Shrimplin Brown
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

APPLICANT

Mr N/A
Howard Haverhill Ltd
C/O Agent

Date Registered: 24 July 2019

Date of Decision: 20 November 2019

Town And Country Planning Act 1990 (as Amended)

**Town & Country Planning (Development Management Procedure)
(England) Order 2015**

**Proposal: Outline Planning Application (Means of Access to be considered) -
Employment development**

Location: Development Site, Stour Valley Road, Haverhill,

OUTLINE permission is hereby **GRANTED** by the Council as Local Planning Authority for the purpose of the above Act and Orders for development in complete accordance with the application shown above, the plans and information contained in the application, and subject to compliance with the following condition(s) and the submission of 'Reserved Matters':

- 1 Application for the approval of the matters reserved by conditions of this permission shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun not later than whichever is the latest of the following dates:-
 - i) The expiration of three years from the date of this permission; or
 - ii) The expiration of two years from the final approval of the reserved matters; or,

In the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Prior to commencement of development details of the appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended) and to enable to the Local Planning Authority to exercise proper control over these aspects of the development.

- 3 The outline permission hereby approved shall be for up to 4519 square metres of gross external floorspace in total, of B1 Business, B2 General Industry and/or B8 Storage and Distribution set out in the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order and for no other purpose.

Reason: The application has been assessed on those terms and found to be in accordance with national and local Development Plan Policy.

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

Reference No:	Plan Type	Date Received
3600-102	Location Plan	24.07.2019
3600-104 P2	Proposed Block Plan	24.07.2019
7502-D-CP	Tree Survey	24.07.2019

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

- 5 Prior to the development commencing a comprehensive Construction and Site Management Programme shall be submitted to the Local Planning Authority for approval. The approved programme shall be implemented throughout the development phase, unless the Local Planning Authority gives written consent to any variation. The programme shall include:-
 - a. site set-up and general arrangements for storing plant, including cranes, materials, machinery and equipment, offices and other facilities and contractors vehicle parking, loading, unloading and vehicle turning areas;
 - b. noise method statements and noise levels for each construction activity including any piling and excavation operations;
 - c. dust, dirt and vibration method statements and arrangements;
 - d. site lighting.

Reason: To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance. This condition is pre-commencement to ensure the impacts of construction on amenity can be mitigated.

- 6 The hours of construction operations including deliveries to the site and the removal of excavated materials and waste from the site shall be limited to 07:30 to 18:00 hours on Mondays to Fridays and 08:00 to 13:00 hours on Saturdays. No construction activities shall take place at the development site on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of occupiers of adjacent properties from noise and disturbance.

- 7 No part of the development shall be commenced until details of the proposed access (including the position of any gates to be erected and visibility splays provided) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety. This condition is pre-commencement to ensure the safety of all contractors and visitors to the development and to ensure the safety of existing road users is achieved.

- 8 Prior to commencement of development an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Such approved arrangements shall be implemented in full and in accordance with the timetable (s) for implementation as set out in the approved Travel Plan.

Reason: To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition is pre-commencement to ensure that staff commence employment with the knowledge of the travel plan and its implications.

- 9 The cumulative noise level resulting from the operation of all new external plant or equipment at 1m from the worst affected windows of the nearest noise sensitive premises shall not exceed LAeq, 15min of 44dB during the daytime (07:00-19:00), LAeq, 15min of 36dB during the evening (19:00-23:00) and LAeq, 15min of 25dB during the night time (23:00-07:00). To achieve this, the contribution from each of the employment units shall be limited to LAeq, 15min of 36dB during the daytime (07:00-19:00), LAeq, 15min of 28dB during the evening (19:00-23:00) and LAeq, 15min of 17dB during the night time (23:00-07:00) when calculated to 1m outside of the nearest noise sensitive receptor windows.

Reason: To protect the amenities of occupiers of nearby premises in accordance with the provisions of Policies CS3 (Design and Local Distinctiveness) of the Core Strategy and DM2 of the Joint Development Management Policies Document.

