

**TO: Members and Substitutes of the
Development Control Committee**

**(Copy to recipients of Development
Control Committee Papers)**

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30 June 2017

Dear Councillor

**ST EDMUNDSBURY DEVELOPMENT CONTROL COMMITTEE - THURSDAY 6 JULY
2017**

I am now able to enclose, for consideration on the Thursday 6 July 2017 meeting of the St Edmundsbury Development Control Committee, reports relating to the following items that were unavailable when the agenda was printed.

**Agenda
No**

Item

4. **Planning Applications DC/16/2836/RM and DC/17/0048/FUL -
Land North West of Haverhill, Anne Sucklings Lane, Little Wratting
(Pages 1 - 12)**

Report No: **DEV/SE/17/026**

DC/16/2836/RM - Reserved Matters Application - Submission of details under outline planning permission SE/09/1283/OUT - The appearance, layout, scale, access and landscaping for 200 dwellings, together with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of landscaping and areas of open space for a phase of residential development known as Phase 1

DC/17/0048/FUL - Change of use of land to highway use for 1no. point of vehicular access/egress to public highway - Haverhill Road and creation of hard standing for foot/cycle way - following planning application- SE/09/1283 as amended by plans dated 28 April 2017

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5. **Planning Application DC/17/0438/FUL - Tartan House, Etna Road, Bury St Edmunds (Pages 13 - 22)**

Report No: **DEV/SE/17/027**

Planning Application - (i) 80 no. bedroomed hotel (demolition of existing building) (ii) drive-through coffee outlet (mixed A3 and A5 use) (iii) associated refuse storage, parking and landscaping (iv) new pedestrian bridge access across River Lark (v) improvements and upgrading of proposed vehicular access from Compiegne Way, North of River Lark (vi) improvements and upgrading of proposed vehicular access from Etna Way/Enterprise Park (vii) in channel engineering works to River Lark

8. **Planning Application DC/17/0971/HH - 9 Westminster Drive, Bury St Edmunds (Pages 23 - 24)**

Report No: **DEV/SE/17/030**

Householder Planning Application - (i) Two storey side and rear extensions (following demolition of existing double garage) and (ii) new vehicular access

Helen Hardinge
Democratic Services Officer



St Edmundsbury
BOROUGH COUNCIL

Development Control Committee

6th July 2017

Late Papers

Item 4 – DC/16/2836/RM North West Haverhill

Surface Water Drainage

Following discussions between Suffolk County Council Floods Team and the applicant's drainage engineer, the County Flood and Water Engineer has confirmed that he is confident that the matters he has raised can be resolved within the current layout. However, a pre-commencement condition will be required to ensure the further details required are submitted.

The County Floods Team are therefore removing their holding objection subject to the use of conditions, which are included in the list of recommended conditions below.

Trees and Landscaping

A series of revised landscape and arboricultural drawings have been submitted to address the matters raised by the Council's Trees, Ecology and Landscape Officer. The changes include:

- Removal of formal play features from the linear open space. Formal play facilities within the open space to the west of phase 1 would be required in the adjacent phase of development as set out in the masterplan and Design Code.
- The grass edge to Boyton Wood has been amended to detail wildflower mix
- Areas of POS have been amended to be either Wildflower Lawn Mix or Wildflower Meadow. This includes the margins to the hoggin path through the linear park where necessary.
- Hedges have been changed to mixed native hedges.
- The planting adjacent to the relief road includes bigger blocks of native species.
- Additional knee rail is proposed.
- Trees to the front of plots 112-117 have been replaced with extra heavy

standard trees (Hornbeam)

- The protective fencing will form a corridor either side of the track, protecting the hedge, ditch line and associated margins. The alignment of the fence will allow the track to be formed.

Highways

Following discussions with the Highways Officer, amended plans have been provided to address the points raised. The changes made include:

- Removal the four street trees previously detailed on the access / egress to the southern parcel.
- Street trees within the n/s street within the northern parcel, these will be within tree pits.
- The transition to the shared surface near plot 31-33 would be marked by change in surface material rather than a ramp. The change in surface material has been moved to the north and the footway has been extended to the front of 31-33. A dropped kerb would facilitate access to the parking spaces.
- In terms of plot 97, the ramp has been located to the west and as such does not impact the on plot parking.
- The ramp to plot 155 has been located to the north-east and the footway further extended.
- The service strips on the radius of junctions are to be finished in block and not grass.

