

# A guide to developing new industrial land at Broadway Farm in Halesworth

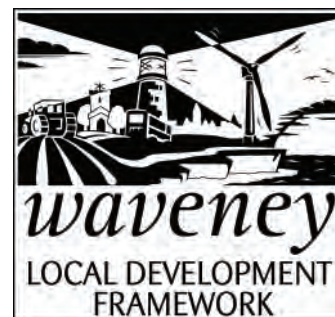
**Broadway Farm Development Brief  
Supplementary Planning Document (SPD)  
April 2012**

**Adopted Site Specific Allocations: HAL1 and HAL2**

[www.waveney.gov.uk/LDF](http://www.waveney.gov.uk/LDF)



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**What is the purpose of this document?**

To provide practical information and development guidelines to help implement Halesworth Site Specific Allocations HAL1 (land west of Broadway Drive) and HAL2 (Broadway Farm, west of the A144 Norwich Road) for industrial use.

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## Proposed Layout



These site allocations were adopted in the Site Specific Allocations Development Plan Document. View a copy online at [www.waveney.gov.uk/LDF](http://www.waveney.gov.uk/LDF) or purchase a copy from your local Waveney District Council office. Alternatively, call 01502 523029 / 523068.

All maps unless otherwise specified:  0 50 100 200 Metres



## 1. Introduction

- 1.1 This Development Brief guides the development of two Site Specific Allocations in Halesworth: HAL1 (Land West of Broadway Drive) and HAL2 (Broadway Farm, west of the A144 Norwich Road). These sites are joined together and will be referred to as the Broadway Farm Industrial Allocation.
- 1.2 This Development Brief is a Supplementary Planning Document, which forms part of the Local Development Framework suite of documents. The Local Development Framework guides development in the District to 2021. In Waveney, the Local Development Framework consists of 4 Development Plan Documents: the Core Strategy (Adopted January 2009); Development Management Policies (Adopted January 2011); Site Specific Allocations (Adopted January 2011) and the Lowestoft Lake Lothing and Outer Harbour Area Action Plan (Adopted January 2012).
- 1.3 In the case of this Development Brief the most relevant Development Plan Documents are the Core Strategy, which sets down the spatial vision and strategic policies for the District and the Site Specific Allocations, which allocates land for a variety of uses including employment and housing. Regeneration and greater self containment through employment are an important part of the vision for Halesworth. This Development Brief provides practical information and development guidelines to help implement Site Specific Allocations HAL1 and HAL2 and their policy requirements. The Development Management Policies are detailed policies that assist in the determination of planning applications and also need to be referred to when developing sites allocated for development.



Map 1: Site location.



## 2. Site Location and Description

### Location

- 2.1 Halesworth is a small market town with a population of approximately 4,800 (2007). Halesworth contains a shopping centre mostly grouped around the Thoroughfare, a pedestrian shopping street. Halesworth has two industrial areas, Norwich Road Industrial Estate to the north of the town centre and Blyth Road, on the southeast edge of the town. The larger village of Holton lies to the east of Halesworth and is separated in policy terms from Halesworth by a 'strategic gap'. Holton has a population of 820 (2007) and has some limited services and facilities of its own.
- 2.2 Broadway Farm Industrial Allocation is located to the north of Halesworth and forms a natural northward and westward extension to the existing Norwich Road Industrial Estate. The total size of this allocation is 12.25 hectares. Broadway Farm is situated within the parishes of Spexhall to the north and Wissett to the west.
- 2.3 To the east is the A144 Norwich Road, which flanks the Norwich Road Industrial Estate. To the west is the Ipswich to Lowestoft Railway line, which sits within a small cutting. National Cycle Route 1 should link with the A144 at the Sparrowhawk Road roundabout but is currently diverted through Holton, away from the Broadway Farm Industrial Allocation.
- 2.4 Land to the west, north and east of the site consists of arable farmland. There are no protected landscapes either on this site or in the surrounding area. The Waveney Landscape Character Assessment (2008) classifies this area as Saints Plateau – East. This area is characterised by its flat topography and fairly enclosed appearance, which is created by the density and variety of hedgerows that surround most of the fields. Much of the site itself is flat, except where it slopes down towards the railway line on its western flank. The Triple Plea Public House sits on the opposite side of the roundabout just off Sparrowhawk Road. Broadway Farm is located on a principal aquifer and close to a source protection zone.
- 2.5 Land to the south is well developed as is shown on Map 2. The existing Norwich Road Industrial Estate runs along most of the southern perimeter of the Broadway Farm Industrial Allocation. The Norwich Road Industrial Estate contains a large building, also known as the Howard Rotavator building, that was formerly used for the manufacture of agricultural equipment but now accommodates a number of smaller businesses. A building that is used for the manufacture of packaging separates the Broadway Farm Industrial Allocation from the Rotavator building. An electrical substation is situated in the northeast corner of the Norwich Road Industrial Estate, next to the roundabout.
- 2.6 To the South of Norwich Road Industrial Estate lies Broadway Drive, which contains further businesses, including a car dealership, Spectra Masterbatch and Ridgeons builders' merchant. Ridgeons is located at the end of Broadway Drive and flanks the southeast projection of the Broadway Farm Industrial Allocation.





Map 2: Some of the existing employment uses to the south of Broadway Farm Industrial Allocation.

### Current Uses

- 2.7 Broadway Farm Industrial Allocation currently contains a farmhouse and a barn. The farmhouse dates from the 18th century and was extended during the 19th century. Further extension during the 20th century doubled the footprint of the farmhouse building. This later extension is roughly in keeping with the character of the building and uses vernacular forms and materials. However, while the appearance of the building has not altered greatly, its architectural and historic value has been significantly reduced. The farmhouse is residential but is no longer part of a working farm.
- 2.8 There is also a small barn on the site, but its exact age is unknown. However, it is in poor condition and might be too derelict for repair to be possible or financially viable.





Picture 1: Farmhouse viewed from the southeast.



Picture 2: Farmhouse viewed from the southwest.



Picture 3: The barn viewed from the west (in front of the farmhouse). The building is in poor condition.