- 10 Prior to the installation of any external plant or equipment on the site, full details of the plant or equipment, including any heating installations, air conditioning plant or extract ventilation systems, at each employment unit, including any noise and odour control measures to be used, shall be submitted to and approved in writing by the Local Planning Authority. A report from an Acoustic Consultant shall also be submitted to confirm that noise from the plant and equipment to be installed at the unit is in compliance with Condition 9 above. The approved scheme, including a maintenance plan shall be installed and made operational prior to the premises being occupied and thereafter, shall be retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To protect the amenities of occupiers of nearby premises in accordance with the provisions of Policies CS3 (Design and Local Distinctiveness) of the Core Strategy and DM2 of the Joint Development Management Policies Document.

- 11 No development shall commence until a surface water drainage scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be in accordance with the approved FRA/DS and will include:
- i. Dimensioned plans and drawings of the surface water drainage scheme;
 - ii. Impermeable areas plan for the entire site - cross referenceable with hydraulic calcs.
 - iii. Modelling shall be submitted to demonstrate that the surface water runoff will be restricted to
 - a. 5l/s for all events up to the critical 100yr rainfall events including climate change.
OR
 - b. More precise brownfield rate calculated using the following calculation methods and applied to all events up to the critical 100yr rainfall events including climate change:-
 1. A hydraulic model of the existing system outlining the existing 1yr flow with minimum 30% reduction (and backed up by an existing drainage survey)
 2. A greenfield calculation method using Soil Type 5
 - iv. Modelling of the surface water drainage scheme to show that the attenuation features will contain the 1 in 100yr rainfall event including climate change;
 - v. Modelling of the surface water conveyance network in the 1 in 30 year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100 year climate change rainfall event, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
 - vi. Likewise, topographic plans shall be submitted depicting all safe

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

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

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

ix. Minimum clearance to roots shall be applied to all underground pipework in line with Sewers for Adoption 6th Edition.

Reasons:

- o To prevent the development from causing increased flood risk off site over the lifetime of the development.
- o To ensure the development is adequately protected from flooding.
- o To ensure the development does not cause increased pollution of the downstream watercourse
- o To ensure clear arrangements are in place for ongoing operation and maintenance.

- 12 Concurrent with the reserved matters application or prior to the commencement of development details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

- i. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-
 1. Temporary drainage systems
 2. Measures for managing pollution / water quality and protecting controlled waters and watercourses
 3. Measures for managing any on or offsite flood risk associated with construction

Reasons. To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater.

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/guidance-on-development-and-flood-risk/construction-surface-water-management-plan/>

- 13 The development hereby permitted shall not be occupied until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk.

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

- 14 No development approved by this planning permission shall commence until the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
1. A remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions.
 2. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works as set out in the remediation strategy is submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.
 3. If, during development, contamination not previously identified is found to be present at the site then no further development on that part of the site (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters, future end users of the land, neighbouring land, property and ecological systems from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179, Environment Agency Groundwater Protection: Principles and Practice (GP3), Policy CS2 (Sustainable Development) of the Core Strategy and Policy DM14 of the Joint Development Management Policy. This condition requires matters to be agreed prior to commencement since it relates to consideration of below ground matters that require resolution prior to further development taking place, to ensure any contaminated material is satisfactorily dealt with.

- 15 Prior to first operational use of the site, at least 5% of car parking spaces shall be equipped with working electric vehicle charge points, which shall be provided for staff and/or visitor use at locations reasonably accessible from car parking spaces. The Electric Vehicle Charge Points shall be retained thereafter and maintained in an operational condition.

Reason: To promote and facilitate the uptake of electric vehicles on the site in

order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 105 and 110 of the National Planning Policy Framework (NPPF) paragraphs 105 and 110 and the Suffolk Parking Standards.

- 16 All ecological measures and/or works shall be carried out in accordance with the recommendations and details contained in the ecological survey reports AMEC, Apr 2010; Mar 2014, Nov 2015 and LUC June 2019 as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To ensure that mitigation measures are provided to ensure that wildlife habitats are maintained and are not adversely affected by the development and to ensure the development is carried out in such a manner as to improve its ecological and nature conservation value, in accordance with Policies DM11 and DM12 of the Joint Development Management Policies Document.

- 17 Prior to occupation details of biodiversity enhancement measures to be installed at the site, including details of the timescale for installation, shall be submitted to and approved in writing by the Local Planning Authority. Any such measures as may be agreed shall be installed in accordance with the agreed timescales and thereafter retained as so installed. There shall be no occupation unless and until details of the biodiversity enhancement measures to be installed have been agreed in writing by the Local Planning Authority.

