



Land to the south-east of Back Lane, Copdock and Washbrook

The Proposals

What is proposed?

Outline planning permission is proposed for up to 226 dwellings with associated supporting on site infrastructure.

Where is development proposed?

The site is 13ha of primarily agricultural land (outlined in red below) located to the north of London Road and adjacent to Elm Lane, Copdock. It lies adjacent to the existing settlement boundary of the village of Copdock and Washbrook, with allotment gardens lying to the south-east of the site, fronting London Road.





What is being proposed?

Suffolk County Council (SCC) are proposing to construct approximately 226 dwellings on the site. The land is allocated within the emerging Joint Local Plan (identified as Allocation LA008: Land south east of Back Lane, Copdock and Washbrook) and within the Copdock & Washbrook Neighbourhood Plan (Policy C&W4, known as Land south east of Back Lane for residential development)– this means that it has been identified as being suitable for residential development.

The application that will be submitted is an outline planning application; in other words, SCC are seeking approval of the principle of the development of the site for up to 226 dwellings, with access as a detailed matter to also be considered. All other matters, such as the layout of the houses, their appearance, scale and landscaping, are reserved so they will be considered in a future application, should permission be granted, known as a 'Reserved Matters' application.

What is an outline planning application?

This planning application is submitted in outline with access in detail, but all other matters reserved. Suffolk County Council (SCC) is seeking approval in principle to develop the site for up to 226 residential units. This will leave the approval of the appearance, final layout, landscape, and scale to be decided at a later date, when further applications (the reserved matters) will be submitted to the Council.

As the scheme is submitted in outline, the only formal plans submitted for approval will be a site location plan and land use plan. However, the application will be accompanied by a series of 'Parameter Plans' covering Land Use, Landscaping and Height.

SCC will also submit an illustrative layout, and some illustrative street scenes to support the application. The illustrative layout and supporting material included within this exhibition indicates a form of development of the site, which conforms to design principles, highway guidance and illustrates each of the 226 homes, with garden and parking provision in accordance with the Council's planning standards. SCC will not seek formal approval of these plans at this stage; it will primarily be submitted to illustrate that the site area is capable of accommodating the number of homes proposed, in a form that will meet parking, garden size, highway and public open space standards and policy requirements.

SCC will also submit a Design and Access Statement which will also provide information relating to how the site will connect to the settlement, the size and types of homes proposed, how the scheme has evolved, the possible design of dwellings and some illustrative street scenes. In addition, it suggests a possible mix of units.

How many homes will be provided?

It is proposed that there will be up to 226 homes provided on the site. This will result in a density of development of 17 dwellings per hectare.

The 'Design Principles' embedded within the Copdock and Washbrook NDP (Copdock & Washbrook Design Guidelines – Final Report 2018-2036) states that the village has a narrow range of densities (10-40 dph). The proposal is for a density of 17 dph which falls within the range. A development that is compatible with local landscape and built character is proposed.



Will anything else be provided alongside the homes?

Yes, it is proposed that new publicly accessible areas of open space will be provided as part of the development. This will include a 'locally equipped area of play' (children's play area), connections to Fenn View to the west providing residents a safe walking route to the village schools and village centre, connections to the existing Public Right of Way Network, and a walking route around the site. The proposal also includes a small area of additional car parking to serve the parish allotments.

Will there be affordable housing?

The proposal will provide policy compliant levels of affordable housing equating to 35% to meet existing needs for those seeking affordable home ownership, which would equate to 79 affordable dwellings.

How many bedrooms will the houses have?

It is proposed that there will be a mix of housing types, including two, three and four bed homes and some smaller one and two bedroom apartments and houses. The exact mix has yet to be formally agreed with the Council but will seek to reflect the needs identified in the Copdock & Washbrook Neighbourhood Plan.

Will there be any bungalows?

We are looking into the possibility of providing some bungalows on the site.

Will there be open space?

Yes. Open space including children's play spaces will be provided as part of the development. The proposal will also ensure linkages with the existing Public Rights of Way network to facilitate wider accessibility for recreation.