Recommended Conditions

In respect of DC/17/0048/FUL:

1. Time

The development hereby permitted shall be begun not later than 3 years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans and documents:

Reason: To define the scope and extent of this permission.

- Location Plan
- Proposed Layout - PH125-44 Rev B
- Landscape Masterplan for plots & POS - JBA SK01 Rev B
- Highway Access Plan - PH-125-57
- Landscape details - JBA/16/125/07 REV C

3. The landscaping and pedestrian /cycle way

The soft landscaping and pedestrian / cycleway detailed on drawing numbers JBA SK01 Rev B, PH-125-57 and JBA/16/125/07 REV c, shall be fully implemented in accordance with the approved plans prior to the access hereby approved first coming into use.

Reason: To ensure appropriate landscaping and pedestrian/cycle links in accordance with Policy DM2 of the Joint Development Management Policies Document 2015.

In respect of DC/16/2836/RM:

1. Approved Plans and documents

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans and documents:

Reason: To define the scope and extent of this permission.

Reference No	Plan Type	Date Received
PH-125-01	Location Plan	28.12.2016
PH-125-02 REV B	Masterplan	13.06.2017
PH-125-03 REVB	Layout	13.06.2017
PH-125-04	REV B Layout	13.06.2017
PH-125-05 REV B	Materials Layout	13.06.2017
PH-125-06 REV B	Materials Layout	13.06.2017
PH-125-07 REV A	Storey Height Plan	03.05.2017
PH-125-08 REV B	Tenure plan	13.06.2017
PH-125-11 REV A	Floor Plans and Elevations	03.05.2017
PH-125-10 REV B	Floor Plans and Elevations	03.05.2017
PH-125-12 REV B	Floor Plans and Elevations House type A terrace	03.05.2017
PH-125-13 REV A	Floor Plans and Elevations Bungalow type B1-B2	03.05.2017
PH-125-14 REV A	Floor Plans and Elevations Bungalow type B2	03.05.2017
PH-125-15 REV A	Floor Plans and Elevations	03.05.2017

	House type B	
PH-125-16 REV B	Floor Plans and Elevations House type C	03.05.2017
PH-125-17 REV A	Floor Plans and Elevations House type D semi detached	03.05.2017
PH-125-18 REV A	Floor Plans and Elevations House type D semi-detached 2 nd type	03.05.2017
PH-125-19 REV B	Floor Plans and Elevations House type F	03.05.2017
PH-125-20 REV B	Floor Plans and Elevations House type G corner	03.05.2017
PH-125-21 REV B	Floor Plans and Elevations House type G corner	03.05.2017
PH-125-22 REVA	Floor Plans and Elevations House type H	03.05.2017
PH-125-23 REV B	Floor Plans and Elevations House type J	03.05.2017
PH-125-24 REVB	Floor Plans and Elevations House type F	03.05.2017
PH-125-25 REV A	Floor Plans and Elevations House type L	03.05.2017
PH-125-26 REV A	Floor Plans and Elevations House type M	03.05.2017
PH-125-27 REV A	Floor Plans and Elevations House type G	03.05.2017
PH-125-28 REV A	Floor Plans and Elevations House type L	03.05.2017
PH-125-29 REV A	Floor Plans and Elevations House type P	03.05.2017
PH-125-30 REV A	Apartment floor plans	03.05.2017
PH-125-31 REV A	Apartment elevations	03.05.2017
PH-125-32 REV A	Floor Plans and Elevations House type P	03.05.2017
PH-125-36	Floor Plans and Elevations House Type A	03.05.2017
PH-125-37	Floor Plans and Elevations House type A end terrace	03.05.2017
PH-125-38	Floor plans and Elevation House type K	03.05.2017
PH-125-39	Floor Plan and Elevation House type K	03.05.2017
PH-125-40	Floor Plan and Elevation House type K	03.05.2017
PH-125-41	Floor Plans and Elevations House type G	03.05.2017
PH-125-42 REVC	Proposed levels North	21.06.2017
PH-125-43 REV C	Proposed levels South	21.06.2017
PH-125-46	Highways Layout North	21.06.2017
PH-125-47	Highways Layout South	21.06.2017
1 REV E	Tree Protection	13.06.2017

