

Membership as from May 2024

Councillor Berry
Councillor Drummond
Councillor Harvey (Vice)
Councillor Hood (Chair)
Councillor Hulbert
Councillor Jarvis
Councillor Jones
Councillor McHugh
Councillor Nobbs
Councillor Perry

Members = 10

Quorum = 3



Newmarket
T O W N C O U N C I L

The Memorial Hall, High Street, Newmarket Suffolk CB8 8JP

TEL: 01638 667227

You are hereby summoned to attend an
EXTRA-ORDINARY meeting of the
Development and Planning Committee
to be held at

Memorial Hall, High Street, Newmarket, CB8 8JP

Monday 8th July 2024 at 6.15pm

A G E N D A

The meeting is held in public and the public are encouraged to attend and participate. Just occasionally matters such as contractual or staffing matters do have to be held in the confidential part of the meeting.

Members of the public and press may not orally report or comment about a meeting as it takes place if present at a meeting of the Council, but otherwise may:

- a. film, photograph or make an audio recording of the meeting;
- b. use any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later;
- c. Report or comment on the proceedings in writing, during or after a meeting or orally after the meeting.

The Council will where possible facilitate such recording unless it is being disruptive. It will also take steps to ensure that children, the vulnerable and members of the public who object to being filmed are protected without undermining the broader purpose of the meeting

- 1. Chair to read** fire safety notice and announce that proceedings may be filmed or recorded and ask if anyone present intends to record the meeting.
- 2. Apologies** - To receive and accept apologies for absence
- 3. Declaration of interests**
 - a) Councillors are invited to raise any declarations of interest concerning items on the agenda
 - b) To consider any requests for dispensation
- 4. Minutes of previous meeting held 1st July 2024**
 - a) To consider and adopt the minutes, as a true record of the proceedings
 - b) To consider any matters arising
- 5. Public participation** – an invitation to members of the public to make representations to Councillors. Resolutions can only be made on items on the agenda
Rules of public participation: no person may speak for longer than 3 minutes intotal. The maximum time permitted for this item is 15 minutes. This is the only opportunity during the meeting,for members of the public to address Councillors
- 6. Hatchfield Planning Application – DC/24/0622/RM** – appearance, layout, landscaping and scale of development within the residential parcels for the development of up to 400 dwellings: to consider and determine a Council response to the application
- 7. Correspondence**
- 8. Date of next meeting – 15th July 2024**

Signed: *CE Whitaker*

Cathy Whitaker, Town Clerk

Date: 2nd July 2024

To: Chair & Members of D&P Committee, Other Council Members, Press & the Public

Material Planning Considerations	
Site specific issues	• adequacy for turning, loading • availability/capacity of local infrastructure (eg public drainage or water systems) • car parking • deficiencies in community/social facilities (eg spaces in schools) • design, appearance and materials • layout and density of building(s) • road access • traffic generation
Environmental effects	• effect on street scene • hazardous materials, contaminated land • landscaping • light (including overshadowing) • loss of trees • nature conservation & biodiversity issues • noise & disturbance resulting from use • overlooking/loss of privacy • smells and fumes • visual amenity
Listed buildings/conservation areas	• The need to preserve or enhance the special character or appearance of designated conservation areas and protect listed buildings • Effect on archaeological interest
Usage	• Incompatible or unacceptable uses • Desire to retain and promote certain uses e.g. stables in Newmarket.
Previous decisions	• Previous planning decisions, including appeal decisions
Policies	• Statutory provisions contained in planning acts, statutory regulations & planning case law • Central Government planning policy and advice • National Planning Policy Framework (NPPF) • Supplementary planning guidance/documents eg. Affordable Housing SPD, Master plans, development briefs • WSC Local Plan policies • Newmarket Neighbourhood Plan • Newmarket Conservation Area Appraisal (adopted September 2009)
Key principle of the NPPF – presumption in favour of sustainable development. For decision-taking this means granting permission unless: • the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or • <i>any adverse impacts of doing so would significantly and demonstrably outweigh the benefits</i>	
Matters which are not material planning considerations	
<i>Greater weight is attached to issues raised which are supported by evidence rather than solely by assertion.</i>	
Competition (unless in relation to adverse effects on a town centre as a whole)	Moral and religious issues
Breach of private covenants or other private property or access rights, including boundary disputes	Council interests (eg land ownership or contractual matters)
Devaluation of property	Identity or motives of an applicant or occupier
Protection of a private view	Private disputes between neighbours
Impact of construction work	

Parking Guidance for Use Classes C3 and C4: Dwelling houses and houses in multiple occupation

Family houses, or house occupied by up to six residents living together as a single household, or Houses in Multiple Occupation (HMO)¹³, including a household where care is provided for residents.

Standard: Flats and Houses are to be treated the same.

Use	Vehicle	Cycle	PTW	Disabled
	Minimum*	Minimum	Minimum	Minimum
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/unallocated
2 bedrooms	2 spaces per dwelling**			
3 bedrooms	2 spaces per dwelling			
4+ bedrooms	3 spaces per dwelling			
Retirement developments (e.g., warden assisted independent living accommodation)	1 space per dwelling	2 spaces per 8 units (visitors)	2 PTW spaces and 1 space per 2 dwellings for mobility scooters	
Visitor/unallocated	0.25 spaces per dwelling (unallocated)	If no garage or secure area is provided within curtilage of dwelling, then 2 covered & secure spaces per dwelling in a communal area for residents plus 2 spaces^ per 8 dwellings for visitors	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	

¹³ Houses in multiple occupation (Class C4) are defined in The Town and Country Planning (Use Classes) Order 1987 (as amended) as 'small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom'.

Informative notes:

*Standards exclude garages under 6m x 3m (internal dimension) as a parking space but can include undercroft parking and car ports providing, they have no other current or potential use.

**Reduction in this figure may be considered with robust and agreed highway mitigation

^Mobility vehicle spaces should be secure and covered with charging facilities.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on street.

Unallocated cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development. These guidelines will be applied to all development (including infill developments, extension applications and change of use).