Reason: To secure biodiversity enhancements commensurate with the scale of the development, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

The Following policies are considered relevant to the current decision:

Development Management Policy DM1 Presumption in Favour of Sustainable Development

Development Management Policy DM2 Creating Places Development Principles and Local Distinctiveness

Development Management Policy DM6 Flooding and Sustainable Drainage

Development Management Policy DM7 Sustainable Design and Construction

Development Management Policy DM11 Protected Species

Development Management Policy DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity

Development Management Policy DM20 Archaeology

Development Management Policy DM45 Transport Assessments and Travel Plans

Development Management Policy DM46 Parking Standards

Core Strategy Policy CS1 - St Edmundsbury Spatial Strategy

Core Strategy Policy CS2 - Sustainable Development

Core Strategy Policy CS3 - Design and Local Distinctiveness

Core Strategy Policy CS4 - Settlement Hierarchy and Identity

Core Strategy Policy CS7 - Sustainable Transport

Core Strategy Policy CS9 - Employment and the Local Economy
Vision Policy HV1 - Presumption in Favour of Sustainable Development
Vision Policy HV7 - Mixed Use Redevelopment of Brownfield Sites
Vision Policy HV9 - General Employment Areas - Haverhill
NPPF 2019

Informatives:

- 1 Any failure to adhere to approved plans or to comply with any conditions or limitation attached to this permission/consent may lead to enforcement action being taken. This permission may be invalidated if conditions requiring compliance before commencement are not complied with.
- 2 The project may be subject to the requirements of the Building regulations 2010. Advice and assistance can be obtained from our Building Control Team on 01284 757387 or building.control@westsuffolk.gov.uk. They will work with you offering competitive fee quotations and pre-application advice upon request.
- 3 This permission does not grant any approval or consent which may be required under any enactment, byelaw, order or registration other than the Town and Country Planning Act 1990 or under any covenant.
- 4 The development hereby approved should be built in accordance with the approved plans as a further planning permission will be required where material alterations or revisions are proposed to an approved scheme. An application for non-material changes to the planning permission can be submitted in writing to the Local Planning Authority under Section 96A(4) of the Town and Country Planning Act 1990. A specific form will be required for that purpose and these are available via the Planning Portal or they can be downloaded from the council's website at www.westsuffolk.gov.uk. A fee of £34 for a householder application or £234 for all other applications will be required in order to register the application.
- 5 When determining planning applications The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires Local Planning Authorities to explain how, in dealing with the application they have worked with the applicant to resolve any problems or issues arising. In this case, The Local Authority and applicant have had significant pre-application discussions to enable the application to be viewed favourably at the application stage.
- 6 Attention is drawn to the requirements of Policy DM7 of the Joint Development Management Policies Document 2015 which states that all new non-residential developments over 1000 square metres to achieve the BREEAM Standard Excellent unless it can be demonstrated and confirmed in writing by the local planning authority that one or more of the following conditions apply:a) It is not possible to meet one or more of the mandatory credits for an Excellent rating due to constraints inherent within the site. In this case development will be expected to accrue the equivalent number of credits by targeting other issues while achieving an overall Very Good rating.b) The cost of achieving an Excellent rating can be demonstrated to compromise the viability of the development. In this case applicants will be expected to agree with the Council
[Planning and Regulatory Services, West Suffolk Council, West Suffolk House, Western Way, Bury St Edmunds, Suffolk, IP33 3YU](#)

whether the target should be relaxed, or whether cost savings could be achieved in another aspect of the development.

