



PLANNING STATEMENT

PORT ONE NORTH, BRAMFORD ROAD, GREAT BLAKENHAM

ON BEHALF OF PORT ONE LOGISTICS LTD

NOVEMBER 2025



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APPENDIX A

NATURE RESERVE PROPOSALS

INTRODUCTION

The project is a joint venture between Curzon de Vere Limited (the developer of Port One) and Valley Ridge Holdings Ltd, which owns the land and secured permission to develop it for leisure purposes (the SnOasis and Valley Ridge schemes).

Port One is a bespoke E-commerce Logistics Park. It is one of three inland customs sites that, together with the ports of Felixstowe and Harwich, comprise Freeport East. It is located on the outskirts of Ipswich and has direct access, via a dual carriageway, to Junction 56 of the A14, and, from there, to the Port of Felixstowe, the Midlands, the North and, via the A12, London and the South-East.

The sustainability principles and targets of Port One Logistic Park are to be carbon neutral and have a strong focus on climate resilience. Port One aspires to make measurable commitments across a broad range of sustainability issues, including local carbon mobility, carbon neutrality and the circular economy.

By following the processes of passive design, efficient system design and innovative infrastructure design, the Logistics Park is aiming to use renewable energy systems, appropriately integrated into the buildings and the Site, along with zero-carbon electricity supplies to deliver a net zero-carbon Logistics Park.

Port One is aiming to be the UK's first, and largest, carbon-neutral logistics park with direct access to the port of Felixstowe (the UK's largest container port).

Mid-Suffolk District Council has granted planning permission (refs DC/20/03891, DC/22/05259 and DC/22/06288) for the development of the Port One Logistics Park at Great Blakenham, comprising some 265,000 sqm (2,850,000 sq ft) of primarily Class B8 logistics floorspace. Port One lies to the immediate south of Column Field Quarry.

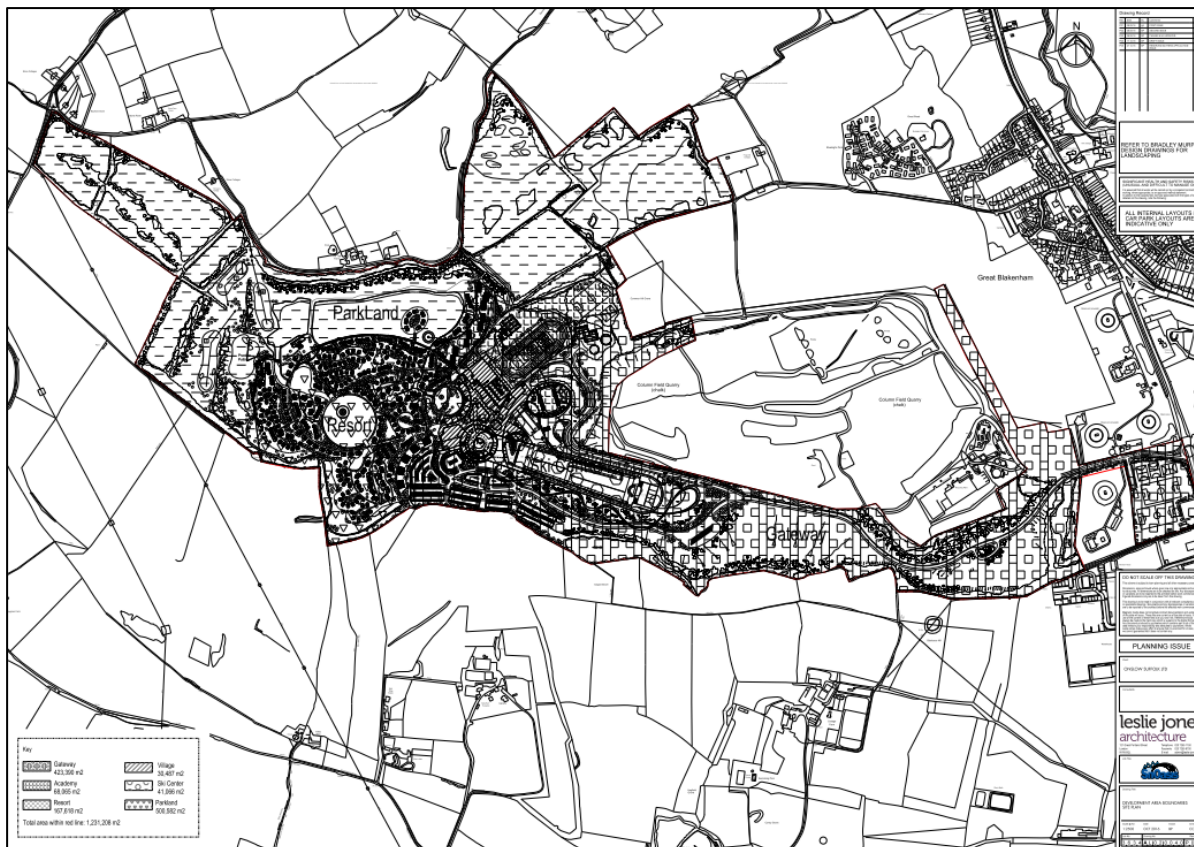


Figure 1 - SnOasis/Valley Ridge development as permitted under 4494/16 in 2016

In order to help inform the planning application process, Port One Logistics Ltd and the Council look to build on the established collaborative approach that has already helped the parties identify key planning issues and establish a problem-solving, project-managed approach to development at Port One. In this way, it is hoped to further facilitate the wider involvement of the community/local stakeholders and to assist with the timely submission and determination of a planning application and subsequent conditions if planning permission is granted.

POLL'S vision for the development of Column Field Quarry is to:

- Respond to post-Brexit and COVID pandemic reality and economic challenges, and support UK distribution in the East of England.
- Create further job and training opportunities. Port One Logistics Park has already created a significant number of jobs (around 1,000) with the outstanding permissions predicted to deliver another 1,250 jobs with the present hybrid scheme (Port One South). A further 750 jobs with the next phase of Port One (Phase 4 southwest extension) and 3,000 jobs with Port One North (Quarry Site). The total jobs from all sites could potentially be around 6,000. The Developer will work with the Council to further expand its Employment and Skills Training Plan.
- The current proposals represent a substantial commitment to the District and Port One is prepared to invest many more millions.
- Create the Greenest logistics park in the UK. As part of the latest phase of development, 100% of the power needs of a standard Class B8 unit will be generated on the site. Port One is also the only logistics park in the UK that can be connected directly to the 'green electricity' distribution network that serves the offshore wind farms that have developed off the East Coast.
- Become an exemplar for biodiversity in commercial developments. The Developer is delivering the Gipping Meadow Nature Reserve as part of the current Port One [South] permissions. The Column Field Quarry proposals will include significant biodiversity enhancements (the Developer is committed to delivering a minimum 10% biodiversity net gain) and create substantial new areas of public open space.
- Expand the existing sustainable travel and employee travel schemes at Port One. Electric shuttle buses serve the logistics park, which is free to use for employees. They will be further expanded to cover the Column Field Quarry site.
- Deliver any necessary highway improvements. Port One is creating a new dual carriageway access into the site and improving Junction 52 of the A14.
- Continue to deliver community benefits. Port One is installing Photovoltaic Cells on five Parish Council buildings and contributing to rebuilding one.
- Develop and build upon the excellent working relationship formed with the Council and the local community. A parish liaison scheme now operates in relation to Port One Logistics Park (set up under the earlier hybrid permission), and a statement of Community involvement for these proposals has been submitted with the planning application, setting out what consultation has taken place and future planned events.

THE SITE AND SURROUNDING AREA

The Site is located to the west of the village of Great Blakenham and 4km northwest of Ipswich. The Port One Logistics Park lies immediately to the south, and the SUEZ household waste recycling and recovery plant to the southeast (which began operations in 2014). The Mason's Quarry landfill site, operated by Viridor, borders to the north and east.

The Site is currently accessed from Bramford Road (B1113), opposite the former Cement Works site, with the proposal being to provide a new access through Port One.

With the exception of a field in the northwest corner of the Site, the majority is restored former mineral workings.

The Gipping Valley and built-up areas of Great Blakenham and Claydon lie to the east, whilst the land to the west is predominantly rural and forms part of a Special Landscape Area.

The Site extends to approximately 1114.65 hectares. It is currently inactive but was previously worked by Blue Circle as a quarry for the extraction of clay and chalk in association with the former cement works located to the east of Bramford Road. Access into the Site is gained from Bramford Road, via a wide concrete road shared with the adjacent (Viridor) landfill site and other commercial users.

The Gipping River flows north-south 1km to the east of the Site, with the A14 trunk road located to the east of the river. The Site can be accessed from the A14 via the B1113 Bramford Road. The Ipswich-Stowmarket railway line lies between the B1113 and the A14.

The red line boundary of the Site, showing the extent of the Proposed Development, can be found in Figure 2 below.

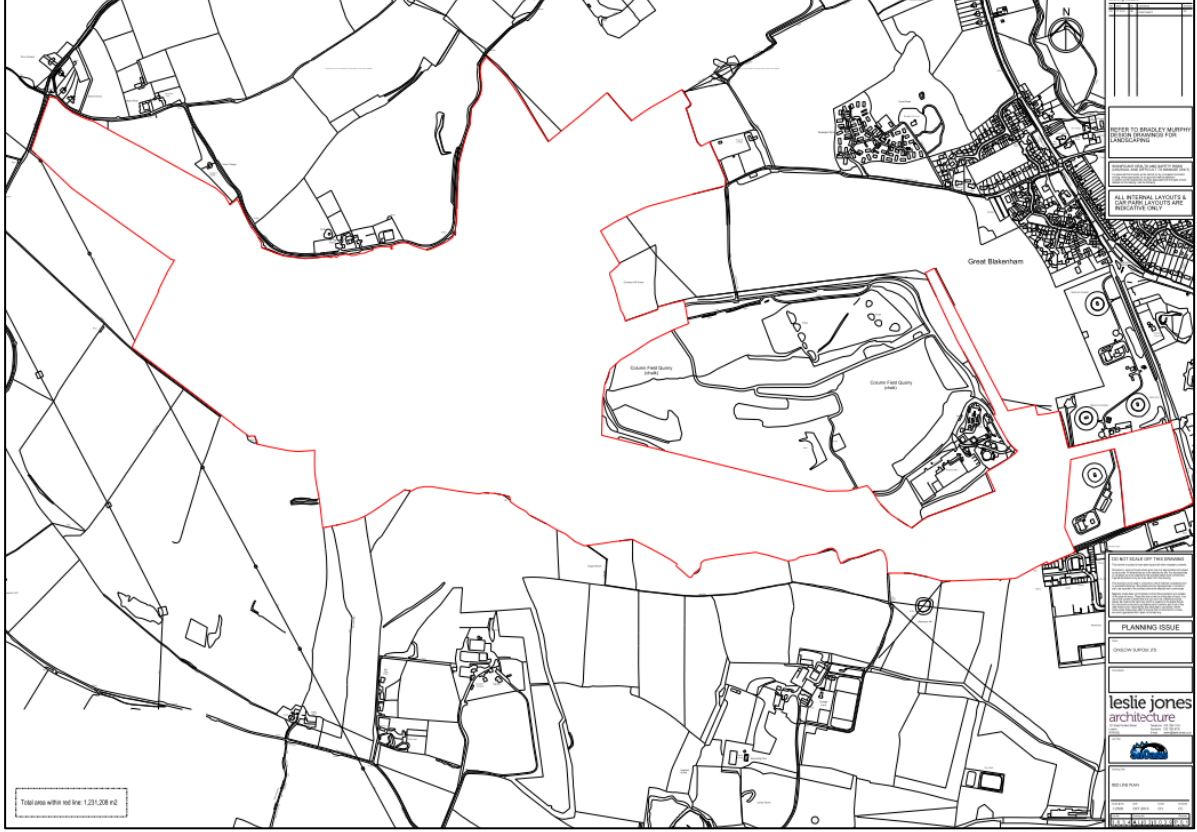


Figure 2 - Red Line Boundary of Application Site

The Site contains a number of features related to its former use. They include former quarry pits, predominantly situated in the east, and lakes in the west.

The eastern part of the Site (to the south of the landfill site) comprises former quarry pits. The Site then rises to a wide, relatively flat, plateau, again the result of previous quarrying activities, before rising again. A number of lakes are situated in the western part.

Quarrying activities have resulted in exposed chalk and sand cliff faces and mounded areas of spoil. The central, western and northwestern areas mostly comprise restored open land and include substantial freestanding lakes, grass and arable land. The exception is a field on the northwest perimeter, which has not been disturbed by quarrying activity. It remains in arable use and is a combination of Grade 2 (Very Good) and Grade 3 (Good to Moderate) land (Natural England Agricultural Land Classification Map). A network of hedgerows, with numerous blocks of woodland, is also present.

There are two rural roads around the Site. The first is Chalk Hill Lane, which runs to the north, and Circular Road, which runs to the north-west. Both connect to the B1113 Bramford Road.

Bus services run along Bramford Road, Stowmarket Road and Gipping Road, to the east northeast and south of the site. These routes provide services to Ipswich and Stowmarket. Footpath and cycleway routes have been improved along Bramford Road as part of the development of Port One and the adjacent cement works (for housing).

PRE-APPLICATION DISCUSSIONS

Pre-application discussions have taken place with Mid-Suffolk District Council under a Planning Performance Agreement (PPA). A request for pre-application advice was submitted to the Council in August 2024, and ongoing discussions have taken place since then, with more extensive discussions taking place in the lead up to the application submission with a particular focus on highways, geology, ecology and landscape visual impact.

SCREENING OPINION

Port One Logistics Limited submitted an EIA Screening Request (Ref: DC/25/00800), with the Council confirming in April 2025 that the proposal would require an Environmental Impact Assessment in accordance with the EIA Regulations. The application is supported by an EIA where all relevant topics and material considerations have been adequately and appropriately assessed through the EIA process.