Where grouped, unassigned parking is proposed, more flexible and efficient use of the parking may be achieved than with allocated parking. Subject to discussion with the Highway Authority this may potentially reduce the nominal on-street parking provision standards required by up to 25%.

Where an individual dwelling may require more than two spaces these additional spaces may be provided as part of unallocated on street parking, providing this is designed in.

An allowance will be required for visitor cycle and car parking, refer para 3.2 and 4.5.

Suffolk Guidance for Parking 2019 {excerpt}

Car clubs should be promoted in low provision/car free residential developments and car club spaces provided. Electric vehicle charging infrastructure should also be provided in new developments.

Research was undertaken to derive the residential parking guidance for Suffolk. The research included a questionnaire survey to approximately 9000 dwellings. The results of the survey and the 2001 and 2011 Census data for Suffolk car ownership can be found in Appendix 1.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Reductions to the minimum parking guidance

This advisory residential parking guidance is the minimum required; however a range of factors will be taken into account. For main urban areas a reduction to the parking guidance may be considered where a proposal has been designed to be exceptionally sustainable in transport terms and which effectively promotes an overall reduction in the use of high emission vehicles and avoids the provision of car parking adjacent or close to dwellings within the main layout.

Main urban areas are defined as those having frequent and extensive opportunities for public transport and cycling and walking links; close proximity to local services (including accessing education, healthcare, food shopping and employment); and on street parking controls at all times e.g. double yellow lines. Where there is evidence that these factors are in place, local planning authorities may, after consultation with the Highway Authority, bring forward local parking policies to limit the scale of parking in specific areas.

When making their recommendation to local planning authorities considering reduced parking proposals for residential development, the Highway Authority must be:

- able to recommend a condition for suitable cycle storage and secure parking facilities;
- satisfied that servicing vehicles would be able to operate efficiently i.e. not restricted by loading restrictions or road layout;
- able to determine how highly sustainable the location is in terms of proximity to services, shops etc. and public transport (high frequency and wide ranging) and suitable cycling and walking routes;
- made aware of the likelihood of a viable Car Club (the provision of a car club would need to be secured through a Planning Obligation on Condition);
- able to determine the possible impact that a single application may have in setting a precedent in an area;
- satisfied by the availability of visitor parking (off street public car parks may be acceptable for visitor use); and
- satisfied that the likely impact of additional road parking in the vicinity would not cause inconsiderate and unsafe obstructions to the surrounding road or footpath network or add pressure onto an already densely utilised parking network.

If all the above criteria are satisfied on a site by site basis then the Highways Authority would be more likely to approve of reduced parking proposals.

However, it is not possible to make the assumption that occupiers will be car free; although it may be possible to accept this to some degree where the units are single bed. Furthermore, if the neighbouring streets are controlled by Residents Parking then any new development is prohibited from joining the scheme.

The presumption that occupiers are required to use off road public car parks for parking of their vehicles is not generally supported. The Highways Authority will only consider any identified use of off-road public car parks as a means of resident parking in exceptionally sustainable developments that are located in main urban areas (as defined above). In such cases, the Highway Authority must first be satisfied that the car park/s in question are viable long-term parking options for affected residents and that the development has been designed to be extremely sustainable in transport terms.

To summarise, the key questions the Highways Authority will seek to address when considering proposals for reduced parking are:

- Where might residents park?
- What real harm would these vehicles cause?
- Are the roads heavily regulated in terms of prohibition of parking?
- Are the streets already under significant pressure?



Newmarket

TOWN COUNCIL

Minutes of a Meeting of the Development & Planning Committee Held on Monday 1st July 2024 at 6.15pm

Attendance:

Councillor R Hood (Chairman)
Councillor J Berry
Councillor J Harvey

Councillor P Hulbert
Councillor J McHugh
Councillor R Nobbs
Councillor S Perry

Also Present: C Whitaker – Town Clerk, J Ashton – Minute Assistant, 2 Representatives - Chancerygate Development, 2 Representatives – Hatchfield Farm Development and 1 Member of the Public.

Minute	Action by
D/24/07/1 <u>Chairman to Read the Fire Safety Notice and Announce that Proceedings May be Filmed or Recorded</u> The Chairman welcomed everyone, opened the meeting, and read out the Fire Notice and announced that proceedings were being recorded by the Minute Assistant and asked if anyone intended to record the meeting.	
D/24/07/2 <u>Apologies</u> Apologies were received from Cllrs Drummond, Jarvis and Jones.	
D/24/07/3 <u>Declaration of Members Interests & to Remind Councillors of the need to keep up to date their Register of Member's Interests and to Consider any Requests Received for Member's Dispensation</u> None noted. There were no requests for dispensation.	
D/24/07/4 <u>To Confirm the Minutes of the Meeting Held on 17th June 2024 and any Matters Arising</u> The Chairman presented the minutes of the Development & Planning Committee held on 17th June 2024 and the following amendment was agreed: <u>D/24/07/4.01 Resolved</u> That the minutes of the Development & Planning Committee held on 17th June 2024 be adopted and were signed as a true record by the Chairman of the Development & Planning Committee. There were no matters arising.	
D/24/07/5 <u>Public Open Session</u> A member of the public raised concerns regarding planning application DC/18/2305/ FUL Willie Snaith Road and the 3-storey building that was built. The company has now dissolved, and the land is now under offer, however, when built, the building breached planning as they did not re-install the pathway that was clearly on the plan. He was concerned that new owners will also not re-install the pathway.	

The Chair advised that the Committee agreed with his concerns and an item for this will be added to the next agenda.

Cllr Berry joined the meeting.

D/24/07/6 Presentation by Chancerygate

D/24/07/6.01 A presentation by Chancerygate on the proposed development on Exning Road was given by George Dickens and Carmel. Chancerygate are major multi-unit industrial developers and the development is allocated in both the WSC Local Plan and the Newmarket Neighbourhood Plan regarding employment. A public consultation had been taken and they had researched other properties in Newmarket to make the materials for the frontage of the units in keeping, using a mixture of yellow and red brick for the design. There will be 10 small industrial units intended for small/medium businesses for sale or lease. There are reports on traffic considering the use of the school and horse racing movements.

The Chair gave thanks for the presentation and the efforts they had made to make it a positive development for Newmarket.

