

Brantham Industrial Area

Planning Position Statement



Planning Position Statement

Contents	Page No
1. Introduction	3
2. Background	3
3. Key Objectives	4
4. Site Analysis	8
5. Site Constraints and Potential Developable Area	11
6. Development in Accordance With Current National and Regional Planning Policies.	14
7. The Babergh Local Plan	15
8. Planning Application Requirements	18
9. Relevant Contacts/Consultees	19
10. Relevant Information Sources	21
11. Conclusion	22

1. Introduction

- 1.1 The Brantham Industrial Area is situated in the south of the Babergh district and has been established since the late 19th century.
- 1.2 This Planning Position Statement has been prepared by Babergh District Council, adopted on 31st July 2008, to provide supplementary guidance in relation to the future use of the site. It discusses the relevant planning considerations and details Babergh District Council's policy position.
- 1.3 The content of the Planning Position Statement should be read in conjunction with the adopted Babergh Local Plan Alteration No.2 (2006), in particular Policy EM06 (set out at section 7 of this document for the reader's convenience).
- 1.4 Any future proposals for the site should have regard to the Position Statement.
- 1.5 If you have any queries regarding the content of this statement, please contact Babergh District Council (Tel 01473 826678/ 826678) or email localplan@babergh.gov.uk

2. Background

- 2.1 The site has an overall area of approximately 40 hectares and is located at the southern edge of the village of Brantham and adjacent to the sensitive environment of the River Stour estuary and has been used for industrial purposes since the late 19th Century.
- 2.2 Brantham village and the Industrial Area are accessed via the A137 connecting to Ipswich and Colchester. There is also a mainline railway station at Manningtree (approximately one mile from the site) providing access to London (Liverpool Street), as well as Ipswich, Colchester and Norwich.
- 2.3 The village of Brantham has a resident population of approximately 2,600 and offers a number of services, including a primary school, shopping parade (at Blenheim Close), other shops, pubs and restaurants, together with a village hall and playing field.
- 2.4 One of the major industrial manufacturers on the site closed in February 2007, with that part of the land sold on in 2008.
- 2.5 The majority of the site is in two separate ownerships, there are however, other owners in key locations and several leasehold properties on the site. The small enterprises occupying parts of the site bring diversity to the local economy and more varied employment opportunities. It is important that these enterprises should be retained and accommodated as far as possible within any proposed development scheme.

3. Key Objectives

3.1 The future use of the Brantham Industrial area site should be guided by the following objectives:

- To prioritise the retention of the site for employment purposes and provide a positive and sustainable mixed-use for the site, which is compatible with the site's constraints and local community;
- To address the site's future comprehensively; and
- To safeguard the various environmental designations (see section 4) by appropriate management, thereby maintaining the landscape character of the area and the improvement of the environmental quality of the industrial area.

3.2 These key objectives have been augmented through the Local Plan process.

3.3 The Council therefore seeks to achieve these objectives by:

- Only allowing development that accords with current planning policy (primarily EM06); and
- Requiring the submission of a comprehensive package of measures for the site.

3.4 *The Comprehensive Approach*

The site provides an opportunity to seek a positive and sustainable mixed-use development, which delivers benefits for the local community. In order to bring forward any such development, the Local Plan Policy EM06 (see section 7 below), accepts that an appropriate level of mixed uses may be acceptable on the site. This may include a restricted amount of residential development as essential 'enabling development' to mitigate the various costs of decontamination of the site, although the site is not well-suited to residential uses due to the various complex environmental constraints. Any housing proposed should provide a mix of dwelling sizes and types to contribute to making mixed sustainable communities and to meet local housing needs.

The key components to form part of a comprehensive package, further detailed in Policy EM06, are:

- Retention and enhancement of existing employment uses and employment opportunities;
- Creation of new employment land/floorspace;
- Creation of public open space;
- Enhancement of pedestrian and cycle links; and
- Provision of appropriate level and type of residential development (as necessary to deliver other land uses and benefits) and community facilities.

Planning Position Statement

A 'piecemeal' approach to the development of the site will not be acceptable and a comprehensive approach must be delivered. However, development of land in separate ownerships may be possible at separate times where:

- the overall master plan is not compromised;
- planned phasing of development is proven to be appropriate;
- development would not prejudice or conflict with any subsequent development (such as creating incompatible land uses); and
- unreasonable burdens of any nature are not created for later development stages.

It will be expected that any package (which should be comprehensive) is supported by an open-book cost justification to ensure: the correct emphasis on the retention of the site for employment related uses; a suitable overall balance of uses; the minimum level of any enabling development; and appropriate provision for infrastructure and other supportive measures.

Infrastructure

The ensuing sections 4 and 5, dealing with site analysis and site constraints respectively, flag up some important known and potential issues relating to physical infrastructure provision. Known issues include the poor standard of highways access to the site and the site being in a flood risk area, requiring flood protection planning / measures. Other potential issues need to be investigated. These would include the adequacy of power, energy, telecommunications and potable water supplies to the site and any future redevelopment of it. In addition, existing provision for surface and foul water drainage and the adequacy / sustainability of arrangements for these aspects need to be explored.

