

Development Control Committee

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| Title: | Agenda | | | | | | | | | | | |
| Date: | Wednesday 5 August 2020 | | | | | | | | | | | |
| Time: | 10.00am | | | | | | | | | | | |
| Venue: | <p>Facilitated by MS TeamsLive virtual meetings platform only</p> <p>The meeting will be accessible by the press and public via a live stream; the link to which will be published on the Council's website alongside the agenda papers</p> | | | | | | | | | | | |
| Full Members: | <p style="text-align: center;">Chair Andrew Smith</p> <p style="text-align: center;">Vice Chairs Mike Chester and Jim Thorndyke</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><u>Conservative Group (9)</u></td> <td style="width: 33%;">Andy Drummond Susan Glossop Ian Houlder</td> <td style="width: 33%;">David Roach Peter Stevens Ann Williamson</td> </tr> <tr> <td><u>The Independent Group (6)</u></td> <td>Richard Alecock John Burns Jason Crooks</td> <td>Roger Dicker David Palmer Don Waldron</td> </tr> <tr> <td><u>Labour Group (1)</u></td> <td>David Smith</td> <td></td> </tr> </table> | | | <u>Conservative Group (9)</u> | Andy Drummond Susan Glossop Ian Houlder | David Roach Peter Stevens Ann Williamson | <u>The Independent Group (6)</u> | Richard Alecock John Burns Jason Crooks | Roger Dicker David Palmer Don Waldron | <u>Labour Group (1)</u> | David Smith | |
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| <u>Labour Group (1)</u> | David Smith | | | | | | | | | | | |
| Substitutes: | <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"><u>Conservative Group (5)</u></td> <td style="width: 33%;">Carol Bull Terry Clements Rachel Hood</td> <td style="width: 33%;">Sara Mildmay-White David Nettleton</td> </tr> <tr> <td><u>The Independent Group (2)</u></td> <td>Trevor Beckwith</td> <td>Andy Neal</td> </tr> <tr> <td><u>Labour Group (1)</u></td> <td>Diane Hind</td> <td></td> </tr> </table> | | | <u>Conservative Group (5)</u> | Carol Bull Terry Clements Rachel Hood | Sara Mildmay-White David Nettleton | <u>The Independent Group (2)</u> | Trevor Beckwith | Andy Neal | <u>Labour Group (1)</u> | Diane Hind | |
| <u>Conservative Group (5)</u> | Carol Bull Terry Clements Rachel Hood | Sara Mildmay-White David Nettleton | | | | | | | | | | |
| <u>The Independent Group (2)</u> | Trevor Beckwith | Andy Neal | | | | | | | | | | |
| <u>Labour Group (1)</u> | Diane Hind | | | | | | | | | | | |
| Interests – Declaration and Restriction on Participation: | Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest. | | | | | | | | | | | |
| Quorum: | Six Members | | | | | | | | | | | |
| Where required, site visits will be facilitated virtually by way of the inclusion of videos within the Case Officer's presentation of the application to the meeting | | | | | | | | | | | | |
| Committee administrator: | Helen Hardinge - Democratic Services Officer Tel: 01638 719363 Email: helen.hardinge@westsuffolk.gov.uk | | | | | | | | | | | |

**DEVELOPMENT CONTROL COMMITTEE:
AGENDA NOTES**

Subject to the provisions of the Local Government (Access to Information) Act 1985, all the files itemised in this Schedule, together with the consultation replies, documents and letters referred to (which form the background papers) are available for public inspection.

All applications and other matters have been considered having regard to the Human Rights Act 1998 and the rights which it guarantees.

Material Planning Considerations

1. **It must be noted that when considering planning applications (and related matters) only relevant planning considerations can be taken into account. Councillors and their Officers must adhere to this important principle which is set out in legislation and Central Government Guidance.**
2. **Material Planning Considerations include:**
 - Statutory provisions contained in Planning Acts and Statutory regulations and Planning Case Law
 - Central Government planning policy and advice as contained in Circulars and the National Planning Policy Framework (NPPF)
 - The following Planning Local Plan Documents

| Local Plans covering West Suffolk Council | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Joint Development Management Policies Document 2015 | |
| Forest Heath Area Local Plan | St Edmundsbury Area Local Plan |
| Forest Heath Core Strategy 2010 as amended by the High Court Order (2011) | St Edmundsbury Core Strategy 2010 |
| Core Strategy Single Issue Review of Policy CS7 (2019) | Vision 2031 adopted 2014 <ul style="list-style-type: none"> - Bury St Edmunds - Haverhill - Rural |
| Site Allocations Local Plan (2019) | |
| Note: The adopted Local Plans for the former St Edmundsbury and Forest Heath areas (and all related policy documents, including guidance and SPDs) will continue to apply to those parts of West Suffolk Council area until a new Local Plan for West Suffolk is adopted. | |

- Supplementary Planning Guidance/Documents eg. Affordable Housing SPD
- Master Plans, Development Briefs
- Site specific issues such as availability of infrastructure, density, car parking
- Environmental; effects such as effect on light, noise overlooking, effect on street scene
- The need to preserve or enhance the special character or appearance of designated Conservation Areas and protect Listed Buildings
- Previous planning decisions, including appeal decisions
- Desire to retain and promote certain uses e.g. stables in Newmarket.

3. The following are **not** Material Planning Considerations, and such matters must **not** be taken into account when determining planning applications and related matters:
 - Moral and religious issues
 - Competition (unless in relation to adverse effects on a town centre as a whole)
 - Breach of private covenants or other private property / access rights
 - Devaluation of property
 - Protection of a private view
 - Council interests such as land ownership or contractual issues
 - Identity or motives of an applicant or occupier
4. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission must be determined in accordance with the Development Plan (see table above) unless material planning considerations indicate otherwise.
5. A key role of the planning system is to enable the provision of homes, buildings and jobs in a way that is consistent with the principles of sustainable development. It needs to be positive in promoting competition while being protective towards the environment and amenity. The policies that underpin the planning system both nationally and locally seek to balance these aims.

Documentation Received after the Distribution of Committee Papers

Any papers, including plans and photographs, received relating to items on this Development Control Committee agenda, but which are received after the agenda has been circulated will be subject to the following arrangements:

- (a) Officers will prepare a single Committee Update Report summarising all representations that have been received up to 5pm on the **Thursday** before each Committee meeting. This report will identify each application and what representations, if any, have been received in the same way as representations are reported within the Committee report;
- (b) the Update Report will be sent out to Members by first class post and electronically by noon on the **Friday** before the Committee meeting and will be placed on the website next to the Committee report.

Any late representations received after 5pm on the **Thursday** before the Committee meeting will not be distributed but will be reported orally by officers at the meeting.

Public Speaking

Members of the public have the right to speak at the Development Control Committee, subject to certain restrictions. Further information is available on the Council's website.

**DEVELOPMENT CONTROL COMMITTEE:
DECISION MAKING PROTOCOL**

The Development Control Committee usually sits once a month. The meeting is open to the general public and there are opportunities for members of the public to speak to the Committee prior to the debate.

Decision Making Protocol

This protocol sets out our normal practice for decision making on development control applications at Development Control Committee. It covers those circumstances where the officer recommendation for approval or refusal is to be deferred, altered or overturned. The protocol is based on the desirability of clarity and consistency in decision making and of minimising financial and reputational risk, and requires decisions to be based on material planning considerations and that conditions meet the tests of Circular 11/95: "The Use of Conditions in Planning Permissions." This protocol recognises and accepts that, on occasions, it may be advisable or necessary to defer determination of an application or for a recommendation to be amended and consequently for conditions or refusal reasons to be added, deleted or altered in any one of the circumstances below.

- Where an application is to be deferred, to facilitate further information or negotiation or at an applicant's request.
- Where a recommendation is to be altered as the result of consultation or negotiation:
 - The presenting Officer will clearly state the condition and its reason or the refusal reason to be added/deleted/altered, together with the material planning basis for that change.
 - In making any proposal to accept the Officer recommendation, a Member will clearly state whether the amended recommendation is proposed as stated, or whether the original recommendation in the agenda papers is proposed.
- Where a Member wishes to alter a recommendation:
 - In making a proposal, the Member will clearly state the condition and its reason or the refusal reason to be added/deleted/altered, together with the material planning basis for that change.
 - In the interest of clarity and accuracy and for the minutes, the presenting officer will restate the amendment before the final vote is taken.
 - Members can choose to;
 - delegate the detailed wording and reason to the Assistant Director (Planning and Regulatory);
 - delegate the detailed wording and reason to the Assistant Director (Planning and Regulatory) following consultation with the Chair and Vice Chair(s) of Development Control Committee.
- Where Development Control Committee wishes to overturn a recommendation and the decision is considered to be significant in terms of overall impact; harm to the planning policy framework, having sought advice from the Assistant Director (Planning and Regulatory) and the Assistant Director (Human Resources, Legal and Democratic) (or Officers attending Committee on their behalf);

- A final decision on the application will be deferred to allow associated risks to be clarified and conditions/refusal reasons to be properly drafted.
- An additional officer report will be prepared and presented to the next Development Control Committee detailing the likely policy, financial and reputational etc risks resultant from overturning a recommendation, and also setting out the likely conditions (with reasons) or refusal reasons. This report should follow the Council's standard risk assessment practice and content.
- In making a decision to overturn a recommendation, Members will clearly state the material planning reason(s) why an alternative decision is being made, and which will be minuted for clarity.
- In all other cases, where Development Control Committee wishes to overturn a recommendation:
 - Members will clearly state the material planning reason(s) why an alternative decision is being made, and which will be minuted for clarity.
 - In making a proposal, the Member will clearly state the condition and its reason or the refusal reason to be added/deleted/altered, together with the material planning basis for that change.
 - Members can choose to;
 - delegate the detailed wording and reason to the Assistant Director (Planning and Regulatory)
 - delegate the detailed wording and reason to the Assistant Director (Planning and Regulatory) following consultation with the Chair and Vice Chair(s) of Development Control Committee
- Member Training
 - In order to ensure robust decision-making all members of Development Control Committee are required to attend Development Control training.

Notes

Planning Services (Development Control) maintains a catalogue of 'standard conditions' for use in determining applications and seeks to comply with Circular 11/95 "The Use of Conditions in Planning Permissions."

Members/Officers should have proper regard to probity considerations and relevant codes of conduct and best practice when considering and determining applications.

Agenda

Procedural Matters

Part 1 – Public

Page No

1. Apologies for Absence

2. Substitutes

Any Member who is substituting for another Member should so indicate, together with the name of the relevant absent Member.

3. Minutes

1 - 12

To confirm the minutes of the meeting held on 8 July 2020 (copy attached).

4. Declarations of Interest

Members are reminded of their responsibility to declare any pecuniary or local non pecuniary interest which they have in any item of business on the agenda, **no later than when that item is reached** and, when appropriate, to leave the meeting prior to discussion and voting on the item.