A proposal to support the development was made and the following was agreed:

D/24/07/6.01 Resolved

On the basis of the presentation, the Committee supports in principle, the amended design and quality of the proposed development.

The representatives gave thanks for the time given today, and they left the meeting.

Cllr Winter joined the meeting.

The Chair proposed that item D/24/07/9.01 - **DCON(G)/13/0408** – Hatchfield Farm be brought forward, and the following was agreed:

DC/24/07/6.02 Resolved

That item - DC/24/0720/OUT – Hatchfield Farm be brought forward.

D/24/07/6.03 DC/24/0720/OUT – Hatchfield Farm, Fordham Road.

A presentation on the Business/Employment land of the development was given by Neil Goldsmith and Richard Gee of Sanovino, who are seeking outline planning permission for industrial units with the provision of 400 car park spaces. They will comply with the Government net gain biodiversity policies and the Environmental Officer will ensure that any badger sets will be relocated legally.

The representatives gave thanks for the time given today, and they left the meeting and this application will be considered for resolution on 15/7/24.

D/24/07/7 Impact of Newmarket Neighbourhood Plan Policies on Applications Being Considered

Policy 14 – Trees.

D/24/07/8 Planning Applications

Week Commencing 10/06/2024 & 17/06/2024.

D/24/07/8/1 DC/24/0744/FUL - Planning application- Partial change of use (class E) of ground floor to (Class C3) for one flat - 130-132 High Street, Newmarket, Suffolk.

D/24/07/8.01 Resolved

The Committee voiced no objection.

D/24/07/8/2 DC/24/0763/FUL - Planning application demolition of existing motor garage - 8 Park Lane, Newmarket, Suffolk.

D/24/07/8.02 Resolved

The Committee placed a holding objection to the demolition of the building in a Conservation Area to request an extension and seek further information. Councillor Hood to consult the Planning Officer.

D/24/07/8/3 DC/24/0820/TCA - Trees in conservation area notification- Two Box hedging (G1 on plan) and 11 Box hedging (G2 on plan)-fell - The Lodge, 42 Bury Road, Newmarket, Suffolk.

D/24/07/8.03 Resolved

The Committee voiced no objection.

D/24/07/8/4 DC/24/0789/TP0 - TPO 02 (1978) Tree preservation order- One Horse Chestnut (T1 on plan)- fell - 9 Saint Albans Newmarket, Suffolk.

D/24/07/8.04 Resolved

The Committee actively encourages responsible tree management and object to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration and a full report. If the tree is to be felled, that it be felled outside of the bird nesting season and the Committee requests that a suitable replacement be planted.

D/24/07/8/5 DC/24/0731/TPO - TPO 12 (1956) Tree preservation order- one Elm (Circle on plan within A3 on order) fell - Amenity Land to Rear of 9 to 41 Norfolk Avenue Churchill Avenue Newmarket Suffolk.

D/24/07/8.05 Resolved

The Committee actively encourages responsible tree management and strongly objected to the felling of this tree with a Tree Preservation Order.

D/24/07/8/6 DC/24/0866/TCA - Trees in a conservation area notification- one Pine (T1 on plan)- Fell - 1 Falmouth Gardens, Newmarket, Suffolk.

D/24/07/8.06 Resolved

The Committee actively encourages responsible tree management and strongly object to the felling of the tree. They suggested that moving the shed should be considered as an alternative.

D/24/07/8/7 DC/24/0760/HH - Sandpit Cottage Householder planning application- a. front porch
b. single storey side extension (following demolition of existing conservatory and outhouse) 52 Edinburgh Road, Newmarket, Suffolk.

D/24/08/7.07 Resolved

The Committee voiced no objection subject to confirmation that the extension does not go beyond the 45 degree regulations for protection of the neighbour's right to light.

D/24/07/8/8 DC/24/0808/CLP - Application for lawful development certificate for proposed use or development-single story rear infill extension - 4 Lisburn Road, Newmarket, Suffolk.

D/24/08/.08 Resolved

The Committee deferred this application to request an extension to allow for a site visit.

D/24/07/9 Amended and Deferred

D/24/07/9/1 DCON(G)/13/0408 – Hatchfield Farm, Fordham Road – feedback from the planning Officer meeting on 01/07/24 was given. Incorporating the Reserved Matters application DC/24/0622/RM. The following was agreed:

D/24/07/9.01 Resolved

That an Extra Ordinary D&P Committee meeting be held on Monday 8th July 2024 at 6:15pm to consider this as a single issue.

D/24/07/9/2 DC/24/0674/HH – 36 Persimmon Walk – further information regarding the application was considered and the following was agreed:

D/24/07/9.02 Resolved

The Committee objected to the size and design of the building.

D/24/07/9/3 DC/24/0661/HH – 10 Duchess Drive – further information regarding the application was considered and the following was agreed:

D/24/07/9.03 Resolved

The Committee objected to the impact of the extension on the trees and will await a reconsultation in due course.

D/24/07/9/4 DC/24/0653/LB & DC/24/0654 – 58-60 High Street – further information regarding the application was considered and the following was agreed:

D/24/07/9.04 Resolved

The Committee continued its holding objection until further information can be obtained from the agent and the Conservation Officer.

D/24/07/10 Planning Appeals

D/24/07/10/1 AP/24/0019/STAND Garage at Nowell Lodge, Fordham Road – appeal in

progress.

D/24/07/10/2 AP/0008/STAND – Chels 51A Bury Road – it was noted that the appeal started on 1st March 2024 and is ongoing.

D/24/07/11 East Cambs Planning Applications

The East Cambs Weekly Lists were noted.

D/24/07/12 To Receive Results of Applications as Determined by West Suffolk and Plans Withdrawn

West Suffolk Planning Determinations received during week commencing 10/06/2024 & 17/06/2024.

