



# Phase 2

## Planning Statement

The demolition of existing buildings. The construction of a new storage warehouse with a B8 Use Class with associated yard space, parking and ancillary refuse and cycle storage.

Ardleigh Oaks, Old Ipswich Road, Ardleigh, Essex, CO7 7QR

On behalf of  
**HT Industrial Limited**

**January 2023**

Our ref: C23042

**Phase 2** PLANNING & DEVELOPMENT LIMITED

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## Quality Assurance

**Site Name:** Ardleigh Oaks, Old Ipswich Road, Ardleigh, Essex, CO7 7QR

**Client Name:** HT Industrial Limited

**Type of Report:** Planning Statement

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## 1. Introduction

- 1.1 This Planning Statement has been prepared by Phase 2 Planning and Development Ltd on behalf of HT Industrial Limited, hereafter referred to as the Applicant, in support of a full planning application for the construction of a storage warehouse building alongside associated development.
- 1.2 The description of development is as follows:

***“The demolition of existing buildings. The construction of a new storage warehouse with a B8 Use Class with associated yard space, parking and ancillary refuse and cycle storage”***

### Purpose and Structure of this Report

- 1.3 The purpose of this report is to draw together the main planning issues in the consideration of this proposal.

### Planning Application Documents

- 1.4 The submitted plans forming part of this application submission have been prepared by Front Architecture Ltd, as set out in the table below.

Author	Drawing Title
Front Architecture Ltd	Location Plan
	Existing Site Plan
	Proposed Site Plan
	Proposed Ground Floorplan
	Proposed First Floorplan
	Proposed Roof Plan
	Proposed Elevations
	Proposed Front Elevations
Proposed CGI Image	

- 1.5 In addition, a number of supporting documents have been prepared in support of this planning application which comprise the following:

Author	Document Title
Phase 2 Planning and Development Ltd	Planning Statement
Front Architecture Ltd	Design & Access Statement
Sharon Hosegood Associates	Arboricultural Report
Compass Geotechnical	Phase 1 Desk Study Report

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Tim Moya Associates	Preliminary Ecological Appraisal
Geosmart	Flood Risk Assessment
	Surface Water Drainage Strategy
ARDENT Consulting Engineers	Transport Statement
Tim Moya Associates	Landscaping Proposals Plan
	Detailed Planting Plan
	Planting Specification
	Preliminary Ecological Appraisal
	Aerial Bat Tree Inspection
	Outline Bat Mitigation Strategy
	Biodiversity Net Gain Assessment
BETA Design Consultants	Construction Method Statement

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## 2. Site and Surroundings

- 2.1 The area of land subject to this planning application relates to Ardleigh Oaks, Old Ipswich Road, Ardleigh, Essex, CO7 7QR. The extent of the application site is as shown by the land edged red on the Location Plan submitted in support of this application.
- 2.2 The subject site is currently occupied by a highway maintenance and storage depot (Use Class Sui Generis) that is operated by Amey Highways Limited, acting as a contractor for the Highways Authority. It comprises of four existing structures with associated hardstanding which accommodates associated paraphernalia (including extensive open air storage such as steel storage containers, fuel tanks, machinery, vehicles and associated materials). The confines of the application site incorporate a hybrid of perimeter fencing and soft landscaping. An established vehicular access onto the public highway network (Old Ipswich Road) is positioned to the west of the subject site.
- 2.3 In terms of its immediate surroundings, a quarry is positioned to the east of the subject site with various sporadic commercial units positioned to its north and south along Old Ipswich Road.
- 2.4 The application site is situated outside of any defined settlement boundary is therefore positioned in designated countryside for planning purposes. Moreover, the application site is situated within in an Allocated Mineral Extract Site and also forms part of the Ardleigh Reservoir Catchment Area.
- 2.5 A search of Historic England’s website, as well as the Council’s constraints map, confirms that there are no designated heritage assets within the vicinity of the application site.
- 2.6 The Environment Agency’s online maps indicate that the site is at low risk of fluvial flooding. The same mapping tool reveals that the majority of the application site at very low risk of pluvial flooding.
- 2.7 The subject site is not subject to any special ecological or landscape designation.

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### 3. Planning History

#### Planning History

- 3.1 A review of Tendering District Council’s website reveals an extensive planning history connected to the application site. However, only that of material relevance is summarised in the table below.

Application Reference	Proposal Description	Decision	Date Issued
15/00979/LUEX	Application for lawful use of works depot, including storage of plant & materials, the parking of vehicles (daytime and overnight) and the use of associated offices.	Withdrawn	August 2017

To expand briefly on the above, planning application ref: 15/00979/LUEX which sought a Lawful Development Certificate for the existing use of the site as a Highways Depot (including ancillary open air storage, such as fuel tanks) was withdrawn. This was based upon the advice of the case officer, who advised that that it was not necessary given that the site was already considered to be operating lawfully in terms of its current commercial use.

#### Pre-Application Engagement

- 3.2 Paragraph 39 of the NPPF states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties, and that good quality pre-application discussions enable better coordination between public and private resources as well as improved results for the community.
- 3.3 To capitalise upon these benefits, pre-application discussions were held with Tendering District Council in the form of a site visit held on 9<sup>th</sup> June 2023 (with subsequent feedback received on 12<sup>th</sup> September 2023). A summary of the main areas raised by the pre-application response is summarised in the table below.

Topic Area	Key Comments
Principle of Development	The principle of constructing a warehouse building is considered acceptable. The site is considered a sustainable location for development, with the potential to provide for numerous economic and social benefits.  The development would assimilate well into its surroundings.

Visual and Landscape Impact	<p>The proposed building would not have a significant urbanising effect over what is currently sited on the land parcel.</p> <p>Various advisory elements were suggested on how the appearance of the building could be improved even further.</p>
Trees and Landscaping	<p>The site contains no significant trees or vegetation, with the boundary vegetation providing a good level of visual screening.</p> <p>Details of hard and soft landscaping will be required.</p>
Foul Sewerage Disposal	<p>Connections to the mains is the preferred option having regard to the drainage hierarchy and building regulations.</p>
Highways and Parking	<p>Any application will need to demonstrate that staff, visitor, accessible and cycle parking provision accords with the relevant parking standards.</p> <p>Sufficient turning areas will need to be demonstrated, together with loading/unloading and outside storage areas (as necessary).</p> <p>The impact on the local highway network must be assessed.</p>
Sustainable Construction and Design	<p>A 'Renewable Energy Generation Plan' should be provided at the appropriate stage in the planning process.</p>
Ecology	<p>A Phase 1 Habitat Survey will be required to ensure there are no adverse impacts upon any protected or priority species. A Biodiversity Enhancement Strategy should also be submitted.</p>

3.4 In conclusion, it was the view of the case officer that *“Given the character of the area, the established use on site and the proximity to transport links, the development proposal is broadly in compliance with the aims and aspirations of the national and local plan policies mentioned above. The development is considered highly likely to represent sustainable development and is considered to be acceptable in principle”*.