- 2.9 The rest of the site is covered by fields; these are mostly small and were once used for pasture but appear to be fallow. The largest field, in the northwest corner of the site, is leased to one of the neighbouring farms and is used for arable crops. Much of the site is poorly drained because of drainage ditches that need clearing.



Map 3: Existing uses on the Broadway Farm Industrial Allocation.

### Archaeological Remains

- 2.10 No systematic investigation of the Broadway Farm Industrial Allocation has ever been undertaken. However, a ditch on the site is thought to be the location of an Iron Age burial mound and both sites are thought to be of high potential for containing archaeological remains.

### Protected Species and Vegetation

- 2.11 All of the fields are surrounded by hedgerows; most of these are mature and contain tall bushes and plants. There are three mature oak trees on the site but there are no tree preservation orders (see picture 4 and Map 4). A County Wildlife Site is situated directly to the southeast of the allocation on the opposite side of the A144 Norwich Road. Great Crested Newts inhabit the substation site to the south of the Allocation.



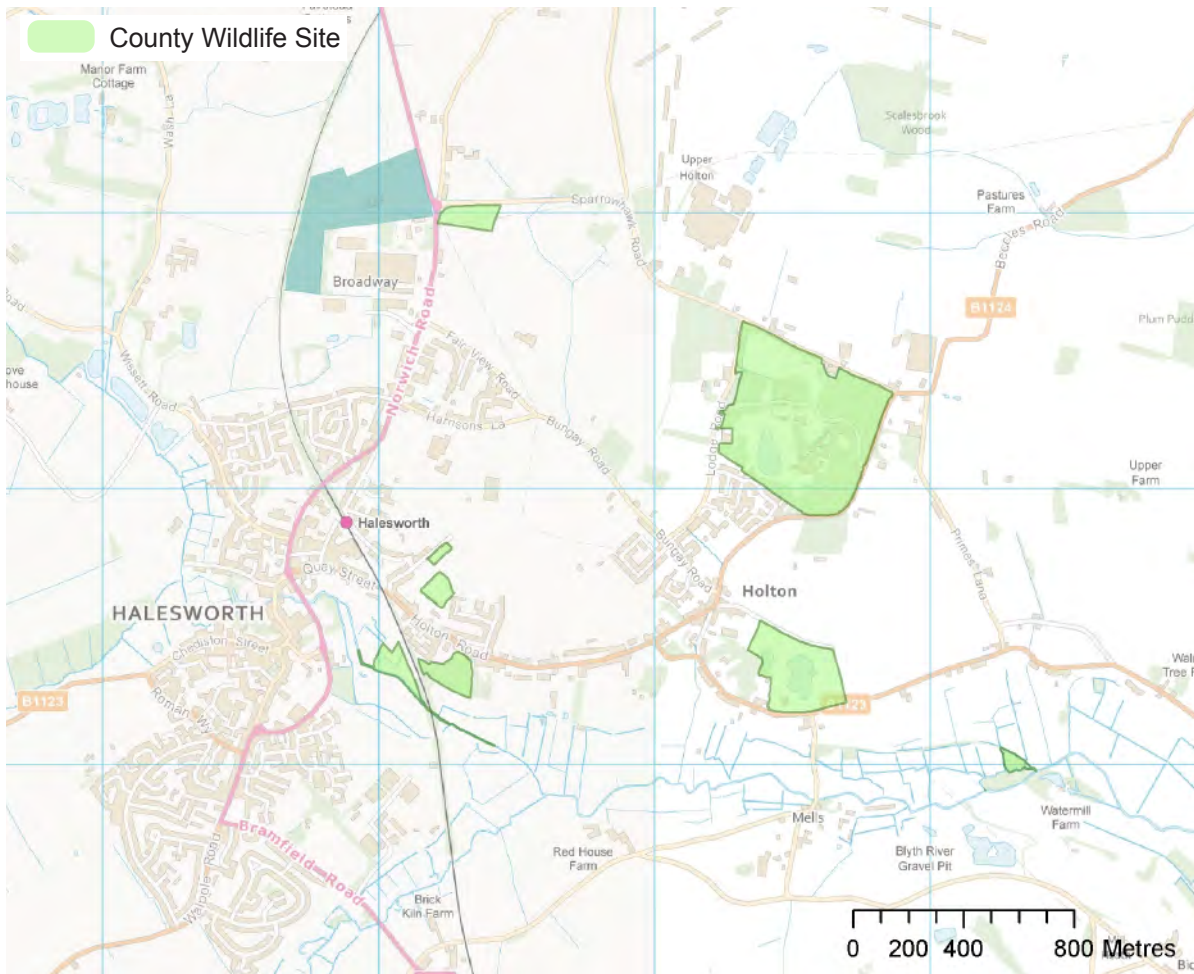


Picture 4: Three mature oak trees.



Map 4: Location of hedgerows and mature oaks on Broadway Farm Industrial Allocation.