Applications	Description	Address	WS Decision	NTC Decision
DC/24/0699/P3CPA	Prior Approval Application under Part 3 of the Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2015- change of use from betting shop (sui generis) to cafe/restaurant (class E commercial business service)	107 High Street, Newmarket, Suffolk	Withdrawn	
DC/24/0630/TCA	Trees in a conservation area notification- one Apple (T1 on plan)-fell	Barkway House, 18 Bury Road, Newmarket, Suffolk	Approved	Objected
DC/24/0582/HH	Householder planning application- single storey rear extension	10 Drinkwater Close, Newmarket, Suffolk	Approved	No objection
DC/24/0574/TPO	TPO 234 (1972) TPO 04 (1994) TPO 02 (1998) tree preservation order- as per tree schedule	Land Adjacent To 26 Noel Murless Drive, Newmarket, Suffolk	Approved	No objection
DC/24/0511/HH	Householder planning application- single storey rear extension	34 St Philips Road, Newmarket, Suffolk	Approved	No objection
DC/24/0278/FUL	Planning application- a. replacement first floor windows to north-east and south-west elevations d.three air conditioning condensers following removal of existing c.anti-glare film to all rooflights (as amended)	Rear of 162 High Street, Newmarket, Suffolk	Approved	Objected
DC/24/0628/TCA	Trees in conservation area notification- one Sycamore (T1 on plan) and one Conifer (T2 on plan) fell	1 Falmouth Gardens, Newmarket, Suffolk	Approved	Objected

D/24/07/13 Brickfield Stud

Invitation to a consultation meeting on site on 11th July 2024 at 2:00pm was noted. It was noted that this location is not in the WSC Local Plan and therefore no response is necessary.

D/24/07/14 Delegation Panel Decisions

None noted.

D/24/07/15 Licensing

None noted.

Information regarding new pavement licensing regulations under the Levelling Up and Regeneration Act 2023 was noted. Town Clerk reported that all businesses

need to submit a new application to use outside space on pavements permanently.

D/24/07/16 Enforcement

Mesnil Warren, 40 Bury Road - information from the Conservation Officer is awaited. No further information received.

Information is also awaited for Moons signage, MD Supermarket breaches and the McColls building.

It was reported that Merkur Slots were using outside pavement space and questioned if they have a licence for this.

A request to Enforcement for an update will be made.

D/24/07/17 Correspondence

None noted.

D/24/07/18 Date of Next Meeting

Extra-Ordinary Meeting - Monday 8th July 2024 at the Memorial Hall at 6.15pm.

Meeting closed at 8:00pm.

Signed _____ Date _____

Summary of Resolutions/Recommendations

Resolution/Recommendation	Resolution/Recommendation Wording
<u>D/24/07/6.01 Resolved</u>	On the basis of the presentation, the Committee supports in principle, the amended design and quality of the proposed development.
<u>D24/07/6.02 Resolved</u>	That item - DC/24/0720/OUT – Hatchfield Farm be brought forward.
<u>D/24/07/8.01 Resolved</u>	The Committee voiced no objection.
<u>D/24/07/8.02 Resolved</u>	The Committee placed a holding objection to the demolition of the building in a Conservation Area to request an extension and seek further information. Councillor Hood to consult the Planning Officer.
<u>D/24/07/8.03 Resolved</u>	The Committee voiced no objection.
<u>D/24/07/8.04 Resolved</u>	The Committee actively encourages responsible tree management and strongly objected to the felling of the this tree with a Tree Preservation Order.
<u>D/24/07/8.05 Resolved</u>	The Committee actively encourages responsible tree management and strongly object to the felling of the tree. They suggested that moving the shed should be considered as an alternative.

<u>D/24/07/8.06 Resolved</u>	The Committee voiced no objection.
<u>D/24/07/8.07 Resolved</u>	The Committee voiced no objection subject to confirmation that the extension does not go beyond the 45 degree regulations for protection of the neighbour's right to light.
<u>D/24/07/8.08 Resolved</u>	The Committee deferred this application to request an extension to allow for a site visit.
<u>D/24/07/9.01 Resolved</u>	That an Extra Ordinary D&P Committee meeting be held on Monday 8th July 2024 at 6:15pm to consider this as a single issue.
<u>D/24/07/9.02 Resolved</u>	The Committee objected to the size and design of the building.
<u>D/24/07/9.03 Resolved</u>	The Committee objected on the impact of the extension on the trees and will await a reconsultation in due course.
<u>D/24/07/9.04 Resolved</u>	The Committee continued its holding objection until further information can be obtained from the agent and the Conservation Officer.

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Hatchfield Farm, Newmarket – Detailed Layout : Masterplan (Coloured)



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From: Waugh, Charlotte <charlotte.waugh@westsuffolk.gov.uk>
Sent: 12 Jun 2024 08:32:02
To: DMS.Planning@westsuffolk.gov.uk
Cc:
Subject: FW: Planning Consultation - DC/24/0622/RM,Hatchfield Farm, Fordham Road, Newmarket - CW
Attachments:

Item 6B

-----Original Message----- From: housing.development Sent: Tuesday, June 11, 2024 11:34 AM To: Waugh, Charlotte ; int.planning.help Subject: RE: Planning Consultation - DC/24/0622/RM,Hatchfield Farm, Fordham Road, Newmarket - CW Good Morning Charlotte Strategic Housing support this reserved matters application. The affordable housing proposals meet the S106 requirements including mix, tenure split, clustering and nationally described space standards. The proposals also include bringing forward M4 (2) and M4 (3) affordable homes all of which are very much needed in Newmarket. Kind Regards Julie

Julie Salisbury Housing Enabling & Strategy Officer Strategic Housing Direct dial 01284 757608 Email julie.salisbury@westsuffolk.gov.uk *****

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Our Ref: SCC/CON/1587/24

Date: 3 July 2024

Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk Council
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Charlotte Waugh

Dear Charlotte,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/24/0622/RM

PROPOSAL: Reserved Matters Application - submission of details under outline planning permission DC/13/0408/OUT (Granted by the Secretary of State under reference APP/H3510/V/14/2222871) a. appearance, layout, landscaping and scale of development within the residential parcels for the development of up to 400 dwellings b. discharge of conditions 3 (lighting strategy) 5 (market housing mix) 14 (drainage scheme) 23 (LEMP) 24 (road and footpaths) 33 (EVCPs) of DC/13/0408/OUT

LOCATION: Hatchfield Farm Fordham Road Newmarket Suffolk

Suffolk County Council, as the Highway Authority has assessed the documents submitted with this planning application and request that the application is not determined. We recommend that further information needs to be submitted and that the Highway Authority is reconsulted in due course.