PLANNING HISTORY

The planning history as found on Mid Suffolk District Council’s website, is as follows:

SnOasis/Valley Ridge Site

Application Ref:	Description	Decision/Date
OL/100/04	Outline application for a ski centre and holiday resort, centre of winter sports excellence, leisure and associated uses and related on and off-site infrastructure.	GRANTED 21 July 2007 SoS Call-In decision 6 November 2008
1969/10	Application to extend the time allowed for the submission of a reserved matters application	GRANTED 31 October 2011
4494/16	Application for approval of Reserved Matters	GRANTED 20 April 2020

Port One Logistics Park

Application Ref:	Description	Decision/Date
DC/22/06288	Hybrid application for full permission for three warehouse units, including a new junction, drainage, landscaping and the creation of a nature reserve at Gipping Meadow. Outline permission for a further six plots.	GRANTED 09.05.2024
DC/21/05820	Application for approval of Reserved Matters following approval of Outline Planning Permission DC/20/03891 dated: 17/02/2021 - Appearance, Landscaping, Layout, and Scale in relation to the Construction of Phase 6 Unit 6 Class B8 Warehouse buildings, including ancillary office space, production areas(Class E(g)) and car parking deck.	GRANTED 02.02.2022
DC/21/04358	Application for approval of Reserved Matters following approval of Outline Planning Permission DC/20/03891 dated: 17/02/2021 - Appearance, Landscaping, Layout, and Scale in relation to the Construction of Phase 8 Units 1 and 2 Class B8 Warehouse buildings, including ancillary office space, production areas (Class E(g)) and car parking deck.	GRANTED 03.02.2022
DC/21/02697	Full Planning Application - Extension of the estate road and construction of part of the carpark and service yard, with related landscaping to service unit 3.	GRANTED 24.06.2021
DC/21/02067	Submission of details (Reserved Matters) following Permission DC/20/03891 dated 17/02/2021 - Appearance, Landscaping, Layout and Scale for Construction of Phase 3/Unit 3 Class B8 Warehouse building, including ancillary office space, with car parking and loading/unloading areas, boundary landscaping and continuation of estate road.	GRANTED 10.06.2021
DC/20/01175	Application for Outline Planning Permission. (Access to be considered) Extension to Port One Business and Logistics Park (as permitted under ref. 2351/16 and varied by ref. 1755/17), together with associated works including drainage lagoons, ecology mitigation and landscaping	GRANTED 15.04.2021
DC/20/03891	Application under Section 73 of the Town and Country Planning Act relating to Planning Permission 2351/16 previously varied by 1755/17	GRANTED 17.02.2021

	for the variation of Conditions 20 (Proposed access road details) and 26 (Off-road cycle route improvements)	
DC/19/01793	Submission of details under Outline Planning Permission 2351/16 (Varied by Section 73 permission 1755/17) for Appearance, Landscaping, Layout and Scale of Phase 2 extending estate road approved under DC/18/01897 to eastern & central parts, provision of main services & balancing lagoon & Phase 4 for central warehouse unit plot.	GRANTED 23.10.2019
DC/19/01827	Submission of Details under Outline Planning Permission 2351/16 (Varied by Section 73 permission 1755/17) for Appearance, Landscaping, Layout and Scale of Phase 1 Access Works	GRANTED 10.07.2019
1755/17	Application for variation of condition 20 following grant of planning permission 2351/16: "Application for outline planning permission (including access, all other matters reserved) for development of business and logistics park to provide commercial floorspace principally within Use Classes B1 and B8, to include access onto the B1113 Bramford Road and a secondary means of access via Addison Way, together with the provision of estate roads and ancillary parking, servicing and landscaping" to enable revised details for proposed accesses	GRANTED 29.10.2018
2351/16	Application for outline planning permission (including access, all other matters reserved) for development of a business and logistics park to provide commercial floorspace principally within Use Classes B1 and B8, to include access onto the B1113 Bramford Road and a secondary means of access via Addison Way, together with the provision of estate roads and ancillary parking, servicing and landscaping.	GRANTED 17.11.2016

SITE DESIGNATIONS

The site is included within the Stour and Orwell Estuaries Special Protection Area (SPA), which is a protected habitat mitigation zone. National statutory designated sites for nature conservation, within 2km of the Site, include Little Blakenham Pitt Site of Special Scientific Interest (SSSI) and Great Blakenham Pitt (SSSI).

The Site contains two County Wildlife Sites (CWS). These are Great Blakenham Pit (Mid Suffolk CWS 69) and Column Field Upper Quarry (Mid Suffolk CWS 185). They are non-statutory designations. There are a number of other local wildlife sites and ancient woodlands in the vicinity of the Site. These include Great Wood, Spink's Wood and Nut Tree Cottage Meadow.

The Site is at low risk of tidal, pluvial and groundwater flooding, and is wholly located within Flood Zone 1: 'Low Probability' of river flooding. To the east and south of the site is an area designated as Flood Zone 3: 'High Probability' and Flood Zone 2: 'Medium Probability' of river flooding.

There are no landscape designations within 1 km of the site.

There are seven listed buildings located outside of, but relatively close to, the Site. They comprise:

- Church of St Mary, Great Blakenham, Listed Grade I
- Church of St Mary, Little Blakenham, Listed Grade I
- Church of St Peter, Baylham, Listed Grade II*
- Hill Top Farm, Baylham, Listed Grade II
- Frogs Hall, Great Blakenham, Listed Grade II
- Westleygreen Farm, Nettlestead, Listed Grade II
- The Old Rectory, Little Blakenham, Listed Grade II

Shrubland Hall (1.5km due northeast), is Grade I listed on the Register of Parks and Gardens of Special Historic Interest (RPG).

The Site is not located within an Air Quality Management Area (AQMA). The nearest AQMA is approximately 9km to the southeast and encompasses several roads within the centre of Ipswich.

THE PROPOSAL

The proposal is to extend Port One to the north, with the primary access being from the existing Logistics Park. The application seeks outline planning permission, with all matters (access, layout, scale, appearance and landscaping) being reserved for later approval.

The description of development is:

“Outline planning permission (with layout, scale, appearance and landscaping being reserved) for the extension of Port One Logistics Park, to include up to 195,000 sqm of commercial floorspace comprising logistics warehousing with ancillary offices; offices and vertical farms; up to 115,000 sqm of depots and container storage; a solar farm, cafe and substations; new vehicle and HGV access from the south, the improvement of the existing access from the B1113 and a means of emergency access only from Circular Road; associated earthworks to create development platforms and bunds to boundaries; new landscaping and recreation areas; creation of nature reserve and the burying of overhead powerlines underground; together with a full sustainable drainage scheme and the provision of private treatment plant(s)”.

The Proposed Development will (as part of the Masterplan) deliver the following:

- Free, sustainable, travel-to-work provision for all staff (e-minibuses connecting with public transport nodes and local villages).
- Retention of trees and significant planting.
- Direct dual carriageway access to/from Junction 52 that does not pass a single residential dwelling.
- BNG habitat creation and enhancement, both on and off-site
- Permanent nature reserve amounting to 12.5 hectares, accessible to the public
- Café and visitor centre to the nature reserve for educational purposes.
- E-charging points for cars.

- 8MW solar farm
- 100% renewable energy, making it a carbon-neutral development
- Making this the UK’s most sustainable Logistics Park.

POLL is also investigating the feasibility of taking 10MW of power from the SUEZ plant and 100% ‘green’ energy generated by wind farms in the North Sea. The wind farms connect to the national grid at the Bramford Sub-Station, which lies 4.5km to the south. The connection to the sub-station passes through the southeast corner of the existing Port One site. POLL is looking at the possibility of bringing a connection back along the same route to Port One.

The proposals, which are illustrated on the Proposed Masterplan (figure 3) below, will be served by an extension of the existing/permitted Port One junction and estate roads. The red line application site includes significant landscaping, ecology and biodiversity enhancement measures.



Figure 3 - Proposed Masterplan

PLANNING FRAMEWORK

National Planning Policy Framework (NPPF) 2024

National planning policy is set out in the National Planning Policy Framework (NPPF), the latest iteration of which was published in December 2024. The NPPF outlines the Government’s planning policies for England and how these should be applied.

NPPF Paragraph 2 confirms that, “... planning law requires that applications for planning permission be determined in accordance with the provisions of the development plan unless material considerations indicate otherwise”.

Achieving Sustainable Development

The Framework explains that the purpose of the planning system is to contribute to the achievement of sustainable development, which comprises three interdependent overarching objectives, which are presented in Chapter 2, Section 8:

- a. *An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b. *A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- c. *An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

Part of the site is previously developed land. As such, the proposal is consistent with one of the principal objectives of national guidance and Development Plan policies that seek to prioritise the development of PDL, whether or not it is within the urban area or the Green Belt.

Building a strong, competitive economy

Paragraph 85 provides that:

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

Paragraph 87 states that:

‘... planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:

- b. *storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and*
- c. *the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.*

Making Effective Use of Land

Paragraph 124 of the NPPF provides that: - *‘Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or ‘brownfield’ land’.*

This proposal will bring back into use a previously developed site, comprising land in a manner that will meet an identified need for warehousing and other employment uses and that is consistent with its previous use and site history and the adjacent use at Port One Logistics Park.

Achieving well-designed places

NPPF Paragraph 131 puts the creation of high-quality, beautiful and sustainable buildings and places at the heart of the planning system and the development control process. It recognises that, ‘..... *good design is the key aspect of sustainable development, creates better place in which to live and work and helps make development acceptable to communities....*’.

Paragraph 135 provides that:

“Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

As confirmed in the Design and Access Statement, this design approach is a high-quality design that fully responds to the site context and the landscape setting.

The Landscape Visual Impact Assessment also describes how the soft landscape strategy and how the proposals have been adapted to reflect the objectives in the Baylham Neighbourhood Plan, where Policy BAY3 and the design guidance appendix 4 are relevant and Local Plan Policy LP17. It describes the mitigation proposed and the rationale underlying the landscape strategy, which responds to a number of key design objectives.

This proposal is not just an appropriate design, but is one of high quality that, consistent with NPPF guidance, will create “beautiful and sustainable buildings and a strong sense of place” that is informed by, and sympathetic to, its context (including the history of the site and the nearby heritage assets). The landscape proposals will create areas for recreation, retain and extend footpaths in and around the site perimeter and provide a permanent nature reserve shared by and accessible to local residents, staff and the wider local community. Movement and legibility have been addressed at an early stage, and the development will create a safe and secure, high-quality, inclusive, and accessible environment, which promotes the health and well-being of its staff and local residents. This is a very good quality design that will be of significant benefit to the locality.

Conserving and Enhancing the Natural Environment

Paragraph 187 sets out that:

“Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;*
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.”*

Paragraph 193 provides that:

“When determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and*
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”*

Proposals Affecting Heritage Assets

Paragraph 207 of the National Planning Policy Framework (NPPF) 2024 states that:

“... when determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no

more than is sufficient to understand the potential impact of the proposal on their significance”.

Paragraph 210 goes on to state that:

“In determining planning applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities, including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness”.*

Paragraph 212 reads:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

Paragraph 214 provides that:

“Where a proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal...”.

The Development Plan

The Development Plan documents are the:

- Babergh and Mid Suffolk Joint Local Plan Part 1 (JLP) November 2023.

The Councils had commenced the preparation of a Part 2 Joint Local Plan, but, following the publication of the revised NPPF in December 2024, they have decided not to proceed. They will, instead, undertake a full review of the Plan. They have published a new Local Development Scheme, which sets out the timescale for the full review in March 2025.

To date, the Councils have produced a number of studies and reports that will form part of the evidence base for the new Plan. These include the Economic Land Needs Assessment that was published in June 2024.

[Local Planning Policy Adopted Joint Local Plan 2023](#)

The Site is not allocated for development on the Proposals Map that accompanies the Adopted Joint Local Plan 2023, and the proposal will, therefore, need to be assessed against Policy SP03 ‘The sustainable location of new development’, Policy SP05 ‘Employment Land’ and LP09 ‘Supporting a Prosperous Economy’. Extracts from these policies are set out below:

[SP03 – The Sustainable Location of New Development](#)

The policy provides that:

- 2) *Settlement boundaries are defined on the Policies Map. These boundaries were established in earlier Local Plans and Core Strategies and have not been reviewed as part of the Plan but are carried forward without change at the present time. The principle of development is established within settlement boundaries in accordance with the relevant policies of this Plan. Outside of the settlement boundaries, development will normally only be permitted where: a) the site is allocated for development, or b) it is in accordance with a made Neighbourhood*

Plan, or c) it is in accordance with one of the policies of this Plan listed in Table 5; or d) it is in accordance with paragraph 80 of the NPPF (2021).

Table 5: Policies permitting development outside settlement boundaries, subject to the development’s accordance with other relevant policies of the Plan.

Policy/para	Comments
SP05 (1, 2 and 5)	development on strategic employment sites, at Brantham and along strategic transport corridors

SP05 – Employment Land

Policy SP05 provides that employment development within strategic transport corridors, such as the A14, will be supported subject to compliance with a number of criteria.

- 5) *To ensure a deliverable supply of employment sites to accommodate the changing needs of the economy, development of other land for employment uses along the strategic transport corridors (as defined in the glossary) shall be supported in principle, subject to:*
 - a. *The applicant demonstrating that any proposal is deliverable and would enhance provision which cannot be accommodated on existing strategic employment sites;*
 - b. *All proposals demonstrating adequate highway capacity and access with sufficient on-site parking; c. Ensuring provision of accessibility to public transport, including walking and cycling provision;*
 - c. *The site design and layout being sensitive to the surroundings, including any landscape, heritage and biodiversity assets;*
 - d. *Prioritisation is being given to development on previously developed land; and*
 - e. *All new buildings demonstrating a high standard of design, by having regard to the relevant policies of the Plan.*

LP09 - Supporting a Prosperous Economy

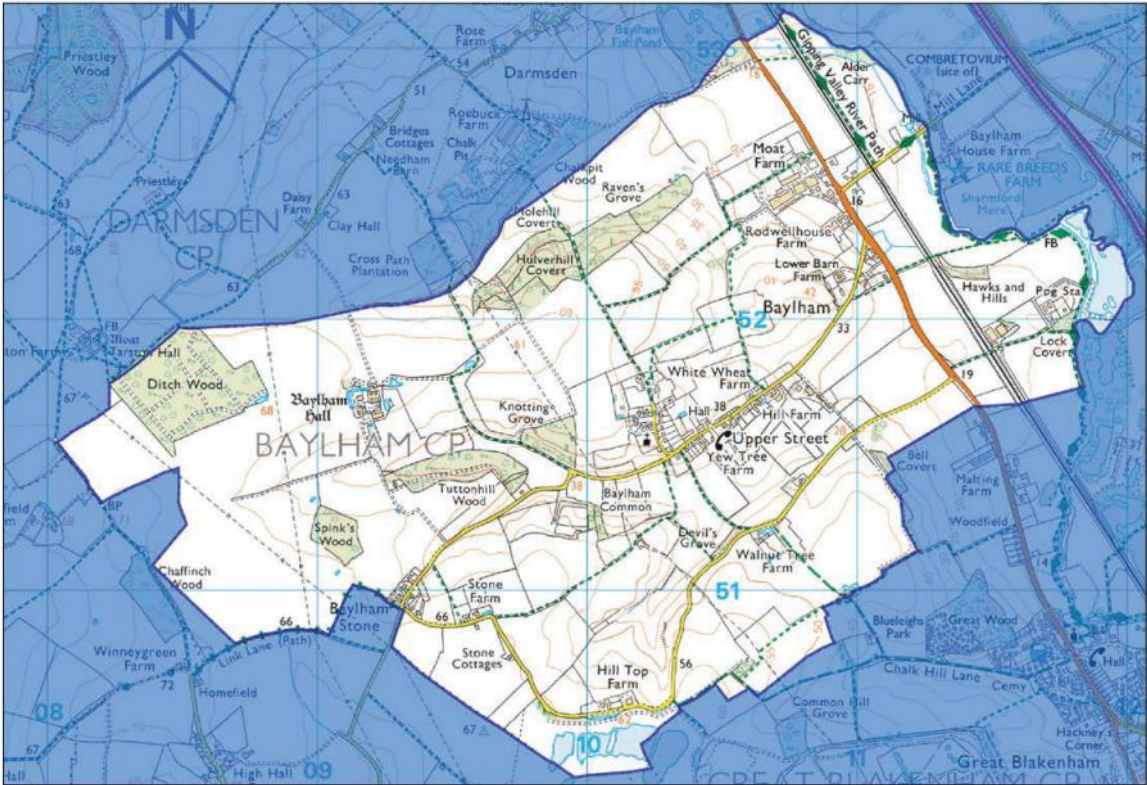
- 1) *Proposals for employment use must:*
 - a. *Be sensitive to the surroundings, including any residential and other amenity, landscape and heritage assets;*
 - b. *Demonstrate a high standard of design;*
 - c. *Where necessary, provide contributions to the enhancement of the digital infrastructure network; and*
 - d. *Demonstrate a safe and suitable access for all users, sufficient on-site parking and that it will not have a severe impact on the road network.*

Baylham Neighbourhood Plan

The northern fringes of the application site, comprising the lakes and fields south of Circular Road, are within an area subject to an adopted Neighbourhood Plan. The Baylham Neighbourhood Plan was formally adopted on 2nd September 2025 and has been prepared by Baylham Parish Council and the local community.

This NDP, which covers the plan period to 2037, now forms part of the development plan and will be used to help determine planning applications in the parish unless material considerations indicate otherwise.

The designated area covered by the Neighbourhood Plan is shown on the map below.