2 REV D	Tree Protection	13.06.2017
3 REV E	Tree Protection	13.06.2017
4 REV E	Tree Protection	13.06.2017
JBA/16/152/01 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/02 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/03 REVC	Open Space Landscape details	19.06.2017
JBA/16.152.04 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/05 REV C	Open Space Landscape details	19.06.2017
JBA/16/152/06 REV C	Open Space Landscape details	19.06.2017
JPA/16/152/07 Rev C	Open Space 7	19.06.2017

- External Lighting Assessment submitted 5th June 2017
- Noise Survey and Acoustic Advice Report, 15th May 2017
- Landscape and Ecology Management Plan, SES, Dec 2016
- Arboricultural Statement
- Drainage Impact Assessment Report
- Ecological Due Diligence Report
- Ecological Scoping Survey
- Knotweed Surveys
- Phase 1a/b hazel dormouse response
- Phase 2 Ecological Surveys and Assessment
- Anglian Water Pre-Planning Assessment Report
- Design, Access and Compliance Statement
- Phase 1 and 2 Desk Study and Site Investigation Report
- Design Code

2. Phasing – Pre-commencement

Prior to the commencement of development (excluding clearance, ground investigation, remediation, archaeological and ecology works) within Phase 1, details of phasing of development of Phase 1 shall be submitted to and agreed in writing with the Local Planning Authority. Such details shall include, but not limited to, the phased delivery of roads and footways, including the re-alignment of Haverhill Road and associated roundabout, and their connections to the surrounding highway network in relation to the phasing for the delivery of homes within Phase 1. Development shall be undertaken in accordance with the Phasing details agreed,

unless a variation to the approved details is first agreed in writing with the Local Planning Authority.

Reason: To ensure the timely delivery of infrastructure necessary to serve this phase of development and the wider infrastructure connections, in the interests of highway safety and amenity.

3. Surface Water Drainage – Pre-commencement

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 year +CC storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved FRA and will include the following:-

- i) Dimensioned plans illustrating all aspects of the surface water drainage scheme (including an impermeable areas plan).
- ii) Modelling shall be submitted to demonstrate that the surface water discharge to the receiving watercourse, up to the 1 in 100yr +CC rainfall event, will be restricted to Q_{bar} or 2l/s/ha for the critical storm duration.
- iii) Modelling of the surface water drainage scheme to show that the attenuation features will contain the 1 in 100yr+CC rainfall event. Proposed open basins within POS will not exceed a max water depth of 0.5m during same event.
- iv) Modelling of conveyance networks showing no above ground flooding in 1 in 30 year event, plus any potential volumes of above ground flooding during the 1 in 100 year rainfall + CC.
- v) Topographic plans shall be submitted depicting all safe exceedance flow paths in case of a blockage within the main SW system and/or flows in excess of a 1 in 100 year rainfall event. These flow paths will demonstrate that the risks to people and property are kept to a minimum.
- vi) Proposals for water quality control – A SuDS management train with adequate treatment stages should be demonstrated which allows compliance with water quality objectives, especially if discharging to a watercourse. Interception Storage will be required within the open SuDS.
- vii) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.
- viii) Arrangements to enable any Surface water drainage within any private properties to be accessible and maintained including information and advice on responsibilities to be supplied to future owners.

Reasons:

This condition is required pre-commencement to: prevent the development from causing increased flood risk off site over the lifetime of the development (by ensuring the inclusion of volume control); to ensure the development is adequately protected from flooding (and to maximise allowable aperture size on control devices); to ensure the development does not cause increased pollution of the downstream watercourse; and, to ensure clear arrangements are in place for ongoing operation and

maintenance.

4. Surface Water Drainage management – Pre-above ground construction

No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure the proper management of the approved scheme to ensure it continues to function as it is intended for the lifetime of the development.