The Highway Authority have reviewed the consultation responses submitted by **Active Travel England** (ATE). The ATE recommendation of deferral is because to enable time for the application to address a number of aspects of the application that are deficient in terms of the sustainable transport.

Matters to be reviewed include ensuring that site permeability is maximised by the provision of paths wide enough and surfaced appropriately to facilitate and promote walking, wheeling and cycling. There is insufficient detailed information about the cycle parking facilities that are being proposed. The Highway Authority agree with, and support, the ATE position.

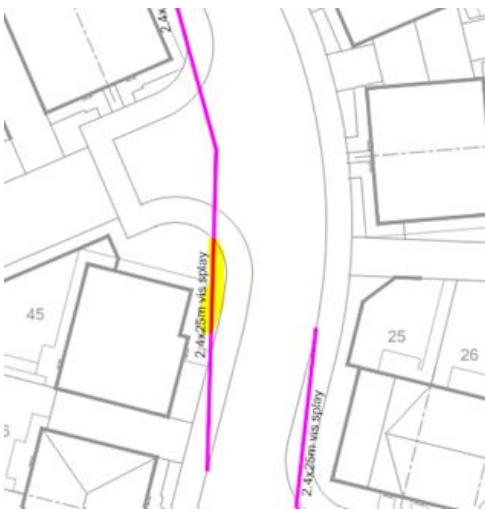
We note the consultation response from the **Waste Management Operations Manager** requesting clarification about the location of some of the bin presentation areas. Bin collection points should be on the kerbside at the edge of the maintainable highway to ensure that waste collection vehicles are not manoeuvring on private roads. Bin drag distances should be calculated from those highway adjacent locations, rather than from private drive locations.

Visibility splays

A series of five Visibility Splay plans Drawing Nos. 326-001-D121 Rev P02 to 326-001-D125 Rev P02 have been provided for review. The Highway Authority notes that there are three accesses from private streets directly onto the western side of the main spine road. One is adjacent to plot 06, another plot 32 and another plot 140. Pedestrian visibility splays (2m x 2m) are evidenced, but there aren't any driver visibility splays along the spine road. We have concerns that the proposed tree planting either side of these accesses will prevent drivers achieving suitable visibility in both directions. We recommend that these visibility splays should also be evidenced on a plan.

The internal road junctions achieve 25m visibility on both directions. This is in accordance with the Manual for Streets for streets with an 85% speed of 20mph. This is in accordance with the Suffolk Streets Design Guide and acceptable.

The splay shown and highlighted below, adjacent to property 45 and in the southerly direction, is aligned over land which will not be highway and therefore not suitable for a standard condition.



Cycle parking and bin storage access

There are a number of locations where it is not clear that future residents will be able to conveniently access cycle and bin storage in the rear gardens. The snip below highlights dwellings where rear garden access requires passing along paths that are narrow, fenced on both sides with 1.8m high structures and with right angle bends where the space does not appear sufficient. The Highway Authority recommends that the application should include something equivalent to a track plan for these areas to establish that the required movements can be achieved.



There are other dwellings where it appears that the route from the back garden cycle and bin stores may not be achievable because of the close proximity of parked vehicles to the access routes. Examples of the this are highlighted in the snip below.



Generally, the Highway Authority has concerns about how parked cars on driveways may hinder the retrieval of cycles and bins from back gardens. Plans that provide dimension of the passing space between parked cars and obstacles such as house walls or garden fences.

Car parking

In terms of the number of car parking spaces per dwelling, the application is in accordance with Suffolk Guidance for Parking (SGP).

There is generally a heavy provision of tandem parking spaces. The inner space is less convenient to use, when the outer space is occupied. When used as intended, by two cars parked in tandem, there can be an increase in the numbering of manoeuvring movements. For convenience residents may also be more inclined to park on-street.

There are examples of tandem parking spaces accessed from small parking courts. Whilst these may not generate as much manoeuvring on the street, they are likely to be challenging and inconvenient to use because of the prospects of other parking spaces being temporarily blocked. An example of the cramped parking courtyard space is shown in the snip below highlighted yellow. It is noted that because of the single EV charging point it is possible that access to EV charging will necessitate more movements where multiple EVs need to be charged. It is unclear why resident parking is not provided in front of the dwellings, as occurs elsewhere.



We note that there are 24 communal parking spaces serving 17 flats. It is unclear how the parking spaces will be allocated to dwellings. A plan showing how parking is proposed to be allocated would enable assessment of suitability.

The application proposes 112 visitor parking spaces. Nineteen spaces are adjacent to the northern boundary of the site and are accessed from the cul-de-sac private streets where it may effectively become overflow private residential parking. It would be beneficial if there was a more even distribution of visitor parking spaces across the development.



We note that there is a significant under distribution of visitor parking in the western Parcel B part of the site where only 3 visitor spaces are provided for a large number of dwellings.



It is unclear where the on-plot parking for dwelling 95 is?



A series of Refuse Collection Vehicle track plans Drawing Nos. 326-001-D126 Rev P02 to 326-001-D130 Rev P02 demonstrate that the road layout will permit waste collection vehicles to manoeuvre. It is shown that subject to the turning heads not being used for parking, that collection vehicle turning will occur on the highway maintainable at public expense.

A series of Adoptable Highway plans Drawing Nos. 326-001-D136 Rev P02 to 326-001-D140 Rev P02 have been reviewed and are acceptable.

A series of Fire Tender track plans Drawing Nos. 326-001-D131 Rev P02 to 326-001-D135 Rev P02 have been reviewed and evidence that a fire tender will be able to manoeuvre around the road layout.