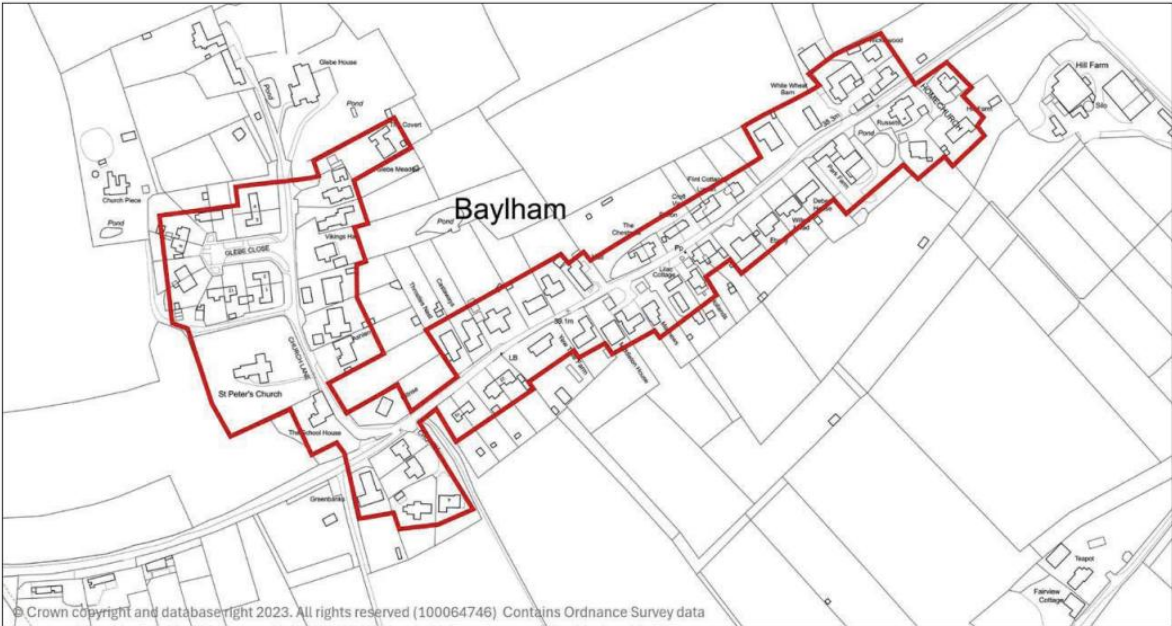


Map 1 - Neighbourhood Plan Area (Baylham Parish)

The vision and objectives of the Baylham NP are:

“In 2036 Baylham will remain a rural and attractive village, having protected its countryside setting by ensuring that new development is in proportion to and respectful of the character of this hamlet village.”

The Neighbourhood Plan settlement boundary is drawn tightly around the main built-up area of Baylham village as shown in Figure 4 below, and this reflects the physical extent of residential properties in the main built-up area of the village, excluding large rear gardens.



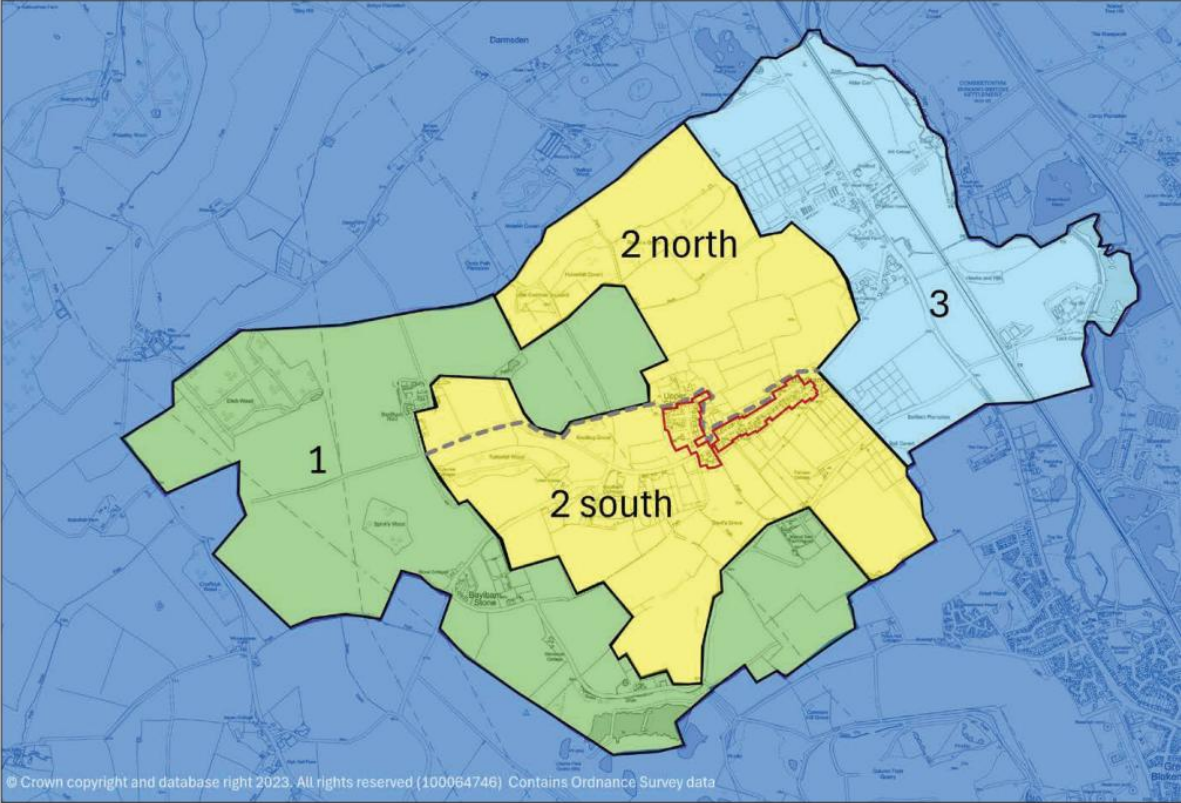
Map 3 - Neighbourhood Plan Settlement Boundary

Figure 4 Settlement boundary as defined in Baylham Neighbourhood Plan Adopted 2nd September 2025

Policy BAY1 on Spatial Strategy sets out that:

“Proposals for development located outside the Settlement Boundary will only be permitted where they are in accordance with national, district and neighbourhood level policies and where they would not have a detrimental impact on heritage and landscape designations.”

As part of the Neighbourhood Plan process, a Landscape Assessment of the Parish (published as a separate document) was carried out to assess the distinct local characteristics of the local landscape. The Landscape Assessment identifies three distinct character areas, as illustrated on Figure 5 below.



Map 5 - Landscape Character Areas

Figure 5 – landscape character areas as defined in Baylham Neighbourhood Plan

The application site falls within 1. High Baylham - broadly typical of the Ancient Plateau Claylands Suffolk Landscape Type.

The Landscape Institute guidance was used to inform the work in the Landscape Assessment to determine whether evidence exists to support the designation of a new valued landscape. It concluded that all three landscape character areas meet the criteria for valued landscape and, as a consequence, the Neighbourhood Plan designates the whole Parish as an Area of Local Landscape Sensitivity.

Policy BAY 3 relates to Baylham Area of Local Landscape Sensitivity and sets out:

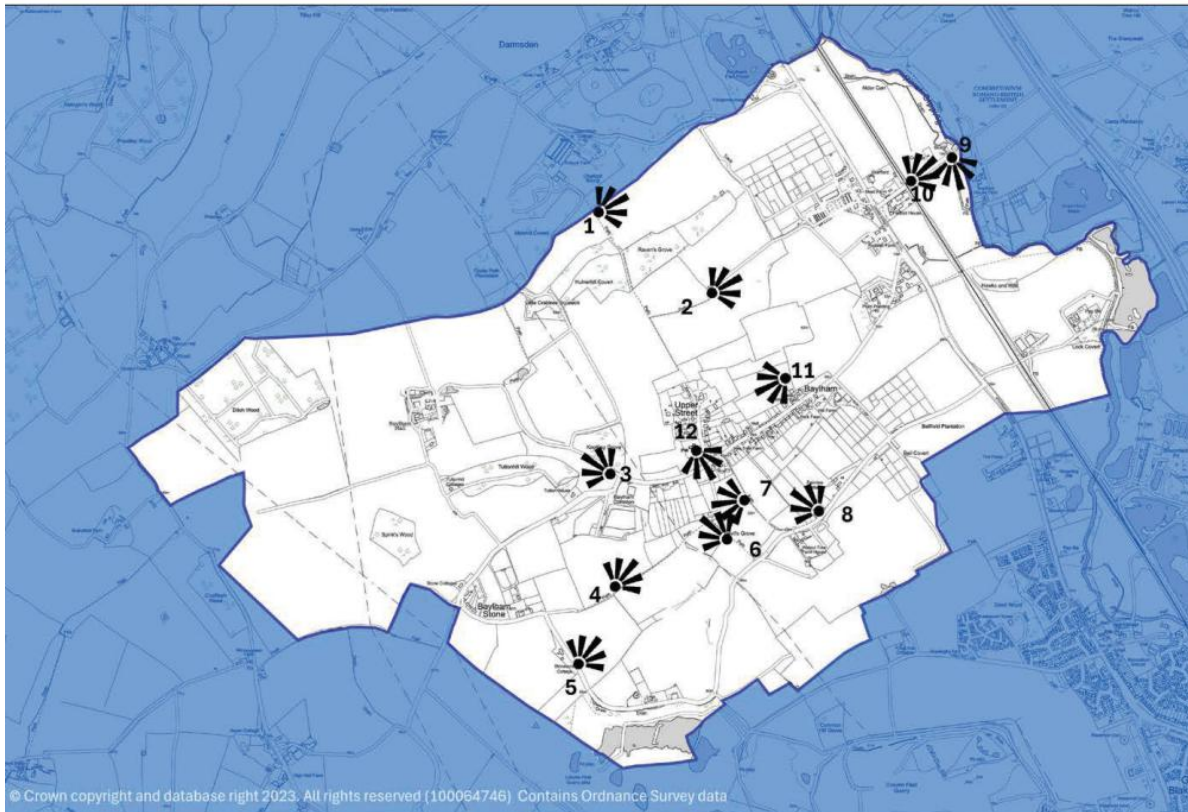
“Development proposals in the Baylham Area of Local Landscape Sensitivity, as identified on the Policies Map, will be permitted only where they:

- i. protect or enhance the special landscape qualities of the area, identified in the Baylham Neighbourhood Plan Landscape Assessment: Character and Sensitivity and Key Views (May 2024); and*

- ii. are designed and sited so as to harmonise with the landscape setting; and
- iii. are in accordance with other relevant policies in the Development Plan.

Proposals that have a significant detrimental impact on the landscape quality of the Parish will not be supported.”

The Baylham Neighbourhood Plan identifies 12 important views into and out of and within the village that are of high importance to its character, setting and sense of rurality. The important views are identified in Figure 6 below:



Map 6 - Important Views identified in the Baylham Landscape Assessment

Figure 6 Important views identified in Baylham Landscape Assessment, May 2024

Policy BAY 4 on Protection of Important Views states:

“To conserve the landscape and rural character and setting of the Neighbourhood Plan Area, development proposals shall, where appropriate, demonstrate how they will ensure that there is no significant detrimental impact on the key features and attributes of important views identified on Map 6 and the Policies Maps.

Proposals for new buildings outside the Settlement Boundary should be accompanied by a Landscape and Visual Impact Assessment, or other appropriate and proportionate evidence, that demonstrates how the proposal:

- a) *can be accommodated in the countryside without having a detrimental impact, by reason of the building’s scale, materials and location, on the character and appearance of the countryside and its distinction from the built-up area;*
- b) *conserves and enhances the unique landscape and scenic beauty within the Parish, having regard to the types of valued views identified and described in the Baylham Neighbourhood Plan Landscape Assessment: Character and Sensitivity and Key Views (May 2024); and*

c) protects the key features of the important views.”

Of the views identified on Neighbourhood Plan Map 6, the proposals have the potential to change View 12 (from the Church of St Peter looking south).

A Landscape Visual Impact Assessment accompanies the application submission and identifies 22 viewpoints taken from publicly accessible places. Those viewpoints are then assessed for their significance of visual effects during construction, one year following completion (winter) and after 15 years following completion (summer). The mitigation proposed is a combination of bunding and boundary tree planting to provide a considerable level of naturalised screening to new built form. In addition, the siting and material palette for the proposed buildings have been designed to provide the minimum character intrusion. Further details on views, their impacts and mitigation are contained within the Landscape Visual Impact Assessment submitted.

Policy BAY 5 relates to Biodiversity and Habitats and states:

“Otherwise acceptable development proposals will only be supported where they provide a measurable net gain in biodiversity through, for example:

- a) The creation of new natural habitats, including ponds, hedgerows and natural boundary treatments;*
- b) The planting of additional native trees and hedgerows of local provenance (reflecting the character of Baylham’s ancient woodland and hedgerows); and*
- c) Restoring and repairing fragmented biodiversity networks”*

Policy BAY 7 refers to Design Considerations and sets out:

“Proposals for new development must reflect the local characteristics and circumstances in the Neighbourhood Plan Area as described in both the Baylham Landscape Assessment: Character and Sensitivity and Key Views (May 2024), the Baylham Design Codes and Guidance and create and contribute to a high-quality, safe and sustainable environment.

Planning applications should demonstrate how they have taken the Design Codes in the Baylham Design Codes and Guidance (April 2024) document into account and how they have had regard to the Development Design Checklist in Appendix 4 of the Neighbourhood Plan, as appropriate to the proposal.

In addition, proposals will be supported where they:

- a) recognise and address the key architectural features, characteristics, landscape/building character, local distinctiveness and special qualities of the area and, where necessary, prepare a landscape character appraisal to demonstrate this;*
- b) maintain the sense of place and character of the three distinct parts to the Parish, as identified in the Baylham Landscape Assessment;*
- c) do not involve the loss of gardens, important open, green or landscaped areas, which make a significant contribution to the character and appearance of that part of the village;*
- d) taking mitigation measures into account, do not adversely affect and, where appropriate, enhance:*
 - i. any heritage assets of the site and its surroundings; and*
 - ii. important landscape characteristics, including trees and ancient hedgerows and other prominent topographical features;*

- iii. *the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light, other pollution (including light pollution), or volume or type of vehicular activity generated; and/or residential amenity; produce designs that respect the character, scale and density of the locality;*
- e) *produce designs, in accordance with adopted standards, that maintain or enhance the safety of the highway network...*”

Ipswich Functional Economic Area

Mid Suffolk is within the Ipswich Functional Economic Area, within which the A14 corridor is identified as a key location for employment and economic growth.

DEVELOPMENT PLAN DESIGNATIONS

The Development Plan confirms that:-

- The site lies within the Ipswich Fringe Area, but outside of any defined settlement boundary (2023 Joint Local Plan Policies Map).
- The site lies within the Stour and Orwell Estuaries Special Protection Area and Ramsar site, and the Deben Estuary Special Protection Area and Ramsar site 13km Zone of Influence (Protected Habitats Mitigation Zones) (2023 Local Plan Policies Map).
- There are no designated heritage assets within the application site, and it does not lie within, or adjacent to, any Conservation Area. There are listed buildings in the vicinity of the application site, located to the north or northeast of the site.
- The site is located within an Area of Local Landscape Sensitivity as defined in the Baylham Neighbourhood Plan.
- The site lies within Flood Zone 1.