5. Planning Application DC/20/0094/RM - Land adj Haverhill Business Park, Bumpstead Road, Haverhill

13 - 44

Report No: **DEV/WS/20/038**

Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2424/OUT - Matters Reserved by Condition 2 (appearance, landscaping, layout and scale) for the development of Units 1, 2 and 3 (Plots NE1 and NE2) for Class B1, B2 and B8

Application to Discharge Condition 6 (surface water drainage), 7 (HGV traffic movements and deliveries management plan), 8 (loading manoeuvring parking), 10 (soft landscaping), 13 (landscape management plan), 17 (contamination) and 21 (SUDS) of DC/15/2424/OUT

6. Planning Application DC/19/2335/HYB - Council Depot, Olding Road, Bury St Edmunds

45 - 142

Report No: **DEV/WS/20/039**

Hybrid Planning Application - 1) Planning Application - Alter and extend existing warehouse/depot to create a new public/private sector hub with new sports and leisure facilities including new energy centre, surface car parks, a multi-storey car park, sports pavilion, associated landscaping and highways improvement

works (following demolition of existing leisure centre, retail clearance building and ancillary buildings associated with former operational depot) 2) Outline Planning Application - Early years nursery

7. Planning Application DC/20/0784/FUL - Doctors Surgery, 10 The Chase, Stanton 143 - 156

Report No: **DEV/WS/20/040**

Planning Application - 1.5 storey rear extension to accommodate 4no. GP Consulting Rooms, Treatment Room, Interview Room and associated administrative and storage areas (following removal of existing portacabin)

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Development Control Committee



Minutes of a meeting of the **Development Control Committee** held on **Wednesday 8 July 2020** at **10.00am** via MS Teams video conferencing

Present: **Councillors**

Chair Andrew Smith

Vice Chairs Mike Chester and Jim Thorndyke

Richard Alecock

David Palmer

John Burns

David Roach

Jason Crooks

David Smith

Roger Dicker

Peter Stevens

Andy Drummond

Don Waldron

Susan Glossop

Ann Williamson

Ian Houlder

In attendance:

Becky Hopfensperger – Ward Member: The Fornhams & Great Barton

20. **Welcome**

The Chair formally commenced the meeting and jointly welcomed all present and those externally viewing the Development Control Committee which was to be operated in two parts with a scheduled interval.

A number of housekeeping matters and remote meeting guidance were highlighted to all by the Chair and he also advised that Agenda Item 5 had been withdrawn from the agenda in order to allow Officers time in which to carry out necessary consultation on the application.

21. **Apologies for Absence**

No apologies for absence were received.

22. **Substitutes**

No substitutions were declared.

Following which, the Democratic Services Officer verbally outlined all Members of the Committee who were present, together with any attending Councillors and the names of the Officers supporting the meeting.

23. **Minutes**

The minutes of the meeting held on 3 June 2020 were unanimously confirmed as a correct record, subject to it being noted that the meeting had been held virtually via video conference and not in the Conference Chamber as had been indicated.

24. **Planning Application DC/20/0420/FUL - 35 St Andrews Street North, Bury St Edmunds (Report No: DEV/WS/20/026)**

(Councillor Peter Stevens declared a non-pecuniary interest in this item in view of being the relevant Portfolio Holder under which the application in question fell. He stated that he would not take part in the item and would abstain from the voting thereon.)

Planning Application - (i) change of use from guest house (Class C1) to house of multiple occupancy (Sui Generis) (ii) conversion of outbuilding to additional self-contained unit of living accommodation

This application was referred to the Development Control Committee in view of it having been submitted by West Suffolk Council.

Bury St Edmunds Town Council had raised no objections to the scheme and the Officer was recommending that the application be approved, subject to conditions as set out in Paragraph 66 of Report No DEV/WS/20/026.

Prior to the Planning Officer making his presentation the Service Manager (Planning – Development) addressed the Committee in response to an email that had been sent to Members on the evening prior, from a third party who objected to the application.

The Committee were advised that there were no new material factors raised in the correspondence that prevented Members determining the application before them.

As part of his presentation the Planning Officer included videos of the site which he took the Committee through by way of a virtual 'site visit'.

Attention was drawn to Paragraph 21 of the report where objections from a neighbouring resident had been summarised. The Planning Officer responded to each of the points and offered further explanation where necessary.

Speaker: Tony McCourt (supporter) spoke in support of the application

Councillor John Burns raised some highways related concerns with the scheme. In response to which, the Planning Officer drew attention to the section of his report where he set out in detail correspondence from Suffolk County Council Highway Authority.

Councillor Roger Dicker proposed that the application be approved, as per the Officer recommendation. This was duly seconded by Councillor Ian Houlder.

Before being put to the vote the Service Manager (Planning – Development) advised the Committee that the National Planning Casework Unit (NPCU) had received a third party request for the Secretary of State to consider calling in the planning application and to consider whether this is appropriate or not.

Accordingly, whilst the Committee could resolve that the application be approved a decision could not be issued until the Secretary of State had decided whether to call in the planning application.

Upon being put to the vote and with 12 voting for the motion, 2 against and with 2 abstentions, it was resolved that

Decision

Subject to the Secretary of State confirming whether or not to call in the planning application, planning permission be **GRANTED** subject to the following conditions:

1. Time Limit - The development hereby permitted shall be begun not later than 3 years from the date of this permission.
2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the approved plans and documents.

No occupation of the site shall commence until details in respect of the following has been submitted to and approved in writing by the Local Planning Authority:

i) Details of the development that demonstrate that for each dwelling and its associated sound insulation that noise levels with windows closed shall not exceed a daytime level of 35 dB (16hrs) within living rooms between 07.00 and 23.00 hours, and a night-time level of 30 dB LAeq (8hrs) within bedrooms between 23.00 and 07.00 hours, using the methodology advocated within BS 8233:2014 Guidance on sound insulation and noise reduction for buildings (2014). The development shall adopt the proposed sound insulation measures as stated.

3. The wall frontage enclosure for one metre either side of the vehicle access shall be reduced to one metre above the level of the adjacent footway. Notwithstanding the provisions of the Town & Country (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) the wall as altered shall be retained thereafter at or below that height.
4. Refuse/recycling bins - The areas to be provided for storage of Refuse/Recycling bins as shown on Drawing No. 10914/PA/002 shall be provided in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.
5. Parking and Manoeuvring - The use shall not commence until the areas within the site shown on Drawing No. 10914/PA/002 for the purposes of manoeuvring and parking of vehicles and for the purposes of cycle storage have been provided and thereafter that those areas shall be retained and used for no other purposes.

25. **Planning Application DC/20/0094/RM - Land adj Haverhill Business Park, Bumpstead Road, Haverhill (Report No: DEV/WS/20/027)**
****WITHDRAWN FROM AGENDA****

The Chair advised earlier in the meeting that this item had been **WITHDRAWN** from the agenda.

26. **Planning Application DC/17/1093/FUL - Stanton Community Primary School, Bury Lane, Stanton (Report No: DEV/WS/20/028)**

(i) Conversion and change of use of redundant school building to form 3no. residential units and; (ii) new vehicular access and associated parking

This application was referred to the Development Control Committee following consideration at the Delegation Panel.

The Principal Planning Officer – Major Projects drew attention to the following item on the agenda which set out a separate, but related planning application (DC/17/1087/FUL) for determination, which proposed the construction of 7 dwellings on the site of the former primary school (excluding its playing field) and would involve the demolition of the former school building.

As part of his presentation the Officer included videos of the site which he took the Committee through by way of a virtual 'site visit'.

Officers were recommending that the application be approved subject to the completion of a S106 Agreement and conditions, as set out in Paragraph 120 of Report No DEV/WS/20/028.

Speaker: Councillor Jim Thorndyke (Ward Member: Stanton) spoke on the application

Considerable discussion on the application took place by the Committee, following which the Case Officer responded on the following points:

Hedgerow – it was confirmed that the hedgerow in question was not a designated ancient hedgerow. Members were also provided with an explanation in respect of the Hedgerow Regulations and informed that any planning permission superseded these regulations;

Access Gradients – had largely been responsible for the time that had passed since original submission of the application in light of the Highways Authority initially raising concerns on the gradients first proposed within the scheme; and

Grass Bank Stability – it was clarified that the stability of the grass bank would be the responsibility of the owner and was not a material planning consideration.

Following further comments the Service Manager (Planning – Development) clarified that the Planning Authority could not dictate how applicants managed multiple applications/sites. It was highlighted that irrespective of the two separate applications Officers had considered the two schemes collectively in relation to S106 Obligation requirements.

The Committee were also advised that the lack of affordable housing from the scheme was purely due to Vacant Building Credit having been applied.

A number of points were raised with regard to potential overlooking from the first-floor windows at the rear of the existing building. In response, the Principal Planning Officer – Major Projects advised that Members could, if they

wished, include an additional condition to stipulate that obscure glaze was used in the lower half of the sash window in question.

Councillor David Roach proposed that the application be approved as per the Officer recommendation and inclusive of the additional condition with regard to obscure glazing. This was duly seconded by Councillor Roger Dicker.

Upon being put to the vote and with 14 voting for the motion, 1 against and with 1 abstention it was resolved that

Decision

Planning permission be **GRANTED** subject to:

The completion of an Agreement (or equivalent) under S106 of the Town and Country Planning Act 1990 (as amended) to secure the following from this planning application (in combination with the related proposals for three dwellings reference DC/17/1087/OUT):

- Education contribution (as set out at Paragraph 12 of the report)
- Libraries contribution (as set out at Paragraph 12 of the report)

And subject to conditions, including:

- Development to commence within 3 years of the date of the permission
- Compliance with approved plans
- Materials (bricks to be re-used in the door and window alterations insofar as is practicable)
- Full details of any replacement windows/doors to the front of the building (during the conversion or following occupation)
- Removal of permitted development rights for alterations to the frontage of the building
- Removal of permitted development rights for provision of means of enclosure in front of the dwellings.
- Approval of details of means of enclosure to the rear of the building
- As recommended by the Highway Authority (conditions are summarised at Paragraph 10 of the report)
- Details of any hard or soft landscaping proposals to site frontage
- Retention and protection of trees to be retained.
- To secure the ecological enhancement measures recommended in the bat report.
- Compliance with Building Control Requirements for reduced water consumption
- Surface water drainage scheme, including future management and maintenance (to be submitted with the reserved matters)
- Bat survey results (and any mitigation requirements arising) to be submitted and approved before any development in the buildings commences
- Lighting strategy (including no external lighting to be provided on the dwellings or their gardens unless agreed following consideration of a bat impact report)

- Rear first floor window to include obscure glaze in the lower half of the sash

(On conclusion of this item the Chair permitted a short comfort break and asked that an adjournment slide be displayed in the live stream, before reconvening the virtual meeting and taking a roll-call of those present.)

27. **Planning Application DC/17/1087/OUT - Stanton Community Primary School, Bury Lane, Stanton (Report No: DEV/WS/20/029)**

Outline Planning Application (Means of Access to be considered) - (i) 7no. dwellings (demolition of school building) (ii) Formation of new vehicular access from Bury Lane and associated on-site parking

This application was referred to the Development Control Committee following consideration at the Delegation Panel.

The Principal Planning Officer – Major Projects drew attention to the previous item on the agenda which concerned a separate, but related planning application.

Officers were recommending that the application be approved subject to the completion of a S106 Agreement and conditions, as set out in Paragraph 129 of Report No DEV/WS/20/029.

Speaker: Councillor Jim Thorndyke (Ward Member: Stanton) spoke on the application

Considerable discussion took place with regard to the trees/hedges to be retained and questions were raised in relation to replacement planting.

In response, the Principal Planning Officer – Major Projects explained that landscaping would be addressed by condition at Reserved Matters stage; the application before the Committee was in outline form.

A number of comments were made in relation to space standards and the number of electric charging points to be included within the scheme.

The Principal Planning Officer – Major Projects explained that the levels proposed within the application were considered reasonable, however, in order to address these points, he suggested that 'informatives' could be appended to a permission, if granted.

Councillor David Roach proposed that the application be approved, as per the Officer recommendation and inclusive of the informatives as suggested. This was duly seconded by Councillor Mike Chester.