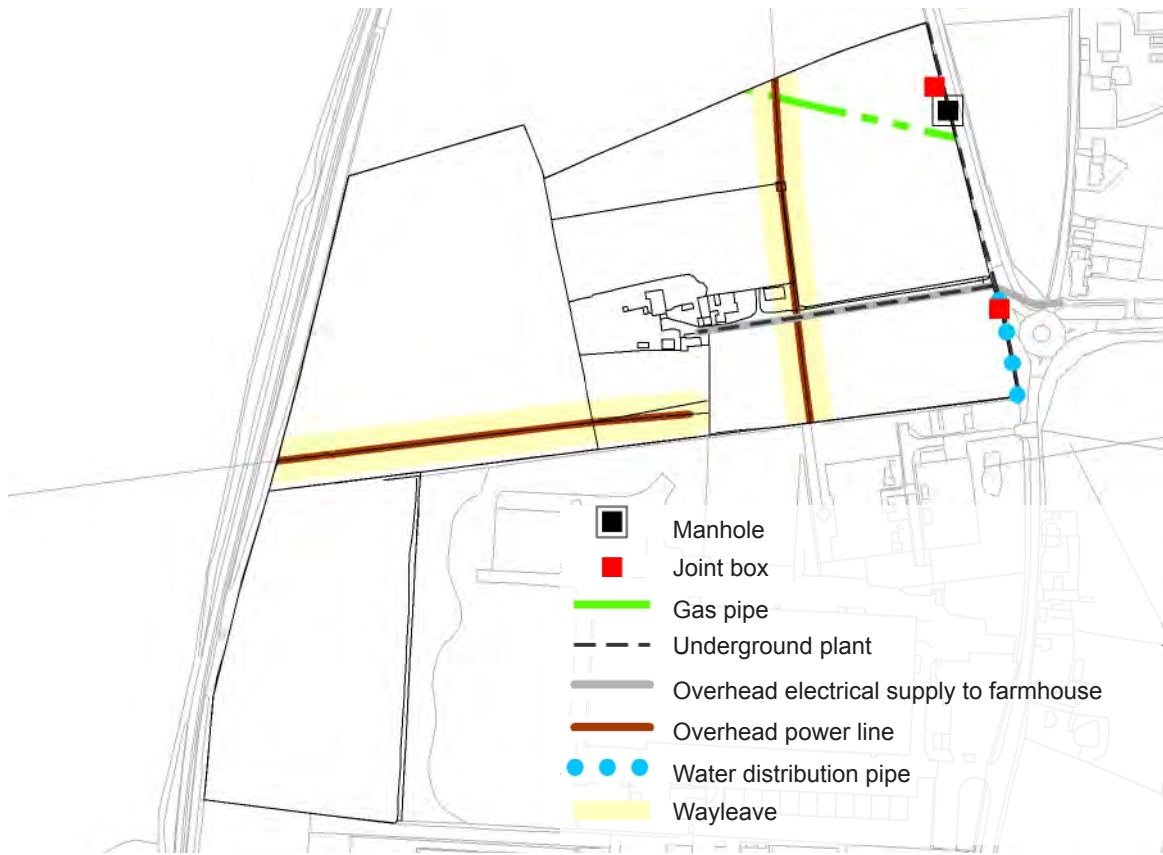


Map 5: Location of County Wildlife Sites in relation to the Broadway Farm Industrial Allocation.

## Infrastructure

- 2.12 As Map 6 overleaf shows there are overhead power lines running across the eastern and southern parts of the site. A gas main runs across the northeast corner of the site. An underground cable connects the farmhouse to the BT network. There is also an overhead electricity supply that connects the farmhouse to the electricity network at the A144 Norwich Road. A 4 inch PVC water main runs along the western side of the roundabout. Map 6 shows an approximate location of the water main. Developers should contact Essex and Suffolk Water for further plans and information (contact details may be found in Appendix 1).





Map 6: Location of overhead power lines, gas pipes and telephone lines.

**Access**

2.13 Access is currently gained to the site directly off the A144, just north of the roundabout connecting Norwich Road with Sparrowhawk Way. This narrow, straight and unmetalled private track provides access to the farmhouse. There are no other road or public footpath accesses that serve the site.





Picture 5: View facing east of the track linking the farmhouse to the A144 Norwich Road.



Picture 6: Entrance of the track onto the A144 Norwich Road.



### 3. Vision and Development Requirements for the Broadway Farm Industrial Allocation

#### Planning Policy Background

- 3.1 This section provides details of relevant planning policies at the national and local levels. As such it fleshes out the policy structure that was outlined in the introduction.

#### National Planning Policies

- 3.2 The National Planning Policy Framework (NPPF) explains the Government's thinking about issues relating to planning. The NPPF is applied at the national level and sets down what the Government aims to achieve through development and plan preparation. There is no local detail within the NPPF. Table 1 briefly explains how the NNPF is applicable to the Broadway Farm Development Brief.

| National Planning Policy                                 |  |
|--|--|
| National Planning Policy Framework                       | Contains national planning policy guidance about economic development, local spatial planning and the conservation of biodiversity and geodiversity. |
| Circular 06/05: Biodiversity and Geological Conservation | Provides guidance on the application of the law relating to planning and nature conservation.  |

Table 1: National Planning Policy



## Local Planning Policies

- 3.3 Local planning policies are contained in the Local Development Framework suite of documents. The structure of the Waveney District Council Local Development Framework is explained in the introduction. Table 2 below outlines relevant policies in the Core Strategy and Development Management Policies Development Plan Documents.

| Local Planning Policy - Core Strategy                       |   |
|---|---|
| CS07 'Employment'   | Explains the Council's spatial approach to employment land development in the District, including on the edge of market towns.  |
| CS16 'Natural Environment'                                  | Explains the Council's approach to the protection of landscape, biodiversity and geodiversity through the planning system.  |
| Local Planning Policy - Development Management Policies     |   |
| DM02 'Design Principles'                                    | Details the criteria by which quality of design is assessed. This includes requirements to retain existing natural features and respect the character of the surrounding countryside. |
| DM04 'Sustainable Construction'                             | Explains the standards of construction that are expected of new developments, including those on industrial allocations.  |
| DM05 'Carbon Emissions and Carbon Compliance'               | Specifies standards for new buildings in terms of carbon emissions and carbon compliance.   |
| DM08 'Existing Industrial Areas and Other Employment Sites' | States the types of development that are acceptable on land allocated for employment.   |
| DM29 'Protection of Biodiversity and Geodiversity'          | Explains the Council's approach to the protection of biodiversity and geodiversity through the development management system.   |

*Table 2: Local Planning Policy*

- 3.4 The most important policies are to be found in the Site Specific Allocations Development Plan Documents. The Broadway Farm Industrial Allocation Development Brief delivers the policy requirements associated with Site Specific Allocations HAL1 (Land west of Broadway Drive, Halesworth) and HAL2 (Broadway Farm, west of A144 Norwich Road, Halesworth). The policy requirements for each Site Specific Allocation are listed opposite.