The following policies and provisions are considered to be relevant to the proposal:

Adopted Joint Local Plan 2023

Policy SP03 The Sustainable Location of New Development

Policy SP05 Employment Land

Policy SP09 Enhancement and Management of the Environment

Policy SP10 Climate Change

Policy LP09 Supporting a Prosperous Economy

Policy LP12 - Tourism and Leisure

Policy LP15 Environmental Protection and Conservation

Policy LP16 Biodiversity & Geodiversity

Policy LP17 Landscape

Policy LP19 The Historic Environment

Policy LP23 Sustainable Construction and Design

Policy LP24 Design and Residential Amenity

Policy LP25 Energy Sources, Storage and Distribution

Policy LP26 Water resources and infrastructure

Policy LP27 Flood risk and vulnerability

Policy LP28 Services and Facilities in the community
Policy LP29 Safe, Sustainable and Active Transport
Policy LP32 Developer Contributions and Planning Obligations

[Baylham Neighbourhood Plan](#)

Policy BAY1 Spatial Strategy
Policy BAY 3 Baylham Area of Local Landscape Sensitivity
Policy BAY 4 Protection of Important Views
Policy BAY 5 Biodiversity and Habitats
Policy BAY 7 Design Considerations
Policy BAY 9 Flooding and Sustainable Drainage

[Baylham Landscape Assessment: Character and Sensitivity and Key Views \(May 2024\)](#)

The Landscape Character Assessment identifies 4 character types and the application site is located within the Ancient Plateau Claylands. Within the landscape character assessment summary of the Ancient Plateau Claylands, the Key Design Principles are:

- i. This is quite open landscape with the potential of any form of development to be visibly intrusive if it has been designed without sufficient screening or an appropriate landscape design plan.*
- ii. Reinforce, enhance, restore or, where locally appropriate, create the estate and parkland characteristics in new developments.*
- iii. Any development that impacts upon the historic parkland will be accompanied by a management plan or other detailed evidence, including a detailed scheme of mitigation and enhancement, to support the proposals.*
- iv. Whenever possible, incorporate existing landscape features such as tree belts, woodland or hedge lines into the design and layout of development proposals, such that the locally characteristic patterns can be retained within new land uses.*
- v. Ancient woodlands and old existing hedge lines are to be protected and maintained within this landscape character.*
- vi. To maintain the character and condition of the landscape, any major developments will enter into a Section 106 Legal Agreement for landscaping.*

[Suffolk Minerals and Waste Local Plan Adopted July 2020](#)

Suffolk Minerals and Waste Local Plan, adopted July 2020, is relevant to the proposals. It relates to the supply of aggregates and the management of waste sites.

Part of the application site is an inactive former quarry, previously operated by Blue Circle for the extraction of chalk, clay, sands and gravels in association with the former Cement Works located to the east of Branford Road. It is understood that the quarry closed in 1999 as all of the viable deposits had been exhausted. The western and north western areas mostly comprise restored open land and include substantial freestanding lakes, grass and arable land. Most of this open land comprises restored former mineral working areas, with the exception of the field on the north west perimeter of the Site, which has not been disturbed by previous quarrying activity.

The Suffolk Minerals and Waste Local Plan sets out their vision until 2036 as:

“Suffolk will continue to meet its statutory obligation as required by national policy for the supply of aggregates and the management of waste in a sustainable manner. Minerals and waste management sites will only be permitted in appropriate locations and will be required to be operated to high standards, so that they do not cause a significantly adverse impact upon the environment, landscape character, historic environment or local amenity or endanger human health. Temporary minerals and waste management sites will be restored to a quality and state conducive to an appropriate after-use, such as flood alleviation, reservoirs, agriculture, forestry, ecology, geomorphological interest or recreation.”

Paragraph 223 of the NPPF states that planning policies should:

“Safeguard mineral resources by defining Minerals Safeguarding Areas and Mineral Consultation Areas and adopt appropriate policies in order that known locations of specific mineral resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption that resources defined will be worked.”

The Suffolk Mineral Resources Map published by the British Geological Survey in 2003 does not identify the Site as containing any remaining sand, chalk or other mineral deposits. Further information can be found in the **ES technical chapter 1.11 dealing with Ground Conditions and Contamination. Also refer to Volume 1 chapter 1.3 of the ES dealing with existing land uses and activities.**

The Suffolk Minerals and Waste Local Plan, adopted July 2020, identifies all the proposed sites within the district that are protected for aggregates or waste sites. Although the application site is a former quarry, it is not a protected site identified in the Suffolk minerals and waste local plan. However, it is located within a mineral consultation area as defined on Suffolk County Council’s minerals and waste safeguarding and proposals map - see extract below.



Source: Suffolk County Council’s minerals and waste safeguarding and proposals map

When a proposal falls within the Minerals Consultation Area as defined on the Proposals Map, the County Council will be consulted, and Policy MP10 of the Suffolk Minerals and Waste Local Plan, adopted July 2020, is relevant.

Policy MP10 relates to Minerals Consultation and Safeguarding Areas and sets out:

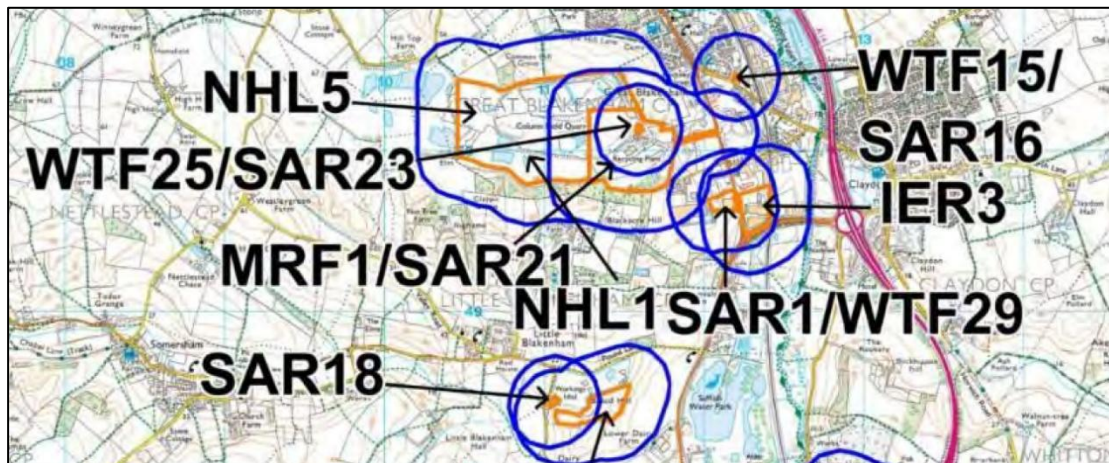
“The County Council will safeguard:

- a) those Minerals Safeguarding Areas located within the Minerals Consultation Areas identified on the Proposals Map from proposed development in excess of five Ha The County Council will, when consulted by the Local Planning Authority, object to such development unless it can be shown that the sand and gravel present is not of economic value, or not practically or environmentally feasible to extract, or that the mineral will be worked before the development takes place or used within the development;*
- b) areas falling within 250m of an existing, planned or potential site allocated in the Plan for sand and gravel extraction. The MPA will advise the Local Planning Authority whether any proposed development might prejudice the future extraction of minerals and should be refused, or whether such development itself might be prejudiced by proposed mineral working.*

District and Borough Councils should consult the County Council when a proposal falls within the Minerals Consultation Area as defined on the Proposals Map. The County Council will then refer to Policy MP10 before providing a consultation response. Responsibility for any mitigation required falls on the development that receives planning permission last.”

Suffolk County Council Minerals raised no objection to the previous outline consent in 2008 or reserved matters approval in 2020 relating to the ski centre, holiday resort and centre of winter sports excellence. The position taken by the Secretary of State on the outline consent in 2008 was that the principal demand for minerals in that area had gone with the cessation of the cement works.

The Site lies adjacent to the safeguarded Masons Landfill site, with the western part being within its safeguarding area, as edged orange and blue, respectively on the extract below from Inset Map MS9 of the Suffolk Minerals and Waste Local Plan.



*Source
Extract
from
Inset
Map
MS9 of*

the Suffolk Minerals and Waste Local Plan

Policy WP18 from the Suffolk Minerals and Waste Local Plan relates to the Safeguarding of waste management sites and is relevant to these proposals. It sets out:

“The County Council will seek to safeguard existing sites and sites proposed for waste management use as shown on the Proposals & Safeguarding Maps and will object to development proposals that would prevent or prejudice the use of such sites for those purposes unless suitable alternative provision is made.

Development proposals in close proximity to existing sites, should demonstrate that they would not prejudice or be prejudiced by a waste management facility. The safeguarding policy will also apply to any site where planning permission has already been granted.

Where existing business or other use could have a significant adverse effect in any proposed new development, the applicant must provide suitable mitigation before the development is completed so that the existing use is not disadvantaged by new development.

District and Borough Councils should consult the County Council when a potentially conflicting proposal falls within the 250 or 400 metre safeguarding zones as defined in the Appendix 3 Safeguarding Maps. The County Council will then refer to Policies WP18 before providing a consultation response.”

The proposals submitted maintain the existing access shared with Masons Landfill site, and no operations will impact existing landfill operations. As such, there is no conflict with policy WP18 on the safeguarding of waste management sites.

THE PRINCIPLE OF DEVELOPMENT

Sustainable Development

The site is located outside of the defined settlement boundary for Great Blakenham/Little Blakenham within what is considered to be countryside in land use policy terms, and located outside the defined Gipping and Claydon Strategic Employment Area as defined by the Adopted Joint Local Plan Adopted 2023 Table 6 Strategic Employment Sites. However, the site does benefit from earlier permissions to redevelop the site for tourism and leisure uses. The proposed redevelopment would represent the expansion of an existing, very successful logistics park.

Port One is already a very successful logistics hub that serves not just Freeport East but the UK. It has established a strong presence within the competitive logistics market.

Port One and the application site enjoy crucial locational and functional advantages that make it attractive to the logistics industry. These include:

- Very easy access to the A14 and its wider connections to the UK’s strategic motorway/road network, making for easy access by HGVs.
- Proximity to the east coast ports of Felixstowe and Harwich (Haven Gateway)
- Free Port East status attracting huge logistics movements on the A14 to/from Felixstowe, which is Britain’s largest and busiest container port. Imports and exports through Felixstowe are vital to the UK economy and the availability to consumers of goods and products from around the world.
- Port One is a Freeport East ‘Customs’ site.
- Clustering of logistics businesses within an established high-quality logistics park provides market investment confidence.
- The council’s supportive approach to business and its own proactive intervention in the shape of Gateway 14, attracting investment into the District and raising its UK commercial profile. (The Range at Gateway 14 occupies the UK’s largest warehouse)

Port One’s position on the A14 close to Felixstowe has proved highly attractive to the logistics industry. The application site is within the A14 Strategic Transport Corridor and therefore SP05 of the JLP is a relevant material planning consideration.

Assessment against each individual criterion under SP05, Part 5, criterion a) to f) is provided below:

Criterion a) “The applicant demonstrating that any proposal is deliverable and would enhance provision which cannot be accommodated on existing strategic employment sites;”

The applicant has a proven track record of delivery at Port One and has been able to build units to specific tenants' requirements rather than engage in speculative construction. Curzon de Vere knows its market and its focus on providing purpose-built, high-quality, state-of-the-art, sustainable facilities for the burgeoning logistics industry in the ideal location is one that is being well received by the Industry.

As a Freeport Customs Area, Port One now has an operational advantage that cannot be reproduced elsewhere in the District. The ability to benefit from the duty charges relief that it enjoys now cannot be reproduced. It is designed, set up and operates as a Customs Area logistics park with infrastructure to suit and as such cannot be accommodated on other general business parks. It has a Unique Selling Point (USP) that means it satisfies the SP05 requirement that it cannot be accommodated elsewhere.

The demand for additional logistics space in Mid Suffolk along the A14 corridor is far from satisfied.

SP05 is designed specifically to ensure that appropriate employment uses and floorspace continue to be supported. Its emphasis through the application of a criteria-based approach is to ensure the right type and quantity of space goes to the right place along the A14 corridor.

It is considered that the proposal meets all the relevant criteria.

The economic statement indicates that there is significant (but undefined) demand for commercial floorspace on the A14 corridor. The nearby Strategic Employment site that is Gateway 14, for example, has Freeport East commitments and associations, which means it needs to provide a mix of commercial business floorspace and cannot focus on distribution uses.

Criterion b) "All proposals demonstrating adequate highway capacity and access with sufficient on-site parking"

Port One Logistics Park to the south has been carefully planned to ensure adequate parking is provided within a wider context of actively encouraging the use of alternative sustainable means of travel, such as foot, cycle, public transport and EV.

The uses on site, by their nature, do not attract many visitors, and so the demand for parking spaces is predictable. The Transport Assessment submitted with this application provides further details and the justification for the number of parking spaces.

This application follows the same principles with an emphasis on providing enhanced pedestrian and cycle connectivity and an expanded free electric shuttle service for access to and from work for staff from local pick-up points, with a balanced number of car spaces.

It is acknowledged that the site is poorly served by easily accessible (within 400m of a bus stop) bus connectivity. Port One has, from day one, taken the approach to build in sustainable travel options and offered local communities (parishes of Little Blakenham, Great Blakenham, Barham, Claydon, Bramford) pre-organised free access to the electric shuttle vehicles via a S106 commitment on the hybrid permission for the logistics park to the south.

In addition, improvement works to the Junction 52 roundabout and the new access into the logistics park to the south from the Bramford Road (agreed under the hybrid permission for the logistics park to the south and as part of a section 278 agreement with SCC Highways), once completed, will increase its capacity. This will enable all HGV movements to use the access into the established logistics park from Bramford Road and access the application site via the existing estate road to the south.

Criterion c) "Ensuring provision of accessibility to public transport, including walking and Cycling provision"

Port One Logistics Park has already provided a number of improvements that have improved localised pedestrian and cycle accessibility and connectivity. The current proposal includes further improvements that will extend that connectivity, further helping to encourage safer active travel.

In addition, the use of electric shuttle vehicles at Port One will expand into the application site, and this will provide free transport for employees to and from work across the various shifts.

The applicant has already worked with local Parish Councils and the District Council to develop free community access to journeys using the electric shuttle vehicles during off-peak times, and the shuttle bus operation will be expanded.

Criterion d) “The site design and layout being sensitive to the surroundings, including any landscape, heritage and biodiversity assets;”

Landscape and heritage impacts are discussed in detail later in this report at Sections 4.21 and 4.18, respectively.

In summary, it is acknowledged that the proposed development will cause some harm to the existing landscape and designated heritage assets. In the case of the heritage harm, which is described as a low level of Less Than Substantial Harm, this harm is outweighed by the public benefits that would occur if the development were allowed.

In terms of landscape impact, the development will change the character of parts of the landscape, although the Port One Development to the south have already done that. Regrading of ground levels to lower them in places will have the effect of reducing the mass of the proposed buildings in the landscape, and additional landscape buffer planting will soften the impact of the development in the landscape.

The landscape visual impact assessment accompanying the submission identifies the impact of the development on views, and the landscape scheme proposed would go some way to mitigate that impact and screen the warehouse buildings.

Criterion e) “Prioritisation being given to development on previously developed land;”

Quarrying and subsequent restoration activities have significantly altered the levels and the landscape within the Site. They have created exposed chalk and sandcliff faces and areas of spoil. The central plateau, to the immediate east of the Viridor operation, has been restored and comprises a number of substantial lakes with grass and arable land. The very western part has not been worked and is the only area that is currently being actively farmed. With this exception, the remainder of the Site has not been used for any purpose since quarrying activities ceased.

As such, the application site cannot be considered to be Previously Developed Land, in that it is presently open land and has not been developed.

The application site has previously had the benefit of planning permission to develop the site (ref: OL/100/04) as a ski centre, holiday resort and centre of winter sports excellence. This proposal includes the same red line application site as that which was the subject of previous consents.

Criterion e) requires prioritisation to be given to development on previously developed land, but it does not say all development must be exclusively on PDL.

Port One Logistics Park, located to the south, is an existing, highly successful business that is seeking to expand. The application site adjacent to the north is available and already benefits from planning permission for development purposes, and therefore, the acceptability of the principle of development on the application site has already been established.