Upon being put to the vote and with 14 voting for the motion and with 2 against, it was resolved that

Decision

Planning permission be **GRANTED** subject to:

The completion of an Agreement (or equivalent) under S106 of the Town and Country Planning Act 1990 (as amended) to secure the following from this planning application (in combination with the related proposals for three dwellings reference DC/17/1093/FUL):

- Education contribution (as set out at Paragraph 19 of the report)
- Libraries contribution (as set out at Paragraph 19 of the report)

And subject to conditions, including:

- Submission of the reserved matters within three years and commencement of development within 2 years of the approval of the final reserved matter.
- Compliance with approved plans (noting that the access is included for consideration at this outline stage)
- Materials (details to be submitted with the Reserved Matters)
- As recommended by the Highway Authority (conditions are summarised at Paragraph 16 of the report)
- Landscaping details provided at reserved matters to include provision of a replacement hedgerow to be planted behind the access visibility splays (and maintained outside of those areas)
- Retention and protection of those trees and other planting to be retained.
- To secure the ecological enhancement measures proposed recommended in the bat report.
- Construction management plan (to include waste minimisation and recycling, deliveries management, dust management, working hours, lighting details (if any) site compound/storage/construction staff parking provision.
- Means of enclosure (to be submitted with reserved matters)
- Compliance with Building Control Requirements for reduced water consumption
- Surface water drainage scheme, including future management and maintenance (to be submitted with the reserved matters)
- Overall floorspace cap for the dwellings not to exceed the floorspace of the existing vacant building (to allow the vacant building credit to be applied whilst protecting the affordable housing policy position should there be an increase in floorspace)
- Bat survey results (and any mitigation requirements arising) to be submitted with the first submission of the reserved matters.
- Strategy for provision of charging points for electric vehicles (to be submitted with the reserved matters).
- Lighting strategy (including no external lighting to be provided on the dwellings or their gardens unless agreed following consideration of a bat impact report)
- INFORMATIVES in respect of spaces standards and electric charging points

(On conclusion of this item and Part A of the meeting the Chair asked that a slide be displayed in the live stream to indicate that the meeting was observing an interval and would recommence at 1.00pm for Part B, and a roll-call of those present would be taken.

On reconvening the meeting a Committee Member had technical difficulties and the Chair postponed commencement of Part B for a few minutes until this had been resolved.)

28. **Planning Application DC/20/0623/FUL - Milton House, Thurlow Road, Withersfield (Report No: DEV/WS/20/030)**

Planning Application - 6no. dwellings (following demolition of existing dwelling)

This application was referred to the Development Control Committee following consideration by the Delegation Panel and in light of Withersfield Parish Council having submitted objections to the scheme which was in conflict with the Officer's recommendation of approval, subject to conditions as set out in Paragraph 44 of Report No DEV/WS/20/030.

As part of his presentation the Principal Planning Officer included videos of the site which he took the Committee through by way of a virtual 'site visit'.

Members were advised that drainage details would be approved pre-commencement with the Highways Authority.

Speakers: Denis Elavia (neighbouring objector) spoke against the application
Councillor Terry Rich (Chairman, Withersfield Parish Council) spoke against the application
Lee Frere (architect) spoke in support of the application

(During the debate Councillor Andy Drummond lost connection to the meeting, on reconnecting he advised the Committee that he would abstain from voting.)

During discussion Members raised a number of concerns with regard to the application principally in relation to; flooding/drainage, overdevelopment and the impact it would have on neighbour amenity and the surrounding Conservation Area and nearby listed building.

As such, Councillor Waldron proposed that the application be refused, contrary to the Officer recommendation as the application was contrary to Policy (CS4) and therefore overdevelopment together with drainage and flood risk, harm to the conservation area, impact on the setting of a listed building, impact on biodiversity and impact on neighbouring amenity. This was duly seconded by Councillor John Burns.

The Service Manager (Planning – Development) addressed the meeting and advised the Committee that whilst the reason given for refusal was considered valid, the Decision Making Protocol would be invoked. Accordingly, a Risk Assessment would be produced for future consideration by the Committee; and an assessment of the other concerns raised by Members would also be addressed through that further report.

Upon being put to the vote and with 13 voting for the motion, 2 against and with 1 abstention, it was resolved that

Decision

MEMBERS BE MINDED TO REFUSE THE APPLICATION, CONTARY TO THE OFFICER RECOMMENDATION as the application was contrary to Policy CS4, drainage and flood risk, harm to the conservation area, impact on the setting of a listed building, impact on biodiversity and impact on neighbouring amenity. A Risk Assessment would therefore be produced for consideration by the Committee at a future meeting.

(On conclusion of this item Councillor Ian Houlder left the meeting at 2.22pm.)

29. **Planning Application DC/20/0682/FUL - Caravan Site South, Pigeon Lane, Fornham All Saints (Report No: DEV/WS/20/031)**

Planning Application - (i) Change of use of part of golf course for the siting of 35no. caravan holiday homes (ii) new access from A1101 (iii) construction of access roads, parking spaces and associated infrastructure (previous application DC/19/1700/FUL)

A previous application was originally referred to the Development Control Committee on 5 February 2020 because Fornham All Saints Parish Council had made comments in support of the application and Fornham St Martin cum St Genevieve Parish Council had objected.

Furthermore, one of the Ward Members for The Fornhams and Great Barton Ward had asked for the application to be considered by the Committee due to the number of representations received objecting to the proposal.

At the February Committee Members resolved to refuse planning permission on the grounds of the adverse impact on the landscape, visual amenity and potential for settlement coalescence of the two villages of Fornham All Saints and Fornham St Martin cum St Genevieve.

The application before Committee now was a re-submission of the scheme refused in February 2020.

The Senior Planning Officer explained that the application had now been submitted with the support of a visualisation, showing the expected views from Mildenhall Road, Pigeon Lane and from within the golf course when the proposed soft landscaping has reached maturity.

Furthermore, during the course of the application minor amendments had been made to the soft landscaping scheme to allow for the planned footpath widening along the A1101/ Mildenhall Road at the front of the application site.

Members were advised that Fornham All Saints Parish Council had made no objections to the application and Fornham St Martin cum St Genevieve Parish Council had objected.

The Officer explained that one further objection had been received from a third party since publication of the agenda. However, it did not raise any new points not previously covered by earlier representations.

Officers were recommending that the application be approved, subject to conditions as set out in Paragraph 160 of Report No DEV/WS/20/031.

Speakers: Leon Jones (local resident) spoke against the application
Malcolm Johnson (local resident) spoke against the application
Frank Stennett (local resident) spoke against the application
(The three local residents had opted not to connect to the meeting to address the Committee and had instead asked the Democratic Services Officer to read out the statements on their behalf)
Councillor Beccy Hopfensperger (one of the Ward Members for The Fornhams and Great Barton ward) spoke against the application
Josh Harris (applicant) spoke in support of the application

Prior to the Chair opening up the debate on the application the Service Manager (Planning – Development) addressed the Committee to advise that they were to consider the application on its own merits irrespective of the previous determination made earlier in the year.

Considerable discussion took place with a number of Members voicing concern at the impact the scheme would have on the valley meadowlands landscape.

In response, the Principal Planning Officer explained that, given the time it would take for the proposed landscaping to mature, short term adverse harm was recognised.

The Officer also responded to questions posed in relation to Caravan Act requirements and proposed conditions in respect of occupancy and the materials to be used.

Councillor Peter Stevens proposed that the application be refused, contrary to the Officer recommendation for the reasons cited by the Committee in February 2020 plus the impact the scheme would have on the valley meadowlands landscape. This was duly seconded by Councillor Mike Chester.

The Service Manager (Planning – Development) addressed the meeting and advised the Committee that the Decision Making Protocol would not be invoked in this instance as a Risk Assessment was not considered necessary.

Upon being put to the vote and with 10 voting for the motion and 5 against it was resolved that

Decision

Planning permission be **REFUSED CONTRARY TO THE OFFICER RECOMMENDATION** on the grounds of the adverse impact on the valley meadowlands landscape, visual amenity and potential for settlement

coalescence of the two villages of Fornham All Saints and Fornham St Martin cum St Genevieve.

30. **Planning Application DC/20/0600/TPO - 52 Street Farm Lane, Ixworth (Report No: DEV/WS/20/032)**

TPO 429 (2006) Tree Preservation Order - 1no. Maple (T1 on plan and T5 on order) fell

This application was referred to the Development Control Committee following consideration by the Delegation Panel and in view of Ixworth Parish Council and the Ward Member supporting removal of the tree, which was in conflict with the Officer's recommendation of refusal for the reason set out in Paragraph 24 of Report No DEV/WS/20/032.

The Planning Officer drew attention to a typographical error in the report; in the description of the application the tree was listed as T5 in error and it should have read T2.

As part of his presentation the Officer included videos of the site which he took the Committee through by way of a virtual 'site visit'.

Speakers: Councillor John Griffiths (Ward Member: Ixworth) spoke in support of the application
(Due to a diary conflict Councillor Griffiths was unable to connect to the meeting and had requested that the Democratic Services Officer read out his statement on his behalf)
Debbie Scott (applicant) spoke in support of the application

A large number of Members spoke in support of felling the tree in question, remarking on the local support for the application and the fact that other trees originally covered by the TPO had also been removed.

Members largely considered that the amenity value of the tree was outweighed by the justification for felling put forward by the applicant and the local community.

In response to questions posed with regard to replacement planting, the Committee were advised that the Council's Tree Officer had suggested a pear tree to be planted within 4m of the felled tree.

Members voiced concern at the proposed replacement tree being within 4m and instead suggested that it should be planted within the Parish of Ixworth at an appropriate location agreed with the Parish Council.

Accordingly, Councillor Jim Thorndyke proposed that the application be approved, contrary to the Officer recommendation, and with the location of a replacement tree to be agreed under negotiation with the applicant. This was duly seconded by Councillor David Roach.

Upon being put to the vote and with 14 voting for the motion and 1 against, it was resolved that

Decision

Consent for the works be **GRANTED CONTRARY TO THE OFFICER RECOMMENDATION** with the location of a replacement tree to be agreed under negotiation with the applicant.

The meeting concluded at 3.44pm

Signed by:

Chair

Development Control Committee

5 August 2020

Planning Application DC/20/0094/RM – Land adj Haverhill Business Park, Bumpstead Road, Haverhill

| | | | |
|-------------------------|------------------------|------------------------|----------------------|
| Date Registered: | 17.01.2020 | Expiry Date: | 17.04.2020 |
| Case Officer: | Kerri Cooper | Recommendation: | Approve Application |
| Parish: | Haverhill Town Council | Ward: | Haverhill South East |

Proposal: Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2424/OUT - Matters Reserved by Condition 2 (appearance, landscaping, layout and scale) for the development of Units 1, 2 and 3 (Plots NE1 and NE2) for Class B1, B2 and B8
Application to Discharge Condition 6 (surface water drainage), 7 (HGV traffic movements and deliveries management plan), 8 (loading manoeuvring parking), 10 (soft landscaping), 13 (landscape management plan), 17 (contamination) and 21 (SUDS) of DC/15/2424/OUT

Site: Land adj Haverhill Business Park, Bumpstead Road, Haverhill

Applicant: Trebor Developments LLP

Synopsis:

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and Associated matters.

Recommendation:

It is recommended that the Committee determine the attached application and associated matters.

CONTACT CASE OFFICER:

Kerri Cooper

Email: kerri.cooper@westsuffolk.gov.uk

Telephone: 01284 757341

Background:

The application site was allocated in Policy HV9 of the Haverhill Vision 2031 as part of one of the designated General Employment Areas in Haverhill.

This reserved matters application follows on from:

(i) outline planning permission (with means of access) DC/15/2424/OUT for 'Development of up to 46,000 sq m of floor space for uses within Classes B1, B2 and B8 of the Use Classes Order, road side uses (petrol filling station and restaurant(s), Class (A3/A5), car dealerships (sui generis), builders merchants (sui generis), ancillary lorry park for Business Park occupiers, together with landscaping, car and HGV parking and associated works and facilities including access.'

and

(ii) reserved matters application DC/19/1010/RM for submission of details under Outline Planning Permission DC/15/2424/OUT - Matters Reserved by Condition 2 (appearance, landscaping, layout and scale) for the development of Plots NE1, NE2 and SE2 for Class B1, B2 and B8 use.