The proposal makes provision for open space and green infrastructure in accordance with the standard of 2.4ha per 1000 population (as set out in the Babergh and Mid Suffolk Open Space Assessment Supplementary Planning Document) resulting in provision of at least 1.32 ha of open space on site.

Planning Application

When will the planning application be submitted?

It is anticipated that the planning application will be submitted in early September 2020.

Who will the planning application be submitted to and why?

The application for the new housing development will be submitted to Babergh District Council as the local planning authority.

When will the application be determined?

The Council attempts to determine larger planning applications, such as this one, within 13 weeks, although sometimes this process takes longer.



Planning Policy

What does the adopted Local Plan say about this site?

Planning law dictates that planning applications are determined in accordance with the adopted Local Plan unless material considerations indicate otherwise.

In this case, the current Local Plan for Babergh identifies the site as falling outside of the Built Up Area Boundaries (BUABs) and subject to restrictive countryside policy. However, the Local Plan (Core Strategy Policy CS2) categorises Copdock and Washbrook as 'Hinterland Villages', where new housing will be directed subject to satisfaction of Core Strategy Policy CS11 (Strategy for Development for Core and Hinterland Villages) and CS15 (Implementing Sustainable Development in Babergh). These policies require, among others, that the scale and location of any new housing will meet local housing need.

There is a clear need for new housing within the District signaled by the preparation of a new Local Plan. The Strategic Housing Market Assessment update (January 2019) identifies those needs in detail. Copdock and Washbrook Parish Council (CWPC) also undertook their own consultation with its residents and the results identified that 46.19% of residents felt that there was a need for more housing within the village.

Policy CS11 and CS15 specify other criteria that must be met by new housing, against which Babergh District Council will assess the proposals.

The criteria of Policy CS11 states that housing in Hinterland Villages will be approved where proposals address the following where relevant, and appropriate to the scale and location of the proposal:

- i) the landscape, environmental and heritage characteristics of the village;
- ii) the locational context of the village and the proposed development (particularly the AONBs, Conservation Areas, and heritage assets);
- iii) site location and sequential approach to site selection;
- iv) locally identified need - housing and employment, and specific local needs such as affordable housing;
- v) locally identified community needs; and
- vi) cumulative impact of development in the area in respect of social, physical and environmental impacts.

In addition, housing proposals are able to demonstrate compliance with criteria i) to v) below:

- i) is well designed and appropriate in size / scale, layout and character to its setting and to the village;
- ii) is adjacent or well related to the existing pattern of development for that settlement;
- iii) meets a proven local need, such as affordable housing or targeted market housing identified in an adopted community local plan / neighbourhood plan;
- iv) supports local services and/or creates or expands employment opportunities; and
- v) does not compromise the delivery of permitted or identified schemes in adopted community/ village local plans within the same functional cluster.

The policy advises that the cumulative impact of development both within the Hinterland Village in which the development is proposed and within the functional cluster of villages in which it is located will be a material consideration when assessing such proposals.



Finally, the proposals score positively when assessed against Policy CS15 (Implementing Sustainable Development in Babergh), which requires development to:

- i) respect the landscape, landscape features, streetscape / townscape, heritage assets, important spaces and historic views;
- ii) make a positive contribution to the local character, shape and scale of the area;
- iii) protect or create jobs and sites to strengthen or diversify the local economy particularly through the potential for new employment in higher skilled occupations to help to reduce the level of out-commuting, and raise workforce skills and incomes;
- iv) ensure an appropriate level of services, facilities and infrastructure are available or provided to serve the proposed development;
- v) retain, protect or enhance local services and facilities and rural communities;
- vi) consider the aspirations and level and range of support required to address deprivation, access to services, and the wider needs of an aging population and also those of smaller rural communities;
- vii) protect and enhance biodiversity, prioritise the use of brownfield land for development ensuring any risk of contamination is identified and adequately managed, and make efficient use of greenfield land and scarce resources;
- viii) address climate change through design, adaptation, mitigation and by incorporating or producing sources of renewable or low-carbon energy;
- ix) make provision for open space, amenity, leisure and play through providing, enhancing and contributing to the green infrastructure of the district;
- x) create green spaces and / or extend existing green infrastructure to provide opportunities for exercise and access to shady outdoor space within new developments, and increase the connectivity of habitats and the enhancement of biodiversity, and mitigate some of the impacts of climate change e.g. enhancement of natural cooling and reduction in the heat island effect, provision of pollution sequestration for the absorption of greenhouse gases, and through the design and incorporation of flood water storage areas, sustainable drainage systems (SUDs);
- xi) minimise the exposure of people and property to the risks of all sources of flooding by taking a sequential risk-based approach to development, and where appropriate, reduce overall flood risk and incorporate measures to manage and mitigate flood risk;
- xii) minimise surface water run-off and incorporate sustainable drainage systems (SUDs) where appropriate;
- xiii) minimise the demand for potable water in line with, or improving on government targets, and ensure there is no deterioration of the status of the water environment in terms of water quality, water quantity and physical characteristics;
- xiv) minimise waste (including waste water) during construction, and promote and provide for the reduction, re-use and recycling of all types of waste from the completed development;
- xv) minimise the energy demand of the site through appropriate layout and orientation (passive design) and the use of building methods, materials and construction techniques that optimise energy efficiency and are resilient to climate change (eg. resilience to high winds and driving rain);
- xvi) promote healthy living and be accessible to people of all abilities including those with mobility impairments;
- xvii) protect air quality and ensure the implementation of the Cross Street (Sudbury) Air Quality Action Plan is not compromised;



- xviii) seek to minimise the need to travel by car using the following hierarchy: walking, cycling, public transport, commercial vehicles and cars) thus improving air quality; and
- xix) where appropriate to the scale of the proposal, provide a transport assessment /Travel Plan showing how car based travel to and from the site can be minimised, and proposals for the provision of infrastructure and opportunities for electric, plug-in hybrid vehicles, and car sharing schemes.

Is this site identified for housing in the emerging Joint District Local Plan?

The emerging Babergh and Mid Suffolk Joint Local Plan allocates the site for residential redevelopment, identified as Allocation LA008: Land south east of Back Lane, Copdock and Washbrook. The Joint Local Plan is anticipated to be adopted In 2021 and currently therefore holds limited weight when determining planning applications. However, it is a clear signal of intent that the District Council has identified this site as suitable for housing development.

In addition, the site is identified for residential redevelopment within the Copdock & Washbrook Neighbourhood Plan identified as Policy C&W4, known as Land south east of Back Lane, Copdock & Washbrook. This document will form part of the 'development plan' upon adoption and its policies will be taken into consideration when determining a planning application for this site just as if it had been identified within an adopted Local Plan.

What does the Copdock & Washbrook Neighbourhood Plan say about this site?

The Copdock & Washbrook Neighbourhood Plan identifies under Policy C&W4 that this site is allocated for approximately 226 dwellings. The Policy sets out a number of criteria which development must achieve. The current proposals will achieve those criteria as follows:

- i) Provision of 35% affordable housing;
- ii) Proposed mix is not for determination but can accord with the identified requirement in Policy C&W6;
- iii) Allotments are retained and enhanced through additional parking on site;
- iv) Provision of new and improved pedestrian and cycle links towards the Primary School, the Village Hall and Recreation Fields and Back Lane;
- v) Rainwater harvesting and recycling provision will be included within the proposed scheme;
- vi) Amenity open space and children's play facilities are provided centrally within the site;
- vii) provision of vehicular access off Old London Road with speed restriction measures and the provision for right-turn movements into and out of the site; and
- viii) provision for emergency access, controlled by suitable means, from Elm Lane.



Transport

What are the proposed vehicular access arrangements?

A single point of access, priority junction on London Road with right turn lane, is proposed to the south east corner of the site and will serve a loop road for the entire site.