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## 4. The Proposed Development

- 4.1 A full planning application is proposed for the construction of a storage warehouse building (B8 Storage and Distribution Use Class) alongside associated development. This is following the demolition of all of the existing buildings on the site.
- 4.2 As shown by the submitted drawings, the storage warehouse building will have a width of approximately 66 metres, a depth of approximately 35 metres, and a maximum height of 11 metres. It will be of contemporary appearance, utilising an external material palette including metal cladding.
- 4.3 Internally, the building will be differentiated into two levels. The ground floor will comprise of an open warehouse and storage area, whilst the first floor will contain ancillary office accommodation.
- 4.4 The exact design of the storage warehouse building has not yet been decided, but it is envisaged that it will be of contemporary appearance and measure approximately 11 metres in height at its greatest extent.
- 4.5 The storage warehouse building will be provided with ancillary car parking and secure cycle storage as appropriate.
- 4.6 Vehicular access to the site is currently accommodated via a single access point onto the public highway (Old Ipswich Road) via a gated arrangement. This planning application proposes an upgraded vehicular access in the same location as the existing vehicular access. In essence, this involves widening the access point so that it can facilitate two-way HGV movement. The details of this amended vehicular access are fully detailed within the accompanying Transport Statement.
- 4.7 The storage warehouse unit is intended to operate unrestricted opening hours (including Monday to Friday, Saturday, Sunday and Bank Holidays), as per the existing commercial operation.
- 4.8 The depicted drawings, moreover, show the spatial extent of hard and soft landscaping throughout the site. This includes, most notably, the inclusion of boundary and ornamental planting.

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## 5. Planning Policy

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be in accordance with the plan, unless material considerations indicate otherwise.
- 5.2 The statutory development plan for this area comprises Sections 1 and 2 of the Tendring District Council 2013-33 and Beyond Local Plan (adopted in January 2021 and January 2022 respectively) which provides the basis for all planning decisions in the district. Section 1 sets out the strategic framework for spatial development, whilst Section 2 provides detailed development management policies. It will, hereafter, be referred to as the Tendring Adopted Local Plan.
- 5.3 It should be observed that Ardleigh Parish Council are currently in the process of preparing a Neighbourhood Development Plan (NDP). Paragraph 48 of the NPPF directs that the weight that should be attached to relevant policies in emerging plans is contingent upon its stage of preparation and the extent to which there are unresolved objections. In this instance, a draft version of the NDP has recently been submitted for independent examination and thus, given its infancy in the plan-making process, its policies can only be attributed a very limited degree of weight.
- 5.4 The National Planning Policy Framework (NPPF) forms a material consideration in the determination of this planning application.
- 5.5 In terms of assessing relevant planning policies applicable to the application site, this chapter covers the following:
- Tendring Adopted Local Plan (2021/2022);
  - Ardleigh Neighbourhood Plan (2022);
  - National Planning Policy Framework (2023); and
  - Supplementary Planning Guidance.

### [Tendring Adopted Local Plan \(2021/2022\)](#)

- 5.6 The most relevant strategic policies, contained within the Tendring District Local Plan 2013-2033 and Beyond: North Essex Authorities' Shared Strategic Section 1, are summarised below:
- **Policy SP5 – Employment:** It emphasises that a strong, sustainable and diverse economy will be promoted across North Essex, with local planning authorities

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pursuing a flexible approach to economic sectors showing growth potential across the plan period.

- **Policy SP7 – Place Shaping Principles:** It states that all new development must meet high standards of design and have regard to a range of place shaping principles.

5.7 Alongside this, the most pertinent development management policies as laid out in the Tendring District Local Plan 2013-2033 and Beyond: Section 2, are outlined below:

- **Policy SPL3 – Sustainable Design:** It denotes that all new development should make a positive contribution to the quality of the local environment. This includes the incorporation of hard and soft landscaping, with the Council encouraging the use of locally occurring and characteristic hedge species.
- **Policy PP7 – Employment Allocations:** It states that proposals for new employment-related development on land outside of these allocated employment sites will be considered having regard to their potential to support economic growth in the district and the requirements of other policies in this Local Plan
- **Policy PP13 – The Rural Economy:** The Council may grant planning permission for business related activities in designated countryside to support growth in the rural economy.
- **Policy PPL3 – The Rural Landscape:** The Council will protect the rural landscape and refuse planning permission for any development which would cause overriding harm to the character and appearance of various elements which form part of the designated countryside.
- **Policy PPL5 – Water Conservation, Drainage and Sewerage:** It requires new development to make adequate provision for drainage and sewerage.
- **Policy PPL10 – Renewable Energy Generation and Energy Efficiency Measures:** All development proposals should demonstrate how renewable energy solutions have been included within the scheme.
- **Policy CP1 – Sustainable Transport and Accessibility:** It dictates that proposals for new development must be sustainable in terms of transport and accessibility, providing opportunities for access to more sustainable modes of transport.
- **Policy CP2 – Improving the Transport Network:** It states that planning permission will not be granted where there would be unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

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### [Ardleigh Neighbourhood Plan \(2022\)](#)

- 5.8 The policies detailed within the Newmarket Neighbourhood Plan 2018-2031 that are of the greatest relevance are laid out below:
- **Policy TP – Transport and Parking:** Development proposals will be strongly supported where they improve road safety, provide appropriate traffic control, or provide new cycle/walkways. Permission will be refused for any development that is likely to exacerbate existing transport, congestion, accessibility, or parking issues, particularly along and in proximity to The Street and Old Ipswich Road. All new development should provide parking in compliance with the relevant parking standards.
  - **Policy EP – Natural, Built and Historic Environment:** There should not be a loss of green quality landscape features (including trees, hedges, and shrubs), with all new green landscape features of an appropriate local or native species. Moreover, new development should have regard to the Village Design Statement, should not have an urbanising effect on a rural lane or street, or result in urban intrusion into currently rural/tranquil areas.