Criterion f) “All new buildings demonstrating a high standard of design, by having regard to the relevant policies of the Plan.”

This is explored in detail within later sections of this Statement.

The proposed design is considered to meet the required standard and would follow the same character, design philosophy and execution used within Port One Logistics Park to the south, where accessibility, environment, sense of place and sustainability all contribute to the design quality.

DESIGN AND LAYOUT

The proposal will extend the Logistics Park by approximately 114.65 hectares, of which part of the site will include a permanent nature reserve, accessible to the public and significant boundary landscaping. The design and access statement submitted provides more detail on the design approach.

All HGV traffic accessing the application site will route via the Port One estate to the south, where traffic will enter the established park using a new traffic signal junction, direct onto the B1113, where the entrance to Port One will be within 600m of Junction 52 of the A14. The link to the junction is all dual carriageway. The traffic signal junction works have been approved under a previous permission and an S278 Agreement.

The existing estate road at the established Port One Logistics Park will be extended to the north, with the units facing the estate road behind service yards and parking areas. The height and design of the buildings will follow established design principles, so continuing the Port One brand identity.

Existing boundary landscaping around the site perimeters and in the central parts of the site will be retained where possible and supplemented with substantial new planting in order to screen the buildings, create a green corridor and permanent nature reserve.

It will extend the existing high-quality development in a manner that is consistent with the requirements of policies. In particular, the proposal:-

- Is in keeping with the character of existing, and committed, development at Port One Logistics Park and has been carefully designed to ensure that there is no detrimental impact on the wider landscape or on important views (Policies BAY 3, BAY4 and BAY7 of Baylham Neighbourhood Plan and JLP Policies SP03, SP09, LP12, LP15 ,LP17, LP19 and LP23). It will sit north of Port One. The majority of the site already has planning permission to be developed for tourism/leisure purposes.
- Will not harm the amenities of any residential property (Policy LP24).
- Will be laid out in a manner that both reflects its intended use and function, whilst at the same time responding to the typography of the site, surrounding land uses and important natural landscape features along its boundaries (Policy SP03, SP09, LP15, LP16, LP17, LP19).
- Comprises buildings which are of an appropriate design, size and scale (Baylham NP Policy BAY 7, BAY 4, JLP Policy SP09, SP10, LP17, LP23 and LP24).
- Is well served by existing infrastructure (Policy SP03, LP25, LP26 LP27, LP28, LP29).
- Will create a permanent nature reserve and add to biodiversity enhancements (Policy LP12, and LP16)
- Will not result in a loss of high-quality agricultural land (Policy LP15).
- Will make a significant contribution to the local economy (Policy LP09).
- Will provide additional job opportunities for local communities (Policy LP09 and LP32).

Other development control criteria are addressed in the reports submitted with this application and are summarised below.

DELIVERING ECONOMIC GROWTH

Economic Land Needs Assessment 2024

As part of the evidence base for the ongoing review of the Joint Local Plan, Babergh and MidSuffolk commissioned an Economic Land Needs Assessment, which was produced by Lambert Smith Hampton and published in June 2024.

The Report concludes that there is significant demand for employment land arising from development at Freeport East and Sizewell C, with stakeholders unanimously identifying the A14 Corridor as the key employment area within Babergh and Mid Suffolk. All stakeholders reported that there is a strong demand for warehouse/distribution space.

The Report concludes that the A14 Corridor and Ipswich Fringe are the primary locations, in which there is significant known demand for both warehouse and distribution development and manufacturing uses. This demand arises both from regional and national operators and from smaller local occupiers seeking to grow and expand. It advises that a significant quantum, and range, of site types and sizes should be provided to ensure that there is sufficient supply to meet growth aspirations and ensure that growth is not constrained.

General Demand

The evidence confirms the findings of the Economic Land Needs Assessment, with there being significant demand for large (circa 100,000 sq. ft. plus) Class B8 warehouse and distribution units on sites that have direct access to the A14. There is less demand for smaller units that are suitable for a range of commercial operations. There is also no shortage of available such units.

Port One board due to its proven track record of delivering high-quality logistics space at the Port One Logistics Park, which is located to the southwest of Great Blakenham and has a dual carriage link to Junction 52 of the A14.

Port One is proving extremely popular with logistics firms, such that there has been no speculative development on the site. Every unit has been built to the specific requirements of an end-user. This, in turn, means that, even in these constrained times, it is an attractive proposition to lenders and financing the development has not been an issue. Port One Logistics Limited does not have to actively market the Port One site – logistics firms are knocking on its door.

Port One Logistics Limited was granted permission in 2024 to significantly extend Port One to the south. One building has already been completed and is occupied (Unit 5), whilst three further businesses have signed up (subject to conditions and reserved matters being discharged), with the Company being in advanced discussions for the remaining space.

The spin-off economic benefits of Port One are significant, with related businesses setting up in the area (such as employment agencies and forklift service companies) to serve the Logistics Park. This has been achieved without impacting the development of any other employment site in the District; as is evidenced by the fact that the Council has secured tenants on the Gateway 14 development at Stowmarket.

Freeport East

Businesses authorised by HMRC and operating inside designated Freeport customs sites (such as Port One) can store or manufacture imported goods before exporting them again without paying the full tariff. Eligible businesses can take advantage of duty suspensions, duty exemptions on re-exports and flexibility on how duty is calculated, as well as simplified customs procedures to import, export, store or process goods and streamlined processes for bringing goods into and moving goods between customs sites.

Business Investment within the District

Port One Logistics Limited has significantly invested in Port One with the as-built element and fit-out costs representing a huge financial investment within the District, and is a significant expression of business confidence in what the District has to offer. The location has been ideal and the Council have previously supported the development of Port One through the plan process. Port One Logistics Limited remains fully committed to continuing to do business here and has set a new benchmark for sustainability.

Balanced Growth

Whilst the type of jobs being created at Port One Logistics Park is a very particular type, and whilst they may not generate higher-paid high-tech or research and development opportunities, they do provide a valuable source of local employment.

It has previously been recognised just how rapidly parts of the District have expanded in terms of large-scale residential development, but without commensurate increases in local job opportunities.

It is difficult for any planning authority to argue that it is creating balanced growth.

Mid Suffolk District Council continues to support the growth of employment, such as Gateway 14. Elsewhere, such as Port One, it has supported it through the planning process and its planning policies.

Development along the A14 has meant that the District has capitalised on import/export business opportunities that arose from Brexit, and where Mid Suffolk has been able to avoid employment stagnation or decline that emerged as a result of the impact of the Covid-19 crisis.

Jobs

Port One has already created significant job creation with employees working over shifts. Some of the units within the established park already operate 'extended' hours (early starts and later closing in the late evening), although none currently work 'round the clock'. The relevant planning permissions do not restrict working hours, and it is expected that some will have 24-hour working as part of their business model, as next-day delivery is rapidly becoming a customer expectation. Indeed, the ability to operate 24/7 in the logistics industry allows goods to travel overnight when roads are not congested, thereby improving delivery times as well as helping to smooth out HGV movements on the trunk road system to the benefit of other road users and general capacity.

Further details can be found in the ES chapter 1.14 that deals with the impact of the development on the economy.

The anticipated job creation represents a significant boost to the local economy, creates opportunities to improve job prospects for many across the District and offers a chance to improve the quality of lives/well-being for others. Port One is a major local employer in the district, and its success at the already established Port One site to the south of the application site means that this application can build on that success. Port One, if extended to the north as a result of the current application being successful and significant jobs being delivered, has the ability to become a major local employer in the District. Port One is already helping to put the District 'on the map' when it comes to showing the way for sustainable commercial development.

TRANSPORT

Vehicular access to the proposed development will be provided from Bramford Road, via a purpose-designed entrance road which will be upgraded to comprise two lanes in and two lanes out. This new access route will connect to Masons Quarry across Blue Barn Lane, linking directly into the site. A secondary access point, incorporating a roundabout junction, is also proposed within the application boundary. This access will be restricted to car use only, ensuring that the primary access from Bramford Road remains the principal route for all HGV movements.

The application is accompanied by a Transport Assessment which demonstrates that, taking into account committed developments in the area and using the Suffolk County Transport Model, the local highway network, including the A14 Junction 52 Claydon Interchange, will continue to operate within capacity.

Due to the large size of the development units within the proposed extension, it is proposed to provide car parking provision of around 40% of the SCC maximum parking standards for B8 Use.

The car parking provision for the proposed extension is the same as the provision agreed for the previous Port One schemes, i.e. around 1 space per 375sqm. In addition, HGV parking is proposed at an average rate of around 1 space per 700sqm, and this is considered to provide sufficient parking by the applicant based on experience of similar sites, including the approved units at Port One.

Due to the large unit sizes, it is considered that the cycle parking requirement of 1 space per 400sqm is excessive and would require a provision for the whole site of around 1 space per 2 staff. Therefore, it is proposed to provide cycle parking at a reduced rate of approximately 1 space per 800sqm for the proposed extension, i.e. around 20 cycle parking spaces per unit.

To further justify the car parking provision, the proposed car park accumulation analysis has been provided in the Transport Assessment.

To assist the changeover to electric vehicles, the development will include EV charging points for a minimum of 20% of all car parking spaces, with infrastructure for future connectivity to a further 20% of car spaces.

Pedestrian and cycle routes have been designed to maximise the site's permeability to further encourage the use of sustainable travel modes. The existing public footpath routes will be retained and extended. Off-site cycle and pedestrian routes into Great Blakenham have already been improved.

A Workplace Travel Plan has been prepared and is operational for the established Port One Logistics Park to the south and is on the Council's MODESHIFTSTARS portal. A draft Travel Plan accompanies this submission and will ensure all employees are provided with advice and encouragement to make sustainable travel choices.

The Estate's existing free minibus service will be further extended to improve staff access and public transport facilities in the local area.

The Transport Assessment demonstrates that the development will fully comply with the relevant highway and transport provisions of the Development Plan, including those set out in JLP Policy LP29. It also complies with all relevant national policies and guidance.

ECOLOGY AND BIODIVERSITY

The Preliminary Ecology Appraisal (PEA) describes the site and explains that the site itself consists of habitats including arable land, interspersed with mixed-species hedgerows, ponds/lakes, neutral and calcareous grassland, chalky/sandy cliffs, ponds and lakes and deciduous woodland.

The habitats recorded onsite include other calcareous grassland, other neutral grassland, other broadleaved woodland, native hedgerows (priority and non-priority), bramble and mixed scrub, arable land, inland rock from the disused quarry, ponds and lakes. Adjacent habitats include further arable land, with roads bordering the north, east and west of the Site, and woodland to the south separating the Site from Port One Logistics Park, which consists of large industrial buildings and concrete hard standing.

The PEA concludes that further surveys are recommended for bats, breeding birds, GCN, dormice, badgers, reptiles, otters, water voles, Roman snail and other invertebrates. The PEA sets out a number of precautionary mitigation strategies and precautionary working methodologies.

A UK Habitat Classification Survey and Biodiversity Net Gain (BNG) Baseline Report calculated the site to have a baseline of 643.15 BU habitat area and 21.24 BU hedgerow area. The proposed development will likely result in the loss of large areas of temporary grass and clover leys, non-priority ponds, other neutral grassland, lowland acid grassland, and native hedgerows that surround ponds on-site.

To meet the minimum 10% BNG onsite and comply with trading standards, a post-development figure of 707.47 habitat BU, and 23.36 hedgerow BU, is required. BNG habitat creation and enhancement will likely need to occur both on and off-site to ensure the right amount of compensation can be achieved and the minimum post-development BU figure can be reached.

A Biodiversity Gain Plan will be submitted to the LPA upon agreement of onsite habitat creation or enhancement measures. This will include a management plan that will involve the monitoring of implemented measures for the next thirty years.

The Preliminary Ecology Appraisal, together with the UK Habitat Classification Survey and Biodiversity Net Gain (BNG) Baseline Report and Biodiversity Gain Plan, will ensure there is no conflict with Policy SP09, LP15 and LP16 objectives.

Permanent Nature Reserve

The proposals include the former Mason's quarry being set aside for use as a permanent mature reserve, transforming a former quarry into a flagship Nature Reserve. This has been inspired by Chafford Gorges Nature Discovery Park, which is managed by Essex Wildlife Trust and features cliffs, lakes, woodland, a visitor centre, trails and interpretation boards. That case successfully demonstrates the successful transformation of post-industrial land and provides a model for balancing visitor access with habitat conservation.

The land involved amounts to 12.5 hectares and is part of the site where the chalk and sand were extracted. It is currently private, unused land with no public access. Its distinct landscape features comprise chalk cliffs, sand cliffs, a lagoon, woodland and grassland.

The vision is to restore, protect and open the former quarry as a thriving nature reserve which would provide biodiversity conservation, education, and community access. Overall, this would be 'Living Landscape' connecting people and nature.

The key features include:

- Dramatic chalk and sand cliffs with geological value
- Lagoon supporting aquatic habitats
- Natural regeneration of woodland and grassland
- Elevated viewpoints offering panoramic views
- Existing County Wildlife Site (CWS) designations in parts

The proposal aims to redefine designations for better protection and management. The proposed designation changes include the removal of the County Wildlife Site status from degraded or low ecological value zones, granting nature reserve status to high-value habitats within the existing county wildlife site areas, and extending the Nature Reserve boundary to include new areas of habitat potential. The total proposed reserve area would be 12.5 hectares.

The proposed infrastructure would include a Main Visitor Centre with café, toilets and car park (free access), Interpretation hubs across the site, bird-watching shelters at the chalk cliffs and lagoon view, sand cliffs view, woodland interior view and a network of walking trails and viewpoint platforms.

In terms of zoning and the access strategy, the following principles are envisaged:

- Core ecological zones would have restricted access.
- Semi-public nature trails and educational zones.
- Visitor facilities located in low-impact areas.
- Managed viewpoints overlooking key features.
- Defined boundaries to protect sensitive habitats.

For the visitor experience and educational opportunities, this would involve self-guided walking routes with interpretive signage where the key themes are geology, ecology, restoration, quarry and heritage. In addition, educational programs for schools/community groups and opportunities for volunteering/citizen science.

There would be significant benefits to the community, which would involve the creation of new public open space, environmental education opportunities, health and wellbeing benefits from access to nature, Tourism and local economic uplift and a Stronger community identity and pride in the local landscape. Further details on the nature reserve proposals are within **Appendix A** to this statement.

The PEA and BNG report together with the permanent nature reserve proposal demonstrate that the extension of the Logistics Park can be undertaken in a manner that is entirely consistent with Policies SP09, LP12, LP15 and LP16 together with NPPF policies that seek to deliver biodiversity net gain.

FLOOD RISK AND DRAINAGE

The Site is wholly located in Flood Zone 1, and as the development forms a commercial development, it is defined as being less vulnerable to flood risk.

A Flood Risk Assessment and Drainage Strategy has been prepared to support the planning application. This sets out the flood risk to the development and principles of the drainage strategy, with details of investigations and further evidence required to satisfy the requirements of a site-specific flood risk assessment and drainage strategy in accordance with the National Planning Policy Guidance (NPPG) and the specific guidance of the Lead Local Flood Authority (LLFA).

A Site-Specific Flood Risk Assessment will be undertaken for each phase/unit as required, and provide further information in accordance with the requirements of the NPPG.

With respect to groundwater flood risk, groundwater monitoring will be undertaken, with results reviewed on completion of the monitoring period. At the time of preparation of this report, this work had commenced, and the proposed programme for its completion and results is provided within that report. It is anticipated that the risk of flooding from groundwater to the development is low, and this will be reviewed following completion of monitoring due to the large level differences across the site.

With respect to Surface Water Flood Risk, the data shows a number of areas at risk of flooding within the development site through the 1 in 30 to 1 in 1000 year. The majority of flooding shown is to the extent of the existing ponds on site, along with localised low points and feature lines. The development of the site will result in the implementation of a formal drainage system, with the site development resulting in regrading of the site, allowing the management of surface water flows across the development.