ACE Drawing 196470-001 outlines the preliminary site access arrangements that incorporate a priority 'T' junction design. The preliminary design incorporates a 5.5m wide site access carriageway with 10m kerb radii in order to facilitate the swept path of a refuse vehicle and reflect the requirements of the Suffolk Design Guide (SDG), with the geometry reflecting a 'Major Access Road' which is suitable to cater for up to 300 dwellings.

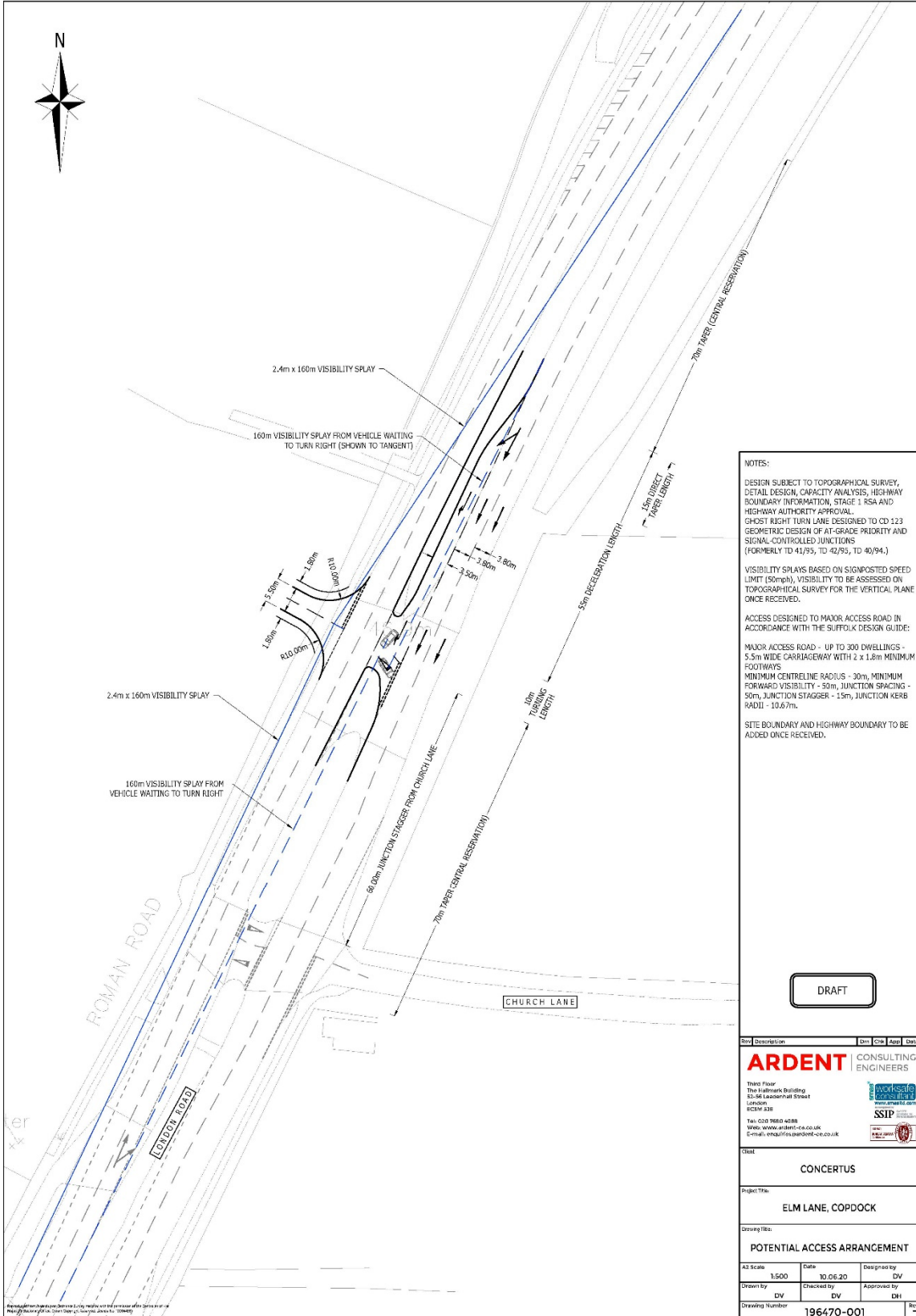
The speed limit along London Road is currently 50mph, and visibility splays reflective of a 50mph speed limit have been shown for the proposed priority junction, utilising Design Manual for Roads and Bridges (DMRB) specified design speed of 85kph that requires a 'Y' splay of 160m. As can be seen within ACE Drawing 196470-001 visibility splays of 2.4m x 160m are achievable in both directions.