### [National Planning Policy Framework \(2023\)](#)

- 5.9 The National Planning Policy Framework (NPPF) was issued in December 2023. The overriding thrust of the NPPF remains the presumption in favour of sustainable development, through the promotion of economic growth, social progress, and environmental enhancement. The framework supports growth and innovation whilst achieving improved development standards and environment protection and requires that these gains should be sought jointly.
- 5.10 The Framework is considered a material consideration in the determination of planning applications, the policies of which most relevant to this proposal are summarised below under the headings given within the NPPF:
- **Paragraph 38 – Decision making:** Local planning authorities should approach decisions on proposed developments in a positive and proactive manner, using the full range of planning tools available. In particular, decision-makers should seek to approve applications for sustainable development where possible.
  - **Paragraph 47 – Determining applications:** Planning law dictates that applications should be determined in accordance with the development plan, unless material considerations indicate otherwise.
  - **Paragraphs 85 and 86 – Building a strong, competitive economy:** Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be attached to the need to support economic growth and productivity, taking into account both local business needs and

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wider opportunities for development. Policies should be flexible enough to accommodate for needs not anticipated in the plan.

- **Paragraphs 84 and 85 – Supporting a prosperous rural economy:** Planning policies and decisions should enable the sustainable growth and expansion of all types of businesses in rural areas, including well-designed, beautiful new buildings.
- **Paragraphs 114-115 – Transport:** Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered during planning deliberations.
- **Paragraphs 123-124 - Making effective use of land:** Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses. This can be through promoting and supporting the development of under-utilised land and buildings.
- **Paragraphs 131 and 135 - Good Design:** It states that good design is a key aspect of sustainable development and encourages local policies to set out the quality of development that is expected, but these policies should also seek to be sympathetic to local character and history and optimise the potential of the site.

#### [Supplementary Planning Guidance](#)

- 5.11 The Essex Design Guide (2018) provides a range of useful guidance on informing the design of new development proposals. However, it should be observed that its parameters are not intended to be applied arbitrarily but instead with flexibility.
- 5.12 A Village Design Statement, an advisory document that sets out design guidance to help guide new development to ensure it fits within the local context, has also been prepared as part of the emerging Ardleigh Neighbourhood Plan. As aforementioned, the emerging NDP is currently at an early stage in the plan making process and thus its guidance can only be attributed very limited weight.

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## 6. Consideration of the Main Issues

6.1 This section of the Planning Statement provides an assessment of the main planning issues that are relevant to the determination of this application, as follows:

- (a) Principle of Development;
- (b) Other Matters, including:
  - Design and Impact on the Character and Appearance of the Area
  - Highways and Access
  - Parking
  - Impact on Neighbouring Occupiers
  - Flood Risk
  - Contamination
  - Trees and Landscaping
  - Ecology
  - Sustainability

### (a) Principle of Development

6.2 Policy SP3 of the Local Plan states that the Council will support the diversification of the rural economy. Policy SP5 of the Local Plan emphasises that a strong, sustainable and diverse economy will be promoted across North Essex, with local planning authorities pursuing a flexible approach to economic sectors showing growth potential across the plan period. This is supported by Policy PP7 which states that proposals for new employment-related development on land outside of these allocated employment sites will be considered having regard to their potential to support economic growth in the district and the requirements of other policies in this Local Plan. This is, furthermore, echoed by Policy PP13 of the Local Plan which elaborates that the Council may grant planning permission for business related activities in designated countryside to support growth in the rural economy. Its preamble advises that *“the Council will support proposals for appropriate development in the countryside that would help strengthen the rural economy, subject to meeting other policies in this Local Plan and national planning policy”*.

6.3 Moreover, Paragraph 85 of the NPPF makes it clear that significant weight should be attached to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This is continued in Paragraphs 88 and 89 which outlines that planning policy and decisions should enable the sustainable growth and expansion of all types of businesses in rural areas through the construction of well-designed new buildings which may have to be found adjacent to or beyond existing settlements.

6.4 Policy GDP, of the Neighbourhood Plan, states that new development outside of settlement boundaries will not generally be permitted unless it would provide necessary support for a

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new business that is appropriate to the rural area, is modest in scale and impact, and would be consistent with other relevant Neighbourhood Plan policies. Its preamble explains that there is a degree of flexibility for development proposals outside of defined settlement boundaries to *“support the retention, growth and new provision of a wide array of small businesses provided they are compatible with its countryside setting”*.

- 6.5 An assessment of the proposed development against this policy backdrop is undertaken using the headings below.

**Suitability of the Application Site for Economic Development:**

- 6.6 It is acknowledged that that the application site is situated outside of any defined settlement boundary, and therefore falls within designated countryside for planning purposes. Nevertheless, the application site is considered to be in a sustainable location for economic development for the following reasons:

- (i) Its proximity to the A12/A120 corridor and the nearby settlement of Colchester. The submitted Transport Statement, elaborated later on within this Planning Statement, emphasises the highly accessible nature of the application site. This assessment was shared by the case officer at the pre-application stage.
- (ii) The previously developed nature of the subject site itself, operating as a highway maintenance and open storage depot. Paragraph 89 of the NPPF stresses that the use of previously developed land should be encouraged where suitable opportunities exist.
- (iii) The significant number of commercial uses extending along the eastern aspect of Old Ipswich Road including Crown Business Centre to its south (approved under ref: 23/00136/FUL, related to the construction of B8 storage and distribution units with ancillary mezzanine office space and amended access arrangements) as well as DTE Scaffolding to its north (approved under ref: 22/00121/FUL, concerning the construction of two detached buildings forming 10 commercial units). At the pre-application stage, the case officer observes that *“the site is not isolated with a significant number of commercial uses extending along the Old Ipswich Road and Turnpike Close, including Apex 12 business-park north of the Crown Interchange together with storage and depot uses, a hotel and Crown Public House. To the north is DTE Scaffolding which comprises offices together with storage”*.

- 6.7 In addition to the above, the development would support the creation of a new B8 Storage and Distribution Use that would be compatible with existing commercial activities being undertaken to the north and south of the subject site. Indeed, the scale of development would be relatively modest (with the consolidation of built form into a single building, as opposed to structures being dispersed throughout the site) and throughout this Planning Statement it is successfully demonstrated that there will be no materially adverse impacts generated as a result of its introduction. Lastly, whilst the Neighbourhood Plan policies can only be granted limited weight at this time, there are no direct conflicts with the provisions of these policies.