The development has no risk from fluvial sources; the closest fluvial risk is from the River Gipping, approximately 1km away.

There is no risk to the development site of flooding from reservoirs.

The surface water strategy will be to discharge via infiltration.

It is acknowledged that more detailed and targeted intrusive investigations will be required to inform detailed design as the scheme progresses, and these further works will be considered and scoped at a later date.

With respect to the Surface Water Drainage Strategy, the development will incorporate the use of rainwater harvesting as Priority 1 for the disposal of surface water. This will be in consultation with the requirements of occupiers, the wider development user and neighbours. It is not anticipated that rainwater harvesting will be suitable for the total disposal of surface water flows, and whilst this will be promoted, it is considered that the development will ultimately use infiltration to discharge surface water flows.

The general principles of the surface water drainage are set out below:

- Individual units will discharge to their own on plot soakaway with no discharge to the wider network (subject to targeted infiltration testing when the development layout is progressed).
- If not achievable, the discharge from each unit will be restricted to the equivalent greenfield runoff rate using flow controls and storage on site, with the discharge then directed to areas of on-site infiltration features (swales, basins, etc) to achieve the required solution.
- Exceedance overflows will be provided to individual units where rainfall events are in excess of the extreme design event; these will discharge to the wider infrastructure drainage system.
- The infrastructure serving the development will be managed with swales and filter strips adjacent to roadways with discharge to infiltration features.

The requirements set out by Suffolk County Council LLFA at the outline planning application stage will be met, and the proposed drainage strategy will deliver on each of the four pillars of SuDS (water quantity, water quality, amenity and biodiversity).

With respect to the foul water drainage strategy, an assessment will be undertaken for the anticipated flows from the development, which will determine the ability of the development. It is anticipated that the flows from the development will exceed the available capacity within the existing public sewerage network. It is likely that the development's foul water will be disposed of via a treatment works constructed as part of the development. The treatment works will require approval from the Environment Agency under a bespoke permit, which is intended to be sought post planning approval.

The programme of flood risk and drainage design works will be developed in accordance with the final phasing plan for the development, in agreement with the LLFA.

The full and final system lies within the application site and is under the control of the applicant. It is compliant with national policy and will fully accord with the requirements of Policies SP10, LP26 and LP27.

WOODLAND AND TREES

The site consists of habitats including mixed-species hedgerows and deciduous woodland. Boundary tree groups and existing vegetation on embankments and slopes are to be retained, providing ecological connectivity and continuity of green infrastructure.

Whilst it will be necessary to remove some trees, scrub and hedgerows from the central part of the site, the impact of tree and scrub removal is localised and the overall impact ranges from minimal to significant change.

The extent of tree, scrub and hedgerow loss can be mitigated by the re-design of site layout to prioritise vegetation retention with the primary aim of minimising vegetation removal and replacement planting using native trees, tree groups and hedgerows. New planting will be undertaken to improve species diversity, long-term resilience and habitat.

The loss of trees, tree groups, scrub and hedgerows is variable across the site, with the most significant impact being in area B2 (refer to the Tree Survey and Arboricultural Implications Assessment submitted at Volume 3 of the ES). Careful consideration will be given to opportunities to reduce and, wherever possible, mitigate these losses by redesign and replanting.

Existing tree cover will be retained where possible, and together with new plantings/bundings will ensure there is no conflict with Policy LP16, LP17 and LP24 objectives.

LANDSCAPE AND VISUAL IMPACT

The Landscape and Visual Impact Assessment assesses the landscape and visual effects that the proposed development would have on the character and quality of the landscape.

The Assessment concludes that the proposed development will result in a high magnitude of change within the site, particularly in Site Areas C and D, where undeveloped arable land will be replaced by large-scale commercial buildings and solar arrays. The transformation of the site's character is predicted to result in major/moderate adverse effects on the site itself, which are considered significant. However, effects on the wider landscape character areas are predicted to be minor to moderate adverse and not significant, due to the limited perceptual change beyond the site boundary. This is largely attributed to the screening provided by existing vegetation, topography, and the presence of similar commercial and industrial land uses in the vicinity.

Visual impacts vary depending on receptor type and location. Significant adverse effects are predicted for users of specific public rights of way, particularly Baylham Bridleway 35A and Footpath 34, where views of new built form will be prominent and close-range. These effects are expected to reduce over time with the establishment of mitigation planting.

Residential receptors, including those at Blueleighs Park and Stone Farm House, are generally subject to minor or neutral effects, with visibility constrained by vegetation and landform. Visitors to heritage assets such as the Church of St Peter in Baylham may experience moderate adverse effects during construction, reducing to minor adverse effects by Year 15 due to bunding and planting.

The mitigation measures identified are expected to considerably reduce the visual and landscape effects over time, particularly by Year 15, when planting has matured and bunding has fully established.

The LVIA concludes that while the proposed development will result in significant landscape and visual effects within the site itself, the wider landscape and visual receptors will experience limited and generally not significant impacts. The development has been designed with careful consideration of the surrounding landscape character, visual context, and planning policy requirements. With the implementation of robust mitigation measures, the site can be successfully integrated into the landscape.

With the mitigation measures that have been incorporated into the proposal, the overall impact of the development will be low, and there is no conflict with Policies LP16, LP17 and LP24.

NOISE

The nearest residential properties are located on Circular Road to the north of the application site, some 25 to 30m from the site boundary. The proposals have been designed to ensure boundary tree retention and significant tree planting/bunding around the site perimeters, and that the service yards do not face towards the residential properties, and they are screened by the warehouse buildings.

The previous applications for Port One were accompanied by Noise Reports that concluded that there would be no adverse impact on nearby residential properties.

The Noise Assessment undertaken is based on comprehensive Noise Surveys carried out for this proposal at multiple locations to determine the character and level of existing noise climate at noise-sensitive properties in the vicinity of the site. Noise levels are typical of a rural location, with low daytime and nighttime noise levels noted.

The assessment concludes that the impact of servicing activity during the day will be very low, and a significant effect will be negligible. Predicted noise levels (L_{Aeq}) are below the existing ambient (L_{AeqT}) noise levels; the change in noise level will be around 2dB, which is a low magnitude. The resultant significance effect at the properties opposite the entrance is therefore considered minor. At all receptors, the effect of noise from servicing activity during the day is not significant.

During the nighttime period, the rating level from servicing activity will be greater than 10dB above background noise levels at all receptors. There is, therefore, a potential high magnitude impact which would result in a major significance effect. The assessment is an initial assessment, and in accordance with the requirements of BS4142 contextual considerations should be taken into account. At night, the people are typically inside their properties, and therefore, the comparison of the rating level against the external background level does not reflect the true nature of the potential impact from the proposed development. The main consideration at night is the impact on sleep disturbance, and the critical factor is the maximum level, $L_{A_{fmax}}$, from service yard activity and its relation to recognised sleep disturbance, such as that found in the World Health Organisation Guidelines for Community Noise (WHOCHG). The guidance recommends that the onset of sleep disturbance may occur when external levels exceed 60 dB $L_{A_{fmax}}$. Predicted maximum noise levels will be well below 60 dB $L_{A_{fmax}}$, and the magnitude of impact is considered very low, which would result in a negligible significance effect. As shown in survey results, the magnitude of impact is considered very low, and the significance of effect is negligible.

Overall, the assessment concludes that, subject to mitigation measures, noise from the operation of the site will not cause significant adverse impacts to local residents in line with national and local policy aims. The mitigation measures will depend on the final site layout and end-user of the site, but will include a combination of physical measures, such as using building layout to screen receptors, and operational measures, including restriction of certain activities, operating hours. These can be controlled through suitably worded planning conditions.

Construction work will be carried out in accordance with the advice and best practice guidance in BS 5228. Full details of the mitigation measures to reduce noise during the construction phase are provided as part of a Construction Transport Management Plan (CTMP) submitted with the application.

Maximum noise levels ($L_{A_{max}}$) from external activity have been assessed and shown to be below the WHO Guidelines for sleep disturbance. It is concluded that the proposed mixed-use development of Port One North will not cause a significant impact on the health and life of local residents in accordance with the national policy aims contained within the NPPF.

The proposal fully complies with Policies LP09, LP15 and LP24.

CLIMATE CHANGE AND SUSTAINABILITY

The Sustainability Statement addresses requirements arising from national and local policies. The provisions include:

- A BREEAM 'Very Good' rating will be achieved for all non-domestic development. Photovoltaic panels will be provided on warehouse roofs to provide 100% of annual energy usage based upon standard B8 usage. Discussions are being held to utilise green power from the offshore wind farms.
- All Forklifts will be electric.
- EV charging points will be provided for 20% of cars, with a future provision for an additional 20%.
- The existing Travel Plan, including the electric minibus service, will be extended for the new site.
- Sustainable drainage systems (SuDS) will be incorporated into the design.
- The Construction Contractor will be required to sign up to the Considerate Constructors' Scheme.
- Water-saving measures will be incorporated into the design.
- Measures will be taken to enhance the biodiversity and ecological value of the site. 50,000 new trees will be planted.

- A new nature reserve (12.5 hectares) will be created that will be accessible to the public.
- Material excavated is reused on-site. Stone and engineered fill are created from dug material, and it is intended to start production of concrete on site.

It is now well established that, throughout the design and planning process, development proposals should consider the principles of sustainability, e.g., manage social, economic, and environmental capital. They should assist in reducing greenhouse gas emissions wherever possible, to minimise the impact or footprint of the development, and take account of potential future effects of climate change. The application seeks to achieve this goal and improve upon it to provide a Net Zero development with net-gain biodiversity and increased public open space.

The proposal meets, and in most cases exceeds, the requirements set out in Local Policies Policy SP09, SP10, LP15, LP23, LP25, LP26 and LP29.

LAND CONTAMINATION

The application submission is supported by a Tier 1 Desk Study Report and data review prepared by Richard Jackson Consulting. The report identifies the following potential sources of contamination from the site walkover:

- Made Ground;
- Former Quarry Activities;
- Localised fly tipping incl. bonfires;
- Operational landfill site to the north.

This report considers historic Ordnance Survey maps and aerial photographs dating back to 1881, together with environmental and geological data provided by Groundsure Ltd. The report presents a preliminary conceptual site model and summarises the potential contaminant linkages which have been identified.

Intrusive investigations are recommended at the site for both geo-environmental and geotechnical purposes. Given the scale of the site and the proposed development, it is recommended that intrusive investigation works are phased and should focus on establishing the prevailing geologies across the site to inform a preliminary ground model and provide information on the depth to groundwater beneath the site, including seasonal variations.

More detailed intrusive investigations are considered likely to be required on a plot-by-plot/phase-by-phase basis as the development progresses, with these works intended to provide more comprehensive information to inform detailed design works.

As a result, there is no conflict with Policy LP15.

ARCHAEOLOGY

The application is supported by an archaeology desk-based assessment, and this concludes that the evidence suggests that the site lies within an area of high archaeological potential, containing significant remains dating from the prehistoric to medieval periods. However, archaeological potential is limited to the northern and north-western edges of the site, beyond the bounds of the former quarry. The former quarry and already developed areas, which comprise the majority of the site, have negligible archaeological potential. Potential remains have either already been investigated and recorded or, in the case of the former quarry, already truncated without record.

Due to the nature of the site and the reduced size and impact of the proposed development, archaeology has been scoped out of the EIA.

For the permitted SnOasis development, the MSDC Archaeology Service consultation response in June 2017 recommended that two planning conditions relating to a 'Written Scheme of Investigation' should be required by the applicant.

It is anticipated that planning conditions will be used to secure appropriate mitigation measures and a programme of archaeological investigation, recording, reporting, archiving, publication, and community involvement; to advance public understanding of the significance of any heritage assets to be lost (wholly or in part); and to make this evidence and any archive generated publicly accessible.

A Written Scheme of Investigation will commit the areas of land that have not been excavated and will be the subject of archaeological field surveys and trial trenching, and this will be undertaken prior to any work commencing on site. As a result, there is no conflict with Policy LP19.

HERITAGE

In 2017, the Environmental Statement and Heritage Assessment for the outline consent and approved reserved matters on the 'SnOasis' scheme concluded that no significant effects were determined for any heritage asset within 5km of the Site boundary. The consultation response from the heritage team at Mid-Suffolk District Council concluded the proposal would cause a "very low level of harm" to the settings of various designated heritage assets.

Historic England requested further information during the course of the application, and a Heritage Addendum was submitted, which considered all listed buildings and registered parks/gardens within a 5km radius of the site. The heritage addendum concluded that for all of the heritage assets that have the potential to be significantly affected by the development, all have been assessed to have 'no change' to their heritage significance. The reasons stated include "not visible from the surrounding landscape, views out and to buildings screened by vegetation, topography and the nature of the surroundings and location".

The scheme pursued in 2021, known as the 'Valley Ridge' scheme, was at a lower height and therefore less visible than the 'SnOasis' consent, and the conclusion was that the effects would not change from the 2017 ES and addendum (e.g. 'no change'). The Valley Ridge design was considered more sympathetic in terms of materials used and the natural landscaping of the site than the SnOasis scheme.

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the decision maker must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. What this means is that a finding of harm, even less than substantial harm, to the setting of a listed building is something that must be given "considerable importance and weight" in the balancing exercise, and this presents a 'strong presumption' against permission being granted.

This is reflected in the advice in paragraph 212 of the NPPF that:-

"When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)."

Consequently, any harm to, or loss of, the significance of a designated heritage asset from development within its setting should require clear and convincing justification (NPPF, paragraph 213). Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use (NPPF, paragraph 214).

The Heritage Report submitted with the application concludes that the ski and winter resort scheme, with its indoor ski slope that would have been 50m higher than any building proposed as part of the extension of Port One, will not constitute anything but the lowest level of harm on the spectrum of less than substantial to the significance of any heritage asset in the surrounding landscape. The extension of Port One, whilst covering the same area, includes, with the exception of the enclosed ski slope, generally taller buildings, particularly in its central, western and northern parts. Accordingly, its impact upon some heritage assets to the north, northeast and northwest is marginally greater

than that of the ski resort scheme. Conversely, its impact upon those heritage assets to the south and southeast is less (the ski slope was situated in the central southern part of the Site).

The proposal does not impinge upon any significant view into, or towards, a designated heritage asset. This includes the listed heritage assets that are close to the northern boundary of the Site, where, as is confirmed in the Baylham Neighbourhood Plan, the most important views face north, away from the Site. One or two buildings may be glimpsed on the skyline, at great distance, from a small number of the assets, and there will, therefore, be a minor impact on setting and the appreciation of the significance of those assets. For the great majority of assets, however, the intervening topography and existing landscape features, together with the proposed boundary bunding and planting, will ensure that the development cannot be seen. The level of harm caused, whether considered in relation to any individual heritage asset or cumulatively in respect of all assets, is at the very lowest level on the spectrum of the less than substantial scale.

Policy LP19 The Historic Environment reinforces the presumptions in Section 16 ‘Conserving and Enhancing the Historic Environment’ of the National Planning Policy Framework (NPPF) December 2024 – notably paragraph 195, which states:

“These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations”

That said, Policy LP19 at paragraph 5 recognises that there may be occasions where harm to heritage assets may be allowed by exception. It states:

“When considering applications where a level of harm is identified to heritage assets (including historic landscapes), the Councils will consider the extent of harm and significance of the asset in accordance with the relevant national policies. Harm to designated heritage assets (regardless of the level of harm) will require clear and convincing justification in line with the tests in the National Planning Policy Framework.”

Paragraph 215 of the National Planning Policy Framework (NPPF) December 2024 is relevant because it deals with situations where a proposed development is identified as causing a Less than Substantial Level of harm to heritage assets (as is the case here). It states:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.”