During the course of the application amendments have made to include changes and alterations to unit 3 and additional information was submitted regarding noise and parking.

The application is before the Development Control Committee, at the request of the local Ward Member (Haverhill South East), Councillor Tony Brown due to concerns that he and local residents share in respect of the proposed scheme.

A Committee site visit took place on Monday 30th September 2019 prior to application DC/19/1010/RM being presented to Members.

Proposal:

1. The reserved matters application seeks consent for the appearance, layout, scale and landscaping for the development of Units 1, 2 and 3 (Plots NE1 and NE2) for Class B1, B2 or B8, in association with the continuation of Haverhill Business Park, which was approved under outline planning permission DC/15/2424/OUT as part of a wider application.
2. This application follows on from the approval of reserved matters application DC/19/1010/RM 'Submission of details under Outline Planning Permission DC/15/2424/OUT - Matters Reserved by Condition 2 (appearance, landscaping, layout and scale) for the development of Plots NE1, NE2 and SE2 for Class B1, B2 and B8 use', which was a speculative scheme for 5no. units in total.
3. The proposal comprises changes to the appearance, layout, scale and landscaping in respect of Units 1, 2 and 3 that were approved under DC/19/1010/RM. The units are to be used for industrial uses falling under Class B1, B2 or B8 purposes. The main changes to the scheme are the

increase in size of unit 1, the reduction in size of unit 2 and alterations to the fenestration of the building, service yard and parking to unit 3.

Unit 1 - 9,296sqm

Unit 2 - 2,055sqm

Unit 3 - 4,768sqm

4. Within this application, the applicant is also seeking to discharge conditions 6 (surface water drainage), 7 (HGV traffic movements and deliveries management plan), 8 (loading manoeuvring parking), 10 (soft landscaping), 13 (landscape management plan), 17 (contamination) and 21 (SUDs) of outline planning permission DC/15/2424/OUT.

Application Supporting Material:

5. Information submitted with the application as follows:
- Application Form
 - Design and Access Statement
 - Planning Statement
 - Tree Survey
 - Noise Reports
 - Drainage Details
 - BREEAM Pre-Assessment
 - Ecological Report
 - Landscape Details
 - Site Location and Layout
 - Elevations, Floor Plans and Sections
6. The full list of plans and documents, which are relevant to the proposed development are detailed in full within Condition 1 in the recommendations section of the report.

Site Details:

7. The application site is located within Bumpstead Road General Employment Area, as defined within Policy HV9 of the Haverhill Vision. The wider site as a whole measures 7.4hectares in area and is situated in the south eastern part of Haverhill. The site is located approximately 1.5km from Haverhill Town Centre.
8. Bumpstead Road runs along the west of the site, with the former railway line located along the eastern boundary. A designated County Wildlife Site runs directly along the northern boundary. Residential properties are situated to the north of the site along Bumpstead Road, with a range of commercial and industrial units located to the east and south. Beyond the most southern part of the site lies the A1017.

Planning History:

| Reference | Proposal | Status | Decision Date |
|------------------|-------------------------------------------------------------------------------------------|-----------------------|----------------------|
| DC/13/0766/OUT | Outline Planning Application - Provision of new accesses & scale for up to 200 dwellings. | Application Withdrawn | 01.05.2015 |

| | | | |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|------------|
| DC/15/1947/EIASC R | EIA Screening Opinion under Regulation 5 (1) of the Environmental Impact Assessment Regulations 2011 on the matter of whether or not the proposed development is an EIA development - erection of up to 46,000 sq m of floorspace for uses within B1, B2 and B8 of the Use Classes Order, road side uses (petrol filling station and restaurant), car dealerships (sui generis), together with landscaping, car and HGV parking and associated works and facilities including access | EIA Screening/Scoping Opinion Issued | 02.10.2015 |
| DC/15/2056/FUL | Planning Application - Cross Boundary Application - construction works involving earth moving and ground profiling together with the creation of retaining structures. Temporary access from Phoenix Road and Icení Way for construction vehicles and the formation of development platforms. | Application Granted | 08.01.2016 |
| DC/15/2424/OUT | Outline Planning Application (Means of Access included). - Cross Boundary Application - Development of up to 46,000 sq m of floor space for uses within B1,B2 and B8 of the Use Classes Order, road side uses (petrol filling station and restaurant/s, Use Class (A3/A5), car dealerships (sui generis), builders merchants (sui generis), ancillary lorry park for Business Park occupiers, together with landscaping, car and HGV parking and associated works and facilities including access. | Application Granted | 29.09.2016 |
| DCON(A)/15/2056 | Application to Discharge Conditions 3 (Retain walls) 4 (Watercourse), 5 (Wheel | Application Granted | 20.05.2016 |

| | | | |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------|
| | washing) and 6 (Construction Method Statement) of DC/15/2056/FUL | | |
| DC/16/2426/RM | Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2424/OUT - erection of site security fencing | Application Granted | 12.05.2017 |
| DC/16/2453/RM | Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2424/OUT - Matters Reserved by Condition 2 (appearance, landscaping, layout, parking and scale) and the Discharge of Condition 6 (surface water), Condition 8 (manoeuvring and parking) and Condition 10 (soft landscaping) for the development of plot SE1 builders merchants. | Application Granted | 15.02.2017 |
| DCON(A)/15/2424 | Discharge of conditions 7- HGV traffic movements,,13 -Landscape Management Plan and 21-Sustainable Urban Drainage Scheme of DC/15/2424/OUT | Condition(s) Part Discharged | 31.03.2017 |
| DC/19/1010/RM | Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2424/OUT - Matters Reserved by Condition 2 (appearance, landscaping, layout and scale) for the development of Plots NE1, NE2 and SE2 for Class B1, B2 and B8 use | Application Granted | 02.10.2019 |
| DCON(B)/15/2424 | Application to Discharge of Conditions - 6 (surface water), 7 (deliveries management plan) 8 (manoeuvring and parking), 10 (soft landscaping), 13 (landscape management plan), 17 (contamination report), 18 (verification | Condition(s) Part Discharged | 27.11.2019 |

| | | | |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------|
| | report) and 21 (sustainable urban drainage strategy) of application DC/15/2424/OUT - Plots NE1, NE2 and SE2 | | |
| DCON(A)/19/1010 | Application to Discharge Conditions 2 (Materials - Samples/Details) and 7 (Acoustic Fence) of DC/19/1010/RM | Application Granted | 18.05.2020 |
| NMA(A)/19/1010 | Non Material Amendment to DC/19/1010/RM - relocation of loading docks and minimal extension of service yard to northeast corner with new retaining wall - unit 3 | Application Withdrawn | 05.05.2020 |

Consultations:

9. The following consultation responses have been received, which are summarised below. Full consultation responses are available to view online:

Natural England

No comments to make.

Anglian Water

No comments received.

Environment Agency

Comments 19th February:

- Unable to recommend discharge of condition 6 and 17, additional information required

Comments 15th April:

- Further information in respect of contamination is required

Comments 24th June 2020:

- Agree with the contents of the assessment received on 29th April and can recommend condition 17 is discharged.

Suffolk County Archaeological Service

No comments received.

Suffolk County Council Highway Authority

Comments 6th February:

- This application does not comply with the previously approved Reserved Matters DC/19/1010/RM which included parking which met the required levels within the Suffolk Guidance for Parking;

- We consider, due to the above mentioned problems caused by inadequate parking, that the proposed layout would not comply with the requirement for safe access and minimising conflict between vehicles and pedestrians, as detailed in NPPF paragraph 108 (b) and paragraph 110 (b). Therefore, we do not recommend discharge of Condition 2 and Condition 8;

- The information provided is satisfactory to allow discharge of Condition 7.

Comments 23rd April:

- The revised layout for B2 parking as shown on drawings 6502-SK19H and 6502-SK26C conforms to the Suffolk Guidance for Parking and, therefore, we withdraw our objection and recommend that conditions 2 and 8 can be discharged with regard to highways matters;

Comments 1st June:

- On drawing 6502 SK 19 J it appears that accessing the western loading bays of Unit 3 would be difficult if the car parking is all occupied. It may be possible by using the turning circle and then reversing into position. Can the applicant confirm swept paths confirm this is possible, otherwise we would be concerned several car parking spaces would have to be removed.

Comments 10th June:

- The Highway Authority confirm, on the basis of the submitted drawings 2018-294 SK212 P4 & 6502 SK19 REV K, that the applicant can provide a satisfactory parking layout for B2 use.

- Therefore, withdraw my previous comment, and have no objections to the current application for discharge of conditions, with regard to any effect on the public highway.

Suffolk County Council Rights of Way

As the Applicant is aware, the proposed site does contain a public right of way (PROW): Footpath 13 Haverhill. We accept this proposal, however we refer the applicant to guidance and requirements outside of planning controls.

Suffolk County Council Floods and Water

Comments 25th February:

- Additional information is required to be submitted detail drainage, easements and latest landscaping proposals on one plan

Comments 27th April:

- Condition 10 and 21 are now satisfied.

Comments 28th May:

- No further comments to make.

Suffolk Wildlife Trust

No comments received.

Ramblers Associations

No further comments to make on this site.

Environment Team

Condition 17 is acceptable and can be formally discharged.

Public Health and Housing

Comments 7th April:

- The application has been supported by further noise reports based upon the revised layout/alterations;

- Additional details and mitigation measures deemed necessary will be confirmed once known, however this only be known when details are submitted in accordance with previous recommended conditions under application DC/19/1010/RM.

Comments 1st June:

Whilst Public Health and Housing would not wish to object to this application, we would recommend that conditions are included in any consent granted, in accordance with Conditions 3 and 4 of DC/19/1010/RM.

Representations:

Neighbours:

10.46no. nearby addresses were notified of the application via post and 2no. site notices were displayed.

11. During the course of the application, representations have been received by the owners/occupiers of 2no. properties, which are summarised as follows:

27 Bumpstead Road

Comments received 12th April:

- the original orientation of the proposed industrial units, detailed in the above planning application, has been arbitrarily reversed;
- no major concerns to original layout;

37 Bumpstead Road

Comments received 6th April:

- Impact from surface water drainage;
- Proposed scheme does not comply with highway standards/policy and should be amended;
- Impact on noise as a result of development - local residential properties are now open to 'significant disruption' from these activities;
- Local residents will be affected by external lighting;
- Landscaping will offer little or no protection to properties along Bumpstead Road

Comments received 20th April:

- The height of unit 1, will be one of the tallest buildings in the town;
- The amount of parking spaces shown could generate a significant volume of vehicular movements - a vehicle management plan should be required

Comments received 26th May:

- The revised application to include unit 3, with an additional noise report increase noise levels as noise levels from dock levellers is more than noise levels from level access loading bays - result is increase noise levels to our property;
- Condition 3 of DC/19/1010/RM is going to be contravened due to unit 3 being proposed as B8 use;
- Restrictions should be placed on operating hours of units;
- Adverse impact on residential amenity - Policy DM2;
- The plans submitted are not very clear;
- Impact on highway safety - the amount of parking spaces shown could generate a significant volume of vehicular movements;
- The layout should have remained as originally proposed;
- A number of conditions should be imposed to control all of the concerns raised.

12. All representations can be viewed online in full.

Town Council:

Comments 19th February:

Haverhill Town Council welcomes this application and continues to be supportive of development of this site but wish to raise the following concerns:

- Insufficient car parking provision, the Town Council echo Highway's concerns;*
- As agreed in Planning application DC/19/1010/RM, applicant must ensure acoustic fencing is placed around the entire Northern edge of the site.*

Comments 8th April

Whilst the Town Council still support the development site, we reiterate our previous comments regarding the acoustic fencing which must surround the entire Northern section of the site. In the absence of further comments from Highways on the amended design, we emphasise our concerns about parking and would request further comments from Highways.