- 6.8 At the pre-application stage, it was the viewed of the allocated case officer that Policy GDP could be seen to be supportive of this development proposal.
- 6.9 Policy PP13 contains a specific set of criteria that can be utilised to assess proposals for the re-use or redevelopment of rural buildings for employment purposes, unless the economic benefits outweigh these criteria. An assessment against these specific criteria is undertaken using the table below.

Criterion	Assessment
The building is structurally sound and capable of accommodating the proposed use.	This is irrelevant – no conversion of existing buildings is proposed as part of this development.
The proposed use and development will not adversely affect the rural setting of the building in the locality.	The proposed B8 Storage and Distribution Use is not considered to adversely impact the character and appearance of its rural setting. This impact is fully assessed later on within this Planning Statement.
Where significant numbers of new jobs are created the site should be accessible by public transport.	At the pre-application stage, the case officer observed that <i>“there are bus stops in the nearby area which are easily accessible from the application site”</i> .
It will not lead to unacceptable levels or types of traffic, particularly lorries, or problems of road safety and amenity, or require highway improvements that would harm the character of the area.	As discussed in greater detail later on within this Planning Statement, the proposed development will not adversely impact the capacity or safe functioning of the local highway network.  Highway improvements are proposed in the form of extending the existing vehicular access, but this is not considered to harm the character of the area.

#### Socio-Economic and Environmental Benefits:

- 6.10 At the pre-application stage, the local planning authority recognised that the proposed commercial use *“has potential to support economic growth in the district and result in a positive impact on the local economy”*.



- 6.11 Emphasising the economic benefits of the scheme, the proposal involves the construction of a detached warehouse storage building. It is envisaged that this development could lead to the direct employment of up to 20 members of staff. This is notwithstanding the economic benefits that will accrue from the significant investment during the construction phase which will support local employment as well as long-term job creation from the future commercial operator of the site.
- 6.12 The Applicant has undertaken extensive background research in evolving this proposal to ensure a viable and feasible scheme will be realised which supports the modernisation, diversification and growth within Tendring’s business base. As such, these proposals are able to be fully supported by the Council’s Economic Development Strategy.
- 6.13 The socio-economic and environmental benefits that will accrue from this development are laid out in the table below:

Type of Benefit	Summary
Economic Benefits	<ul style="list-style-type: none"> <li>• Provision of a range of good quality commercial space in a District where there is acknowledged demand, which exceeds supply;</li> <li>• Significant investment and job creation during the construction phase and future employers coming into the area; and</li> <li>• Long term job creation from business occupiers of the development.</li> </ul>
Social Benefits	<ul style="list-style-type: none"> <li>• Providing local job opportunities, representing social benefits for residents in a District where there is higher than average unemployment and out-commuting; and</li> <li>• Creation of an employment cluster, enhancing diversity, vitality and visual interest.</li> </ul>
Environmental Benefits	<ul style="list-style-type: none"> <li>• Making effective use of previously developed land;</li> <li>• The provision of a high-quality scheme will generally improve the character and appearance of the area, leading to site betterment.</li> <li>• Maximising opportunities for sustainable transport and supporting sustainable patterns of development. The site is sustainably located, enabling journeys by non-car modes; and</li> <li>• Opportunities for further soft landscaping by enhancing, reinforcing and extending the boundary vegetation with indigenous species to increase the diversity of canopy heights and habitat range, benefitting biodiversity.</li> </ul>

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### Construction of New Buildings:

- 6.14 Whilst Policy PP13 does not specifically reference the construction of new buildings, Paragraphs 88 of the NPPF supports the construction of well-designed, beautiful new buildings beyond defined urban envelopes to support business activities within rural areas.
- 6.15 Therefore, the construction of a new detached warehouse storage building (which is, in effect, replacing existing commercial structures on the subject site) would in our view be consistent with important policy objectives within the Local Plan and the NPPF.
- 6.16 This assessment was supported by the case officer at the pre-application stage. It was stated that although Policy PP13 does not specifically reference the erection of new buildings, *“it is considered that the proposed development and the erection of a new building broadly complies with the aims and principles of the policy given the existing commercial use of the site and the structures and storage within it, that are to be replaced”*.

### Summary:

- 6.17 The application site is considered to be positioned in a suitable location for economic development given its ease of accessibility, it constituting previously developed land, and the significant number of commercial uses extending along the eastern aspect of Old Ipswich Road. The scale and nature of the commercial development is considered appropriate to its rural backdrop.
- 6.18 Furthermore, the proposed development will deliver a substantial range of socio-economic and environmental benefits. Perhaps most notably, the proposed development would make a positive contribution towards the supply of high quality and unique commercial premises in the west of the District.
- 6.19 Moreover, the construction of a new warehouse storage building is considered to be consistent with the objectives of Policy PP13.
- 6.20 Overall, the proposed development is considered to be in accordance with the aims and aspirations with the aforementioned local and national plan policies as it concerns new business-related activities that would support rural economic growth. Accordingly, the principle of development is considered to be acceptable subject to other material planning considerations as discussed below.

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**(b) Other Matters**

[Design and Impact on the Character and Appearance of the Area](#)

- 6.21 At a strategic level, Policy SP7 of the Local Plan seeks high standards of urban and architectural design which respond positively to local character and context.
- 6.22 More specific guidance is contained in Policy SPL3 which requires that all new development (including changes of use) make a positive contribution to the quality of the local environment and protect or enhance local character. This includes new buildings being well-designed (which maintains or enhances local distinctiveness), the development relating well to its surroundings (including its appearance and scale), and the layout of the scheme providing safe and convenient usability for its future users.
- 6.23 An assessment of the proposed development will be made using the following sub-headings.

[Appearance:](#)

- 6.24 The storage warehouse facility will be composed primarily in metal cladding. This is intended to be grey, but the final colour finishes of the external facing and roofing materials will be secured by condition, as agreed at the pre-application stage.
- 6.25 The building will be of contemporary appearance, incorporating a parapet construction to give the impression of a contemporary flat roof whilst implementing a typical steel frame found in a development of this nature. It will be punctuated with suitable fenestration to serve its commercial requirements, including three roller doors to serve the loading bay area.
- 6.26 The proposed building would be read against adjacent commercial sites to the north and south which are of similar appearance.

[Scale:](#)

- 6.27 The structure will measure 11 metres in height at its greatest extent. At the pre-application stage, the case officer highlighted that *“the Council has previously found that buildings of this height, in this location to be acceptable with regards their visual impact”*.