The public benefits offered as part of the proposed development are considered to outweigh the heritage harm identified.

The public benefits are substantial and include:

- extend, and expand, the existing successful Travel Plan that covers Port One South to include the development, as well as the use of the electric shuttle buses, the Employment Skills and Training Plan and the Port One Legacy Biodiversity and Enhancement Fund.
- Make of contribution of circa £30,000 to be used for the production of Neighbourhood Plans.
- Find, secure and develop a facility, which is at least equal to its existing facility, for Claydon Football Club. The relocation of Claydon Football Club to a new facility, to be created within 5km of its existing site, that will comprise three floodlight pitches together with modern changing and ancillary facilities.

- Designate the southern central part of the Site as a Nature Reserve to be held by Port One and managed on behalf of MSDC (in the same way as the Mill Lane Nature Reserve was secured and is now managed as part of the existing consents for Port One South). Appendices 5.1 and 5.2 provide an overview of the Nature Reserve proposals.
- Cafe, Visitor Centre and car park for visitors to the Nature Reserve.
- The widening of the Ipswich Road to provide two northbound lanes of traffic between Junction 52 and Old Ipswich Road/Church Lane.
- The creation of new jobs.
- Additional financial investment into the District.
- Short-term construction jobs
- Green energy commitments and extended community access to Port One's fleet of electric shuttle vehicles
- Commitment to working with the Council to enhance job prospects and skills within the

Within the Site, the Applicant will: -

- Create a small parking area and interpretation centre for the Great Blakenham Pit SSSI.
- Create a permissive footpath/cycleway around the extremities of the Site accessible to local people, with free parking available adjacent to the proposed cafe.

This extensive public gain will not only generate economic benefits for the local and national economy, as it underpins the County's import and export industry through Felixstowe and Harwich Ports, but will also deliver social and overall environmental benefits.

ODOUR

A small café is proposed at the visitor centre, and this would prepare and sell a limited range of hot/cold drinks, sandwiches and snacks to visitors and staff. Given the small-scale nature of operations where a separate kitchen is not required to prepare the food, an extractor fan and extractor hood are not envisaged, as this would not be a large commercial kitchen requiring extraction equipment.

As such, odour is not considered to be a significant issue given the small-scale nature of the café. If the event that an extractor fan and hood are required at a later stage, extraction details can be submitted for approval and dealt with by way of a planning condition.

LIGHTING

Whilst not a topic within the ES, a preliminary lighting scheme has been produced and can be found in the Design & Access Statement and this is also cross-referenced within the Ecology & Biodiversity and Landscape & Visual Impacts ES chapters at 1.8 and 1.9.

Uncontrolled external artificial lighting can potentially have a negative effect on the natural environment associated with the construction and operation of the Proposed Development.

The Preliminary Ecology Assessment submitted with the planning application sets out that sensitive lighting is recommended throughout the development and should follow guidance provided by the Bat Conservation Trust (Bats and Artificial Lighting at Night, 2023), to ensure foraging and commuting bats using adjacent habitats are not negatively impacted; lighting measures should also be applied to any temporary security lighting used during the construction phase. This could include low-pressure sodium lamps, with hoods, cowls or shields, to prevent light spillage. More detailed advice can be provided by a suitably experienced bat ecologist.

As part of the planning application, a suitable lighting scheme will be prepared showing levels and direction of luminance and mitigating impacts on wildlife, associated with the construction and operation of the Proposed Development, having due regard to the guidance prepared by the Institute of Lighting Professionals (ILP). Further details are intended for submission and approval as part of a suitable planning condition.

Overall, this will not cause any significant effects to existing environmental, ecological or human receptors, and the impact on surrounding areas is minimal due to the recession in the landscape in which the site is located, shielding it from direct viewing for surrounding viewpoints.

WASTE

Waste generation during the construction phase is likely to result from the excavation and waste generated from the construction of the new buildings. Consideration has been given throughout the design process to the specification of suitable materials, including their sustainability and environmental implications, to support an environmentally sensitive and high-quality development. As a result, the Proposed Development is not likely to have any significant effects in relation to materials.

Waste management has been considered carefully throughout the design of the Proposed Development and will be managed during construction as part of the CWMP, so there is compliance with legislation and minimisation of costs associated with waste disposal.

Given the scale and nature of the Proposed Development, materials required for the construction of the Proposed Development are unlikely to be particularly scarce or environmentally sensitive, nor is the Proposed Development likely to result in materials becoming scarce.

During the operation of the development, the warehouse buildings are not major generators of waste, and the wastes generated by the Proposed Development should not significantly affect the capacity of local waste infrastructure. The development will be designed to enable suitable access for service vehicles during operation.

As a result, significant environmental effects are not anticipated in relation to waste. A Construction Waste Management Plan has been prepared for submission with the planning application to document the waste arrangements at the site.

HEALTH AND WELL-BEING

The established definition of health from the World Health Organisation (WHO) is that:-

'health is a state of complete physical, social and mental well-being and not simply the absence of disease or infirmity'.

This definition of health reflects the understanding that an individual's inherited traits interact with lifestyle, community, environmental, social, and economic factors, as well as a much wider range of issues to determine their health outcomes. Many of these 'determinants' can be influenced by the quality of people's living and working environments and are therefore relevant to the design and location of development, such as that proposed.

In establishing the effects of the proposed development on health and well-being, the wider determinants of health have been considered. The proposals are embedding healthy design throughout the detailed design process by promoting active travel with walking and cycling pathways, areas of recreation around the lakes and promoting community cohesion with on-site facilities such as a café and farmer's market.

Human Health has been considered carefully throughout the design of the proposed development and managed during construction as part of the CWMP, so there is compliance with legislation and to ensure the safety of contractors associated with the construction phase.

As a result, significant environmental effects are not anticipated in relation to human health.

AIR QUALITY

There are no designated Air Quality Management Areas within Mid Suffolk District Council. The application site is located 4925m from the Ipswich Air Quality Management Area (AQMA) No.1, which has been declared due to exceedances of the NO₂ Air Quality Objectives (AQOs). Subsequently, the Proposed Development has low potential to introduce future site users into an area of existing poor air quality.

Due to the scale of the development, there is the potential for the development to expose future site users to poor air quality, as well as to cause impacts at nearby sensitive receptors because of the construction and operational phases.

An Air Quality Impact Assessment has been produced to assess the potential for air quality impacts at existing sensitive uses and to assess site suitability for the proposed end-use.

During the construction phase of the Proposed Development, there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual potential air quality impacts from dust generated by earthworks and construction and trackout activities were predicted to be not significant.

Dispersion modelling was undertaken in order to predict annual mean pollutant concentrations across the application site and to predict impacts as a result of additional road vehicle exhaust emissions associated with the proposed development. Results were subsequently verified using local monitoring results provided by Ipswich Borough Council (IBC), as these represented the closest and most representative monitoring locations to the site.

The dispersion modelling results indicated that annual mean pollutant concentrations across the application site were below the relevant air quality objectives at proposed sensitive locations.

Additionally, the assessment concluded that impacts on pollutant levels as a result of operational phase pollutant emissions were predicted to be not significant at sensitive locations in the vicinity of the site, as a result of negligible impact at discrete sensitive receptor locations. The use of robust assumptions, where necessary, was considered to provide sufficient confidence for an assessment of this nature.

There is also no onsite combustion plant associated with the Proposed Development. As a result, building emissions from combustion processes were also screened as not significant throughout the operational phase.

Based on the assessment results, the site is considered suitable for the proposed end use and complies with Local Plan Policies SP09 and LP15.

MICROCLIMATE

Tall buildings have the potential to induce wind effects that increase wind speeds local to and surrounding the area. The primary effects that may lead to increased wind speeds include downwash, side streaming and funnelling.

It is anticipated that, as construction is temporary and is a transitory condition, the wind effects will be variable as the Proposed Development is constructed.

The Proposed Development is predominantly comprised of commercial warehouse buildings that are between 18 to 20 metres in height. Due to the scale of the Proposed Development, it is unlikely that undesirable wind speeds could be generated at ground level that could result in the Proposed Development receiving wind speeds that are uncomfortable for the end users or even impede walking due to stronger wind speeds.

It is, therefore, anticipated that the potential likely significant effects due to wind microclimate from the Proposed Development will be mitigated through appropriate design and are unlikely to be significant.

AGRICULTURAL LAND USES

The proposed development has the potential to impact agricultural land within the application site. The areas of the site currently in agricultural use are on the northeastern and northwest fringes of the application site and amount to approximately 34 hectares. The total area of the application site is 114.65 hectares. The agricultural land is indicated in Figure 7 below:

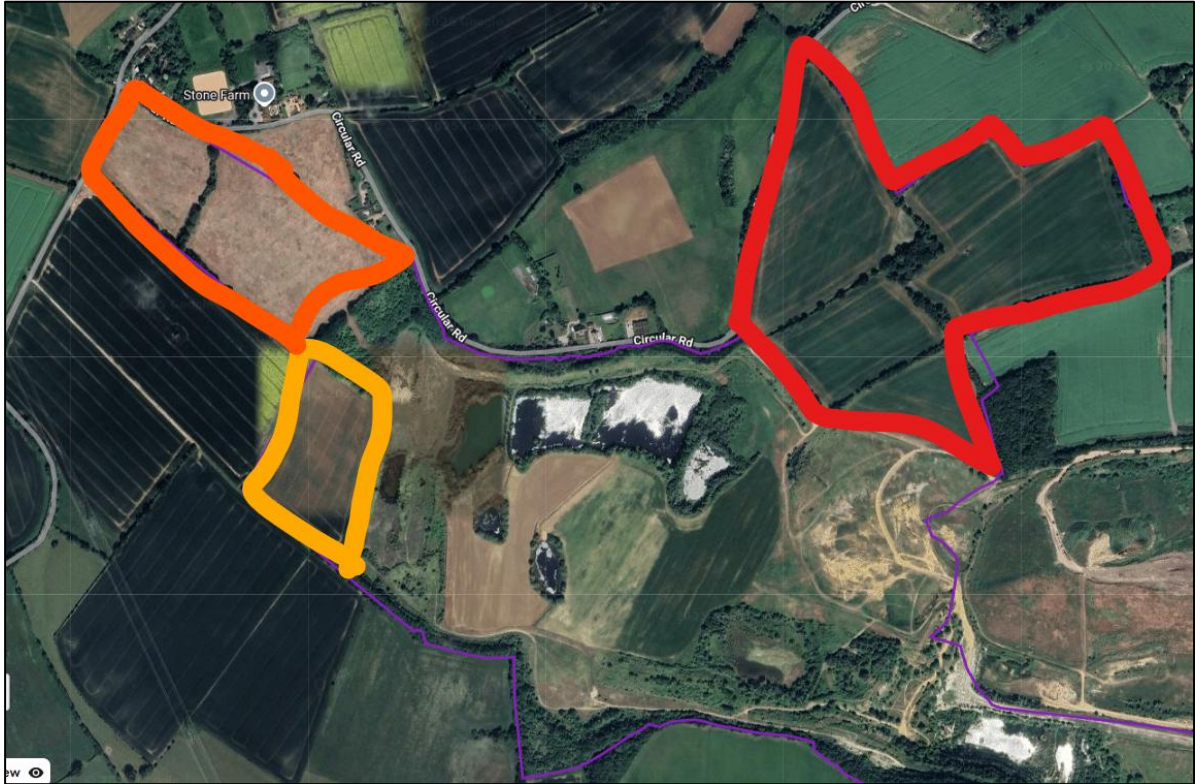


Figure 7: Areas of the application site in current agricultural use

No detailed information is available on land quality or soils, or on farm business operating in the application area. The assessment is based on:

- Provisional Agricultural Land Classification, published by Natural England in the 1970s and digitised in 2020;
- Likelihood of BMV maps published by Natural England in 2017; and
- Google Earth imagery is available online.
- Soil Data from Landis

Land quality is measured by the system of Agricultural Land Classification (ALC). This divides land into Grades 1 to 5, with Grade 3 subdivided into subgrades 3a and 3b.

Planning policy in the National Planning Policy Framework (NPPF) (December 2024) paragraph 187 requires that the economic and other benefits of the “best and most versatile” (BMV) agricultural land be recognised. BMV land is defined in Annexe 2 of the NPPF as land in Agricultural Land Classification (ALC) grades 1, 2 and 3a. To determine ALC of a specific area, a field survey is required.

Natural England published some “provisional” ALC maps. These were devised by MAFF in the 1970s and are based on limited survey data. They cannot be relied upon for site-specific use. The maps were digitised by Natural England in 2020. The extract from the East Region agricultural land classification map below indicates that the majority of the site is grade 2 Very Good category and the area to the west is undifferentiated Grade 3, Good to Moderate quality land. As such, the site falls into the BMV category.



Figure 8: Extract from East Region agricultural land classification map

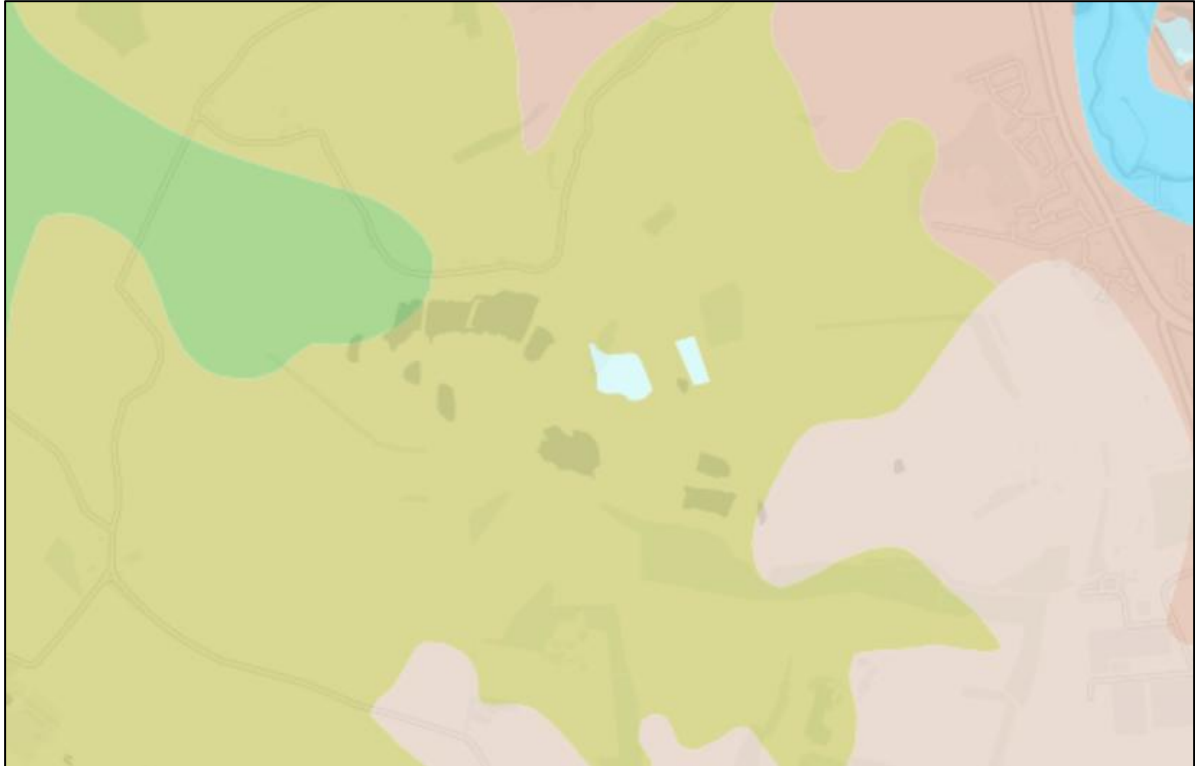





Figure 9 Soil information from LANDIS - <https://www.landis.org.uk/soilscapes/>

KEY:	
	Soilscape #06 Freely draining slightly acid loamy soils; low fertility
	Soilscape #09 Lime-rich loamy and clayey soils with impeded drainage; high fertility
	Soilscape #18 Slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils; moderate fertility

The field in the northwest of the application site is described as moderate fertility with slowly permeable, seasonally wet, slightly acid but base-rich loamy and clayey soils. (green shaded). The central part of the site is located within lime-rich loamy and clayey soils with impeded drainage and is described as high fertility (brown shaded). The eastern part of the site is described as freely draining lime-rich loamy soils with moderate fertility (pink shaded).