### Policy Requirements for Site Specific Allocation HAL1

Land west of Broadway Drive, Halesworth, (2.62 ha), is allocated for industrial use. The site will be developed in accordance with the following site specific criteria:

- The site could accommodate a single occupier or a mix of small or medium scale B1 (light industrial/business), B2 (general industrial), or B8 (storage and distribution uses).
- Development shall be of a scale and appearance that minimises its visual impact on the surrounding countryside and if possible does not rise above the level of surrounding trees and hedges.
- A structural landscaping scheme will be required with early implementation to limit visual impact on the surrounding countryside.
- Vehicular access will be required through the existing industrial estate or via the industrial allocation to the north.
- Provision should be made for cycle and pedestrian access to and from this site and in particular to link with the National Cycle Network route 1 southwards along the Norwich Road corridor. A financial contribution should be made to assist in the delivery of part of this route.
- An archaeological condition must be attached to any planning permission granted on this site.
- A floristic survey and protected species survey (including amphibians, reptiles and badgers) must be completed prior to the submission of any planning application. No vegetation clearance should take place until these surveys are complete and appropriate mitigation measures are put in place.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage.





### Policy Requirements for Site Specific Allocation HAL2

Land at Broadway Farm, Halesworth, (9.63ha), is allocated for industrial use. The site will be developed in accordance with the following site specific criteria:

- The site could accommodate a single occupier or a mix of small, medium or large scale B1 (light industrial/business), B2 (general industrial), or B8 (storage and distribution uses).
- One point of access should be provided onto the roundabout that links the A144 with Sparrowhawk Road.
- Significant remodelling to the roundabout between Sparrowhawk Road and the A144 is required to provide adequate access.
- Street lighting must be provided over the site frontage.
- Provision should be made for cycle and pedestrian access to and from this site and in particular to link with the National Cycle Network route 1 southwards along the Norwich Road corridor. A financial contribution should be made to assist in the delivery of part of this route.
- A structural landscaping scheme will be required, with early implementation to limit visual impact on the surrounding countryside. This should include the retention of existing trees and hedges.
- Before development is permitted, a further survey of this site should be carried out to check for the presence of great crested newts and other wildlife.
- The farm buildings should be subject to historic building recording prior to development that may affect them being permitted.
- An archaeological evaluation should be undertaken prior to development being permitted to allow for the presence in situ of any sites of national importance to be investigated.
- A Flood Risk Assessment should be prepared as part of the application process to assess and mitigate the risk of flooding from surface water drainage.



## Vision

- 3.5 The Broadway Farm Industrial Site Allocation will be developed for employment use, satisfying the need for employment land locally and creating job opportunities. Development on the site will provide a high quality environment for both employees and customers. Units of different types and sizes will ideally provide premises for a range of businesses, however, one or two larger businesses may also be acceptable. All premises on the industrial allocation will be built to a high standard with good design that blends in with the surrounding countryside. Development will protect and enhance the existing natural environment, including existing trees, hedgerows and wildlife habitats. A range of transport options will be provided, including private car, bus, cycling and walking.

## Types of Development and Delivery

- 3.6 The Broadway Farm Industrial Site Allocation will be developed for employment and industrial uses; that is, B1 (light industrial/business); B2 (general industrial) and B8 (storage and distribution). Examples of acceptable uses include warehouses, distribution centres, workshops and factories. This reflects the findings of the Waveney Employment Land Study (January 2006), which identifies a need for employment land to meet a range of types of businesses in Halesworth.
- 3.7 Development can either be undertaken for a number of smaller businesses or for one or two larger business. A larger building on this allocation is acceptable provided that it is designed to a high standard, reflecting its highly prominent position within the landscape.
- 3.8 Other uses may be acceptable provided that they are compatible with industrial and employment uses and do not prevent industrial and employment related development.
- 3.9 Retail development per se will not be acceptable on the site. However, many factories and workshops operate trade counters which can be used by other tradesmen and members of the public. Examples include manufacturers of building materials who sell to the public direct from the factory. These uses are acceptable provided that the trade counter is ancillary to the industrial use of the building.
- 3.10 The Council seeks to protect and enhance the function of Halesworth town centre. Large scale office development, particularly customer facing office development, located on the site could potentially undermine the competitive position of the town centre. Customer facing office uses, which are classed as A2 in the Use Classes Order (2010), should be developed in or around Halesworth town centre where possible. These include uses such as banks, building societies and estate agents. Such uses are incompatible with industrial development and could create issues such as noise pollution. However some business office use may be acceptable, provided that it is not customer facing. For example some industrial firms also need offices on site for administration. Similarly some companies may choose to locate back office functions on the industrial estate. This will only be acceptable if it is compatible with industrial development (i.e. the office use will not be disturbed by industrial activity) and cannot be located within an existing town centre.



- 3.11 Development on the Broadway Farm Industrial Allocation is expected to be delivered during the life of the Local Development Framework (between 2011 and 2021). Development on this site will progress according to market demand and so it is not possible to provide exact phasing. However development is likely to progress from the east where the site borders the A144, given the direct access from the A144.

### **Development Requirements**

- 3.12 Development on the Broadway Farm Industrial Allocation should take into account the following requirements:

### **Site Layout**

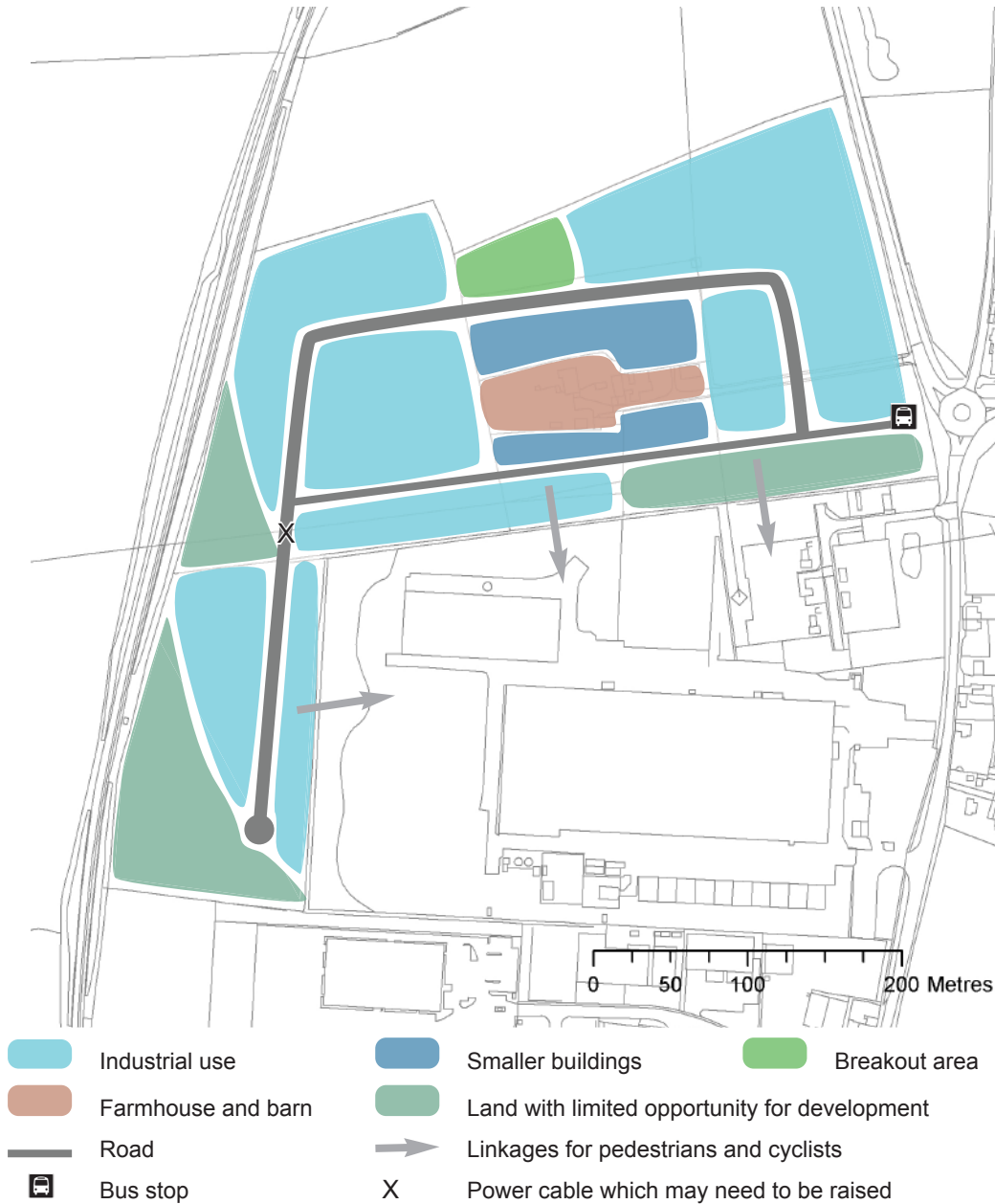
- 3.13 Layout of the site will ensure that incremental development follows a comprehensive approach.
- 3.14 There should be a single point of access leading to a road network that orbits the existing farm buildings. Businesses will be accessed via turnoffs or minor roads. A further section of road will serve the southernmost portion of this allocation, which borders the railway land. As Map 7 shows, a staff breakout area should be provided and ideally situated on the northern edge of the site in a small area of land between two hedgerows. The existing farmhouse and barn will, if possible, be retained at the centre of the allocation. Smaller buildings that are more in keeping with traditional buildings will be located in the area closest to the farm. Larger buildings will be situated in more outlying areas of the allocation.
- 3.15 Development of this allocation for one larger single user will still require one point of access at the Sparrowhawk Road roundabout. However, the road layout within the site is likely to be different, depending on the type and size of the buildings proposed.
- 3.16 Combined cycle and pedestrian paths will run alongside the roads but be separated from them by a grass verge. Public transport will be accessed via a bus stop just to the north of the roundabout at the entrance to the site. Specifications for cycle and pedestrian access can be found in table 4.
- 3.17 Map 7 shows sections of the site that are steep and so may have only limited opportunities for development. These are on the western edge of the allocation. The northern slope faces southwest towards the railway and forms a depression in the corner of the largest field. The southern slope is just behind Ridgeons and also faces southwest in the direction of the railway line. Approximately 50% of the land area of the southern extension of the allocation may be difficult to build on because of this slope.

### **Access to Broadway Farm and Sparrowhawk Road Roundabout**

- 3.18 Initially access to the Broadway Farm Industrial Allocation should be via the roundabout at the junction between Sparrowhawk Road and the A144 Norwich Road. An extra spur must be added to provide access to the site. The entrance to the industrial allocation from the roundabout will be split by a traffic island. This traffic island will aid access for cyclists and pedestrians and must be sufficiently large to provide a 2.5 metre cycle and pedestrian path. An additional traffic island with similar dimensions will be needed on the southern arm of the roundabout to link



Broadway Farm to the Spectra Masterbatch factory cycle link and National Cycle Route 1, to link with the cycle and pedestrian path to the Spectra Masterbatch factory. This should include a cycle stand of 2.5 square metres. This additional island should also be large enough to accommodate a cycle stand of 2.5 square metres. The roundabout should also have adequate lighting and developers should contact Suffolk County Council for advice. Please note that final requirements for lighting will depend on the exact size and design of the roundabout. Lighting should be designed and located so as to minimise its impact upon the surrounding area.



Map 7: Proposed layout of Broadway Farm Industrial Allocation.



| Aspect of Design                   | Specification  |
|------------------------------------|--|
| Road width                         | 7.3 metres.  |
| Maximum gradient                   | 1 in 20 (1 in 40 for the first 30 metres).   |
| Kerb up stand                      | 125mm (flush 0-15mm).  |
| Parking for lorries                | Each industrial development should provide turning and operational facilities for one 16.5m lorry. For warehousing there should be adequate turning and loading facilities for one 16.5m lorry per 250m <sup>2</sup> gfa*. |
| Parking standards for cars         | Industrial: 1 space per 30m <sup>2</sup> gfa. For warehousing: 1 space per 150m <sup>2</sup> gfa.  |
| Parking Standards for motor cycles | 1 motor cycle parking space for every 20 car parking spaces plus 1 extra space.  |
| Enlargements to roundabout         | Extra spur to be added to provide access to the Broadway Farm Industrial Allocation.   |

Table 3: Road Dimensions and Parking Requirements

\*Gross floor area

Source: Suffolk County Council Parking Standards (2002).