[Layout:](#)

- 6.28 Following the constructive comments received during the pre-application process, the proposed warehouse building has been located away from the western edge of the site. Combined with the consolidation of several structures into a single building, and the removal

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of existing external commercial paraphernalia, the proposed re-development of the subject site will be decluttered and increase its sense of openness.

- 6.29 The separation between the main commercial building and associated yard, with the adjacent public highway, provides defensible space which has been utilised for soft landscaping.
- 6.30 More generally, the proposed site layout demonstrates conformity to relevant policy requirements in terms of design principles, highway guidance and parking provision.

**Assessment:**

- 6.31 For the reasons set out above it is considered that the development would be of high-quality design in respect to its appearance, layout, and scale. As such, the development would create an attractive sense of place that responds to its local content and thus complies with the relevant criteria of Policies SP7 and SPL3.

**Highways and Access**

- 6.32 Policy CP1 in the Local Plan states that developments will only be acceptable if the additional vehicular movements likely to result from the development can be accommodated within the capacity of the existing or improved highway network or would not lead to an unacceptable increase in congestion. In a similar vein, Policy CP2 states that planning permission will not be granted where there would be unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe. These policy objectives are supported by Policy SPL3.
- 6.33 Policy SPL3 seeks to ensure that access to a new development site is practical and safe.
- 6.34 Policy TP, contained within the Neighbourhood Plan, states that development proposals will be strongly supported where they improve road safety, provide appropriate traffic control, or provide new cycleways/walkways. It also states that permission will be refused for any development that is likely to exacerbate existing transport issues, particularly along and in close proximity to Old Ipswich Road.
- 6.35 The vehicular movements associated with the proposed commercial development will be facilitated using the same vehicular access point via the A1060 to its west. As fully detailed within the accompanying Transport Statement, the existing access point will be upgraded by making it wider to accommodate two-way HGV movements. This will be able to cater for the largest legal type of HGV (16.5 metres) that is likely to visit the site on a regular basis. Importantly, the Transport Statement confirms that the requisite visibility splays based upon the requirements of the Design Manual for Roads and Bridges (DMRB) can be attained (2.4m x 132m to the south, and 2.4m x 127m to the north), meaning that vehicles will be able to ingress and egress the site safely.

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- 6.36 As detailed within the Transport Statement, the revised site access will have a width of 7 metres. A 2-metre-wide footway is proposed on the southern aspect of the site access to provide pedestrian access to the application site; it is proposed that this footway will be connected to the footway on the other side of Old Ipswich Road through an uncontrolled pedestrian crossing point with associated dropped kerbs and tactile paving). Overall, the Transport Statement confirms that the revised access will be constructed to the latest ECC standards whilst the proposed footway network (and associated crossing points) will enable pedestrians to easily access the application site which is a marked improvement over the current situation.
- 6.37 Moreover, the Transport Statement details that the former use of the site as a highway maintenance and storage depot would have generated approximately 60 two-way vehicular movements during a typical 12-hour period. In terms of the proposed use of the site as a storage and distribution facility, the Transport Statement predicts there would be 67 two-way vehicular movements during a typical 12-hour period. As a result, the level of traffic attraction is considered to be similar between the two uses, meaning the proposals would have an insignificant impact on the capacity of the highway network.
- 6.38 This assessment is reinforced through its review of local highway injury data (covering August 2020 to July 2023). The accident record over this period does not give an indication that there is a safety issue on the local highway network that any increase in traffic associated with the proposed development would have a detrimental impact on.
- 6.39 A Stage 1 Road Safety Audit, embedded within the Transport Statement, has reviewed the road safety implications of the proposed priority access junction and the uncontrolled pedestrian crossing point on Old Ipswich Road. No significant issues were raised in relation to potential road safety problems.
- 6.40 It is proposed that the routing of HGVs will be managed, with movements only permitted to/ from the A12/A120 Junction 26 to the south only. This will ensure that the HGVs are routed to an appropriate road network when accessing/leaving the subject site as to minimise disruption to the highway network.
- 6.41 There is ample space within the subject site to accommodate for service vehicles. On a side note, the vehicular gate is proposed to be inset by approximately 14 metres which will remain open during operational hours.
- 6.42 The swept path analysis undertaken in the Transport Statement demonstrates that an articulated HGV can enter the site, manoeuvre around the site to access the docking bays, and then exit the site. It also shows that the internal layout would enable a refuse vehicle and fire tender to access the site and egress in forward gear.
- 6.43 On a more general note, the Transport Statement observes that there are a number of committed developments within the immediate vicinity of the site that are contributing to
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lowering the speed limit locally. The Applicant would be willing to make an appropriate financial contribution towards the delivery of this goal.

- 6.44 As the proposed development will create a safe vehicular access with no adverse impacts on the operation and flow of the highway network anticipated, the proposed development complies with Policies CP1, CP2, SPL3 and TP.

#### Parking

- 6.45 Policy SP7 of the Local Plan outlines that schemes should incorporate parking facilities that are well integrated into its overall design.
- 6.46 Policy CP1 of the Local Plan dictates that proposals for new development must be sustainable in terms of transport and accessibility, providing opportunities for access to more sustainable modes of transport including walking and cycling. Similarly, Policy CP2 of the Local Plan outlines that major development proposals which offers a range of sustainable transport options – including walking and cycling – will be supported. In the same vein, Policy SPL3 sets out that appropriate provision should be made for vehicle and cycle parking.
- 6.47 The ‘Parking Standards – Design and Good Practice’ SPD (2009) outlines that proposed developments should provide a maximum of one vehicular space per 150 square metres of B8 usage. The Transport Statement explains this translates into the need for 15 parking spaces; however, in this instance, a total of 18 parking spaces are proposed due to the site location and operational requirements of the commercial use proposed. A total of 4 dedicated disabled parking bay spaces are provided which complies with the 5% of total capacity SPD requirement.
- 6.48 The guidance, moreover, sets out that there should be at least 1 cycle space per 500 square metres for staff as well as 1 cycle space per 1000 square metres for visitors. This translates into the need for 7 cycle parking spaces, although 12 cycle parking spaces are proposed in this instance.
- 6.49 A pedestrian walking zone is provided within the internal layout which provides a safe means of movement between the access/parking facilities and proposed building.
- 6.50 The Transport Statement elaborates in great detail the numerous opportunities that are available to access the site by non-vehicular modes of transportation. This includes, for instance, access by foot via an existing footpath along Old Ipswich Road which incorporates a number of bus stops. Beyond this, the Transport Statement details that the Applicant will investigate the feasibility of a mini-bus service to/from the nearby park and ride for future staff members of the proposed development.