We have also outlined visibility splays for vehicles turning within the central reserve, again applying 160m visibility splays. ACE Drawing 196470-001 demonstrate that these are achievable in both directions. It is noted that the visibility splay looks south from a vehicle turning right into the site passes through an area where a vehicle may be waiting to join northbound traffic turning right from Church Lane. The potential for any conflict is very low however, since the volume of traffic along London Road is low and so vehicles would more typically be using the inside running lane and right turners from Church Lane is a very infrequent occurrence too. There is also space within the central reserve for a vehicle to stop further back from the give-way markings, which would be clear of the visibility splay in any case, and so the likelihood for any potential obstruction would be very low indeed.

Land to the south-east of Back Lane, Copdock and Washbrook Frequently Asked Questions



Phase 2
PLANNING &
DEVELOPMENT
LIMITED



NOTES:

DESIGN SUBJECT TO TOPOGRAPHICAL SURVEY, DETAIL DESIGN, CAPACITY ANALYSIS, HIGHWAY BOUNDARY INFORMATION, STAGE 1 RSA AND HIGHWAY AUTHORITY APPROVAL.

GHOST RIGHT TURN LANE DESIGNED TO CD 123 GEOMETRIC DESIGN OF AT-GRADE PRIORITY AND SIGNAL-CONTROLLED JUNCTIONS (FORMERLY TO 41/93, TO 42/93, TO 40/94.)

VISIBILITY SPLAYS BASED ON SIGNPOSTED SPEED LIMIT (50mph), VISIBILITY TO BE ASSESSED ON TOPOGRAPHICAL SURVEY FOR THE VERTICAL PLANE ONCE RECEIVED.

ACCESS DESIGNED TO MAJOR ACCESS ROAD IN ACCORDANCE WITH THE SUFFOLK DESIGN GUIDE:

MAJOR ACCESS ROAD - UP TO 300 DWELLINGS - 5.5m WIDE CARRIAGEWAY WITH 2 x 1.8m MINIMUM FOOTWAYS

MINIMUM CENTRELINE RADIUS - 30m, MINIMUM FORWARD VISIBILITY - 50m, JUNCTION SPACING - 50m, JUNCTION STAGGER - 15m, JUNCTION KERB RADII - 10.67m.

SITE BOUNDARY AND HIGHWAY BOUNDARY TO BE ADDED ONCE RECEIVED.

DRAFT

Rev	Description	Dim	Chg	Appd	Date
<p>ARDENT CONSULTING ENGINEERS</p> <p>Third Floor The Falkmark Building 83-86 Leadenhall Street London EC3N 3SE</p> <p>Tel: 020 7660 4038 Web: www.ardent.co.uk E-mail: enq@ardent-co.co.uk</p>					
<p>Client: CONCERTUS</p>					
<p>Project Title: ELM LANE, COPDOCK</p>					
<p>Drawing Title: POTENTIAL ACCESS ARRANGEMENT</p>					
A3 Scale: 1:500		Date: 30.06.20		Designed by: DV	
Drawn by: DV		Checked by: DV		Approved by: DHI	
Drawing Number: 196470-001					



What will be the impact in terms of the roads and congestion?

A Transport Assessment is being prepared in order to assess the impacts upon the local highway network. These will consider the traffic associated with the proposed school site, incorporating travel patterns that currently occur and are planned in the vicinity of the site. All work is submitted to Suffolk County Council as the Local Highway Authority for them to verify the work produced. Any mitigation measures for the local road network as a result of the development will be identified.