### Roads and parking for motorised vehicles

- 3.19 Development on this site should include access and parking for articulated lorries, vans and private vehicles. Access and parking facilities should comply with the standards detailed in Table 3 (above). Access for motorised vehicles should be via side roads that branch off from the main access roads on the industrial allocation.

### Access and facilities for pedestrians and cyclists

- 3.20 All proposals for development should be accompanied by a travel plan to ensure that sustainable forms of transport are catered for and encouraged.
- 3.21 Development on the Broadway Farm Industrial Allocation should include access for pedestrians and cyclists. The site will contain access for cyclists and pedestrians via a single 2.5 metre wide path that will provide access to all business premises. This cycle path will access all parts of the site and can also be used by pedestrians. While this pedestrian and cycle path will run alongside, the two will be separated by a grass verge of 0.5 metres in width. Each road within the industrial allocation must have a path for cycle and pedestrian access running along at least one side. Drop kerb crossings will be required at all road junctions and where pedestrian and cycle routes cross the road. Business premises are expected to provide cycle storage in line with the standards detailed below. National Cycle Route 1 will also be rerouted to link Broadway Farm Industrial Site with Harrisons Lane, as shown on Map 8. Standards for cycle and pedestrian access on the site and the rerouted national cycle route are detailed in Table 4 below.



- 3.22 National Cycle Route 1 - To offset the impact of increased traffic the District Council will work with Sustrans to provide a cycle and pedestrian lane linking Harrisons Lane with the roundabout at Sparrowhawk Road and Norwich Road. This new lane will link with National Cycle Route 1 and remove its current diversion through Holton. The cycle and pedestrian lane will be located on the eastern side of the A144 between Harrisons Lane and Fair View Road, but will switch to the western side just south of the junction with Fair View Road. Appropriate crossing facilities will be provided at this point. Between Fair View Road and Broadway Farm the cycle and pedestrian link will be located on the western side of the A144. In addition, this new lane will also join with the cycle link between the Spectra Masterbatch factory and the roundabout at Sparrowhawk Road and Norwich Road. If possible the link to the Spectra Masterbatch factory should be extended eastwards to join with the existing National Cycle Route 1. Cycle access should where possible be off road. Developers should investigate alternative routes for the extension to National Cycle Route 1 if off road access along the A144 is not possible. Any alternative route must still link with the Broadway Farm Industrial Allocation and the cycle path to the Spectra Masterbatch factory. The cost of this should be met by contributions from the Community Infrastructure Levy.
- 3.23 Cycle linkages to the A144 and existing industrial estate - The southern extension of the allocation is remote from the A144. Developers should investigate the possibility of providing cycle and pedestrian access via the existing industrial estate to the east and also for improving linkages between the industrial estate and the main body of the Broadway Farm Allocation directly to the north, as shown on Map 7. As an addition to access along the A144 developers may also investigate the possibility of cycle and pedestrian access to Harrisons Lane via farmland to the south and Old Station Road. Refer to Map 8 for the location of Old Station Road and an alternative cycle and pedestrian route. Any alternative route should still provide a link to the Sparrowhawk Road roundabout and the cycle lane linking it to the Spectra factory.
- 3.24 Pedestrian access linking Broadway Farm to Halesworth should also be provided. This can be provided along the side of the A144 and should be continuous, avoiding the need for pedestrians to cross the road. An additional route linking the south of Broadway Farm with houses on Old Station Road could also be considered.
- 3.25 Facilities for cyclists - Developers must also provide changing facilities for cyclists and motorcyclists, as well as secure storage space for equipment such as safety helmets and panniers.

| Aspect of Design                              | Specification  |
|---|--|
| Dimensions of cycle lanes / pedestrian access | Distance of cycle lane from road: 0.5 metres.<br>Width of combined cycle and pedestrian access: 2.5 metres.<br>Distance of cycle lane from wall: 0.25 metres.  |
| Cycle storage requirements                    | Offices and light industry under 2500m <sup>2</sup> : 1 stand per 300m <sup>2</sup> gfa.<br>Over 2500m <sup>2</sup> : 1 stand per 400m <sup>2</sup> gfa.<br>For general industry: 1 stand per 300m <sup>2</sup><br>For Warehousing: 1 Stand per 400 m <sup>2</sup> |
| Cycle links at roundabout                     | Traffic islands to contain a 2.5 square metre standing for cyclists.   |

*Table 4: Cycle access requirements*  
Source: Suffolk County Council Parking Standards (April 2002).





Map 8: Proposed improvements to National Cycle Route 1.

### Street lighting

- 3.26 Street lighting on the Broadway Farm Industrial Allocation should be mounted at a minimum height of 6 metres. Lighting should not, where possible, be placed directly next to the road but preferably two metres back (approximately the same as the width of a pavement). Lighting should be protected by a bollard where it abuts a turning circle. Developers should minimise the impact of street lighting upon the surrounding area. This includes limiting the hours of operation and locating and designing the lights to minimise light pollution of adjacent land.

### Public Transport

- 3.27 A bus stop should be provided on the A144, just to the north of the roundabout and close to the entrance to the site. As a minimum a bus stop should be placed on both sides of the A144 with a pedestrian crossing linking the two together. Each stop should have a hard standing for passengers and a 76 mm diameter pole of 2.5 metres in height to hold a bus stop flag and timetable case. Ideally a shelter, preferably fully-enclosed, should be provided at each bus stop. Lighting should be provided either inside or next to the shelter, along with screens displaying real time passenger information.



### Existing buildings

- 3.28 Existing buildings should be subject to historic building recording prior to any development being permitted which might affect them. The farmhouse should be retained and reused unless it can be demonstrated that this is not financially viable. Possible uses could include accommodation for new businesses or a site manager's office, subject to constraints. The interior of the buildings will require alteration to adapt them for business use but the external appearance of the buildings should be retained if possible. Demolition of the buildings will only be acceptable if the buildings cannot be economically repaired. The barn is in poor condition and will require inspection by a structural engineer to assess whether it can be economically repaired and reused.