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- 6.51 In the informative preamble of the SPD, it states that HGV parking provision should be based on operational requirements. In this respect, there is dedicated space for the parking of five HGVs along the warehouse frontage.
- 6.52 The proposed development is considered to be broadly compliant with the statutory guidance in respect to the parking provision that will serve warehouse facility. Thus, the scheme can therefore confidently demonstrate sufficient parking provision to meet its operational requirements as to comply with Policies SP7, CP1, CP2 and SPL3.

#### [Impact on Neighbouring Occupiers](#)

- 6.53 Policy SP7 of the Local Plan requires all development to protect the amenity of existing residents and users with regards to noise, vibration, smell, loss of light, overbearing and overlooking.
- 6.54 Similarly, Policy SPL3 dictates that developers should which employs reasonable measures/techniques to minimise and mitigate disturbance to the wider community during the construction phase.
- 6.55 No residential properties are located near the application site, and it is therefore concluded that no adverse impact on residential amenity will occur to ensure compliance with Policy SP7.
- 6.56 During the pre-application process, it was requested by the local planning authority that a Construction Method Statement was prepared to minimise potential nuisance caused by construction works. Accordingly, this full planning application is accompanied by a Construction Method Statement prepared by BETA Design Consultants which sets out a comprehensive approach for carefully managing the operational phase of the development.
- 6.57 On the basis of the above, the proposed development complies with Policies SP7 and SPL3.

#### [Flood Risk](#)

- 6.58 Policy SP7 of the Local Plan sets the strategic objective of ensuring schemes provide appropriate flood mitigation measures.
- 6.59 Policy PPL1 requires that all development proposals should be incorporated a Flood Risk Assessment, incorporating appropriate measures to respond to the risk of flooding.
- 6.60 Policy PPL5 of the Local Plan requires new development to make adequate provision for drainage and sewerage, which should include Sustainable Urban Drainage Systems (SUDS). In tandem, Policy SPL3 requires that proposed developments reduce flood risk and integrates sustainable drainage within the development. In addition, Policy PPL5 dictates that applications should explain and justify the reasons if SUDS are not incorporated into their designs.

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- 6.61 The Flood Risk Assessment, submitted with this application, highlights that the site is within Flood Zone 1, and therefore is considered to be at low risk of fluvial flooding. It also outlines that according to the Environment Agency's Flood Risk Mapping Tool the east of the application site is at low risk of pluvial flooding, which would not affect the area proposed development, and thus it assesses that the risk from pluvial flooding is very low. In terms of other sources, it states that groundwater flood risk is negligible and flooding risks from artificial sources (such as canals and sewers) also negligible.
- 6.62 The Flood Risk Assessment incorporates a series of recommendations to manage future flood risk. This includes the ongoing management and maintenance of any proposed drainage networks by the future commercial operator of the site in perpetuity of the development.
- 6.63 Alongside this document, a Surface Water Drainage Strategy has been prepared. The report clearly sets out that due consideration has been given to the drainage hierarchy established within the Building Regulations Part H (2010) and DEFRA's National Standards for SuDS (2015). The latter document does highlight that proposed developments should incorporate SUDS unless there are practical reasons for not doing so.
- 6.64 Each potential discharge destination has been investigated and discounted for the following reasons:
- Due to the low permeability of the underlying clay deposits, infiltration of runoff into the ground would not be feasible for the application site. This is evidenced by borehole infiltration testing that was performed on the site in December 2023.
  - No known surface watercourses are located within the vicinity of the site that could be feasibly discharged to. It would be impractical to connect to discharge to any surface water features further away due to the significant expense of pipework that would have to extend over third-party land.
  - No public surface water, combined, nor foul sewer network, is located within the vicinity of the application site. As such, the discharge to the sewer would not be suitable.
  - Although highway drains are present within Old Ipswich Road, the capacity/destination of this drainage is unknown whilst the gradient of the site appears to slope away from the public highway. In any event, if it was possible to utilise the aforementioned highway drains to discharge surface water, it would likely increase the risk of off-site flooding.
- 6.65 Due to the lack of feasible discharge routes as discussed above, the document states that the proposed Sustainable Drainage System (SUDS) is to drain the site as existing (with minor alterations to the drainage conditions as would be required to accommodate the construction of the proposed development). Perhaps most importantly, the report demonstrates that the proposals will not increase the surface water runoff volume produced by the application site.



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6.66 With the site at low risk of flooding from all surveyed sources, and proposed arrangements to manage the risk of surface water flooding, it is considered that the scheme complies with the aforementioned policies.

#### Contamination

6.67 Policy SPL3 states that the health, safety or amenity of any occupants or users of the proposed development should not be materially harmed by any pollution from an existing or committed use.

6.68 The Phase 1 Desk Study and Risk Assessment which accompanies this planning application has identified some potential sources of pollution within the site. This is in connection with its most recent use as a highway depot, including the storage of fuel. However, the report recognises that *“few active pathways are likely to exist between end users and the underlying soils as almost the entire site is to be covered in buildings and other hardstanding”*.

6.69 By implication, it makes the following recommendations:

- Whilst no evidence of asbestos was discovered in the walkover survey, an Asbestos Survey should be commissioned prior to the demolition of existing structures to identify any asbestos containing materials and advice on their safe removal/disposal.
- Following any demolition and clearance of the site including the removal of the fuel tanks, a detailed inspection should be undertaken by a suitably qualified geo-environmental engineer to assess potential sources of contamination (including some sampling of soils near the tanks, although the initial walkover didn't reveal any evidence of spillages). If there is evidence of significant contamination, a further phase of investigation may prove necessary; this would likely necessitate further drilling and testing may be required along with monitoring of ground gases, and laboratory testing.

6.70 These details are considered to satisfy the requirements of Policy SPL3.

#### Trees and Landscaping

6.71 Policy SP7 of the Local Plan sets the objective of enhancing the public realm through additional landscaping to create a sense of place.

6.72 Policy SPL3 of the Local Plan requires that proposed developments should maintain or enhance importance existing site features of landscape value. It denotes that all new development should make a positive contribution to the quality of the local environment. This includes the incorporation of hard and soft landscaping, with the Council encouraging the use of locally occurring and characteristic hedge species.