5. Materials – Pre-above ground construction

Notwithstanding the details previously submitted, no above ground construction of the dwellings hereby approved shall take place until details of the facing and roofing materials to be used in respect of each plot have been submitted to and approved in writing by the Local Planning Authority. All work shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development is satisfactory in accordance with policy DM2 and DM22 of the Joint Development Management Policies Document.

6. Design Detailing – Pre-above ground construction

Prior to any above ground construction taking place, details of the windows, door reveals, sills and headers and bargeboards for each plot shall be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed with the Local Planning Authority the details shall be in the form of elevations drawn to a scale of not less than 1:10 and horizontal and vertical cross-section drawings to a scale of 1:2. The works shall be carried out in complete accordance with the approved details.

Reason: To ensure that the external appearance of the development is satisfactory in accordance with policy DM2 of the Joint Development Management Policies Document.

7. Boundary Treatments – Pre-above ground construction

No above ground construction shall take place until details of the siting, design, height and materials of boundary walls and fences have been submitted to and approved in writing by the Local Planning Authority. The approved walling and/or fencing shall be constructed or erected before the first occupation of the dwelling to which it relates is first occupied and thereafter retained in the form and manner installed.

Reason: To ensure the satisfactory development of the site.

8. Parking – Prior to occupation

The space/spaces shown for the purpose of garaging and/or car parking shall be provided and available for the intended purpose prior to the first occupation of the dwelling to which it relates is first occupied.

Reason: To ensure compliance with adopted parking standards in the interests of road safety.

9. Retention of Parking Spaces and Garages

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any Order revoking and re-enacting that Order) the space shown within the curtilage of any dwelling for the purpose of garaging and/or car parking shall be retained solely for the garaging and/or parking of private motor vehicles and for ancillary domestic storage incidental to the enjoyment of the associated dwelling and shall be used for no other purpose. No development shall be carried out in such a position as to preclude vehicular access to those car parking spaces

Reason: To ensure continued compliance with adopted parking standards in the interests of road safety.

10. Cycle storage – Prior to first occupation

Secure, covered and accessible cycle storage shall be provided and available for use prior to the first occupation of the dwelling to which it relates is first occupied. The storage shall be provided in accordance with details previously submitted to and agreed in writing by the local planning authority.

Reason: To ensure the provision of adequate on-site cycle storage to encourage and promote sustainable modes of transport.

11. Visibility Splays - internal access roads

Before any access is first used, clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 2.4 metres from the nearside edge of the metalled carriageway at the centre line of the access point (X dimension) and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access (Y dimension).

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

12. Visibility Splays - junctions with main roads

Before any access is first used clear visibility at a height of 0.6 metres above the

carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 4.5 metres from the nearside edge of the metalled carriageway at the centre line of the access point (X dimension) and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access (Y dimension).

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

13. Bin Storage

Appropriate areas shall be provided for storage of Refuse/Recycling bins shall be provided, in accordance with details submitted to and agreed in writing with the local planning authority, before the first occupation of any of the dwellings to which it relates is first occupied and thereafter retained in the form and manner installed.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

14. Estate Road Layout - details

Prior to any above-ground construction, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

15. Estate Road layout implementation

No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

16. Crossing Points

Prior to the commencement of development, details of two formal crossing points (to be either signals or zebra crossing) on main road running between the north and south parcels of development shall be submitted to and agreed in writing with the local planning authority. The crossing points shall be fully implemented in accordance with the agreed details in accordance with a timetable agreed in writing with the local planning authority.

Reason: To afford safe access from North to South of the application site and vice

versa, and to link residents to town facilities and employment by means of sustainable routes.

17. Noise Internal – prior to occupation

Prior to occupation of the proposed dwellings, the noise mitigation measures, as stated within the Noise Survey and Acoustic Design Advice Report, Issue No. 2, prepared by the FES Group and dated the 15 May 2017, shall be implemented to ensure that the internal ambient noise levels within each dwelling, with windows closed, do not exceed an LAeq (16hrs) of 35 dB(A) within bedrooms and living rooms between the hours of 07:00 to 23:00 and an LAeq (8hrs) of 30dB(A) within bedrooms and living rooms between the hours of 23:00 to 07:00, in accordance with the current guideline levels within BS8233:2014 – Guidance on sound insulation and noise reduction for buildings.