In all respects, the question of adequacy of infrastructure provision needs to be considered alongside its sustainability, particularly since much of the site has been occupied by traditional forms of industry and much was developed a considerable time ago. Accordingly, it could be expected that infrastructure provision may be outdated and in need of modernization and improvement.

The above matters present further, compelling reasons why a comprehensive approach is required, as infrastructure provision for any development / redevelopment will need to be planned and co-ordinated in advance and delivered satisfactorily.

3.5 *Next Steps*

1. *Development Feasibility Analysis*

The complex nature and history of this site and its development constraints in particular make it clear that a significant amount of investigation and research will be required to develop a reliable picture of how and when this site could be developed satisfactorily in the future. Considerable work will be needed to identify what types and mix of development can viably be accommodated and delivered on the site, including the gathering of current and, where possible, future market

Planning Position Statement

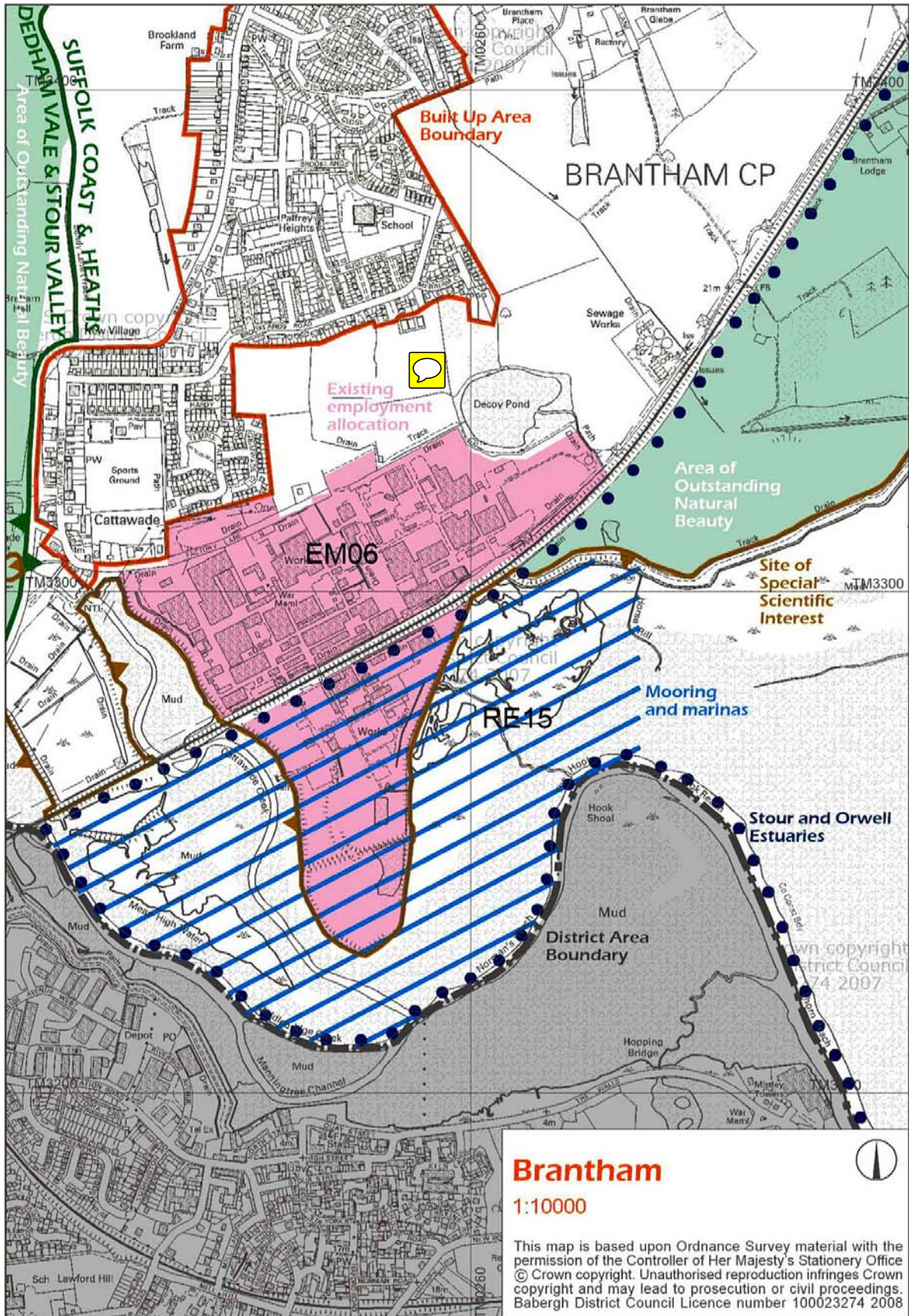
focused information. This information could take substantial time and expense to collect and verify through testing. Accordingly, it is recognized that this type of planning statement is likely to represent the approximate furthest extent to which progress can currently be made in identifying a future for the site. The Council recognizes that this stage will be critical in making progress towards a final development solution for the site.