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- 6.73 On a similar note, Policy PPL3 states planning permission will be refused if the proposed development would cause overriding harm to native trees.
- 6.74 An Arboricultural Report which accompanies this proposal has performed a survey of the existing tree stock present within, and in close proximity to, the subject site. Of the 23 trees surveyed, 2 were classified as Category A, 10 were classified as Category B, 10 were classified as Category C, and 1 was classified as Category U.
- 6.75 The scheme involves the removal of two trees. Firstly, a single Category C tree (G23) is required to be removed to facilitate the necessary parking requirements and ensure the provision of appropriate visibility splays. Its removal is considered acceptable as it is of low physiological and amenity value. Secondly, a single Category U tree (T8) is to be removed due to decay by a fungus which is highly likely to lead to failure. Its removal is justified due to its poor condition, regardless of the proposed development.
- 6.76 The proposed development incorporates the installation of new hard surfacing in the areas of existing hard surfacing (except near T5, where this is slightly extended). These works will occur, at least in part, in the root protection areas of specific trees as shown in blue on the Tree Protection Plan. It should be observed when undertaking these works there will be no excavation deeper than the existing subbase (as the tree roots are likely to be shallow), and that there will be specialist treatment near T5 as shown by the blue cross hatching on the Tree Protection Plan. Expanding on the latter, specialist treatment – as set out in the draft Arboricultural Method Statement in Appendix 6 – is required since there is no hard surfacing in the proposed space nearest to T5 (it is currently semi-soft landscaped).
- 6.77 To facilitate the widening of the vehicular access point, it may be necessary to install a new kerb on its northern aspect within the root protection area of T1 (a Category A tree). In such a scenario, the Arboricultural Report details that the new kerb installation will be no deeper than the existing subbase for the hard surface and will be dug under arboricultural supervision, among other measures. In a similar vein, the Arboricultural Report details that a minimal/no dig installation will be employed in the installation of the 2-metre footway to preserve the root protection area of T22 (a Category B Tree).
- 6.78 The Arboricultural Report also details that two specific Category C trees (T6 and T7) will be pruned back to ensure ease of parking. The full range of tree works are detailed in Appendix 4, containing the Tree Surgery Schedule).
- 6.79 This proposal is reflected in the submitted Landscaping Plan drawings which also accompanies this submission. In particular, it illustrates the inclusion of extensive soft landscaping which includes, for instance, the inclusion of a tree belt (as well as hedgerow and woodland grass) in the southern recesses of the application. In turn, this will result in a significant visual improvement over the current brownfield site which is relatively devoid of any meaningful vegetation.

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6.80 Overall, the proposed development is considered to comply with the requirements of Policies SP7, SPL3, and PPL3.

### Ecology

6.81 Policy SP7 of the Local Plan requires that development proposals incorporate biodiversity creation and enhancement measures. Policy PPL4 of the Local Plan states that proposals for new development should be supported by an appropriate ecological assessment and, where relevant, provide appropriate mitigation and biodiversity enhancements to ensure a net gain.

6.82 Policy SPL3 requires that the design and layout of schemes should maintain or enhance existing site features of ecological value.

6.83 Policies SPL3 and PPI4 both set a hierarchal approach to dealing with harm to respective ecological interests as follows: Where new development would harm biodiversity or geodiversity, planning permission will only be granted in exceptional circumstances, where the benefits of the development demonstrably outweigh the harm caused and where adequate mitigation or, as a last resort, compensation measures are included, to ensure a net gain, in biodiversity.

6.84 Policy PPL4 states that, as a minimum, there should be no significant impacts upon any protected species. Where any proposed development may support protected species, a relevant survey should be undertaken; if protected species are present, a suitable mitigation plan will be required prior to planning permission being granted.

6.85 Policy EP, contained within the Neighbourhood Plan, outlines that there should be not less of green quality landscape features (including trees, hedges, and shrubs), with all new green landscape features of an appropriate local or native species.

6.86 In this respect, the Preliminary Ecological Appraisal report submitted with the application found that the application site contains potentially suitable habitat for the following protected species: badgers, bats, nesting birds, great crested newts, reptiles, and hedgehogs. Based on its findings, it made the following observations:

- Trees should be retained or replaced wherever possible to maintain habitat connectivity, with tree protection measures to be advised by a suitably qualified Arboriculturalist.
- Any excavation work carried out within the site should include ramps or sloped slides, to minimise the risk of badgers and other animals becoming trapped.
- Given features suitable for bats were found within Building B4 (a disused structure), further nocturnal emergence surveys should be undertaken on two occasions

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between May and August (with an intervening three week gap between each survey) to confirm whether it is utilised by roosting bats.

- As some trees within the site are identified as containing features suitable for roosting bats, individual recommendations for each tree are given in Appendix 4.
- To avoid any adverse impacts on commuting and foraging bats, it is recommended that lighting is designed to minimise illumination of suitable habitats (by being kept to a low level, and restricting it the interior of the site).
- To avoid harm to great crested newts and reptiles (if present), precautionary working methods and timing are recommended for removal of suitable vegetation.
- Vegetation and buildings suitable for nesting birds may only be removed during the nesting season (typically March-August) if they have been checked by an ecologist and no nests are present.
- Care should be taken when removing dense vegetation, to avoid any harm to hedgehogs that may be present.
- A series of simple measures are suggested as to how the site can be enhanced for local wildlife, such as the inclusion of bird boxes.

6.87 Following the outcome of the Preliminary Ecological Appraisal, an Aerial Tree Bat Inspection was commissioned. It details that a climbed inspection (using an endoscope) was undertaken of a certain tree (T6, due to be removed) on 19<sup>th</sup> December 2023 to confirm if features identified during the initial ground level inspection provided suitable opportunities for roosting bats. Consequently, it assessed that that it would offer limited suitability for roosting bats. As such, it recommends that a precautionary pre-works check is performed by a licensed bat ecologist immediately prior to felling to ensure no bats are present.

6.88 As aforementioned, within the Preliminary Ecological Appraisal it was stated that Building B4 had moderate roosting potential and thus two further nocturnal emergence surveys should be undertaken between May and August to confirm whether it is utilised by roosting bats. If these surveys confirm the presence of any features that are utilised by roosting bats, the submitted Outline Bat Mitigation and Compensation Strategy details that three measures will be actioned: provision of roost features to replace features being lost, timing of works to minimise disturbance to bats during the key maternity period, and the supervised dismantling of bat roost features (to ensure that any bats present during the works are safely relocated). The same report, moreover, details that bat boxes will be installed – both prior to demolition and during construction – to provide alternative features for roosting bats. Overall, the report concludes that, as the number of new bat roost features is expected to be greater than the number being lost, *“there will be a net gain in roosting opportunities for bats at the site”*.