We have initially considered the total travel demand that is anticipated to be generated during the typical weekday network peak hours of 08:00- 09:00 and 17:00-18:00 (since at these times the network would be most sensitive to an increase in traffic).

Our analysis indicates the proposals could be anticipated to generate an increase of 128 and 144 two-way vehicle movements during the AM and PM peak hours respectively.

We have applied the above Census derived traffic distribution to the development traffic in order to consider the potential uplift in vehicles that can be anticipated through junctions within the study area. This is shown in Table 4.2 below.

Table 4.2: Predicted increase in weekday peak hour traffic

Link / Junction	Weekday am peak hour	Weekday pm peak hour
London Road - northbound	+64	+73
London Road - southbound	+44	+49
Beagle Roundabout junction	+64	+73
Hadleigh Road roundabout junction	+36	+40
A12 north - entry slip	+21	+12
A12 north - exit slip	+7	+20
A12 south - entry slip	+12	+7
A12 south - exit slip	+4	+11

Given this, we would anticipate that the proposals would have a negligible impact on the operation of the A12.

What transport improvements will be facilitated by the development?

In accordance with the Neighbourhood Plan the Transport Assessment that supports this planning application will seek to deliver measures for the reduction of traffic speeds on London Road and improved pedestrian and cycle crossing points on London Road towards Church Lane and the Village Hall. The improvement of the London Road bus stops adjacent to the site may also be required.



How many car parking spaces will there be for the people living in the houses?

The scheme is being brought forward as an outline planning application, with such matters of detail to be confirmed as part of a future Reserved Matters (RM) application which would follow any grant of outline planning permission. The RM application will provide details of the bedrooms each unit provides, however the work that has informed the preparation of this application ensures that car parking will be provided in accordance with the SCC Parking Standards (May 2019) and is appropriate for the type and size of residential units provided. This will also include car parking for visitors in accordance with the requirements.

SCC standards require a minimum of 1 space per 1-bedroom dwelling, 2 spaces per 2/3- bedroom dwelling and 3 spaces per 4+bedroom dwelling. An additional 0.25 spaces per dwelling are required as unallocated visitor provision.

Does the proposal include cycle parking spaces?

In regards to cycle parking, SCC standards are applicable and although provision will be subject to subsequent reserved matters application, it is anticipated that garages will cater for cycle parking demand where provided, but for plots with no garage, a shed is to be provided within the garden to cater for secure cycle provision within. Should the proposal include apartments secure cycle parking will be provided.

Will the people living in the houses be able to get to places that they need to by bus, cycle or walking?

We are seeking to enhance footway and cycleway connectivity to the site as part of the development and in line with the Neighbourhood Plan allocated site details. These connections will link towards the Primary School, Village Hall and Recreation Fields for footway and cycleway connection. Residential Travel Information Packs are to be provided to all residents upon occupation to encourage sustainable travel.

Ecology

What are the species on the site, and will they be protected?

A Preliminary Ecological Appraisal report has been undertaken which identifies the site as primarily comprising improved grassland habitat and arable. The findings of the Extended Phase 1 Habitat Survey confirm that the habitats onsite have the potential to support bats (roosting and foraging), Badger, breeding birds, reptiles, Hedgehog and common assemblages of invertebrates.

Surveys have been undertaken by qualified ecologists in respect of identifying protected species, including Bats, Badgers, Bird and Reptiles, and reports are being prepared which will identify recommendations that will be fully complied with. The reports will be submitted as part of the planning application.

Will there be any impact on wildlife sites in the area?

There are no nature conservation sites with statutory designation, and four non-statutory designated nature conservation sites within 2km radius of the site. One internationally protected site, Stour and Orwell Estuaries (Ramsar/SPA), was noted within 13km of the site.

However, the development site does not contain any habitats which could support the important species associated with either the statutory or non-statutory sites within 2km of the site.



As the site is within the Zone of Influence (ZOI) for Stour and Orwell Estuaries, a financial contribution will be required in order to mitigate the impact of bringing additional people into an area which increases 'recreational disturbance'. As such, a costing of £121.89 per dwelling would be required to fulfil the Recreational disturbance Avoidance & Mitigation Strategy (RAMS), this will be secured via a Section 106 Agreement.