2. Master Plan / Development Brief

Following a feasibility study a master plan and/or development brief should be prepared by prospective developers for any comprehensive scheme proposals, in consultation with the local community prior to the submission of a planning application. This will need to demonstrate that the proposed use for each part of the site has been identified as the use most appropriate to that particular area.

Planning Position Statement

MAP 1



4. Site Analysis

- 4.1. The site is an area of low-lying, flat land which lies between the Stour Estuary and the village of Cattawade/Brantham, protected by a river wall. The site is split by the main Ipswich to London railway line, which is also at an elevated level, the connection between the two areas is via a narrow access under this.
- 4.2. It is a site of some 40 hectares of industrial land, which, following the closure of one of the two major employers on the site, is now laying partly vacant. This area of land has been recently sold.
- 4.3. The site is an important strategic employment location for the Babergh district and the adjacent Tendring District in Essex, with the potential to provide a significant number of jobs on the site.

4.4. *Facilities*

Village benefits from the following facilities: weekly mobile library service, a village hall, recreation ground, shops, post office, garage, public houses, small employment units, church, primary school

4.5. *Natural Environment*

Extensive areas of mudflats adjoin the site within the very substantial Stour estuary. The mudflats, exposed from water to varying degrees according to the changing tides, provide a considerable food source for birdlife and therefore a highly valuable grazing area. The wider estuary, of which these are part, is an important natural habitat and has been designated as a Site of Special Scientific Interest (SSSI), a Special Protection Area (SPA) and a RAMSAR site, as the area is of international importance in wildfowl and wading bird terms. The site itself is of ecological value with Stag Beetles and Lizards recorded on site.

The conservation and/or enhancement of the various designated areas are key objectives for the site. Any development would need to address the landscape and visual impact on these designations, together with the wider environmental impacts detailed within the Statement.

The Estuary contributes to the landscape character of the area, the Dedham Vale Area of Outstanding Natural Beauty (AONB) lies to the west of the site and the Suffolk Coast and Heaths AONB to the east.

Any ecological survey of the site may reveal further value, as much of the site has not been investigated.

Any new development should aim to retain existing trees and planting where appropriate. A full landscape survey identifying existing trees/planting should be undertaken.

Planning Position Statement

4.6. *Current Employment on the Site*

The current occupiers on the site (as covered by Policy EM06) have been surveyed to assess the number of staff employed and floorspace currently in use and any future needs of the existing users, see below. There are currently 6 companies operating within the area covered by Policy EM06, replies from 5 have been received regarding their staffing numbers and business expansion. Details of the individual companies will not be disclosed to maintain business confidentiality.

	Existing	Suggested Growth
Number of Staff	230	271
Floorspace (sq m)	355,000	365,000

The Wardle Storey's factory, which officially closed in February 2007, employed 240-250 staff on the site. This, when added to the number of other staff in other occupied buildings, amounts to a low estimated site capacity of around 550 staff.

Many of the current buildings are single storey and ideal for industrial manufacture, however, several are in poor condition and buildings have recently been demolished.

There are some areas of undeveloped land south of the railway line.

4.7. *Transport and Access*

The site is located to the south of the village with access from a small roundabout from the B1071/A137 and then from Factory Lane. The latter is relatively narrow at approximately 4.5m in width and includes a sharp bend. Several residential buildings are located on the western end of Factory Lane. It is anticipated that improved access arrangements will be required in order to reduce the impact of any proposal upon the local community's amenity. Proposals should be discussed at an early stage with the Highways Authority, Suffolk County Council.

4.8. The site is approximately 1 mile from Manningtree station, which provides fast rail services to London Liverpool Street, Colchester and Ipswich, with connections to locations throughout East Anglia. Brantham and the site are also served by buses.

4.9. *Contamination and Waste*

Due to the industrial nature of the site, land contamination is a likely constraint. A detailed Contamination Assessment must be undertaken in accordance with the requirements of PPS23 to determine the nature, degree and extent of any contamination and the level / form of remediation required. Further advice can be obtained from the Council's Environmental Protection team.

4.10. *Flooding and River Access*

General advice from the Environment Agency is that the risk of flooding of the part of the site that contains the former Wardle Storeys land is greater than 0.5% but less than 1.3% occurrence in any one year or between 1 in 75 and 1 in 200 years

Planning Position Statement

risk of flooding. Further investigation and mapping addressing the height and actual frequency of floods, and the speed of the water is required to compile a complete assessment of the flood risk and therefore the potential for the site for additional development, or changes of use. A full flood risk assessment will need to be undertaken.

There is a jetty providing potential for access to the river (via the Cattawade Creek channel) located on the western side of the site's peninsula, south of the railway line. No information is currently available on its age, form of construction, condition, depth / tidal range of water to which it gives access, or future potential use.

4.11. Sewerage Plant, Pumping Station and Electrical Equipment

Anglian Water has recommended a 15 metre 'cordon sanitaire' for the Pumping Station, for development and provides the following advice on the Sewerage Plant:

"Whilst Anglian Water takes all reasonably practicable steps to prevent odour arising from the Works, it is nevertheless important that there should be no development within 400 metres which is potentially sensitive to odour or other nuisance arising from the location of the Works. This may otherwise lead to an unacceptable standard of amenity for future occupiers or prejudice the ability of Anglian Water to carry out future operational changes to the works that may be necessary to deliver wider growth or protection of the environment."