Comments 2nd June:

Haverhill Town Council has no objections to this application, but would request the following conditions;

i) Construction Management Plan must include times of operation;

ii) Developers mitigate noise, dust and full consultation at further stages

The Town Council suggests that a Community Reference Group is set up to report back any issues during the construction phase.

Ward Member:

13. Cllr Tony Brown requested that the application was called in to go before the full planning committee, as he and residents are concerned that the amendments proposed are at major variance to the original application.

Policy:

14. On 1 April 2019 Forest Heath District Council and St Edmundsbury Borough Council were replaced by a single Authority, West Suffolk Council. The development plans for the previous local planning authorities were carried forward to the new Council by Regulation. The Development Plans remain in place for the new West Suffolk Council and, with the exception of the Joint Development Management Policies document (which had been adopted by both Councils), set out policies for defined geographical areas within the new authority. It is therefore necessary to determine this application with reference to policies set out in the plans produced by the now dissolved St Edmundsbury Borough Council.

15. The following policies of the Joint Development Management Policies Document 2015, the St Edmundsbury Core Strategy 2010 & Haverhill Vision 2031 have been taken into account in the consideration of this application:

Joint Development Management Policies Document 2015

- Policy DM1 Presumption in Favour of Sustainable Development
- Policy DM2 Creating Places Development Principles and Local Distinctiveness
- Policy DM6 Flooding and Sustainable Drainage
- Policy DM7 Sustainable Design and Construction
- Policy DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity

- Policy DM13 Landscape Features
- Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- Policy DM20 Archaeology
- Policy DM30 Appropriate Employment Uses and Protection of Employment Land and Existing Businesses
- Policy DM44 Rights of Way
- Policy DM45 Transport Assessments and Travel Plans
- Policy DM46 Parking Standards

St Edmundsbury Core Strategy 2010

- Core Strategy Policy CS1 - St Edmundsbury Spatial Strategy
- Core Strategy Policy CS2 - Sustainable Development
- Core Strategy Policy CS9 - Employment and the Local Economy

Haverhill Vision 2031

- Vision Policy HV1 - Presumption in Favour of Sustainable Development
- Vision Policy HV9 - General Employment Areas - Haverhill

Other Planning Policy:

16. National Planning Policy Framework (NPPF) (2019)

17. The NPPF was revised in February 2019 and is a material consideration in decision making from the day of its publication. Paragraph 213 is clear however, that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the Framework; the greater weight that may be given. The policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provision of the 2019 NPPF that full weight can be attached to them in the decision making process.

Officer Comment:

Principle of Development

18. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the policies set out in the Joint Development Management

Policies Document (adopted February 2015), the Core Strategy Development Plan Document (adopted May 2010) and the Haverhill Vision Document (2014). National planning policies set out in the National Planning Policy Framework (The Framework) are also a key material consideration.

19. Given the outline permission and allocation, the principle of the proposed development is an acceptable one. The acceptability or otherwise of the application therefore rests on the detail of the proposal as assessed against the relevant Development Plan policies and national planning guidance, taking into account relevant material planning considerations.

20. The key issues to be considered in the determination of this application are therefore:

- Flexible and Alternative Use - Class B1, B2 or Class B8;
- Design, Layout and Amenity;
- Landscaping, trees and ecology;
- Highway safety; accessibility, sustainable transport links;
- Discharge of conditions DC/15/2424/OUT;
- Other Matters

Flexible and Alternative Use - Class B2 or Class B8

21. As part of the outline planning application, the permission allowed the application site to be developed for Class B1, B2 or B8 purposes. Due to the users of the units being speculative and therefore it not being known what specific Class B use is to be implemented within any unit, the applicant has presented a scheme in the alternative whereby the units could be implemented for B2 or B8 use as defined above.

22. Part 3, Class V of the Town and Country Planning (General Permitted Development) Order 2015 permits 'Development consisting of a change of use of a building or other land from a use permitted by planning permission granted on an application, to another use which that permission would have specifically authorised when it was granted.' Guidance states that the alternative uses to which the planning unit/application site may be used, must be specified in the planning permission. Any one of those specified uses can then be implemented, subject to any necessary conditions and the overall terms of the permission itself. In addition, Class V provides further comfort in relation to the suitability that the change to the alternative specified uses would not be lawful if under paragraph (d) of the conditions if it would result in the breach of any condition, limitation or specification contained in that planning permission in relation to the use in question.

23. Given that the outline permission has established the acceptability of the uses, in this reserved matters application it is important to assess and understand any layout and design implications of the units being Class B1, B2 or B8 use. The only implication and difference relate to the layout of the parking and turning areas. Use Class B1 and B2 require a different level of on site parking to Class B8 and it is a much greater level than that required for Class B8 use. The scheme has been positively designed as to produce a development whereby no other aspect or part is affected other than the formation and specific layout of the areas that are defined for

parking and turning area. As such, two proposed site plans have been submitted; one showing the development with parking and turning area provision for each unit suitable for Class B1/B2 and the other showing the development with parking and turning area provision for each unit suitable for Class B8.

24. In this case, two conditions are to be imposed to control the potential for alternative use. If any of the units (1, 2, or 3) are to be used for Class B1/B2 purposes the car parking and loading / circulation space associated with that unit shall be laid out in accordance with drawing 6502 SK19 Rev K prior to the first use for Class B1/B2 purposes. In the eventuality that any of the units hereby approved (1, 2, or 3) are used for Class B8 purposes the car parking and loading / circulation space associated with that unit shall be laid out in accordance with drawing 6502 SK26 Rev D prior to the first use for Class B8 purposes. The car parking and loading / circulation space shall thereafter be retained as so installed for each of the uses implemented. This then ensures sufficient space for the on-site parking of vehicles is provided on site for each individual unit and safeguards the character and appearance of the area.
25. This is the same approach and method of control used under reserved matters application DC/19/1010/RM.

Design, Layout and Amenity

26. The NPPF stresses the importance the Government attaches to the design of the built environment, confirming good design as a key aspect of sustainable development (paragraph 124). The Framework goes on to reinforce this in paragraph 127, stressing the importance of developments that function well and add to the overall quality of the area, that are visually attractive, sympathetic to local character and history and that establish or maintain a strong sense of place. It also confirms at paragraph 130 that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'
27. Policy DM2 requires development proposals to recognise and address the key features and characteristics of an area and to maintain or create a sense of place and/or local character.
28. An indicative site layout plan was submitted at outline stage to show how a development could be achieved on site. No weight can be attributed to the previously submitted site layout plan, as it was purely indicative and layout is a reserved matter.
29. The wider scheme, as a whole, comprises 5no. units in total, 4no. units located on the northern side of Iceni Way and 1no. unit located on the southern side of Iceni Way. This section of the report will focus on the changes proposed to units 1, 2 and 3. The proposed changes include the increase in footprint and height of unit 1, the reduction in size of unit 2 and alterations to the fenestration of the building and service yard and parking to unit 3.
30. Unit 1 as approved under DC/19/1010/RM measured approximately 15metres in height, 76metres in depth and width. It is now proposed

within this application for unit 1 to measure approximately 17metres in height, 63metres in depth and 137metres in width. Whilst unit 1 has increased significantly in width and will appear prominent and large in the street scene, the proposed building is of a similar scale and footprint to the building immediately opposite occupied by Culina. The increase in footprint of unit 1 has also been balanced out by the reduction in scale of unit 2, to ensure that there is adequate separation between the buildings and that they have been appropriately positioned. The physical changes to unit 3 are considered minor in nature, however the impact of those changes are required to be carefully considered in respect of noise and parking, which is explored in further detail in the following sections.

31. The buildings have been positioned within the site as to relate to Icen Way and the development that sits immediately adjacent, Culina and MKM Builders Merchants. Parking and turning areas are situated to the side and rear of the buildings. In terms of the design of the buildings, though they vary in heights from approximately 11-17metres and footprint, they are similar in architectural form and incorporate pitched roofs so as to reduce the overall bulk of the buildings. The buildings are utilitarian and simple in form, and are of a typical scale for commercial and industrial buildings. Glazing elements have been designed into the buildings at entrance points. To ensure the buildings are finished to a sufficiently high standard and that the design features shown are retained, the external materials of the buildings are to be conditioned.
32. The footpath which runs parallel with Icen Way along the entire frontage of the site which serves units 1-4 is to be unaffected by the proposed changes. The on-site footpath to be provided will connect with the existing footpath to the east of the site, which is the former railway line. Good connectivity within the site still remains, with opportunities being made to create wider connectivity and integrate the site and development into the area and existing development and infrastructure it surrounds.
33. As with the previous scheme, the proposed layout has been well designed and thought out and allows the buildings to be occupied for either B1, B2 or B8 purposes, in accordance with the above section. It is considered that the design approach is appropriate for the nature of development.
34. Policy DM2 of the Joint Development Management Policies Document also seeks to safeguard residential amenity from potentially adverse effects of new development. The protection of residential amenity is a key aspect of good design, endorsed within the NPPF that planning policies and decisions promote health and well-being with a high standard of amenity for existing and future users.
35. One of the main objections throughout this application and the previous reserved matters application (DC/19/1010/RM) received by neighbours, the Town Council and Ward Member was in respect of the location of the parking and turning areas, including the noise and disturbance generated and the relationship between that aspect of the site and the residential properties along Bumpstead Road.
36. The buildings are set away from the northern boundary of the site, with parking and turning areas located to the area of the site with a landscaping buffer. Residential properties are situated beyond the north of the site

along Bumpstead Road, with no. 37 Bumpstead Road being closest. In between the rear of the residential properties and the rear of the application site lies Bumpstead Road County Wildlife Site. The distance between the rear boundary of the application site, taken from where unit 3 is proposed, and the rear boundary of no. 37 Bumpstead Road measures approximately 76 metres. This is the minimum stand-off distance between the residential properties and where a unit and associated parking and turning area is proposed. The maximum distance between the residential properties and where a unit and associated parking and turning area is proposed is approximately 100 metres. Acoustic fencing is to be installed along the entire northern boundary of the parking and turning areas and part of the eastern and western boundaries of the site.

37. The outline application was supported by an Environmental Noise Assessment undertaken by Sharps Redmore in October/November 2015, Ref: 1515442. The noise assessment was based on the Framework Plan which indicated 8 no. units across the outline application site including three units on land to the west, backing onto Helions Bumpstead Road. The report concluded that noise could be sufficiently attenuated in the service yards with the installation of acoustic fencing to exposed rear boundaries, whilst noise from fixed plant and equipment could be conditioned so as to prevent disturbance to local residents. The report clearly states in Section 4.1, that the predicted noise levels are based on the indicative layout only.
38. As set out within the previous application, levelling works have been carried out on site since outline planning permission has been approved and therefore the impact on noise transmission across the site and any noise mitigation/attenuation which may have been afforded due to the topography of the site was required to be understood and reassessed. As a result of the above, the previously submitted noise assessment and predicted noise levels at outline stage could therefore not be relied upon to ensure that the proposed development would not adversely impact on the residential properties within the vicinity of the site.
39. During the course of application DC/19/1010/RM, the applicant submitted a further noise report from Sharps Redmore, Reference: 1919017 dated 18th July 2019 following a noise survey undertaken between 8th and 15th July 2019 to determine the existing noise levels at the site. Further noise reports from Sharps Redmore have been submitted (received on 17th January, 16th March, 23rd April and 7th May) with this current application being considered to take into account the changes to the design and layout of units 1, 2 and 3. These reports submitted across both applications have been assessed alongside each other in detail by Public Health and Housing (the full formal comments are available on the public file).
40. The car parking area serving unit 1 is now approximately 15 metres closer to the nearest residential property (Mayville) in Bumpstead Road, resulting in a 1 dB increase in the LAeq1hr. Whilst the car parking area to Unit 2 is around 5 metres closer, Public Health and Housing considers the overall predicted noise levels from the car park activities at all of the units, will be as previously calculated. In respect to Ashlea Road, the car parking areas for units 1 and 2 will now be further away from residential premises and the overall predicted noise levels from the car park activities at all units, will be slightly lower than previously calculated.