- 7 This permission does not grant any approval or consent which may be required under any enactment, byelaw, order or registration other than the Town and Country Planning Act 1990 or any covenant.
- 8 It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority. Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense. Suffolk County Council must be contacted, telephone 0345 606 6067. A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.
- 9
 - o Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991.
 - o Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.
 - o Any discharge of surface water to a watercourse that drains into an Internal Drainage Board catchment is subject to payment of a surface water developer contribution.
 - o Any works to lay new surface water drainage pipes underneath the public highway will need a section 50 license under the New Roads and Street Works Act 1991.
 - o Any works to a main river may require an environmental permit
 - o Soft Landscaping should comply with Sewers for Adoption 6th Edition

David Collinson

David Collinson
Assistant Director - Planning & Regulatory Services

Date: 20 November 2019

NOTES

- 1 If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or consent, or to grant permission or consent subject to condition, they may appeal to the Secretary of State for Communities and Local Government. The applicant's right of appeal is in accordance with the appropriate statutory provisions which follow:

Planning Applications: Section 78
Town and Country Planning Act 1990

Listed Building Applications: Section 20
Planning (Listed Buildings and Conservation Areas)
Act 1990

Advertisement Applications: Section 78
Town and Country Planning Act 1990
Regulation 15
Town and Country Planning (Control of
Advertisements) Regulations 2007

Notice of appeal in the case of applications for advertisement consent must be served within eight weeks of receipt of this notice. Notice of Householder and Minor Commercial Appeals must be served within 12 weeks, in all other cases, notice of appeal must be served within six months of this notice. If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within six months of the date of this notice, whichever period expires earlier.

Appeals must be made on a form which is obtainable from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at <https://www.gov.uk/government/publications/model-notification-notice-to-be-sent-to-an-applicant-when-permission-is-refused> The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he/she will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him/her that permission for the proposed development could

not have been granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by it, having regard to the statutory requirements*, to the provisions of the Development Order, and to any directions given under the Order. The Secretary of State does not in practise refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him/her.

2. If permission or consent to develop land or carry out works is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State and the owner of the land claims that the land has become incapable of reasonable beneficial use by the carrying out of any development or works which has been or would be permitted they may serve on the Council of the district in which the land is situated, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Section 137 of the Town and Country Planning Act 1990 or Section 32 Planning (Listed Buildings and Conservation Areas) Act 1990.
3. If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

*The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70 and 72(1) of the Act.

Mr Leslie Short
Berwick House
Homechurch
Upper Street
Bayham
Ipswich
Suffolk
IP6 8RF

Case Officer: Savannah Cobbold
Direct Line: 01638 757614
Email: savannah.cobbold@westsuffolk.gov.uk

Reference: PREAPP/23/086

Today's date: 26 June 2023

Pre application response

Proposal: Proposed erection of building and use of land.

**Location: Land Off Stour Valley Road (Little Hamlet Green) Haverhill
CB9 8QL**

Thank you for your pre-application enquiry received on 15.03.2023. This letter outlines the discussions of our meeting held on the 9 May 2023.

The following comments are made on the basis of the information provided. The issues raised may not be exhaustive, and should you submit a planning application, other issues may arise which could affect the outcome of any application.

All planning applications are assessed against the policies within the Statutory Development Plan for the district, which currently comprises: the Core Strategy 2010; the Vision 2031; and the Joint Development Management Policies Document (Feb 2015). Copies of the plans and their policies can be found on the Council's website using the following link:

http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/stedmundsburylocalplan.cfm

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

The policies which are most relevant to your proposal are:

Policy DM1 Presumption in Favour of Sustainable Development

Policy DM2 Creating Places Development Principles and Local Distinctiveness

Planning and Growth, West Suffolk Council, West Suffolk House, Western Way, Bury St Edmunds, Suffolk, IP33 3YU

Policy DM2 Creating Places Development Principles and Local Distinctiveness

Policy DM6 Flooding and Sustainable Drainage

Policy DM7 Sustainable Design and Construction

Policy DM11 Protected Species

Policy DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity

Policy DM13 Landscape Features

Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards

Policy DM30 Appropriate Employment Uses and Protection of Employment Land and Existing Businesses

Policy DM46 Parking Standards

Core Strategy Policy CS3 - Design and Local Distinctiveness

Core Strategy Policy CS7 - Sustainable Transport

Core Strategy Policy CS9 - Employment and the Local Economy

Vision Policy HV9 - General Employment Areas - Haverhill

The site is currently designated within the Haverhill Vision Local Plan as an 'General Employment Area'. Policy HV9 covers such, and supports the principle of uses within the use classes B1, B2 and B8. The subsequent changes to the Use Classes Order mean that B1 no longer exists, having been replaced by Class E. Any use for offices commensurate with the former use class B1 would be supported, likely restricted by condition to prevent the change otherwise to any of the wider uses that fall within Class E. Support in principle for such uses under this policy is given providing that space requirements, parking, access, travel and general environmental considerations can be met.