There is also an electricity sub-station fronting onto Factory Lane;

4.12. Public rights of way

A bridleway (no. 14) runs along Factory Lane to the Decoy Pond, skirts its southern boundary and heads south to the Railway Line and then east (from the pumping station). It meets with Bridleways 15 (to the church) and 11 (east to the B1060). This is also the start of By Way 12.

A footpath (13) runs from the junction of the Bridleway at the pumping station westward, then across the railway and eastward along the sea wall around the edge of the Suffolk Coasts and Heaths AONB. This forms part of the national long distance path network.

4.13. Historic Environment

Suffolk County Archaeology section considers that the whole of the Policy Area EM06 should be included within the area of archaeological interest. It is of interest due to the operation of the former British Xylonite factory here.

There is a War Memorial within the site.

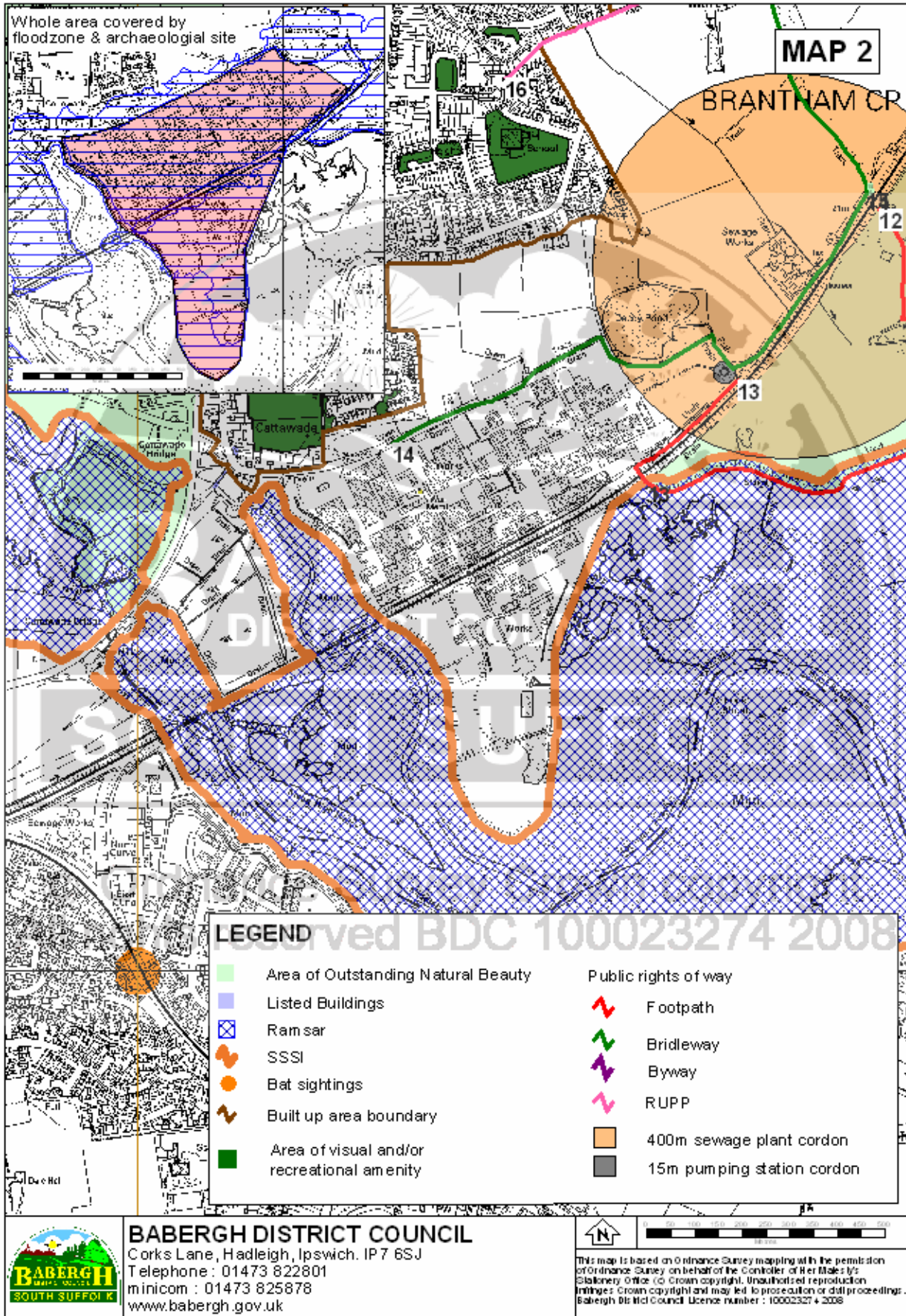
The old Cattawade Bridge and the Crown Public House are listed buildings. Paragraph 7.10 below details the historic environment policies in the Babergh Local Plan in greater detail.