41. The Environmental Noise Report, Project No: 1919017 dated 4 May 2020 provided by Sharps Redmore looks at the proposed changes to unit 3 and the impact of these changes to the nearest residential occupiers to the north of the site along Bumpstead Road. The main external activity at Unit 3 will be from car parking activity and servicing. The operating hours for unit 3 are not known at this stage but it has been assumed for the purposes of this analysis that it will operate 24 hours a day, 7 days a week. There are no proposed changes to the B8 layout and whilst the layout of the car parking spaces has been reconfigured, the overall number of spaces is the same as shown in the B2 layout, Drawing No: 6502 SK19 Rev K. The reconfiguration of the car park layout is not however considered to affect the overall noise level at the residential properties in Bumpstead Road.
42. The main sources of noise from servicing activities will include vehicles manoeuvring, unloading, use of forklift trucks and movement of trailers. To ensure a robust assessment, the predicted noise levels have again been based on the assumption that unit 3 will be used as a warehouse distribution unit, Class B8, operating on a 24-hour basis. The calculated noise levels, based on the typical noise levels from servicing activities, as used in previous assessments, and the new configuration of the level access and dock levelling bays, indicate that the night-time noise levels will be marginally higher, by 1dB than that previously predicted.
43. Public Health and Housing considers that an increase of 1dB would however not be noticeable and the report concludes that subject to the existing Planning Conditions, the proposed changes to Unit 3 will not give rise to an increased impact during the daytime or night-time period, compared to the existing approved scheme.
44. The area is surrounded by industrial units and there is also some noise from loading and unloading activities and vehicle movements to and from Culina to the south of the proposed development, nevertheless noise levels from this development will still need to be controlled. Public Health and Housing consider however that the noise generated from the scheme can be mitigated via the imposition of suitable conditions (detailed in full in the recommendations section), which are the exact same conditions in respect of noise imposed on reserved matters application DC/19/1010/RM.
45. There are two conditions (14 and 15) imposed on outline planning permission DC/15/2424/OUT regarding noise. These relate to plant and equipment and audible alarms. Details are required to be submitted and approved in writing prior to installation of the equipment and occupation of the buildings.
46. For the reasons cited above, it is not considered that the proposed development will result in an unacceptable level of impact on residential amenity to the properties along Bumpstead Road by reason of being physically overbearing or through creating any other form of disturbance as to cause significant harm, such that this application should be refused.

Landscaping, Trees and Ecology

47. The NPPF confirms that the planning system should contribute to and enhance the natural environment by minimising impacts on biodiversity and providing net gains where possible (paragraphs 174 and 175). This is reflected in policies DM11 and DM12 which seek to protect safeguard protected species and state that measures should be included in the design of all developments for the protection of biodiversity, the mitigation of any adverse impacts and enhancements commensurate with the scale of the development.
48. The Natural Environment and Rural Communities (NERC) Act (2006) Section 40(1) imposes a duty on every public authority in exercising its functions, to have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. The duty applies to all local authorities and extends beyond just conserving what is already there to carrying out, supporting and requiring actions that may also restore or enhance biodiversity.
49. Policy DM13 states that proposals will be permitted where it will not have an unacceptable adverse impact on the character of the landscape, landscape features, wildlife, or amenity value.
50. Whilst landscaping is a reserved matter, as part of the outline planning permission conditions were imposed regarding submission of a landscaping scheme, its implementation and the associated management. As such, the proposed landscaping scheme for the development is being currently considered under this application with the reserved matters element and discharge of conditions aspect.
51. Where possible, a sufficient amount of on-site landscaping should be provided. However, given the nature and use of the development, achieving the best use of the land takes greater priority over landscaping. Whilst landscaping has been lost to the front of the site due to the increase in footprint of unit 1, the buildings have been positioned within the site as to provide meaningful landscaping along the western and northern boundaries of the site, which are considered to be key areas. The wide landscape buffer to the north provides continuation to the existing off site landscaping, between the application site and the residential properties along Bumpstead Road. The large area of landscaping along the corner of Icen Way and Bumpstead Road helps to assimilate the development, unit 3 in particular, into the street scene. Soft landscaping is proposed throughout the whole of the site as to enhance the development itself, whilst being in keeping with the wider area. It is considered that landscaping has been effectively incorporated into the scheme as to make a positive contribution.
52. With regard to ecology, this was considered at outline stage when establishing the principle of the proposed development and any ecological impacts arising. As part of this application, an up to date preliminary ecological appraisal has been submitted which concludes that there will be no adverse ecological impact arising and recommends ecological enhancements that could be provided, through the provision of bat and bird boxes in the design of the buildings.

Highway Safety; Accessibility and Sustainable Transport Links

53. The NPPF advises that development should provide for high quality walking and cycling networks (paragraph 104), and also emphasises in paragraph 108 that in assessing applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the types of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and,
 - c) any significant impacts from the development on the highway network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
54. It further goes on to advise that the development should not be prevented or refused on transport grounds, unless there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development would be severe.
55. Policy DM2 of the Joint Development Management Policies Document also requires that new development should produce designs that accord with standards and maintain or enhance the safety of the highway network, along with Policy DM46 which promotes more sustainable forms of transport.
56. The access serving the site is located off Icen Way. At present, Icen Way serves 2 no. industrial units (Culina and MKM Builders Merchants). As part of the outline planning permission, access was the only matter which was considered. This established Icen Way to serve the Haverhill Business Park units to the east of Bumpstead Road. Units 1-4 are to be served via a new access off Icen Way, with unit 5 sharing the existing access which serves MKM Builders Merchants.
57. As detailed within the report, the users of the site and individual units are still speculative and therefore the applicant is seeking for the units to either be implemented for Class B1, B2 or B8 use in accordance with the outline application. The initial proposed site plan submitted demonstrated sufficient vehicle and cycle parking and turning areas if the units were to be occupied as Class B8, however the level of parking was insufficient for Class B1 or B2 use. Office and general industrial use require a higher level of on-site parking due to their nature. In order to overcome this, two proposed site plans have been submitted which show how the layout of the parking and turning areas can be adapted/amended as to provide enough on-site parking if the units were to be implemented and occupied for Class B1 and B2 purposes. As such, it has been demonstrated that sufficient on-site parking can be provided in accordance with Suffolk Parking Standards. To ensure this is adequately controlled, conditions are to be imposed, which are set out in full in the recommendations section of the report.

Discharge of conditions DC/15/2424/OUT

58. Within this application, the applicant is seeking to discharge conditions 6 (surface water drainage) , 7 (HGV traffic movements and deliveries management plan), 8 (loading manoeuvring parking), 10 (soft

landscaping), 13 (landscape management plan), 17 (contamination) and 21 (SUDs) of outline planning permission DC/15/2424/OUT.

59. A number of the conditions that are sought to be discharged have been dealt with alongside the consideration of the main reserved matters application which include landscaping, parking and traffic movements.
60. The relevant statutory consultees have assessed the information and documents submitted in respect of the remaining conditions which include drainage and contamination. The Lead Local Flood Authority, Environment Agency and Environment Team are satisfied with the information submitted and consider that the conditions can be discharged.
61. Before the reserved matters application can be implemented or occupied, all of the conditions imposed on outline planning permission DC/15/2424/OUT will need to be submitted to and approved in writing by the Local Planning Authority where required or adhered to in so far it relates to the implementation of the reserved matters application.

Other Matters

62. During the course of the application, concerns have been raised in respect of light pollution from the rear of the buildings and parking and turning areas. The position of lighting was secured by condition 16 on outline planning permission DC/15/2424/OUT.
63. In addition, concerns were raised in respect of the control of construction hours and the lack of such a condition on the outline planning permission. An hours of construction condition would be required to be imposed at the outline stage of an application, if considered necessary, and is not a condition that would be reasonable to impose on a reserved matters application, which in law can only concern those matters that are 'reserved'. A reserved matters application purely considers the detail of the development in respect of the scale, layout, design, landscaping and access of a proposed development but cannot consider the impacts in principle, which in relation to an hours of work condition could only have been imposed at outline stage. Officers continue to liaise with the developer to ensure that construction on site takes place in a neighbourly fashion, whilst balancing the needs of the developer to drive forward this development. It is also worth noting that Central Government, through the Business and Planning Act 2020, has recently issued guidance to Local Planning Authorities with regards to being more flexible about construction hours in order to facilitate economic recovery during the COVID-19 crisis. This is to enable appropriate social distancing on construction sites, whilst maintaining delivery of development and safeguarding the amenities of communities adjacent to development sites.

Conclusion:

64. In conclusion, subject to the imposition of conditions which are considered both reasonable and necessary, the principle of the development has already been established through the outline consent and detail of the development is considered to be acceptable and in compliance with relevant Development Plan Policies and the National Planning Policy Framework.

Recommendation:

65. It is recommended that planning permission be **APPROVED** subject to the following conditions:

- 1 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 |
|--------------------------------------------------|-------------------------------|----------------------|
| 19-50-01 | Tree Constraint Plan | 16.01.2020 |
| 19-050-05 Rev B | Landscape Plan | 15.04.2020 |
| 19-050-06 Rev B | Landscape Plan | 15.04.2020 |
| 19-050-07 Rev B | Landscape Plan | 15.04.2020 |
| 6502-61 | Cycle plans | 16.01.2020 |
| 6502-703 D | Site Location Plan | 07.05.2020 |
| 6502 37 - unit 3 | Proposed Elevations | 07.05.2020 |
| 6502 36 - unit 3 | Proposed Floor Plans | 07.05.2020 |
| 6502 SK26 Rev D - B8 parking provision | Proposed Site Plan | 07.05.2020 |
| 6502 SK19 Rev K - B2 parking provision | Proposed Site Plan | 08.06.2020 |
| 2018 294 SK212 P4 - unit 3 | Tracking Plan | 08.06.2020 |
| 2018 294 SW | Drainage Strategy | 15.04.2020 |
| 2018 294 122 | Drainage Plans | 15.04.2020 |
| 6502 P 210 - unit 2 | Proposed Elevations | 26.03.2020 |
| 6502 P 200 - unit 2 | Proposed Floor Plans | 26.03.2020 |
| 6502 P 203 - unit 2 | Proposed Roof Plan | 26.03.2020 |
| 6502 P 212 - unit 2 | Proposed Sections | 26.03.2020 |
| 6502 P 110 - unit 1 | Proposed Elevations | 26.03.2020 |
| 6502 P 100 - unit 1 | Proposed Floor Plans | 26.03.2020 |
| 6502 P 103 - unit 1 | Proposed Roof Plan | 26.03.2020 |
| 6502 P 112 - unit 1 | Proposed Sections | 26.03.2020 |
| 6502 63 | Street Scene Elevations | 17.01.2020 |
| (-) | Biodiversity report | 17.01.2020 |
| BREEAM PRE-ASSESSMENT Deliveries Management Plan | Other | 17.01.2020 |
| (-) | Design and Access Statement | 07.05.2020 |
| (-) | Noise Report | 17.01.2020 |
| (-) | Noise Report | 13.03.2020 |
| Letter from Nolan Associates | Noise Report | 16.03.2020 |
| (-) | Noise Report | 23.04.2020 |
| (-) | Noise Report | 07.05.2020 |
| (-) | Land Contamination Assessment | 07.05.2020 |
| (-) | Application form | 17.01.2020 |

- 2 No development above slab level shall take place until samples/details of

the facing and roofing shall be 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 safeguard the character and appearance of the area, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 3 Further to the proposed noise levels contained in the Environmental Noise Report - Reserved Matters submitted by Sharps Redmore on the 18th July 2019, Project No. 1919017, the combined noise level emitted from any external mechanical plant and internal operations, at each Unit, installed or operated in connection with the carrying out of this permission, shall be enclosed and/or attenuated and maintained so as to ensure that the noise generated by this permission shall not exceed:-
- 35dB(A) LA90 (1 hour daytime 07:00 -23:00) at the boundary of the nearest residential property (that being -10dB(A) below the daytime noise level measured as 45dB(A) LA90 (1 hour daytime 07:00 - 23:00 hours) and;
 - 25dB(A) LA90 (15 minute night time 23:00 - 07:00) at the façade of the nearest residential property (that being -10dB (A) below the night time background noise level measured as 35dB(A) LA90 (15minute night time 23:00-07:00).