Yours sincerely,

Peter Bradfield

Senior Transport Planning Engineer (West Suffolk)

Growth, Highways and Infrastructure

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Consultee Comments for Planning Application

DC/24/0622/RM

Application Summary

Application Number: DC/24/0622/RM

Address: Hatchfield Farm Fordham Road Newmarket Suffolk CB8 7XL

Proposal: Reserved Matters Application - submission of details under outline planning permission DC/13/0408/OUT (Granted by the Secretary of State under reference APP/H3510/V/14/2222871)

a. appearance, layout, landscaping and scale of development within the residential parcels for the development of up to 400 dwellings b. discharge of conditions 3 (lighting strategy) 5 (market housing mix) 14 (drainage scheme) 23 (LEMP) 24 (road and footpaths) 33 (EVCPs) of DC/13/0408/OUT|cr|

Case Officer: Charlotte Waugh

Consultee Details

Name: Mr Terence Stocks

Address: St Edmundsbury Borough Council, St Edmundsbury House, Western Way Bury St Edmunds, Suffolk IP33 3YU

Email: Not Available

On Behalf Of: Contaminated Land And Air Quality

Comments

Thank you for consulting the Environment team on application DC/24/0622/RM, please see our comments below.

Air Quality

with drawing P23-0063_DE_018 C car parking strategy, uploaded on the 8th May 2024, we are happy with the proposed placement of EVCP's and can discharge condition 33

Many thanks

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Consultee Comments for Planning Application

DC/24/0622/RM

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Case Officer: Charlotte Waugh

Consultee Details

Name: Miss Elysia Scully

Address: West Suffolk House, Western Way, Bury St Edmunds, Suffolk IP33 3YU

Email: Not Available

On Behalf Of: Energy And Sustainability Team

Comments

In relation to policy DM7 which states that "All proposals for new buildings including the re-use or conversion of existing building will be expected to adhere to broad principles of sustainable design and construction and optimise energy efficiency through the use of design, layout, orientation, materials, insulation and construction techniques.

It also states All new developments will be expected to include details in the Design and Access statement (or separate energy statement) of how it is proposed that the site will meet the energy standards set out within national Building Regulations. In particular, any areas in which the proposed energy strategy might conflict with other requirements set out in this Plan and that proposals for new residential development will be required to demonstrate that appropriate water efficiency measures will be employed.

We have reviewed the Energy Strategy Plan, undertaken by Pegasus Group, reference P23-0063_DE_019 A, dated 25th April 2024, and the Sustainable Development Checklist and are satisfied that the proposal shows compliance with policy DM7.

No conditions are recommended.

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Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: DC/24/0622/RM
Our Ref: ATE/24/00585/RM
Date: 04 June 2024

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: West Suffolk Council

Application Ref: DC/24/0622/RM & DCCON(G)/13/0408

Site Address: HATCHFIELD FARM, FORDHAM ROAD, NEWMARKET, CB8 7XL

Description of development: Reserved Matters Application - submission of details under outline planning permission DC/13/0408/OUT (Granted by the Secretary of State under reference APP/H3510/V/14/2222871) a. appearance, layout, landscaping and scale of development within the residential parcels for the development of up to 400 dwellings b. discharge of conditions 3 (lighting strategy) 5 (market housing mix) 14 (drainage scheme) 23 (LEMP) 24 (road and footpaths) 33 (EVCPs) of DC/13/0408/OUT

DCCON(G)/13/0408 Application to discharge condition 1 (design code) of application DC/13/0408/OUT

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. **No Objection:** ~~ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. **Conditional approval:** ~~ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. **Refusal:** ~~ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

This recommendation has been prepared by Active Travel England (ATE) in response to application DC/24/0622/RM a reserved matters application in respect to outline application DC/13/0408/OUT for up to 400 dwellings. The accesses, spine road and key

footway/cycleway have been already been approved by the planning authority separately as planning application DC/22/0408/RM.

There is currently an application under consultation to discharge the condition for a sitewide design code attached to the outline approval (DCCON(G)/13/0408). While ATE has not been formally consulted on this condition a comment has been provided in this response as it is relevant to active travel aspects of the site design.

2.0 Summary

ATE considers that the application DC/24/0622/RM as submitted does not demonstrate that it gives 'priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas' in accordance with the National Planning Policy Framework (NPPF), paragraph 116a or that the provision of adequate cycle parking has been demonstrated.

ATE considers that the application DCCON(G)/13/0408 as submitted does not adequately address the design of cycle parking and active travel infrastructure.

It is therefore recommended that the applications should not be determined until changes and further information has been submitted and reviewed.

3.0 Areas of Concern

DC/24/0622/RM

Site permeability: Area of concern

There appear to have been opportunities missed to for the development to be connected in the most convenient way to the spine road, the main road and to the play area. Where possible, links should be made to the footway/cycleway without the need to interact with a side roads.

While it is noted that that spine road and footway/cycleways have been approved, it may be necessary to treat the development holistically and add some dropped kerbs or crossings to allow residents from the north to directly access the footway/cycleway.

There are some paths and links that appear to be designed only for pedestrian routes, it would increase the permeability of the site if these were designed for cycle use as well.

Design guidance for widths and surfacing can be found in LTN1/20.

Please find attached an annotated plan which provides recommended connections. Please note that this is not intended to be comprehensive and the site should be looked at in terms of desire lines for pedestrians and cyclists and links provided.

Policy / Guidance References:

- NPPF: 96a: promoting social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through... street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods
- NPPF 116a: giving priority first to pedestrian and cycle movements, both within the
- scheme and with neighbouring areas;
- National Model Design Code, Part 1: 59 Movement – i) Connected Places, ii) Active Travel

Cycle parking and trip-end facilities: Critical issue

The Design and Access Statement states on page 57 (in the Building for a Healthy Life Audit) that that 'cycle parking will be provided throughout the development, both on plots and within private amenity space'. However, the submitted plans and documents do not provide information about provision of cycle parking.

ATE would expect to see submitted:

- Details of the number of cycle parking spaces proposed based on the guidance in LTN1/20, which stipulates 1 cycle space per bedroom.
- Dimensioned drawings showing the space allocated for shared cycle parking for the flats. This should be situated in a convenient location near the entrance with easy access for cyclists.
- Details of the design of the cycle parking, this should be secure and covered, the internal arrangement should be shown with dimensions. Guidance in LTN1/20 and the London Cycling Design Guide (chapter 8) can be used to ensure sufficient space is provided.
- Where dwellings do not have garages, storage for cycles should be shown on the plans and, if this is to be situated in the back garden, access should be provided so that cycles do not have to be taken through the house.
- Cycle parking should be provided at amenities such as the playground.