5. Site Constraints and Potential Developable Area

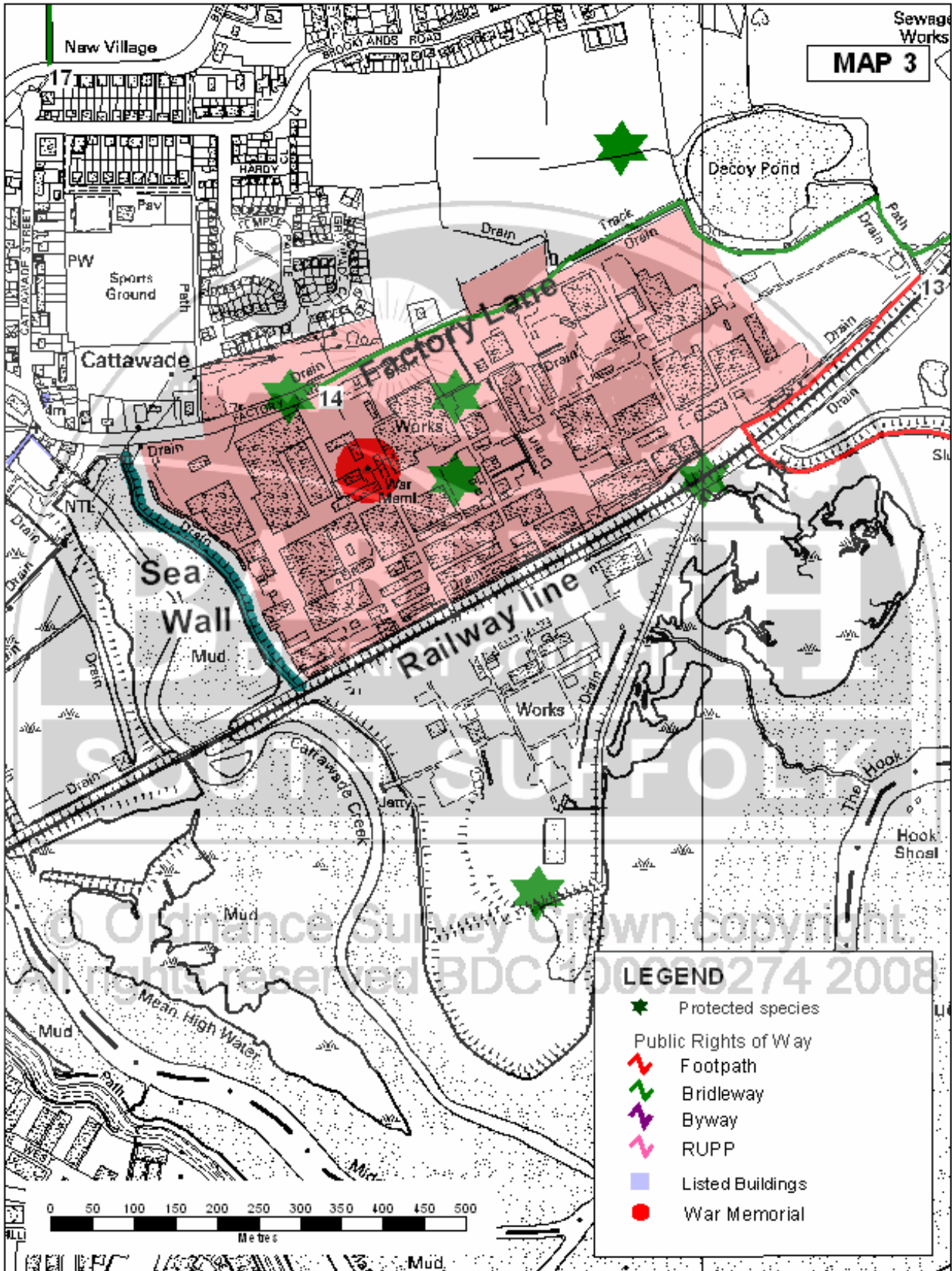
- 5.1. The following maps show the site constraints and summarise those areas which given the constraints of the site may be available and suitable for future development. It should be borne in mind that the area shown is subject to flooding and any development would be subject to discussions with the Environment Agency and other bodies.
- 5.2. At this stage it is possible to identify areas of the site with varying degrees of constraint and opportunity to accommodate new development. An initial observation is that the area to the south of the railway line has less considerably development potential than that to the north because of:
- the difficulty in gaining access between the two;
 - this area having been far less developed in the past;
 - the nature of previous operations here;
 - ground conditions / stability; and
 - its greater visual prominence and sensitivity in relation to its likely impact on views from across the estuary.

These factors can be expected to be very influential in relation to the detailed location, type, extent, and design of any new development coming forward here.