No plant, machinery and equipment, including any proposed sound proofing, shall be installed until details have been submitted to the Local Planning Authority for approval in writing.

Noise measurements for the purposes of this condition shall be pursuant to BS 4142:2014.

Reason: To protect the amenities of occupiers of properties in the locality, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 4 No phase or unit of the development shall be occupied until a Management Plan for that phase or unit, including hours of operation, hours of deliveries, full details of loading/unloading arrangements and any noise mitigation measures have been submitted to and approved in writing by the Local Planning authority. The Management Plan shall be implemented in full on occupation of each phase or unit and complied with thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenities of occupiers of properties in the locality, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 5 Prior to the occupation of any of the units hereby approved for Class B1/B2 use, the car parking and loading/circulation space associated with the unit shall be laid out in accordance with drawing 6502 SK19 Rev K. The car

parking and loading / circulation space shall thereafter be retained as installed and used for no other purpose.

Reason: To ensure sufficient space for the on-site parking of vehicles is provided on site for each individual unit and to safeguard the character and appearance of the area, in accordance with policy DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 and 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 6 Prior to the occupation of any of the units hereby approved for Class B8 use, the car parking and loading/circulation space associated with the unit shall be laid out in accordance with drawing 6502 SK26 Rev D. The car parking and loading / circulation space shall thereafter be retained as installed and used for no other purpose.

Reason: To ensure sufficient space for the on-site parking of vehicles is provided on site for each individual unit and to safeguard the character and appearance of the area, in accordance with policy DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 and 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 7 Prior to occupation details of biodiversity enhancement measures to be installed at the site, including details of the timescale for installation, shall be submitted to and approved in writing by the Local Planning Authority. Any such measures as may be agreed shall be installed in accordance with the agreed timescales and thereafter retained as so installed. There shall be no occupation unless and until details of the biodiversity enhancement measures to be installed have been agreed in writing by the Local Planning Authority.

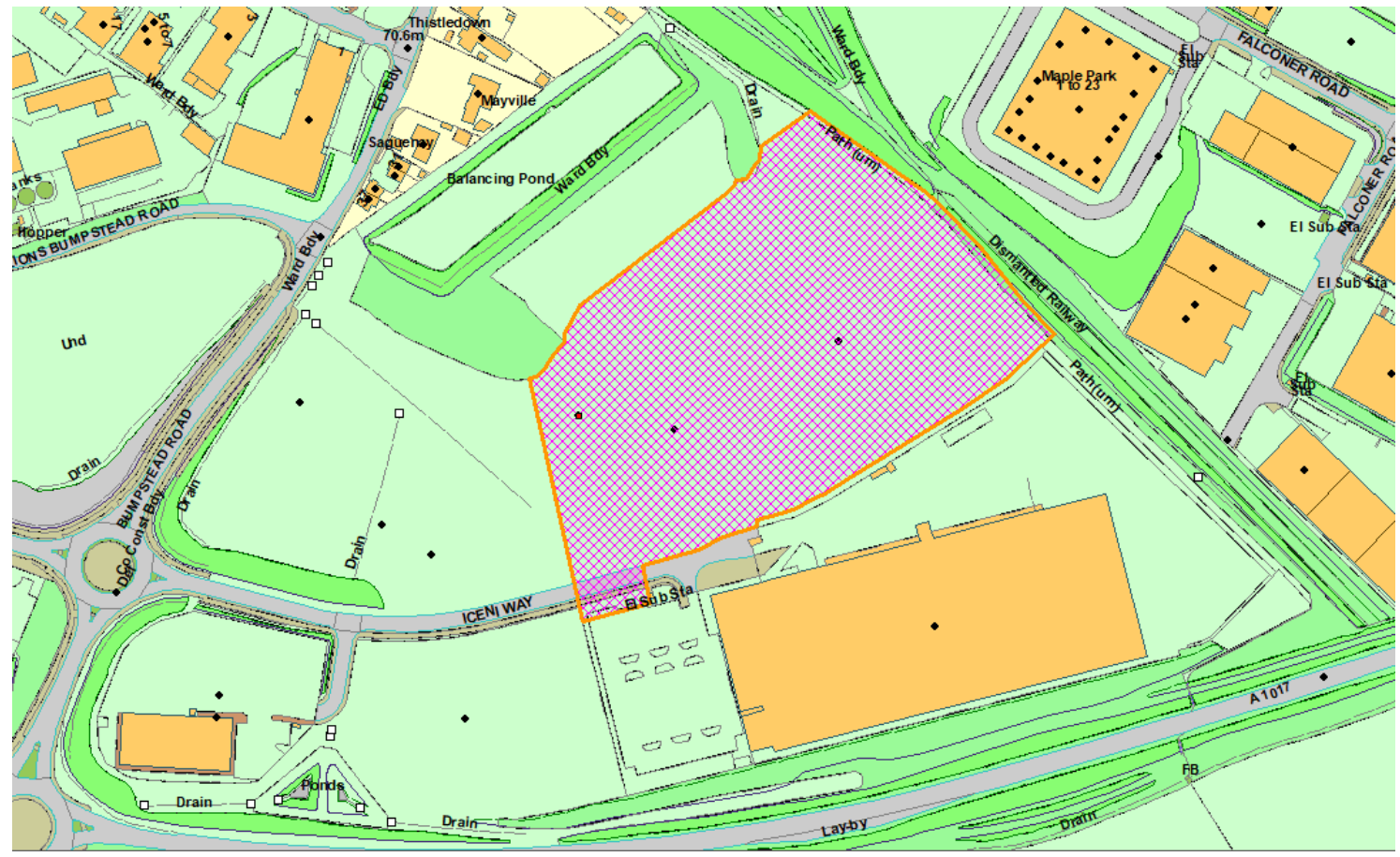
Reason: To secure biodiversity enhancements commensurate with the scale of the development, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/20/0094/RM](https://www.westsuffolk.gov.uk/DC/20/0094/RM)

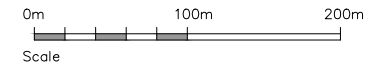
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DC/20/0094/RM – Land adjacent Business Park Bumpstead Road, Haverhill



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— THIS APPLICATION BOUNDARY
 — PLANNING BOUNDARY
 For RM Application DC/19/1010/RM

| no. | date | revision | by |
|-----|----------|--------------------------------------|------|
| D | 05.05.20 | Revised & issued for RM application | alps |
| C | 03.03.20 | Revised & issued for RM application | TW |
| B | 17.12.19 | Issued for new RM application | TW |
| A | 02.12.19 | Issued for Contract & renumbered 703 | TW |



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 client



project
Haverhill Business Park
 Iceni Way
 Haverhill, Suffolk
 CB9 7FD

drawing

Site Location Plan

scale 1:1250@A1 drawn TW

checked alps date 24/06/2019








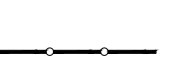
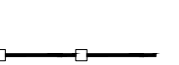


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Key to External Finishes.
 To be read in conjunction with drawings of BEA Landscape & Nolan Associates Engineers

-  Planting as BEA Landscape design
-  Concrete Service Yard.
-  Tarmac - Roadway
-  Tarmac - Footpath
-  Block Paviers Impermeable
-  Block Paviers Permeable
-  Designated car parking marked in white lining in service yard area
-  Fencing to service yards - 2.4m high paladin ppc black with matching gates.
-  Acoustic Fencing 4m high close boarded treated timber with overall density > 15kg/m²
-  Ducting for CCTV
-  Parking Signage

Schedule of Areas - GIA

| Unit | Office GF | Office FF | Warehouse | Total |
|--------------------|---------------------|-----------------------|-------------|-------------|
| Unit 1 | 60 sq.m. | 930 sq.m. | 8,306 sq.m. | 9,296 sq.m. |
| Unit 2 | 48 sq.m. | 140 sq.m. | 1,867 sq.m. | 2,055 sq.m. |
| Unit 3 | 64 sq.m. | 228 sq.m. | 4,476 sq.m. | 4,768 sq.m. |
| Unit 4 | 1134 sq.m. | 1134 sq.m. | 0 | 2,268 sq.m. |
| Unit 5 | 64 sq.m. | 210 sq.m. | 4,136 sq.m. | 4,410 sq.m. |
| Total Build | 21,663 sq.m. | 233,175 sq.ft. | | |
| Site Area | 5.60 hectare | 13.85 acres | | |

Parking Spaces

- Unit 1
298 spaces = 1space / 31 sqm including 3 disabled parking bays 60 bicycles & 8 motorcycles
- Unit 2
67 spaces = 1space / 30sqm including 2 disabled parking bays, 14 bicycles & 4 motorcycles
- Unit 3
162 spaces = 1space / 29 sqm including 4 disabled parking bays 10 bicycles & 8 motorcycles
- Unit 4
46 spaces = 1space / 24 sqm including 2 disabled parking bays 10 bicycles & 4 motorcycles
- Unit 5
134 spaces = 1space / 32 sqm including 3 disabled parking bays 10 bicycles & 5 motorcycles

no. date revision by



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 CLIENT



project
**Haverhill Business Park
 Icen Way
 Haverhill, Suffolk
 CB9 7FD**

drawing
**Site Plan Units 1 & 2
 with B2 Parking Provision**






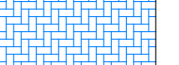

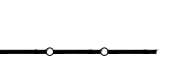
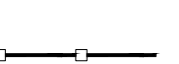


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TD TREBOR DEVELOPMENTS

project
**Haverhill Business Park
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 CB9 7FD**

Site Plan Units 1, 2 & 3
 with B2 Parking Provision

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 checked AS date May 2020






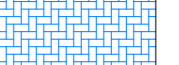

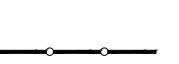
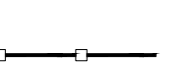


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Key to External Finishes.
 To be read in conjunction with drawings of BEA Landscape & Nolan Associates Engineers

-  Planting as BEA Landscape design
-  Concrete Service Yard.
-  Tarmac - Roadway
-  Tarmac - Footpath
-  Block Paviers Impermeable
-  Block Paviers Permeable
-  Designated car parking marked in white lining in service yard area
-  Fencing to service yards - 2.4m high paladin ppc black with matching gates.
-  Acoustic Fencing 4m high close boarded treated timber with overall density > 15kg/m²
-  Ducting for CCTV
-  Parking Signage

Schedule of Areas - GIA

| Unit | Office GF | Office FF | Warehouse | Total |
|--------------------|---------------------|-----------------------|-------------|---------------|
| Unit 1 | 60 sq.m. | 930 sq.m. | 8,306 sq.m. | 9,296 sq.m. |
| Unit 2 | 48 sq.m. | 140 sq.m. | 1,867 sq.m. | 2,055 sq.m. |
| Unit 3 | 64 sq.m. | 228 sq.m. | 4,476 sq.m. | 4,768 sq.m. |
| Unit 4 | 1134 sq.m. | 1134 sq.m. | 1,134 sq.m. | 12,206 sq.ft. |
| Unit 5 | 64 sq.m. | 210 sq.m. | 4,136 sq.m. | 4,410 sq.m. |
| Total Build | 21,663 sq.m. | 233,175 sq.ft. | | |
| Site Area | 5.60 hectare | 13.85 acres | | |