### Building Design

- 3.29 Designs must be of a high quality that respects and enhances the character of the landscape. Contemporary design is encouraged provided that it does not harm the appearance of the surrounding landscape and is in keeping with the local vernacular – including the existing farm buildings. Buildings close to road entrances to the site and along the northern and eastern perimeters should be of a particularly high quality to enhance the effect of development on the landscape.
- 3.30 Buildings should be of an appropriate height and size so as not to adversely impact upon the surrounding countryside. Developers should avoid excessively tall buildings that can be seen from a considerable distance. This is an important consideration on the northern and eastern edges of the site, which are particularly conspicuous from the A144 Norwich Road and surrounding land, which is very flat and any development could potentially be visible from a considerable distance. Where possible buildings should not rise above the level of existing trees and hedges.
- 3.31 Dull colours, such as green and brown, should be used to ensure that buildings do not stand out excessively and detract from the quality of the landscape.
- 3.32 Buildings next to the farmyard should not overshadow the farmhouse if either of these buildings are retained.
- 3.33 Renewable energy will be encouraged, for example, the provision of solar panels on buildings and the use of wind turbines. Recycling grey (waste) water should also be undertaken wherever possible. Grey water refers to water that has already been used for uses such as washing and cooking. Facilities for rain water capture, storage and use should also be installed where possible. Developers may also consider using equipment included on the Water Technology List. This includes products that have met water efficiency criteria. Businesses may be eligible for tax savings through the Enhanced Capital Allowance if they invest in these products. Further information can be found at [wtl.defra.gov.uk](http://wtl.defra.gov.uk).





- 3.34 All new office buildings on this site should comply with BREEAM 'very good' standards for sustainable construction (Development Management Policy DM04 – Sustainable Construction). All new buildings will be encouraged to achieve a 15% reduction in CO2 emissions after Building Regulations Part L compliance has been demonstrated having regard to feasibility and viability. This can be achieved through 'carbon compliance', i.e. a combination of energy efficiency measures, incorporation of on-site low carbon and renewable technologies and directly connected heat network (heat source not necessarily on site) (Development Management Policy DM05 – Carbon Emissions and Carbon Compliance).
- 3.35 Developers should use efficient and sustainable construction methods wherever possible. This includes reusing materials from demolished buildings and the segregation of waste materials designated for recycling on site.

### Security

- 3.36 All new buildings should be properly secured and in some cases fencing will be necessary. Security fencing should not exceed the height of hedges surrounding the site and should be of a dull colour (such as green, black or grey) so as to reduce its visual effect on the landscape. If gates are placed at the entrance to the site then these should be designed according to the same principles as for fencing. Where possible security fencing and gates should be integrated with landscaping on the site.
- 3.37 Security lighting on this allocation should be timed so that it is not left on all night and is only operational when premises are in use. Developers should also agree appropriate times when a business will be in operation so as to minimise disruption to nearby residents. Appropriate operating times will be agreed with the Development Management Team when each application for development is considered.

### Landscaping

- 3.38 Developers should consider how their proposals will affect the wider landscape. Proposals should consider measures to blend in with the landscape and with surrounding buildings. Large development proposals for the whole site should consider comprehensive landscaping schemes. Smaller proposals should consider how their landscaping scheme relates to adjacent sites and the wider area.
- 3.39 Landscaping should include provision of a breakout area for staff, ideally located on the northern edge of the site, as is shown on Map 7. Costs are unlikely to be significant as the breakout area should be located on existing grassland with the addition of picnic tables and chairs.
- 3.40 Developers should contact Waveney District Council before preparing building designs to ensure that landscaping is taken into account during the design process, with the overall aim of creating a site that is aesthetically harmonious and coherent. Landscaping should enhance and complement buildings, rather than being added as an afterthought. To this end it may be necessary to ensure that any further tree and hedge planting is planned and completed prior to the construction of new buildings.



- 3.41 Development on this site should be in keeping with the surrounding landscape. Most development will be amply shielded by the existing hedges and trees that surround this site. Retention of hedges and trees within the site will create areas of greenery that enhance the appearance of the site for workers and visitors. The landscaping scheme should provide measures to minimise the impact of car parks and turning circles on the landscape, for example, hedges and low embankments.

#### **Wildlife**

- 3.42 A floristic survey and protected species survey (including amphibians, reptiles and badgers) must be completed for the whole site prior to the submission of any planning application. Survey work should include a desktop survey to be compiled in cooperation with the Suffolk Biological Records Office followed by an extended phase 1 habitat survey and assessment to identify any priority and BAP species. No vegetation clearance should take place until these surveys are complete and appropriate mitigation measures are in place. Farm buildings should be surveyed for bats and other animals by a qualified ecologist and a report produced, which should include guidance about how to respond to the results. All survey work should include the County Wildlife Site to the south of Sparrowhawk Road. In the event that traditional farm buildings need to be cleared this should be done with care and only outside of the bird nesting season from March to the end of July. If a protected species is discovered then plans should be in place to protect it on site or move it to a safer location prior to development being allowed. If a protected species is discovered then plans should be in place to protect it on site; only if this is not possible and as a last resort should relocation be planned for. Planning conditions should be attached to any planning permission to ensure that these steps have been carried out prior to development.

#### **Archaeology**

- 3.43 An archaeological evaluation should be undertaken prior to development being permitted to allow for the presence in situ of any sites of national importance to be investigated. Anglian Water recommends that developers contact the company at the earliest opportunity to make use of their pre development service. The company's contact details may be found in appendix 1.