Policy / Guidance References:

- NPPF 110 provide supporting infrastructure such as cycle parking.
- LTN 1/20 Guidance

Application DCCON(G)/13/0408 Site Wide Design Code

Cycle parking Critical issue

The Site Wide Design Code states 'For homes without garages, sheds compliant with cycle storage will be provided in private rear garden. The design of the apartment blocks will accommodate secure storage via built bin and cycle stores'. However the code lacks detail, it does not provide information on the number of spaces per dwelling, dimensions of stands or storage, the security or design of the cycle storage. No reference is made cycle stands at the play area or other community areas and no reference is made to cycle parking in point 11 Parking of the area descriptions.

These details should be provided within the code. Please note cycle parking within bin storage is not a high quality offer and is not acceptable.

Policy / Guidance References:

- NPPF 110 provide supporting infrastructure such as cycle parking.
- LTN 1/20 Guidance
- Active Design Principles 7 and 8.

Connectivity and Movement (6) Area of concern

The plan on page 59 shows connections as pedestrians footpaths that should be footway cycleways for example the route that runs northeast-southwest through past the play area. This plan should be reviewed to ensure walking and cycling off road connections are provided.

ATE has not commented on the shared use facility on the spine road as that has been approved. However if this Code is going to be applied to any adjacent site ATE would expect the active travel infrastructure to confirm to the design principles in LTN1/20, which is this design code does not.

Moving Through Green Space (7.3) Area of concern

The connections to the play areas from the northwest and south east should be shown as walking and cycling routes and be appropriately surfaced with bound surfacing as these routes are on a desire line and will form an important connection to the amenities.

Hard Landscaping and Public Realm (7.4) Critical issue

While it is understood that the developer wishes to distinguish between leisure routes and other routes, it is important that all users - walkers, wheelers and cyclists have an opportunity to enjoy these routes, therefore bound surfaces should be provided rather than Breedon Gravel.

This is because loose material does not provide a good surface for cycling LTN 1/20 (15.2.1) and is not suitable for wheelchair users. *Inclusive mobility: making transport accessible for passengers and pedestrians* states on page 124 in the chapter on Access to the Countryside states that ‘All path surfaces should be compact, firm and stable’ and that ‘Loose sand, gravel, woodchips and cobbles should not be used’. The use of such material in this location does not ‘address the needs of people with disabilities and reduced mobility in relation to all modes of transport’ as required by NPPF paragraph 112 b. LTN 1/20 (15.2.1) states that surface quality affects the comfort and effort required when cycling. Loose surfaces such as gravel or mud can also present a skidding hazard, increase the risk of punctures and make cycles and clothing dirty in bad weather. Cyclists are also affected by ruts and potholes that can throw them off balance. Smooth, sealed solid surfaces offer the best conditions for everyday cycling.

ATE recommends that these aspects of the design code is changed. Details of lighting for the ‘leisure routes’ should also be provided.

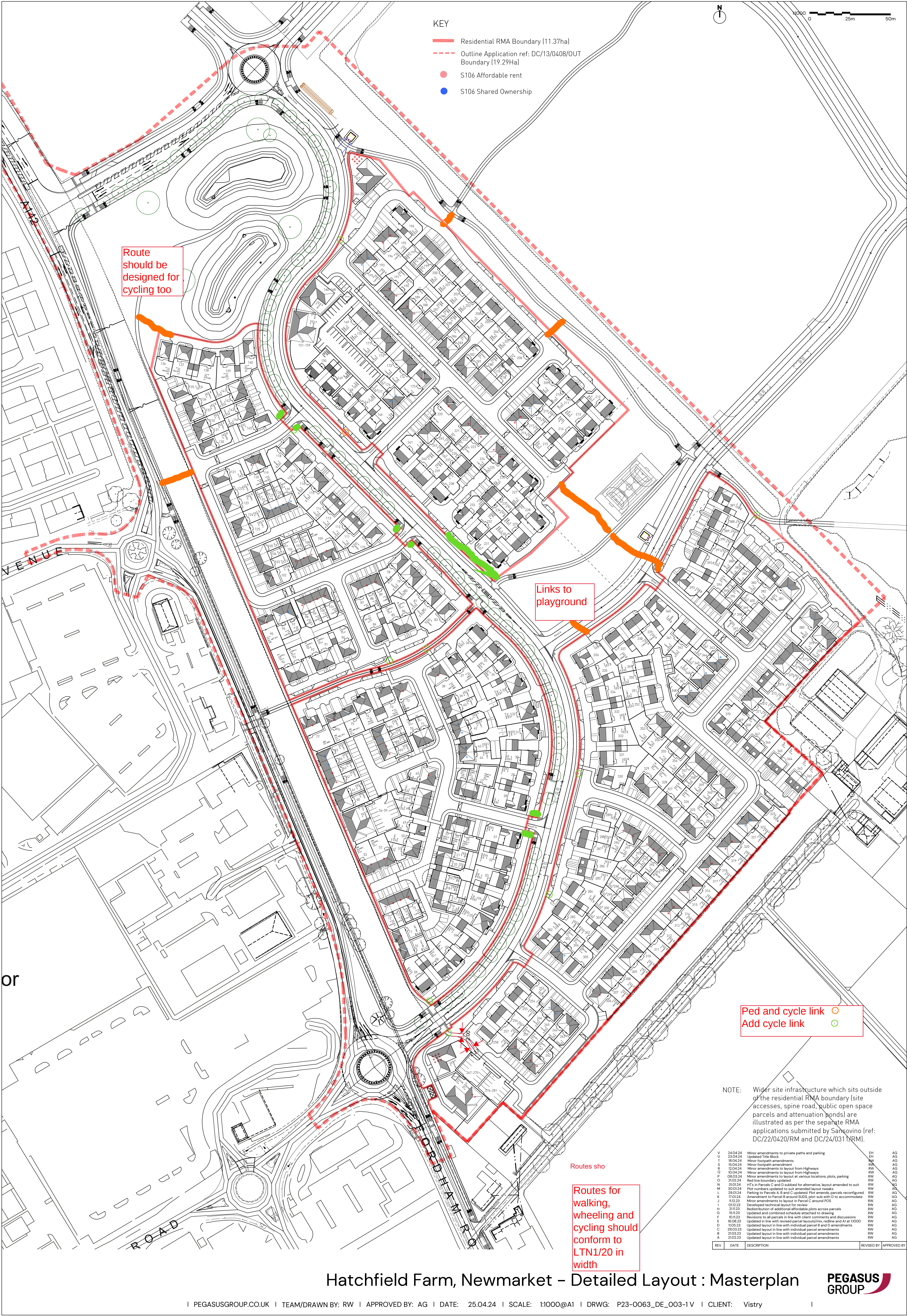
Policy / Guidance References:

- NPPF 112b addressing the needs of people with disabilities and reduced mobility in relation to all modes of transport’
- *Inclusive mobility: making transport accessible for passengers and pedestrians making the countryside accessible to all people.*
- LTN 1/20 15.2.1: guidance on surfacing

4.0 Next Steps

These recommendations should be forwarded to the applicant and highway authority. ATE would be content review further submitted information to help address the identified issues; with a view to providing a further response and recommended wording for planning conditions and obligations.

If this application is to be presented to a Planning Committee, ATE would like to be notified in advance of the meeting date(s) and the publication of any agenda(s) and report(s). ATE would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.



Hatchfield Farm, Newmarket – Detailed Layout : Masterplan



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Consultee Comments for Planning Application

DC/24/0622/RM

Application Summary

Application Number: DC/24/0622/RM

Address: Hatchfield Farm Fordham Road Newmarket Suffolk CB8 7XL

Proposal: Reserved Matters Application - submission of details under outline planning permission DC/13/0408/OUT (Granted by the Secretary of State under reference APP/H3510/V/14/2222871)

a. appearance, layout, landscaping and scale of development within the residential parcels for the development of up to 400 dwellings b. discharge of conditions 3 (lighting strategy) 5 (market housing mix) 14 (drainage scheme) 23 (LEMP) 24 (road and footpaths) 33 (EVCPs) of DC/13/0408/OUT|cr|

Case Officer: Charlotte Waugh

Consultee Details

Name: Mr Dom Stagg

Address: West Suffolk House, Western Way, Bury St Edmunds, Suffolk IP33 3YU

Email: Not Available

On Behalf Of: Private Sector Housing And Environmental Health

Comments

I have reviewed the above application and on behalf of the Private Sector Housing and Environmental Health (PSH & EH) Team can confirm I have NO COMMENTS / OBJECTIONS to make for the following reason:

- None of the matters listed are within my direct remit of responsibility i.e. noise and other nuisance / residential amenity.

Kindest regards,

Dom

Dom Stagg

Environmental Health Officer (PSH & EH)

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Consultee Comments for Planning Application

DC/24/0622/RM

Application Summary

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Case Officer: Charlotte Waugh

Consultee Details

Name: Ms Waste Management

Address: West Suffolk Operational Hub, Bury Road, Fornham St Martin Bury St Edmunds, Suffolk IP31 1FE

Email: Not Available

On Behalf Of: Waste Management Operations Manager

Comments

Clarification is need on refuse collection with regards to road makeup, and bin collection points need to be looked at as some seem to be on private roads and middle of car parks

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@nationalhighways.co.uk

To: West Suffolk Council

CC: transportplanning@dft.gsi.gov.uk
growthandplanning@nationalhighways.co.uk

Council's Reference: DC/24/0622/RM

National Highways Ref NH/24/06351

Location Hatchfield Farm Fordham Road Newmarket Suffolk CB8 7XL

Proposal Reserved Matters Application - submission of details under outline planning permission DC/13/0408/OUT (Granted by the Secretary of State under reference APP/H3510/V/14/2222871) a. appearance, layout, landscaping and scale of development within the residential parcels for the development of up to 400 dwellings b. discharge of conditions 3 (lighting strategy) 5 (market housing mix) 14 (drainage scheme) 23 (LEMP) 24 (road and footpaths) 33 (EVCPs) of DC/13/0408/OUT

Referring to the planning application referenced above, dated 1 April 24, notice is hereby given that national Highways formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B ~~is~~ is not relevant to this application.¹

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gsi.gov.uk.

	
Signature:	Date: 4 June 24
Name: Mark Norman	
Position: Spatial Planning Manager	
Highways England: Woodlands, Manton Lane Bedford MK41 7LW Mark.norman@nationalhighways.co.uk	

Annex A **National highways recommended further assessment required.**

National Highways(“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regards to DC/24/0622/RM and has been prepared by Mark Norman.

¹ Where relevant, further information will be provided within Annex A.

The application is unlikely to have a severe impact on the SRN and therefore we have no objection.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

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Fw: Hatchfield Farm - Cllr Site Visit

Townclerk <Townclerk@newmarket.gov.uk>

Tue 2024-07-02 10:03

To: Townclerk <Townclerk@newmarket.gov.uk>

From: Kate Goldie

I think there has been some confusion around this sample brick panel. We brought some portable red and buff brick samples to the site visit, however Members were keen to see a full sample panel of the bricks in-situ with mortar. We explained that a panel of this scale would need to be built on site by our construction team and that Cllrs would be invited to come and view this sample panel when it is ready. I explained on site that it is normal practice for Reserved Matters applications to have a planning condition added to the decision notice which requires approval of precise materials (including bricks to be used in the development). Vistry would build a sample panel in order to discharge this condition, and this would be done after Reserved Matters consent is granted. For next Monday we can bring the previous portable brick sample panels we showed to Cllrs on site, but we won't have a full mock-up ready as it would simply be too large to transport. I attach an example of the type of panel we would construct so full bricks and mortar are visible, as you can see this isn't portable.

Kind regards

Kate Goldie
Planning Manager**E:** Kate.Goldie@vistry.co.uk**Vistry Central Home Counties**Turnford Place | Great Cambridge Road | Turnford | Broxbourne
Hertfordshire | EN10 6NH