18. Noise External – Prior to occupation

Prior to occupation of the proposed dwellings, the noise mitigation measures, as stated within the Noise Survey and Acoustic Design Advice Report, Issue No. 2, prepared by the FES Group and dated the 15 May 2017, shall be implemented to ensure that the noise level within the external amenity areas of each dwelling do not exceed an LAeq of 50 dB (A), in accordance with the current guideline levels within BS8233:2014 – Guidance on sound insulation and noise reduction for buildings.

19. Tree Protection - pre- commencement

Notwithstanding the details previously submitted, no development shall commence until an updated Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement should include details of the following:

1. Measures for the protection of those trees and hedges on the application site that are to be retained,
2. Details of all construction measures within the 'Root Protection Area' (defined by a radius of $dbh \times 12$ where dbh is the diameter of the trunk measured at a height of 1.5m above ground level) of those trees on the application site which are to be retained specifying the position, depth, and method of construction/installation/excavation of service trenches, building foundations, hardstandings, roads and footpaths,
3. A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained.

The development shall be carried out in accordance with the approved Method Statement unless the prior written consent of the Local Planning Authority is obtained for any variation.

Reason: To ensure that the most important and vulnerable trees are adequately protected during the period of construction. Noting the need for these details to be agreed before works of construction start it is considered that this condition needs to be a pre-commencement condition.

Soft Landscaping – Pre-above ground construction

Notwithstanding the details previously submitted, no above ground construction shall take place until there has been submitted to and approved in writing by the Local Planning Authority a final scheme of soft landscaping for the site drawn to a scale of not less than 1:200, to include details of on plot planting and planting within the SUDS Basins. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities. The approved scheme of soft landscaping works shall be implemented not later than the first planting season following commencement of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Reason: To enhance the appearance of the development.

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St Edmundsbury
BOROUGH COUNCIL

Development Control Committee

6th July 2017

Late Papers

Item 5 – DC/17/438/FUL Tartan House, Etna Road, Bury St Edmunds

List of relevant plans

Reference No	Plan Type	Date Received
4761 10 A	Location Plan	09.03.2017
4761 3 01 A	Topographic Survey	01.03.2017
4761 3 02 B	Site Layout	09.03.2017
LMF/150/17/LP02 revA	Landscaping details (amended plan)	16.05.2017
4761 3 03 A	Hotel - Proposed Ground Floor Plan	01.03.2017
4761 3 04 A	Hotel - Proposed First Floor Plan	01.03.2017
4761 03 05 A	Hotel - Proposed Second Floor Plan	01.03.2017
4761 03 06 A	Hotel - Proposed Third Floor Plans	01.03.2017
4761 3 08 A	Hotel - Proposed Elevations	01.03.2017
4761 3 07 A	Hotel - Proposed Roof Plan	01.03.2017
4761 3 20 A	Coffee Outlet Elevations and floor plan	01.03.2017
J2309-01A	Proposed Pedestrian Bridge	01.03.2017

Revised list of Conditions

1. Time

The development hereby permitted shall be begun not later than 3 years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans and documents:

Reason: To define the scope and extent of this permission.

Reference No	Plan / Document Type	Date Received
4761 10 A	Location Plan	09.03.2017
4761 3 01 A	Topographic Survey	01.03.2017
4761 3 02 B	Site Layout	09.03.2017
LMF/150/17/LP02 revA	Landscaping details (amended plan)	16.05.2017
4761 3 03 A	Hotel - Proposed Ground Floor Plan	01.03.2017
4761 3 04 A	Hotel - Proposed First Floor Plan	01.03.2017
4761 03 05 A	Hotel - Proposed Second Floor Plan	01.03.2017
4761 03 06 A	Hotel - Proposed Third Floor Plans	01.03.2017
4761 3 08 A	Hotel - Proposed Elevations	01.03.2017
4761 3 07 A	Hotel - Proposed Roof Plan	01.03.2017
4761 3 20 A	Coffee Outlet Elevations and floor plan	01.03.2017
J2309-01A	Proposed Pedestrian Bridge	01.03.2017
130/2016/TS	Transport Assessment	01.03.2017
Design and Access Statement	Design and Access Statement	01.03.2017
Noise Report	Noise Report	01.03.2017
Planning Statement	Planning Statement	01.03.2017
268	Preliminary Ecological Appraisal	01.03.2017
14430GI	Ground Investigation Report	01.03.2017
130/2016/FRA	Flood Risk Assessment	01.03.2017

3. Coffee Outlet Opening Hours

The drive though coffee outlet shall be open only between the hours of 07:00- 21:00.