The policy seeks to increase the range of jobs by protecting existing sites as well as providing sites which can attract research and technology based industries together with sites for the support industries needed to maintain the growing economy of the Cambridge sub-region, in accordance with the requirements of Policy CS9 of the Core Strategy. Existing vacant land and premises within the defined employment areas will continue to provide a meaningful range of sites for a variety of employment uses and further provision will be made to meet local demand within the north-east Haverhill strategic site (Policy HV4). Annual

land availability assessments will be published to monitor availability of land in Haverhill and assess whether additional land needs to be released.

It is noted that your proposal is for the following subsection of Class E –

(iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

I am satisfied that this use falls either within the former use Class B1 as your submission suggests, or else within Use Class B8, both of which are supportable as a matter of principle on a site such as this. The reason for this uncertainty at this stage is that whilst the manufacture of the pallets within the building may be a Class E use (or possibly a Class B2 use if the processes involved in such are sufficiently intrusive) the wider storage use on the balance of the site may mean, as a matter of fact and degree that a B8 use is preferred. If B8 then the office use will be an ancillary element of the pallet storage use rather than a separate use in its own right and rather than it making the planning unit a mixed use. In either case there are obvious economic and regeneration benefits that offer weight in support and both (in fact all, if the possibility of it being B2 also exists) are supportable as a matter of principle so for the purposes of this response at this stage it is largely moot. If it is deemed upon closer inspection to be a use that falls within Class E then any approval would be subject to conditional control to ensure that the site was not used for any of the wider alternative uses within Class E, noting that not all of such would be readily acceptable on a site such as this. The wording of such a condition would be expected to be agreed in advance with any applicant.

The context explained within the pre-application statement is noted, and helpful. The site is within the housing settlement boundary for Haverhill, on a site that was formerly occupied by an employment use, which is no longer extant and for which the buildings that supported that use have been removed. The proximity to the nearby retail outlets is noted, as are the existing trees around and close to the site, and the relationship to any off site dwellings. This context has informed the following observations.

Also noted is the recent planning history, most of which serves as context given the support offered by the current designation of the site as a General Employment Area, but which is nonetheless helpful in demonstrating the support offered to employment uses in general terms on this site.

The point of access and the general arrangements of such are noted. Comments from Suffolk County Council as Local Highway Authority have been provided. I have attached their response as a separate file for your consideration.

Turning to the design of the building. It is noted that a response is requested to the current design for the erection of a building of up to 685m² in Class E most of which will be production area but within which will also be 240m² of office floorspace, both figures being gross internal floorspace and totalling 924m². The

building is utilitarian in scale, form and external materials, but its provision is not otherwise objectionable in this specific context. While there will be some views of the site and building from outside, in particular from across the car park of the retail units to the west, these will be within the context of the existing retail structures and will also be against the backdrop of the surrounding soft landscaping. It was noted that there was some levels difference that means that the site is materially higher than those to the west, and this will increase the prominence and visual impacts of the development. On balance however, and as an informal opinion at this stage, but this is likely to be acceptable. At less than 100 square metres the development falls below the threshold at which a BREEAM calculation would be necessary.

Turning to the amenity impacts

Substantial care would be needed to ensure that the site was well enclosed, including the effects of any proposed fencing upon trees at and around the site. Survey work would be needed in order to demonstrate that the likely effects from noise in particular would not otherwise be harmful to the reasonable amenities of any dwellings, albeit my informal view at this stage is that this relationship would be so acceptable, albeit noting that the noise related environment may well be the determining factor in concluding what particular use class the eventual use in fact falls within. Careful consideration of any external lighting would also be important.

Other matters that would require care would be a demonstration that the site had been remediated, a tree survey to ensure that any on or off site trees could be retained in any redevelopment, a Preliminary Ecological Appraisal to assess whether there is any suitable biodiversity habitat on site, plus details of biodiversity enhancements. There will presently be a requirement for 'Biodiversity Net Gain' of at least 10% in all developments.

An assessment of the specific detail of the proposal, noting final staffing numbers, would be needed against the Suffolk Advisory Parking Standards. Any welfare or office building would be expected to make adequate provision for cycle storage, disabled parking, powered two wheeler parking, plus EV charging points, in accordance with standards.