Planning Position Statement



Planning Position Statement



BABERGH DISTRICT COUNCIL

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6. Development in Accordance with Current National and Regional Planning Policies

6.1. *National Policy*

A comprehensive approach to the sustainable reuse and/or redevelopment of the site is required. Reference should be made to the following national Planning Policy Statements (PPS), Planning Policy Guidance (PPG) and the various accompanying guides:

- PPS1 Sustainable Development;
- PPS3 Housing;
- PPG4 Industrial & Commercial Development and Small Firms;
- PPS7 Sustainable Development in Rural Areas;
- PPS9 Biodiversity and Geological Conservation;
- PPG13 Transport;
- PPG15 Planning & The Historic Environment;
- PPG16 Planning & Archaeology
- PPG17 Planning for Open Space, Sport and Recreation
- PPG20 Coastal Planning
- PPS22 Renewable Energy
- PPS23 Planning and Pollution Control
- PPG24 Planning & Noise
- PPS25 Development and Flood Risk

6.2. *Regional Policy*

The East of England Development Agency produced its Regional Economic Strategy in 2004. The Brantham Industrial Area falls within the Haven Gateway policy area. The Policy looks to revive and broaden the base of the local economy. These themes are carried through into the Regional Spatial Strategy – the East of England Plan (May 2008).

There are no relevant saved Policies from the Suffolk County Structure Plan (2001) of particular relevance to this site.

6.3. *Essex County and Tendring District Council Policy*

The site lies adjacent to the border of Essex County Council and Tendring District Council. The community strategies of both Councils look to economic development through the provision of local jobs for local people, with the Tendring Local Plan specifically recognising the importance of the Brantham Industrial Area for employment land in association with the Manningtree and Mistley areas.

The importance of the Estuary for wildlife is also recognised, along with the safeguarding of the countryside, riverside setting and the Dedham Vale AONB.

Planning Position Statement

6.4. Babergh East Local Strategic Partnership

The Babergh East LSP Community Plan recognises the importance of employment provision at Brantham, for the economic well-being of local residents, as well as the Eastern part of the Babergh District.

6.5. Haven Gateway Partnership

The Partnership is supportive of retention of employment in this area.

The Green Infrastructure Strategy (April 2008) identifies a need for new accessible natural green space in Brantham, and this site is suggested in this context.

6.6. Environmental Plans

The Council has adopted The Stour and Orwell Estuaries Management Plan (1996) as Supplementary Planning Guidance. The revised Suffolk Coasts and Heaths AONB Management Plan 2008-13 has been adopted by Council (1 May 2008). In addition to these two documents the Dedham Vale AONB and Stour Valley Management Strategy 2004-09 is in place.

The UK Biodiversity Action Plan was set up in relation to the Convention on Biological Diversity; it describes the UK's biological resources and commits to a plan for protection of these resources. Within the document there are action plans which relate to priority species, biodiversity and habitat. Some of the habitats and species on the site form part of the Action Plan. See the following website for further information www.ukbap.org.uk.

A sustainable development approach should be undertaken, where any proposal must be compatible with landscape characteristics, biodiversity, agriculture, access and river safety constraints.

7. The Babergh Local Plan

- 7.1. The site is covered by the Babergh Local Plan Alteration No.2 (2006), part of the adopted Development Plan for the area.
- 7.2. Babergh adopted the Supplementary Planning Document for Safeguarding Employment Land in March 2008, which details the approach to retention of employment land.
- 7.3. The most relevant policies in the Local Plan are detailed below.
- 7.4. Policy EM06 is the site-specific policy relating to this site, see map, it states:

Land at Brantham Industrial Area is identified as a special policy area where the retention of current and future employment uses is to be prioritised and the redevelopment of obsolete buildings and land achieves a balanced form of mixed-use development.

Planning Position Statement

Comprehensive redevelopment proposals for the whole allocated site will be informed and guided by a feasibility study and development brief which together will ensure the enhancement and balanced regeneration of the site; provide for retention and enhancement of local employment opportunities; deliver an appropriate level of residential development and community facilities; create new areas of public open space and enhancement of pedestrian and cycle links between the site and the settlement.

Permission will only be granted subject to:

- *An appraisal of the nature, extent and means of remediation of any land contamination present on the site;*
- *Production of a Flood Risk Assessment;*
- *Protection of the biodiversity and wider river environment in the locality and any opportunities for enhancement;*
- *Protection of the area's cultural heritage;*
- *Retention of existing landscape tracts, together with proposals for further measures;*
- *No adverse landscape impacts on the adjacent Dedham Vale and Suffolk Coasts and Heaths Areas of Outstanding Natural Beauty;*
- *No adverse impacts on neighbouring residential amenity;*
- *Satisfactory improvements to and integration with the local road network, including vehicular access to the A137, separation of industrial and residential traffic within the site, the integration of pedestrian and cycle links, the production of a green travel plan, and contribution(s) to provision of local bus services.*

7.5. General

Under Section 106 of the Town and Country Planning Act 1990 provision of, or contributions towards inter alia, highways/transport measures, affordable housing, education and recreation provision would be required, dependant on the type of proposal, where these impose direct costs or burdens on the local community by over-stretching existing, or requiring new services, facilities or other improvements to support them, in line with Babergh District and Suffolk County Councils' adopted guidance. The above is not intended as an exhaustive list of potential contribution requirements but merely reflects some of the known and likely areas. Policy LP01 of the Babergh Local Plan addresses this matter generally.