Reason: To safeguard neighbouring amenity in accordance with policy DM2 of the Joint Development Management Policies Documents 2015.

4. Times for Deliveries

Deliveries to and collections from the site shall take place only between the hours of 07:00-18:00.

Reason: To safeguard neighbouring amenity in accordance with policy DM2 of the Joint Development Management Policies Documents 2015.

5. Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters, future end users of the land, neighbouring land, property and ecological systems from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121, Environment Agency Groundwater Protection: Principles and Practice (GP3), Policy CS2 (Sustainable Development) of the Core Strategy and Policy DM14 of the Joint Development Management Policy. This condition requires matters to be agreed prior to commencement since it relates to consideration of below ground matters that require resolution prior to further development taking place, to ensure any contaminated material is satisfactorily dealt with.

6. Demolition and Construction Times

Demolition and construction works shall take place only between the hours of 07:30-19:00 Mondays to Fridays and 07:30-13:00 on Saturdays. No work shall take place on Sundays or Bank Holidays.

Reason: To safeguard neighbouring amenity in accordance with policy DM2 of the Joint Development Management Policies Documents 2015.

7. Construction Method Statement

Prior to works commencing a construction method statement be produced to and be agreed by the local planning authority. The method statement is to include the measures to control dust emissions, noise & vibration and methodology for waste recycling on site and waste disposal. The agreed method statement to be adhered to throughout the demolition and construction works.

Reason: This condition is pre-commencement to safeguard neighbouring amenity in accordance with policy DM2 of the Joint Development Management Policies Documents 2015.

8. Deliveries Management Plan

All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of

materials commence. No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan. The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas in accordance with policy DM2 of the Joint Development Management Policies Document.

9. Arboricultural Method Statement

No development shall commence until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement should include details of the following:

i). Measures for the protection of those trees and hedges on the application site that are to be retained,

ii) Details of all construction measures within the 'Root Protection Area' (defined by a radius of $dbh \times 12$ where dbh is the diameter of the trunk measured at a height of 1.5m above ground level) of those trees on the application site which are to be retained specifying the position, depth, and method of construction/installation/excavation of service trenches, building foundations, hardstandings, roads and footpaths.

iii) A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained.

The development shall be carried out in accordance with the approved Method Statement unless the prior written consent of the Local Planning Authority is obtained for any variation.

Reason: This condition is pre-commencement to ensure that the most important and vulnerable trees are adequately protected during the period of construction.

10. Surface Water Management Plan

No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan throughout the entire construction period.

Reason: This condition is pre-commencement, to ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan.

11. External Materials

No above ground construction shall take place until full details of the external

materials to be used in the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development is satisfactory in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

12. Off Site Stock Proof Fencing

Prior to the first use of the development hereby approved, stock proof fencing and gates on Ram Meadow shall be fully installed in accordance with details submitted to and agreed in writing by the local planning authority. The details shall include the precise location, design and method of installation. The location of the fencing shall be in general conformity with the details shown on the 'Indicative Fencing Location - Ram Meadow, BSE', which attaches to this consent.

Reason: In part mitigation for the loss of River Lark Corridor in this development in accordance with policy DM10 of the Joint Development Management Policy Document 2015.

13. Landscape Management Plan

Prior to the first use of the development hereby approved a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved prior to the first use of the development and managed for the lifetime of the development and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

- enhancement of the river channel
- detail extent and type of new planting (NB planting to be of native species)
- details of maintenance regimes
- details of any new habitat created on site
- details of treatment of site boundaries and/or buffers around water bodies
- details of management responsibilities.

Reason. To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.