Used Water Network

If it is the intention to dispose of foul sewage to a mains sewer, and/or surface water, we strongly advise them to undertake a pre planning assessment with Anglian Water. This assessment will detail network capacity, identify connection points and any potential asset encroachment. This assessment should then be submitted with any future planning application.

Information can be found on our website:

<https://www.anglianwater.co.uk/developers/>

Surface Water Drainage

Anglian Water would expect surface water from the proposed development site to be disposed of using sustainable drainage systems. Connection to main sewers would only be considered acceptable when evidence is provided, as part of the planning application, to show that the surface water hierarchy has been followed. This evidence should include trial pit logs from infiltration tests and investigations in respect of discharging to a watercourse.

If the applicant would like Anglian Water to consider adopting any on-site SuDS the Expression of Interest form, available on our website, should be completed as soon as possible.

<http://www.anglianwater.co.uk/developers/suds.aspx>

As with any proposal, the only way to fully test the merits of the proposed development would be through the submission of a formal planning application.

Please see the attached list of relevant documents required, this is to be used as guidance only. It maybe when an application is submitted it comes to light further information is required, that has not been highlighted on this list.

The above comments are made at Officer level only and do not prejudice any future decision, which may be taken by this Planning Authority. I hope this information is useful to you, and if you require any further advice please do not hesitate to contact me. The information contained in this letter is based on the information provided and the current policy context. Any future changes in National and Local Policies will not be reflected in this response.

Savannah Cobbold

Savannah Cobbold
Planning Officer

SUBMISSION CHECKLIST

You will need to provide the following information in order for your application to be validated (Please use the corresponding validation checklist when submitting your application)

- Completed application form, signed and dated
- Completed Ownership Certificate (A, B, C or D as applicable) as required by Article 12 of the Town and Country Planning (Development Management Procedure) (England) Order 2010

N.B. In addition, where Ownership Certificates B, C or D have been completed, notices as required by Article 11 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 must be given and/or published in accordance with this Article
- A location plan which identifies the land to which the application relates drawn to an identified scale and showing the direction of North. The site should be edged in red and any other adjoining land owned or controlled by the applicant edged in blue. Location plans should be to a scale of either 1:1250 or 1:2500 (*If based on OS data, the Plan needs to contain the relevant OS licence information as required by copyright law*)
- A copy of other plans and drawings or information necessary to describe the subject of the application, this may include:
 - Block plan of the site showing any site boundaries to a scale of 1:100 or 1:200
 - Existing and proposed elevations to a scale of either 1:50 or 1:100
 - Existing and proposed floor plans to a scale of either 1:50 or 1:100
 - Existing or proposed site sections and finished floor and site levels to a scale of either 1:50 or 1:100
 - Roof plans to a scale of either 1:50 or 1:100
- The appropriate fee

In addition, you may be required to provide the following:

Draft Heads of Terms (S106) Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Design statement/development brief Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Design & Access Statement Officer Notes	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
<hr/>				
Heritage statement / Heritage Impact Assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Transport Statement / Assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Daylight / Sunlight assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Landscaping details Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Flood risk assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Retail / Leisure impact assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Open space assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				

Landscape & Visual impact assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
Tree survey / Arboricultural impact assessment Officer Notes	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
Biodiversity survey and report Officer Notes	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
Noise impact assessment / Acoustic report Officer Notes	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
If operations of the business are to be noisy				
Air quality assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
Sustainable Drainage Strategy Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
Horse racing industry impact assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
Ventilation, Extraction details and Refuse disposal details Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
Structural survey Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
Lighting scheme / Light pollution assessment Officer Notes	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>

In relation to biodiversity

Affordable housing statement Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Environmental Impact Assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Existing and proposed car parking and access arrangements Officer Notes	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
<hr/>				
Land contamination assessment Officer Notes	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
<hr/>				
Statement of community involvement Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Planning Statement Officer Notes	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
<hr/>				
Energy Statement Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Viability Assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Marketing Assessment Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				
Joinery, window and door details Officer Notes	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
<hr/>				

Travel plan
Officer Notes

YES NO

If you require guidance on the context of the above reports/information, please view the Guidance on our website (http://www.westsuffolk.gov.uk/planning/planning_applications/chooseplanningapp.cfm)

Appendix 2

Council Pre App response 23/086

Your Ref: PREAPP/23/086
Our Ref: SCC/CON/1741/23
Date: 13 June 2023
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk Council
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Savannah Cobbold - SEBC

Dear Savannah,

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: PREAPP/23/086

PROPOSAL: Proposed erection of building and use of land.