#### **Drainage**

- 3.44 A flood risk assessment should be prepared for the whole site as part of the application process. Flood risk should be mitigated through surface water management.
- 3.45 A Sustainable Drainage (SUDs) scheme should be prepared for the whole site in consultation with Suffolk County Council, the Environment Agency and Anglian Water before development takes place. This SUDs scheme should ensure that runoff on site remains at or below current greenfield levels (or runoff levels prior to development). This must be demonstrated through a flood risk assessment prior to development. The flood risk assessment should take account of existing site drainage. Proposals should take into account runoff volumes and rates and how this water is distributed amongst the watercourses once it leaves the site. In addition, the SUDs scheme should also protect and enhance biodiversity, maintain levels of water quality and help to recharge aquifers. All three organisations should be consulted about development proposals prior to planning permission being granted.



- 3.46 SUDs drainage measures include soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands, all of which reduce runoff by increasing the amount of water being absorbed into the ground.
- 3.47 SUDs management measures should where possible be incorporated into any landscaping scheme and should contribute to wildlife habitats and open space on the site. The use of existing flowpaths is also encouraged as this can avoid the need for costly engineering works.'
- 3.48 Permeable surfaces should be retained where possible and any SUDs scheme should be able to demonstrate that no buildings would be flooded in a 1 in 100 year flooding event and no ground would be flooded in a 1 in 30 year flooding event.
- 3.49 Broadway Farm is located on a principal aquifer and close to a source protection zone. As a result a preliminary risk assessment will be required. This should identify: all previous uses of Broadway Farm; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; potentially unacceptable risks arising from contamination of the site. Initially this will take the form of a desktop study and a site walkover. However, further work will be needed if any contamination is found.

### **Utilities**

#### **Gas**

- 3.50 The gas pipe running across the northeast corner of this site requires a wayleave (as is shown on Map 6), or zone where development is not permitted, of 3 metres to either side of the pipe.

#### **Telephone**

- 3.51 The telephone line which runs from the farm house to the A144 Norwich Road does not require any wayleave and neither do the two manholes on the northeast edge of the site. However developers should be aware of the telephone cable, particularly when constructing access roads across the industrial allocation. Roads on the eastern half of the allocation will have to cross the telephone line if they are to provide access to all parts of the site.

#### **Electricity**

- 3.52 The 132 KV power line runs from north to south and joins the Halesworth grid station just to the south of Broadway Farm. There should be no development within a minimum of 15 metres to either side of the centre line of the power conductors. This figure is an absolute minimum and a full survey should be carried out when a planning application is submitted.
- 3.53 Container lorries can safely pass under the 132 KV power line.



- 3.54 There are also power lines to the west which cross the railway line and connect with the Halesworth grid station via underground cables. This second set of power lines must also be sufficiently high to allow for access by all motor vehicles, including HGVs. Where this is not possible, higher poles should be used to permit access.

#### **Water**

- 3.55 Anglian Water has confirmed that they do not have any plant or infrastructure on the site.
- 3.56 Current capacity in the foul sewer network is limited. Most of the pipes used are narrow in diameter. The foul sewer network will need to be upgraded in order to accommodate development on the site.
- 3.57 It is likely that the existing main will need to be diverted or lowered to enable access to Broadway Farm via the roundabout. Essex and Suffolk Water require all new water mains to be located under roads. Developers should consult Suffolk Fire and Rescue service about the need for fire hydrants on the site.
- 3.58 With all work it is advisable to contact utilities companies prior to commencing excavations so that they are aware of excavations and can provide advice relevant to a particular development. See list of contacts in Appendix 1.



## Appendix 1 - Useful Contacts

### **Anglian Water** (sewage network)

Anglian Water Services Limited, PO Box 1067, Peterborough. PE1 9JG  
Tel: 01733414690  
E-mail: [planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk)

### **British Telecom** (telephone lines)

BT Wayleaves, PPD17, Communications House, Harlescott Lane, Shrewsbury. SY1 3AQ  
Tel: 01743 274056

### **Environment Agency**

Cobham Road, Ipswich. IP3 9JD  
Tel: 03708 506506  
Website: [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

### **Essex and Suffolk Water** (water)

Asset Records Team, Sandon Valley House, Canon Barns Road, East Hanningfield, Chelmsford. CM3 8BD  
Tel: 08457 820 999  
E-mail: [assetplans@eswater.co.uk](mailto:assetplans@eswater.co.uk)

### **National Grid** (gas)

National Grid Plant Protection, Brick Kiln Street, Hinckley, Leicestershire. LE10 0NA  
Tel: 0800 688588

### **Network Rail** (rail)

E-mail: [Mapping&surveying@networkrail.co.uk](mailto:Mapping&surveying@networkrail.co.uk)

### **Suffolk County Council** (highway authority)

Endeavour House, 8 Russell Road, Ipswich. IP21 2BX  
Tel: 01473 264749  
Website: [www.suffolk.gov.uk](http://www.suffolk.gov.uk)

### **Suffolk County Council** (archaeological services)

9-10 the Churchyard, Shire Hall, Bury St Edmunds. IP33 2AR  
Tel: 01284 352197  
Website: [www.suffolk.gov.uk](http://www.suffolk.gov.uk)



**Suffolk Wildlife Trust**

Brooke House, Ashbocking, Ipswich. IP6 9J  
Tel: 01473 890089  
E-mail: [info@suffolkwildlifetrust.org](mailto:info@suffolkwildlifetrust.org)

**Sustrans**

4-6 Cowgate, Peterborough PE1 1NA  
Tel: 01733 319981  
Website: [www.sustrans.org.uk](http://www.sustrans.org.uk)

**UK Power Networks** (electricity lines)

Newington House, 237 Southwark Bridge Road, London. SE1 6NP  
Tel. 08701 963777  
E-mail: [Wayleave-enquiries@ukpowernetworks.co.uk](mailto:Wayleave-enquiries@ukpowernetworks.co.uk)

**Waveney District Council** (Design and Conservation Team)

Tel: 01502 523077  
E-mail: [dbc@waveney.gov.uk](mailto:dbc@waveney.gov.uk)

**Waveney District Council** (Development Management Team)

Tel: 01502 523047  
E-mail: [dbc@waveney.gov.uk](mailto:dbc@waveney.gov.uk)

**Waveney District Council** (Planning Policy Team)

Tel: 01502 523029  
E-mail: [planningpolicy@waveney.gov.uk](mailto:planningpolicy@waveney.gov.uk)





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