7.6. Environment

The following Local Plan Policies are relevant: EN01, EN03, EN04, EN05, EN06 and EN08. Development which has an impact on the following will be restricted: Ramsar site, SSSI, County Wildlife Sites, protected species, ecology, landscape

Planning Position Statement

setting of AONB. Development proposals must provide for the protection of existing semi-natural features and must also look to mitigate the impact on any biodiversity interest. In addition to this habitat creation will be actively sought.

Policies EN09, EN13 and EN14 ensure that proposals should secure high sustainable development standards.

Policies EN11, EN15 EN16 and EN17 of the Plan deal with the development of land within flood zones and the impact on water quality.

Policies EN18, EN19, and EN21 consider what mitigation and control is required on sewerage, hazardous and non-hazardous waste.

Policies EN22 and EN25 consider the impact of light and noise pollution.

7.7. *Settlement Policy and Housing*

The main aim of Policy EM06 is to retain an employment related use on the site. However it also indicates that a balanced form of mixed-use development is likely to be appropriate. Residential development will be only considered acceptable where it is necessary to bring forward the comprehensive redevelopment of the site and this element will be strictly limited.

Policies HS09, HS27, HS28, HS29, HS30, HS31, HS32 and HS34 concern the provision of affordable housing (typically at 35%), housing density, appropriate location of development, residential caravan sites, standard of design and layout, public open space requirements and size and mix of housing relevant to the site

7.8. *Economy and Employment*

Policies EM02, EM08, EM09, EM10, EM20, EM22 and EM24 of the Local Plan are also relevant. Proposals for warehousing, leisure and sport and offices will be allowed in general employment areas, including Brantham Industrial Area, within certain parameters (see relevant policies for further detail).

7.9. *Countryside and the Rural Economy*

Policies CR01, CR02, CR07 and CR21 of the Plan concern a development proposals' impact on the landscape and setting of an AONB.

7.10. *The Built Environment and Conservation*

Policies CN01, CN02, CN04 and CN17 of the Plan are relevant. Any new development will be required to be of a high standard of design, so that it is visually attractive, locally distinctive, and in keeping with the character of the village. The known archaeological sites / features should be protected and archaeological investigation undertaken as part of any development proposal.

Planning Position Statement

7.11. Recreation and Tourism

Policies RE09, RE14 and RE16 of the Plan are relevant, where the priority is for low key recreation, whether water or land based to restrict damage to the Dedham Vale AONB and Stour Valley Project Area. Policy RE15 allows for a very limited increase in the number of residential moorings, where there is no impact on landscape, biodiversity, cultural heritage, road safety and residential amenity.

7.12. Transport

The following policies in this chapter of the Local Plan are relevant: TP01, TP02, TP03, TP15, TP16 and TP17. Pedestrian accessibility, retention of public rights of way, provision for cyclists, provision of parking to the required standard (or a reduced requirement where other appropriate modes of transport are provided), a travel plan will be required for sites employing over 25 members of staff.

8. Planning Application Requirements

8.1. Babergh District Council would fully expect to see the following listed items included as part of any planning application to be submitted for the site:

- Development Brief/Comprehensive Master Plan;
- Design and Access Statement;
- Transport Assessment in line with the latest Department for Transport Standards;
- Green Travel Plan;
- Flood Risk Assessment;
- Landscape and Visual Impact Assessment, including landscaping proposals;
- Supporting Planning Statement;
- Open-book accounting to show financial justification for approach taken;
- Section 106 Proposals;
- Ecological assessment under the Habitat Regulations and ;
- Assessment under the EIA regulations;
- Archaeological and Heritage Impact Statements;
- Noise and air quality assessment; and,
- Assessment of the contamination of the site and details of mitigating works required.

Please note that the above items are not an exhaustive list.

9. Relevant Contacts/Consultees

Babergh District Council

Corks Lane
Hadleigh
Ipswich, Suffolk IP7 6SJ

Tel: 01473 822801
Web: www.babergh.gov.uk

- Planning Policy: Naomi Allen, Planning Assistant and Charlotte Oben, Technical Assistant
- Development Control: Deborah Board, Principal Development Control Officer
- Environmental Health: James Buckingham, Principal Environmental Protection Officer
- Countryside: Peter Berry, Countryside Officer
- Economic Development: Neil Henry, Economic and Community Development Manager
- Community Safety and Leisure: Paul Little, Community Safety and Leisure Manager

Suffolk County Council

Suffolk County Council Headquarters
Endeavour House, 8 Russell Road
Ipswich IP1 2BX

Tel: 0845 6066067
Email: customerservice@csduk.com
Web: www.suffolk.gov.uk

- Transport: Alan Newman
- Archaeological Service/Curatorial Team: Jess Tipper
- Economic Development: Jai Raithatha
- Planning Policy: Rachel Collins
- Education: Iain Maxwell
- Waste: Graham Gunby

Brantham Parish Council

Liz Evans, Clerk
11 Browning Road
Brantham
Manningtree, Essex, CO11 1QX

Tel: 01206 393652

East Bergholt Parish Council

Mrs J Lane, Clerk
Fiddlesticks Cottage, 22 Fiddlers Lane
East Bergholt
Colchester, Essex CO7 6SJ