LOCATION: Land Off Stour Valley Road (Little Hamlet Green) Haverhill CB9 8QL

Thank you for seeking pre-application advice for this proposal. Suffolk County Council in its capacity as Local Highway Authority has assessed the information supplied and makes the following comments:

Sustainable Location:

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.

Below outlines some of the sustainable travel policies included within the National Planning Policy Framework (NPPF) 2021:

- Paragraph 110 (a) of the NPPF 2021 states that in assessing sites that come forward for development, it should be ensured that “*appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*”.
- Paragraph 110 (b) of the NPPF 2021 states that in assessing sites that come forward for development, it should be ensured that “*safe and suitable access to the site can be achieved for all users*”.
- Paragraph 112 (a) of the NPPF 2021 states that development should “*give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport...*”.

Pedestrian and Cycle Access:

As outlined above, national policy outlines that safe and suitable access should be achieved for all users and that priority should be given to sustainable travel modes. Therefore, it should be demonstrated through any formal planning application that proposals will accommodate safe and suitable accessibility for walking, cycling and wheeling.

Vehicle Parking (including Electric Vehicle Parking):

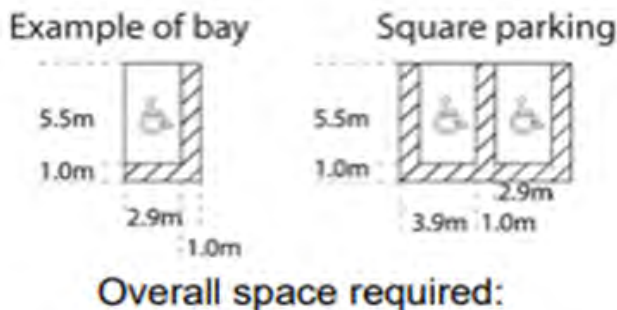
On-site parking and turning and electric vehicle (EV) charging infrastructure should be provided in accordance with Suffolk Guidance for Parking 2019 or subsequent revisions (SGP). SGP is available for download via:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/parking-guidance>

As per SGP, a Class B8 development should benefit from 1 vehicle parking space per 150m². Therefore, a building of approximately 1,800 m² should provide a minimum of 12 parking spaces. SGP also states that 20% of all parking spaces should be fitted with suitable consumer unit for electrical vehicle charging with an additional 20% to be fitted with the ducting for future connectivity.

A vehicle parking space should be a minimum of 5.0 x 2.5 metres to be considered a useable parking space. Those parking spaces located at the end of a row, against a boundary fence or wall of a building will require an extra width of 0.3 metres to ensure appropriate accessibility is provided.

Disabled parking should be a minimum of 5.5 x 2.9 metres with an additional clearance of 1 metre added to the width and 1 metre for the depth to allow for accessibility around the car and safety for any oncoming vehicles approaching the parking area or turning. An example can be found below:



Cycle Parking:

Secure and covered cycle storage facilities should be provided in accordance with SGP. The cycle storage should be conveniently located and accessible to promote the use of sustainable transport.

SGP states that 2 spaces should be provided per 400 m².

Additional Comments:

The applicant should provide areas for the storage and presentation of refuse/recycling bins. The areas to be provided for the storage and presentation of refuse/recycling bins should be located within the development, outside of the public highway or any visibility splays.

Due to the proposed scale of development, we are satisfied that a Transport Statement would not be necessary. However, a Transport Note may be beneficial to cover the matters outlined within this pre-application advice.

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

The above pre-application advice is caveated and based on the information supplied to Suffolk County Council as Local Highway Authority and made readily available using the standards, guidance and policies relevant at that time.

The above pre-application advice does not bind Suffolk County Council on its response to any future planning applications or agreements.

Yours sincerely,

Cassie Wones

Transport Planning Engineer

Growth, Highways and Infrastructure