14. River Chanel Enhancements

The enhancements within the River Chanel detailed in condition 13 above shall develop the proposals set out in Appendix F of the submitted Design and Access Statement that accompanies the application. The enhancements shall be fully implemented prior to the first use of the development hereby approved or in accordance with a timetable agreed in writing with the local planning authority.

Reason. To secure opportunities for the enhancement of the nature conservation value of the River Lark in part site in part mitigation for the loss of River Lark Corridor

in this development in accordance with policy DM10 of the Joint Development Management Policy Document 2015.

15. Soft Landscaping

Notwithstanding the submitted landscaping plan, full details of the soft landscaping, taking account of any need to retain planting within the highway verge, shall be submitted to the local planning authority and agreed in writing. All planting comprised in the approved details of landscaping shall be carried out in the first planting season following the commencement of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Reason: To enhance the appearance of the development in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

16. Footway

No above ground construction shall take place until details of a proposed footway from Etna Road to the northern car park and from the northern car park onto the Tesco car park taking into consideration existing road signs, surface materials and appropriate guard railing and or fencing have been submitted to and approved in writing by the Local Planning Authority. The approved footway shall be laid out and constructed in its entirety and available for use prior to the first use of the hotel hereby approved. Thereafter the footway shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety and to provide a sustainable link for employees and visitors from the adoptable highway to the access paths shown as per the application plans and to facilitate future public access along the River Lark Corridor as part of the Green Infrastructure Strategy for Bury St Edmunds as set out in policy BV26 in part mitigation for the loss of River Lark Corridor in this development.

17. Footway

No above ground construction shall take place until details of a proposed footway and details of its connection to the existing footway network from Etna Road to the Main site entrance have been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to First occupation of the property. Thereafter the footpath shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety and to provide a sustainable link for employees and visitors from the town centre amenities to the site main entrance without conflict with vehicles.

18. Headlight Screening

No above ground construction shall take place until details of proposed vehicle headlight screening have been submitted to and approved in writing by the Local Planning Authority. The approved screening shall be laid out and constructed in its entirety prior to First use of the property and thereafter retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification to prevent vehicle headlight from distracting/dazzling vehicle users on Compiegne and made available for use at an appropriate time in the interests of highway safety.

19. Parking Provision

The use hereby approved shall not commence until the area(s) within the site shown on drawing number 4761/3-02 Rev B for the purposes of manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on-site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

20. Visibility Splays From access onto Etna Road

Before the first use of the access onto Etna Road from site, visibility splays which shall be set back 2.4m and then 43m in the direction of Compiegne Way and to the nearside of the kerb, shall be provided in accordance with details previously approved in writing by the Local Planning Authority and thereafter shall be retained in the approved form and kept clear from obstruction.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

21. Visibility Splays from access onto Compiegne Way from Etna Road

Before the access is first used onto Compiegne Way from Etna Road, visibility splays, which shall be 43m set back 2.4m in both directions, shall be provided in accordance with details previously approved in writing by the Local Planning Authority and thereafter shall be retained in the approved form and kept clear from obstruction.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

22. Visibility Splays onto Compiegne Way from the car park

Before the access is first used onto Compiegne Way from the application site car park visibility splays shall be provided, which shall be set back 2.4m for a distance of 70m in both directions, in accordance with details previously approved in writing by the

Local Planning Authority and thereafter shall be retained in the approved form and kept clear from obstruction.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

23. Access Details

No part of the development shall be commenced until details of the proposed access (including the position of any gates to be erected and visibility splays provided) have been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to First occupation of the property. Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

24. Bicycle Storage

The use shall not commence until the area(s) within the site for the storing of bicycles has been submitted to and approved in writing by the Local Planning Authority for the purposes parking and storing of bicycles to meet SCC parking standards, plus one space per hotel staff has been provided and thereafter that area(s) shall be retained and used for no other purposes, these spaces are required to be secure and covered.

Reason: To ensure that sufficient space for the on site parking of bicycles is provided and maintained in order to ensure the provision of adequate sustainable transport methods due to the site not providing on site staff parking.

25. Surface Water Drainage and FRA Implementation

The strategy for the disposal of surface water (dated Feb 2017, ref: 130/2016/03) and the submitted Flood Risk Assessment (FRA) shall be fully implemented in accordance with these details prior to the first use of the development hereby permitted. The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained.