Flooding and Drainage

Is the site liable to flooding?

According to the Environment Agency's indicative floodplain mapping, the site is classified as being within Flood Zone 1 site with a low probability of fluvial (river) and/or tidal flooding (less than 1 in 1,000-year annual probability of river and sea flooding (<0.1%) in any year).

According to the Environment Agency's indicative mapping for the local area, the site is not susceptible to pluvial/surface water flooding for the medium-risk scenario (1:100-year event).

Nearby borehole records available on the British Geological Surveys website indicate the majority of the site is not at risk of any groundwater flooding. However, groundwater monitoring shall be carried out to confirm this.

Sustainable drainage systems will be used to control runoff from the site to a greenfield discharge rate ensuring the development does not increase flood risk off-site.

The post-development surface water discharge rate will be controlled to a commensurate greenfield discharge rate to mimic the existing scenario, to avoid overloading the receiving system.

The on-site surface water drainage infrastructure will be designed to comply with national and local policy and be able to withstand the impact of a 1:100-year (plus climate change) rainfall event.

The planning application will be accompanied by a site-specific Flood Risk Assessment.

Contamination

Is the site contaminated?

An initial site appraisal has been undertaken which identified that no known contamination is located on the school site. However, any contamination is likely to be associated with the site of the former poultry farm.

Based upon the findings of the ground investigation, further works are recommended for the site which include: a robust discovery strategy in case of any unexpected contamination or poor quality soils; further investigation within the vicinity of loose/soft soils; ground gas monitoring; and further infiltration testing.

Should contamination be identified, the remedial works would be undertaken.



Environmental Impact Assessment

Will the environmental impact of the proposals be assessed?

The site does not qualify for assessment under the Environmental Impact Assessment Regulations and therefore an Environmental Statement will not be submitted as part of the planning application. However, the environmental impacts of the proposals will be assessed and documents covering each issue, such as flood risk, heritage impact etc will be submitted with the planning application.

Noise

Will the site be susceptible to noise impacts and, if so, what will be done about this?

The site is located adjacent to existing residential areas to the north, south and west and is bounded by a main road to the east. These existing uses are not considered to generate significant noise and the site is considered suitable for residential use.

Landscape and Visual Assessment

What will the visual impact of the development be?

The development has been carefully designed to minimise landscape and visual effects by maintaining the enclosed nature of the site. The proposal seeks to preserve the existing site landscape structure and character by breaking the layout into four smaller housing parcels, which are each framed and set within existing field boundaries and soft landscaped boundaries that permeate a linked green infrastructure throughout the site layout.

There is one locally identified important view from Wenham Road looking east which would pick up the southern boundary of the site. However, as established and well defined existing boundaries will be retained and low density 2 storey development proposed, there will be filtered views towards the site, and every effort made to reflective locally distinctive patterns of development.

A Landscape and Visual Impact Assessment, as well as an Arboricultural Impact Assessment is being undertaken and will be submitted as part of the application.



Heritage

What will the impact be on listed buildings?

There are some listed buildings outside the sites boundaries to the north, along Back Lane, south east at Elm Lane, and south west from Elm Lane. These include:

- Cherry Cottage – Cherry Orchard
- Chelmesis-Gainsborough-Inglenook (Chelmesis referred to as Birch Cottage in map above)
- Tudor Cottage, Elm Lane
- Belldown, London Road
- Church of St Peter
- Barn at Copdock Hall

Design mitigation will seek to ensure an appropriate relationship with these through the use of proposed landscape buffers between proposed and existing buildings, retaining existing established well defined treed boundaries filtering views and sensitively designed and scaled houses.

This would be assessed in detail in a Heritage Statement that will be submitted as part of the planning application.

Archaeology

Is the site important for archaeology?

It is not anticipated that the site is in an area of importance for archaeology. However, an Archaeology Assessment will be submitted as part of the planning application.