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- 6.89 Further to the above, a Biodiversity Net Gain Assessment estimates that the overall development will lead to a net gain of 0.11 hedgerow units (+178.94%). The same report details that the overall development will lead to a small net loss in habitat units (-2.52%); this is largely attributed to the reduction of bramble scrub and the removal of one tree, although this is compensated with replacement planting including mixed scrub and individual trees. On a side note, it should be observed that there will be no change in watercourse units.
- 6.90 The submitted Biodiversity Net Gain Assessment highlights that there will be no additional encroachment on the western bank of the vegetated bank. Indeed, these vegetated banks will be retained whilst additional enhancements are incorporated into the proposed scheme that will protect the ditch.
- 6.91 More generally, the report specifies that a range of measures could be deployed to further increase the maximise the level of biodiversity gains on the site, which may be subject to further discussion upon submission of the application.
- 6.92 With suitable mitigation measures being outlined to protect any potential protected species on the site and opportunities for ecological enhancement, the proposal is on balance considered capable of meeting the requirements of the aforementioned policies.

### [Sustainability](#)

- 6.93 Policy SP7 of the Local Plan outlines that schemes should incorporate measures to promote environmental sustainability including addressing energy efficiency.
- 6.94 Policy PPL10 of the Local Plan states that all development proposals should demonstrate how renewable energy solutions, appropriate to the building(s) site and location, have been included in the scheme. Its preamble requires that a range of renewable energy solutions should be considered, which is particularly supportive of the use of solar panels.
- 6.95 Prior to the submission of this application, it was agreed with the local planning authority that a 'Renewable Energy Generation Plan' will be dealt with at the planning conditions stage to ensure adherence to the aforementioned policies.

## 7. Planning Balance

- 7.1 It is the Applicant's case that application proposals comply with the statutory development plan, as demonstrated in the foregoing sections of this Statement, and therefore in accordance with NPPF Paragraph 11c should be granted planning permission without delay.
- 7.2 Notwithstanding, the applicant has undertaken a 'flat' (or untilted) planning balance exercise to highlight the public benefits of the proposal against the Adopted Local Plan or NPPF provisions.
- 7.3 This flat planning balance exercise must consider the three tenets of sustainability as defined by the NPPF when assessing the impact of a proposed development. More specifically, Paragraph 8 of the NPPF dictates that achieving sustainable development means that the planning system has three overarching objectives, an economic, social and environmental objective which are interdependent and need to be pursued in mutually supportive ways.

### Summary of Public Benefits:

- 7.4 The Applicant submits that the significant and demonstrable benefits of the proposal, which in accordance with paragraph 8 of the NPPF 3 dimensions to sustainability, include:

#### An economic objective

<i>Economic Benefits</i>	<i>Weight</i>
A) Jobs would be created by the proposed development through new construction, contributing to the economic dimension of sustainable development. Government Guidance in 'Laying the Foundations' acknowledge both the direct and indirect employment flowing from construction.	<i>Significant</i>
B) Wider benefits in terms of: <ul style="list-style-type: none"> <li>- Using local suppliers and sub-contractors for the construction of the development;</li> <li>- Boost to local economy through increased expenditure in the area;</li> <li>- Provision of a range of good quality commercial space in a District where there is acknowledged demand.</li> </ul>	<i>Moderate</i>
C) Longer-term economic input arising from the provision of up a warehouse storage and distribution facility that is envisaged to employ up to 20 members of staff.	<i>Significant</i>

#### An environmental objective

<i>Environmental Benefits</i>	<i>Weight</i>
A) The relevant drawings submitted with the application highlights the inclusion of extensive soft landscaping on the subject site, including new boundary planting on its southern boundary. This	<i>Moderate</i>

will represent an improvement over the relatively spare level of landscaping that currently characterises the land parcel, leading to site betterment.	
B) There is an opportunity for the creation of a low-carbon form of development through potential mechanisms such as the inclusion of solar panels on the roof of the proposed building. This detail will be secured at the planning conditions stage.	<i>Moderate</i>
C) The Transport Statement proposes a range of off-site works, principally the inclusion of an uncontrolled pedestrian crossing point to the other side of Old Ipswich Road, which will improve pedestrian access to the site.	<i>Moderate</i>
D) Notwithstanding the off-site works described above, the Transport Statement confirms the highly accessible nature of the application site. This means that future users of the site be able to access it via non-vehicular modes of transportation, and thus reducing their dependence upon the private motor vehicle.	<i>Significant</i>

#### Summary of Adverse Harms:

7.5 The proposed development proposal will result in the following adverse harms.

<i>Potential Harms</i>	<i>Weight</i>
A) The proposed development will involve the removal of two trees. One is a Category U tree and it thus good arboricultural practice to remove it. The other is a Category C tree which is not of the highest physiological or amenity value. In any case, the same report details that there will be replacement planting to mitigate the loss of any of the trees.	<i>Limited</i>

7.6 No other adverse harms have been identified that could constitute a clear reason for dismissing the planning application.

#### Conclusions on Planning Balance:

7.7 When considering the flat planning balance and having due regard to the public benefits and adverse harms outlined above, as well as having regard to the requirements of the NPPF, it is considered that the benefits of the proposal does significantly outweighs any adverse harms identified. Consequently, it is the view of the Applicant that full planning permission should be allowed for the proposed development.

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## 8. Conclusion

- 8.1 The proposal subject to this planning application is for the construction of a storage warehouse on a site referred to as Ardleigh Oaks, Old Ipswich Road, Ardleigh, Essex, CO7 7QR.
- 8.2 The proposed commercial development, situated in a highly accessible location, will deliver significant economic benefits that will help strengthen the local economy. As such, the principle of development has been successfully established.
- 8.3 As demonstrated throughout the Planning Statement, the proposal has shown its compliance with the Council's standards in respect of design, access and parking, landscaping, and impact on neighbouring occupiers, amongst other material planning considerations.
- 8.4 Section 7 of this Planning Statement demonstrates many benefits (on a social, economic, and environmental dimension) associated with the proposed development on this site. In particular, this includes the longer-term economic output associated with the associated employment of 15 members of staff.
- 8.5 The one limited form of harm identified in Section 7 of this Planning Statement is not sufficient to outweigh the significant benefits that the proposed commercial development will provide.
- 8.6 It therefore follows that the decision maker should grant full planning permission accordingly.







# Phase 2

PLANNING &  
DEVELOPMENT  
LIMITED