The tenant farmer has a long-term lease with the landowner and is aware of the development proposals. The use of these areas for agricultural activities will cease at the construction stage. As part of the 10-year phasing plan, the agricultural areas would continue in their current use and would cease towards the later stages of construction, anticipated 7 to 10 years.

It is recognised that farming impacts are generally localised. Farm businesses change over short periods of time and are, therefore, generally resilient to change, and of local importance only. Nevertheless, the NPPF requires the economic benefits of BMV land to be considered, which are implemented through the farming practices operated.

Notwithstanding the above, vertical farms form a significant component of the proposal, where up to 53,551sqm would be used for this purpose. As such, given the relatively small amount of land involved in agricultural land loss, the use of part of the application site for food production will, in effect, continue agricultural operations, albeit in a different, modern form.

Given the reasonably small amount of existing agricultural land (34 hectares) within the application site, and where vertical farming would replace the traditional agricultural land use in the northeast field, there would be no loss of food production.

For the solar farm proposed in the northwest field, the land underneath the panels is still capable of agricultural use (sheep grazing is possible). Moreover, the land proposed for a solar farm could, in the long term, be fully restored to its original purpose at the end of the lifetime of the solar farm.

Having regard to the above, there would be limited or no permanent loss of agricultural land.

PLANNING BENEFITS

The public benefits are substantial and include:

- Extend, and expand, the existing successful Travel Plan that covers Port One South to include the development, as well as the use of the electric shuttle buses, the Employment Skills and Training Plan and the Port One Legacy Biodiversity and Enhancement Fund.
- Make of contribution of circa £30,000 to be used for the production of Neighbourhood Plans.
- Find, secure and develop a facility, which is at least equal to its existing facility, for Claydon Football Club. The relocation of Claydon Football Club to a new facility, to be created within 5km of its existing site, that will comprise three floodlight pitches together with modern changing and ancillary facilities.

- Designate the southern central part of the Site as a Nature Reserve to be held by Port One and managed on behalf of MSDC (in the same way as the Mill Lane Nature Reserve was secured and is now managed as part of the existing consents for Port One South). Appendices 5.1 and 5.2 provide an overview of the Nature Reserve proposals.
- Cafe, Visitor Centre and car park for visitors to the Nature Reserve.
- The widening of the Ipswich Road to provide two northbound lanes of traffic between Junction 52 and Old Ipswich Road/Church Lane.
- The creation of new jobs.
- Additional financial investment into the District.
- Short-term construction jobs
- Green energy commitments and extended community access to Port One's fleet of electric shuttle vehicles
- Commitment to working with the Council to enhance job prospects and skills within the community

Within the Site, the Applicant will: -

- Create a small parking area and interpretation centre for the Great Blakenham Pit SSSI.
- Create a permissive footpath/cycleway around the extremities of the Site accessible to local people, with free parking available adjacent to the proposed cafe.

This extensive public gain will not only generate economic benefits for the local and national economy, as it underpins the County's import and export industry through Felixstowe and Harwich Ports, but will also deliver social and overall environmental benefits.

SUMMARY AND CONCLUSIONS

The principle of developing the site for commercial/employment development has been established by previous permissions for a ski resort, which have never been implemented. The site has been identified as being suitable for development for a considerable period of time.

The proposal is in full compliance with Policy SP05 and will meet the needs of an established, successful logistics park and allow it to expand and grow. It is in a sustainable location and it is deliverable.

The Council's Local Plan evidence base demonstrates that there is demand for warehouse space along the A14, which is a strategic transport road. This proposal will address that need.

The application is being made in outline, with all matters reserved for subsequent approval except for access. A phased development approach is intended with a 10-year plan in place, possibly up to 15 years depending on market conditions.

As part of the scheme, Port One Logistics Limited will create a new access into the application site from the estate road via the established logistics park to the south, provide a comprehensive surface water drainage scheme and retain, where possible, and considerably enhance, existing boundary landscaping.

The proposed development will incorporate a comprehensive landscape and ecological strategy designed to deliver measurable biodiversity benefits across the site. The intensity and diversity of planting, combined with the creation of a permanent 31-acre Country Wildlife Park and 12.5-hectare permanent Nature Reserve will significantly enhance local habitats and ecological connectivity.

The application is accompanied by a comprehensive suite of plans and supporting documents that demonstrate that the proposal will sit comfortably in the landscape adjacent to the existing Port One development to the south. With landscape bunding and additional planting as appropriate mitigation, there will be limited harm to the landscape.

The development will be undertaken to the highest sustainable standards, and with the proposed new junction (already approved as part of an earlier consent for Port One South), the local highway network has more than sufficient capacity to accommodate the additional vehicle movements. No harm will be caused to any adjacent resident, and biodiversity impacts can be appropriately mitigated, with biodiversity net gain being delivered both on site as part of the new nature reserve and County Wildlife Site and off-site. The application includes a proposal to create a permanent nature reserve alongside the County Wildlife Site, which will be managed by the applicant and/or Suffolk Wildlife Trust.

The heritage assets in close proximity to the application site have been assessed for their significance and impact on their setting. The heritage assessment submitted identifies harm, but this is at the lower end of the 'less than substantial harm' and where the public benefits identified in this planning statement would weigh in favour of the application being granted.

The proposal will meet a need for further employment space that is identified in the Local Plan and provide a range of skilled and unskilled jobs. It will deliver additional jobs, without causing significant harm to any planning interests. It is a sustainable development that is consistent with relevant national and Local Plan Policies.

Appendix A



Port One North

From Quarry to Nature Reserve

- ▶ Proposal for Field Quarry (Masons Quarry), Great Blakenham, IP6 0XJ
- ▶ Transforming a former quarry into a flagship Nature Reserve
- ▶ Inspired by Chafford Gorges Nature Discovery Park, Essex Wildlife Trust

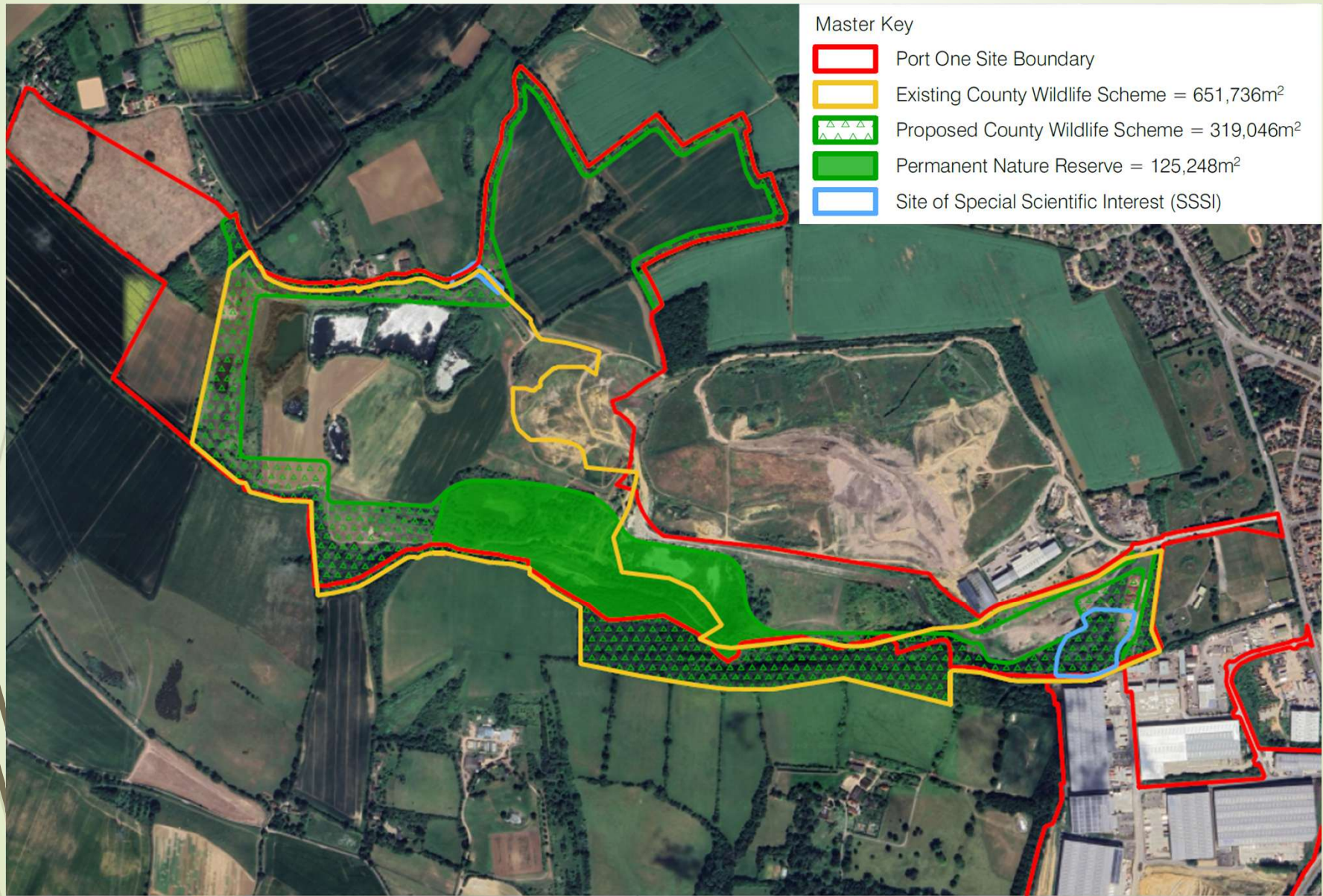


1. Site Overview

- Site area: 125,248m² (12.5 ha)
- Location: Field Quarry, Bramford Road, Great Blakenham
- Former Blue Circle chalk and sand quarry
- Current status: Private, unused land (no public access)
- Distinct landscape features: chalk cliffs, sand cliffs, lagoon, woodland, grassland



1. Site Overview



2. Inspiration and Vision

- Managed by Essex Wildlife Trust – former chalk quarry complex
- Features: cliffs, lakes, woodland, visitor centre, trails, interpretation boards
- Demonstrates successful transformation of post-industrial land
- Model for balancing visitor access with habitat conservation



2. Inspiration and Vision

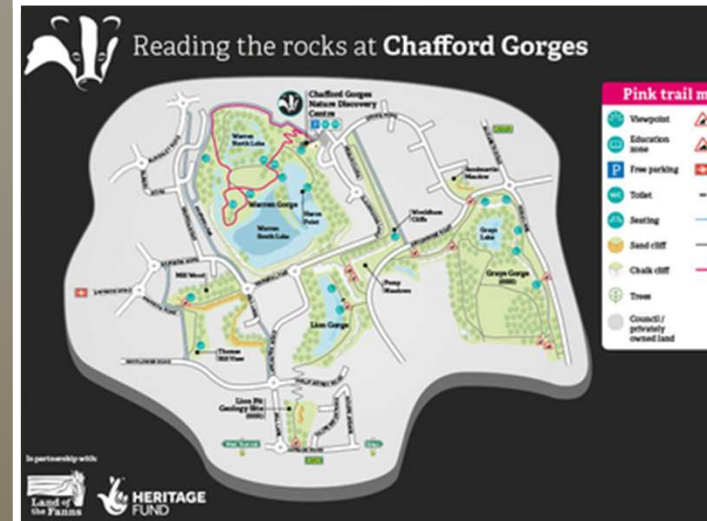
Chafford Gorges Nature Discovery Park

We draw inspiration from Chafford Gorges Nature Discovery Park, as our site shares a similar post-industrial history and landscape character. Like Chafford Gorges, our area has evolved from former quarry workings into a rich mosaic of habitats, demonstrating how ecological restoration can transform industrial land into a thriving natural environment.

Before becoming a nature reserve, the area now known as Chafford Gorges Nature Park had a very different industrial history. Its primary land use was:

- Quarrying – Large parts of the site were chalk quarries. The extraction of chalk was a major activity, shaping the deep gorges and cliffs that characterize the park today.
- Post-industrial wasteland – After quarrying ceased, the land was largely abandoned, leaving scrub, ruderal vegetation, and flooded quarry pits before ecological succession began.
- This industrial past is why the landscape is so dramatic, with steep cliffs, pits, and gorges that have now been transformed into important habitats for wildlife.

■ <https://www.essexwt.org.uk/nature-reserves/chafford>



2. Inspiration and **Vision**



TO RESTORE, PROTECT, AND
OPEN THE FORMER
QUARRY AS A THRIVING
NATURE RESERVE.

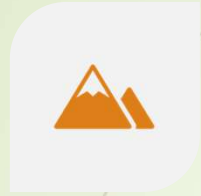


COMBINING BIODIVERSITY
CONSERVATION,
EDUCATION, AND
COMMUNITY ACCESS.

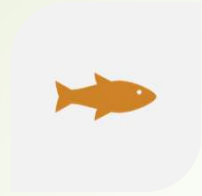


'FROM QUARRY TO LIVING
LANDSCAPE' –
CONNECTING PEOPLE AND
NATURE.

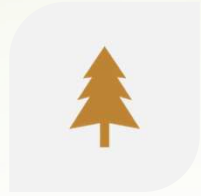
3. Key Features of The Site



DRAMATIC CHALK
AND SAND CLIFFS
WITH GEOLOGICAL
VALUE



LAGOON
SUPPORTING
AQUATIC HABITATS



NATURAL
REGENERATION OF
WOODLAND AND
GRASSLAND



ELEVATED
VIEWPOINTS
OFFERING
PANORAMIC VIEWS



EXISTING COUNTY
WILDLIFE SITE (CWS)
DESIGNATIONS IN
PARTS

4. Current Designations & Context

- Parts designated as County Wildlife Site (CWS)
- Ecological surveys indicate varying habitat quality
- Some areas clearly justify CWS status; others less so
- Proposal aims to refine designations for better protection and management



5. Proposed Designation Changes.

Remove	Remove CWS status from degraded or low ecological value zones
Grant	Grant Nature Reserve status to high-value habitats within existing CWS areas
Extend	Extend Nature Reserve boundary to include new areas of habitat potential
Total	Total proposed reserve: 12.5 hectares

6. Proposed Infrastructure

- **Main Visitor Centre with café, toilets and car park (free access)**
- **Interpretation hubs across the site**
- **Bird-watching shelters:**
 - Chalk cliffs and lagoon view
 - Sand cliffs view
 - Woodland interior view
- **Network of walking trails and viewpoint platforms**



7. Zoning & Access Strategy

Core ecological zones (restricted access)

Semi-public nature trails and educational zones

Visitor facilities in low-impact areas

Managed viewpoints overlooking key features

Defined boundaries to protect sensitive habitats



8. Visitor Experience and Educational Opportunity



Self-guided walking routes with interpretive signage



Key themes: geology, ecology, restoration, quarry heritage



Educational programmes for schools and community groups



Opportunities for volunteering and citizen science



11. Benefits to the Community



Creation of new public open space



Environmental education opportunities



Health and wellbeing benefits from access to nature



Tourism and local economic uplift



Stronger community identity and pride in local landscape

13. Implementation Timeline

1

Phase 1
Surveys,
designation
refinement,
stakeholder
engagement

2

Phase 2
Trail layout, habitat
works, planning
submission

3

Phase 3
Visitor Centre
construction,
interpretation
installation

4

Phase 4
Opening and
ongoing
monitoring