Tel: 01206 298674

Manningtree Town Council

Ms R Kenneison, Clerk
11 South Street
Manningtree, Essex, CO11 1BB

Tel: 01206 395154

Lawford Parish Council

Mr D Thurlow, Clerk
The Bays, Hungerdown Lane
Lawford
Manningtree, Essex CO11 2JN

Tel: 01206 393580
Email: lawfordpc@btconnect.com

Planning Position Statement

Tendring District Council

Council Offices
Thorpe Road
Weeley, Essex, CO16 9AJ

Tel: 01255 686868
Web: www.tendringdc.gov.uk

Essex County Council

Essex County Council
County Hall
Market Road
Chelmsford, CM1 1QH

Tel: 0845 743 0430
Web: www.essex.gov.uk

Dedham Vale AONB and Stour Valley Project

c/o Suffolk County Council
Endeavour House
8 Russell Road
Ipswich, IP1 2BX

Tel: 01473 264263
Email: dedhamvale.project@et.suffolkcc.gov.uk
Web: www.dedhamvalestourvalley.org

Anglian Water Services (pumping station)

Anglian Water
Customer Services
PO Box 770
Lincoln
LN5 7WX

Tel: 08457 145145
Web: www.anglianwater.co.uk

E.ON Energy Ltd (electrical sub-station)

Westwood Way,
Westwood Business Park,
Coventry, CV4 8LG

Tel: 0845 055 0065
Email: business@eonenergy.com
Web: www.eonuk.com

Haven Gateway Partnership

General Enquiries: Dianne Pile

Tel: 01206 843753
Web: www.haven-gateway.org

Suffolk Coast and Heaths AONB Unit

Dock Lane
Melton
Woodbridge
Suffolk, IP12 1PE

Tel: 01394 384948
Web: www.suffolkcoastandheaths.org

Suffolk Wildlife Trust

Brooke House,
Ashbocking,
Ipswich IP6 9JY

Tel: 01473 890089
Email: info@suffolkwildlifetrust.org
Web: www.suffolkwildlife.co.uk

Suffolk Development Agency

Felaw Maltings
Felaw Street
Ipswich IP2 8SJ

Tel: 01473 406 711
Email: info@sda.suffolk.org.uk
Web: www.sda-suffolk.com

Planning Position Statement

Network Rail

Department NRE-CR
Selectapost 31
Rotherham
S97 3ZX

Tel: 08457 48 49 50
Web: www.nationalrail.co.uk

National Express East Anglia (train service operator)

Floor One
Oliver's Yard
55 City Road
London
EC1Y 1HQ

Tel: 0845 600 7245
Web: www.nationalexpress.com

Environment Agency

National Customer Contact Centre
PO Box 544
Rotherham S60 1BY

Tel: 08708 506506
Email: enquiries@environment-agency.gov.uk
Web: www.environment-agency.gov.uk

Natural England

Government Buildings
100 Southgate Street
Bury St Edmunds
Suffolk IP33 2FE

Tel: 01284 762218
Email: Enquiries.east@naturalengland.org.uk
Web: www.naturalengland.org.uk

East of England Regional Assembly

Flempton House
Flempton
Bury St Edmunds
Suffolk, IP28 6EG

Tel: 01284 728151
Web: www.eera.gov.uk

East of England Development Agency

The Business Centre
Station Road
Histon
Cambridge CB24 9LQ

Tel: 01223 713900
Web www.eeda.org.uk

10. Relevant Information Sources

Babergh Local Plan Alteration No.2 (2006)
Babergh Local Development Scheme (2007)
Babergh District Council Developing a Local Strategy for Shotley Peninsula, DTZ (2005)
Babergh Economic Development Strategy
Haven Gateway Publications (see www.haven-gateway.org for further details)

11. Conclusion

This statement sets out the planning approach to the future use of the Brantham Industrial Area, which is considered acceptable in principle to Babergh District Council.

Development that accords with the Development Plan, and specifically, Policy EM06, would be acceptable. As such, the retention of the site for employment purposes is the primary aim of the Council. A 'piecemeal' approach will not be considered acceptable – a comprehensive package must be delivered. If a comprehensive package cannot be achieved, the Council will not support this approach.

In support of a comprehensive approach, it is a requirement that a full Development Brief or Master Plan will be prepared prior to the submission of any planning application.

A Long Term View

It is recognized that this site's future has been cast by uncertainties over the course of several years now and this can be expected to be unsatisfactory for those who live near or within visibility of it, travel through it, or work here. However, given the location, size and importance of this site, it is essential that a long term view is taken in order to identify a future for it that will last for the long-term and be resilient towards future uncertainties and changes in circumstances. In view of the range, nature and complexity of issues outlined in this statement it appears likely that the identification of an acceptable and deliverable planning and development solution for the site will take a considerable time to identify. A lot of investigative, preparatory and consultative work is required before that stage can be reached. Accordingly, experience shows that the future of the site may not be known with any great certainty for some years to come.

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