26. SUDS Components

Prior to the first use of the development hereby permitted, full details of all Sustainable Urban Drainage System components and piped networks shall be submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's

statutory flood risk asset register

27. Noise Barrier

Prior to the first use of the development hereby approved, an impermeable noise barrier shall be erected along the south east site boundary of the site between the drive through café and Etna Road. The barrier shall be installed in accordance with details submitted to and approved by the local planning authority. The approved barrier shall be maintained in perpetuity.

Reason: This condition is pre-commencement to safeguard neighbouring amenity in accordance with policy DM2 of the Joint Development Management Policies Documents 2015.

28. Kitchen Ventilation Systems

Prior to the first use of the development hereby approved, details of any kitchen ventilation systems, to include noise attenuation and odour control systems and details of any external plant, shall be submitted to and approved by the local planning authority. The approved systems and plant, shall be installed in full accordance with the agreed details and in respect of kitchen ventilation systems, before the commercial kitchen is brought into use.

Reason: This condition is pre-commencement to safeguard neighbouring amenity in accordance with policy DM2 of the Joint Development Management Policies Documents 2015.

29. Electric Vehicle Charging

Prior to first use of the hotel as approved under this planning permission, at least 8 electric vehicle charge points shall be provided for customer use at reasonably and practicably accessible locations within the car park. The Electric Vehicle Charge Points shall be retained thereafter.

Reason: To promote and facilitate the uptake of ultra-low emission vehicles in order to enhance local air quality in line with the National Planning Policy Framework (NPPF) paragraph 35; Policy DM2 (k) of the Joint Development Management Policies Document and Policy CS2 (E) of the Core Strategy.

30. Rapid Vehicle Charge Point

Prior to first operational use of the Coffee Outlet as approved under this planning permission, at least 1 publically available 'rapid' electric vehicle charge point shall be provided in a location within the car park to be agreed in writing with the local planning authority. The Electric Vehicle Charge Point shall be retained thereafter.

Reason: To promote and facilitate the uptake of ultra-low emission vehicles in order to enhance local air quality in line with the National Planning Policy Framework (NPPF) paragraph 35; Policy DM2 (k) of the Joint Development Management Policies Document and Policy CS2 (E) of the Core Strategy.

Further representations made

Additional comments received from 4 Etna Road reiterating concerns with highway safety and providing video footage of traffic passing the Etna Road junction on Compiegne Way. This footage was passed the Highways Officer for information.



Development Control Committee

6th July 2017

Late Papers

Item 8 – DC/17/0971/HH – 9 Westminster Drive, Bury St Edmunds

Further representations made

1. Page 115 – additional objection received from residents of no. 10 Westminster Drive. The objection is raised on the grounds that they understand that the motorhome currently parked at the front of the property will be parked in the new parking area to the side. Their concerns include:
 - Devaluation of their property,
 - Dominating the outlook from their bedroom window,
 - Allowing a driveway strong and wide enough to support the vehicle could facilitate future applications for housing development
 - Potential damage to the sewer, that run to the rear of the properties, given the 'load from the heavy vehicle'.
2. Page 117 (other concerns) – It would not be reasonable for the planning authority to control what type of vehicle can be parked on the site, despite the size of it. Matters in terms of devaluing of property is not a material planning consideration, and potential damage to public/private property is a civil matter. In addition, it is not considered that allowing a parking area to the side of the property would facilitate future housing development on the site.
3. There is a notable slope between no.9 and no.10 were the proposed parking to the side is to be provided. Given this slope it is considered that further details of how the area will be levelled and details of the boundary treatment will need to be provided to the council. However, the details of this are not considered to have a bearing on the acceptability of this proposal, and therefore a condition is acceptable.

Additional condition

4. Prior to the commencement of works above slab level, details of the proposed finished ground levels of the parking area surrounding the building (including cross sections) and details of the boundary treatment to the north boundary, shall be submitted to and approved in writing by the Local Planning Authority. The parking area and boundary treatment shall be

completed in accordance with the approved details prior to the first use of the extension hereby approved.

Reason: To protect the special character and architectural interest and integrity of the building in accordance with the requirements of Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.