Parking Spaces

- Unit 1
118 spaces = 1space / 78 sqm including 3 disabled parking bays 24 bicycles & 8 motorcycles
- Unit 2
14 spaces = 1space / 146sqm including 2 disabled parking bays, 10 bicycles & 4 motorcycles
- Unit 3
103 spaces = 1space / 42 sqm including 4 disabled parking bays 12 bicycles & 8 motorcycles
- Unit 4
36 spaces = 1space / 32 sqm including 2 disabled parking bays 10 bicycles & 4 motorcycles
- Unit 5
92 spaces = 1space / 50 sqm including 3 disabled parking bays 12 bicycles & 4 motorcycles



| no. | date | revision | by |
|-----|------|----------|----|
| | | | |

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TREBOR DEVELOPMENTS

project
Haverhill Business Park
 Icen Way
 Haverhill, Suffolk
 CB9 7FD

Site Plan Units 1, 2 & 3
 with B8 Parking Provision

| scale | 1:500@A0 | drawn | ajps |
|---------|----------|-------|----------|
| checked | AS | date | May 2020 |

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PLANNING

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Development Control Committee

5 August 2020

Planning Application DC/19/2335/HYB – Council Depot, Olding Road, Bury St Edmunds

Date Registered: 29.11.2019 **Expiry Date:** 07.08.2020 (EOT)

Case Officer: Julie Barrow **Recommendation:** Approve Application

Parish: Bury St Edmunds Town Council **Ward:** Minden

Proposal: Hybrid Planning Application - 1) Planning Application - Alter and extend existing warehouse/depot to create a new public/private sector hub with new sports and leisure facilities including new energy centre, surface car parks, a multi-storey car park, sports pavilion, associated landscaping and highways improvement works (following demolition of existing leisure centre, retail clearance building and ancillary buildings associated with former operational depot) 2) Outline Planning Application - Early years nursery

Site: Council Depot, Olding Road, Bury St Edmunds

Applicant: Mr Alex Wilson - West Suffolk Council

Synopsis:

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and Associated matters.

Recommendation:

It is recommended that the Committee determine the attached application and associated matters.

CONTACT CASE OFFICER:

Julie Barrow

Email: julie.barrow@westsuffolk.gov.uk

Telephone: 01284 757621

Background:

This application is referred to the Development Control Committee as the development is a major strategic site and the applicant is the Council.

A request for a Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 was received by the Local Planning Authority (LPA) on 20 June 2019. A Screening Opinion was subsequently issued on 7 August 2019, which concluded that the development was not Environmental Impact Assessment Development and as such an application would not require the submission of an Environmental Statement.

Amendments have been made during the course of the application to address landscape and ecology and highway matters. Additional information has also been submitted by the applicant in the form of a Transport Assessment Addendum, Cycleway Review and Addendum and additional plans in respect of the junction of Newmarket Road and Western Way.

1.0 Proposal:

- 1.1 The application seeks full planning permission for the alteration and extension of the existing warehouse/depot building to create a new public/private sector hub with new sports and leisure facilities including an energy centre, surface car parks, multi-storey car park, sports pavilion and associated landscaping and highway improvement works. The proposal includes the demolition of the existing leisure centre, former retail warehouse clearance building, and ancillary buildings associated with the former operational depot. The application also seeks outline planning permission for the construction of an early year's nursery. West Suffolk House will be retained, and a connection constructed at first floor level bridging the existing vehicular access to West Suffolk House.
- 1.2 The development of a public/private sector hub adjacent to the existing council offices at West Suffolk House offers a collaborative approach to the delivery of public services and centres public services to the Western Way area of Bury St Edmunds. Details of the future occupiers are still indicative at this stage, however it is envisaged that the hub building will host council and government services, the NHS, leisure facilities, an advice centre, third sector organisations and community and education services together with shared flexible space. The building will also deliver new employment space for commercial lease.
- 1.3 The hub design has developed around the idea of a 'Street' occupying the central bay, providing access and support facilities to public services and offices occupying the north and south bays. An additional 'South Street' connects the north and south entrances, creating a full height voided space that combines with the main foyer to form a singular entrance space. The main foyer is the first of four, full height, atrium spaces along Main Street, which stretches almost the length of the hub connecting the different functions and levels of the building. A café and all public services will be visible from the foyer. A large, tiered stage/seating area is proposed at the end of Main Street providing opportunities for events such as markets, exhibitions and sporting events.

- 1.4 The majority of the first and second floor accommodation consists of commercial and public sector office space. Four bridge-like breakout areas span across the atrium.
- 1.5 The leisure centre will occupy the extension proposed at the western end of the depot building and will be accessible from both Western Way and Olding Road. A key feature of the leisure centre will be a large pool hall comprising a main 10-lane, 25m pool. The pool will usually be configured to offer a separate learners pool with moveable floor and a main pool separated by a boom that can be removed to enable the use of the full ten lanes. A destination leisure zone will be provided that includes a beach pool, splash park with slides, jets, water cannons and water slides. A leisure café and soft play area are also proposed.
- 1.6 The first floor will contain the health and fitness suite with up to 150 stations, with views across the external plaza as well as down into the pool hall and South Street. Four flexible studios will accommodate fitness classes and other activities and three treatment/consultation rooms will also be provided.
- 1.7 A four-court sports hall will cater for a range of indoor sports and activities.
- 1.8 A new pavilion is proposed adjacent to the existing athletics track. The existing skate park adjacent to Olding Road will be retained in its existing location but will be reconfigured and enlarged as part of the development.
- 1.9 Vehicle access will be retained to the west of the site via Olding Road where hard surface car parking will be increased to include the current depot yard area with additional car decks over the existing footprint of the Olding Road car park. A new vehicle access is to be constructed to the east of the proposed deck car park onto Beetons Way. Following the demolition of the existing leisure centre additional surface car parking will be provided in its place and the existing parking to the west of the existing leisure centre will be reconfigured. Additional parking is proposed a short distance to the north of the main Western Way site on the site of the former retail warehouse clearance building. The existing access to this area off Anglian Lane will be replaced by a new access onto Beetons Way and this car park will be reserved for staff working at West Suffolk House and in the new Hub building. A total of 1391 vehicle parking spaces are proposed across the application site.
- 1.10 The proposal includes the construction of car shading solar arrays over parts of the car parks.

2.0 Application Supporting Material:

- 2.1 The following documents accompany the planning application forms and comprise the planning application (including amendments/additional information received after the application was registered):
 - Acoustic Consultancy Report
 - Air Quality Assessment
 - Arboricultural Planning Statement
 - Community Involvement Statement

- Cycleway Review & Addendum
- Design and Access Statement
- Design Statement – Development Brief
- Drainage Strategy
- Energy Statement
- Envirocheck Report
- External Lighting Environmental Strategy
- Flood Risk Assessment
- Heritage Statement
- Interpretive Report on a Ground Investigation
- Landscape & Visual Impact Assessment
- Outline Travel Plan
- Phase I Geo-Environmental Survey
- Phase I & II Geo-Environmental Assessment
- Planning Statement
- Preliminary Ecological Appraisal – Beetons Way
- Preliminary Ecological Appraisal – Western Way
- Recycling and Waste Facilities Technical Note
- Structural Engineers Report & Building Design Strategy Report
- Transport Assessment & Addendum
- Tree Survey and Constraints Plan
- Utilities Statement

2.2 The planning application, plans and documents submitted by the Applicant can be viewed online using the following link:
<https://planning.westsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q1ODLLPD02I00>

3.0 Site Details:

- 3.1 The application relates to two separate parcels of land. The first (the Western Way Site) is a site of 7.56ha located at Western Way at its intersection with Beetons Way and within the Western Way Employment Area. It is adjoined to the east, north and west by existing commercial premises including the West Suffolk College STEM innovation campus. To the north-east of the Western Way Site a new 6th form college is currently under construction and to the south-east is West Suffolk College. To the south of the Western Way Site are rear gardens serving residential properties having frontage to Newmarket Road. Adjoining the boundary at the southern corner of the Western Way Site are two residential properties built to provide accommodation for caretaking staff associated with the site but have since been sold to a third party.
- 3.2 There are significant level differences across the Western Way site, with the south-east part of the site approximately 4m lower than the highest part.
- 3.3 The Western Way Site currently takes vehicular access from both Olding Road and Beetons Way and has a vehicular egress onto Western Way. The site is accessible to pedestrians from all directions, including steps between Beetons Way and Olding Road.
- 3.4 Close to the south-east corner of the Western Way Site, on the opposite side of Beetons Way, is a length of wall that originally formed the boundary wall to the Gibraltar Barracks. The boundary walls and keep building were

listed in 1992. Also surviving is the early 20th century curved screen wall of the former shooting range of the Gibraltar Barracks. This is located in the north-east corner of the Western Way Site, part of the existing leisure centre car park. Although not listed, the wall is considered to be a non-designated heritage asset.

- 3.5 Beyond the Gibraltar Barracks complex on Newmarket Road is the Bury St Edmunds Victoria Street Conservation Area.
- 3.6 A bridleway runs the length of Beetons Way, closed off to vehicular traffic beyond the access to West Suffolk College.
- 3.7 The second site (the Beetons Way North Car Park) is a smaller site of 0.86ha located between Beetons Way and Anglian Lane immediately to the north of the A14 and was last used as a discount retail store. It is adjoined to the north by a builder's merchants. At present the site takes vehicular access from Anglian Lane at its north eastern corner.

4.0 Relevant Planning History:

| Reference | Proposal | Status | Decision Date |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------|
| DC/19/1300/EIASC R | EIA Screening Opinion under Regulation 6 (1) of the Environmental Impact Assessment Regulations 2017 on the matter of whether or not the proposed development is considered that there are likely significant environmental impacts for which an Environmental Statement would be required - Redesign and development of Western Way Depot area to create a one public estate for major public services | EIA not required | 07.08.2019 |
| E/85/3363/P | Regulation 4 Application - Alterations to exterior of buildings associated with conversion to Council depot | Application Granted | 05.02.1986 |
| E/85/2388/P | Regulation 4 Application - Change of use from factory to Council offices and depot with layout of vehicles parking area, storage compound, etc. and formation of two new accesses as amended by memorandum dated 23/8/85 and accompanying revised plans | Application Granted | 17.09.1985 |

5.0 Consultations:

- 5.1 Highways England (July 2020) – Recommend that conditions should be attached to any planning permission that may be granted.

Highways England has been in receipt of the Addendum to the Transport Assessment (Issue No.01, dated 29 May 2020) and has been in contact with Suffolk County Council regarding their discussions with the agent on the proposed junction improvements at Newmarket Road and Western Way.

The results presented in the Addendum, and those from amended models supplied to Suffolk CC appear to indicate that the proposed junction mitigation scheme which comprises replacing the existing signalised junction with a roundabout in addition to an extension of the 2 lane approach from Newmarket Road West, will help towards addressing capacity issues along this corridor, partly attributed to the proposed development as well as background growth.

Highways England is mindful of existing capacity constraints along the Newmarket Road corridor, and the future potential for general traffic to block towards and potentially into A14 junction 42 and slip roads. The modelling presented, Model 2 specifically, appears to indicate that future queues could extend back as least as far as the railway bridge in a 2023 'opening year' scenario and up to the A14 roundabout in a 2030 scenario with development.

Whilst this gives some cause for concern for Highways England, the sensitivities of the modelling are recognised and the underlying assumptions and methods used in assessing the proposed development which, crucially, do not account for potential re-routing of traffic to alternative roads or the impacts of sustainable travel measures. The latter may have diminished effects on the operation of the A14 junction given this will be used predominantly by motorists travelling from a wider area, however the benefits of sustainable travel measures could be experienced to a greater extent along Newmarket Road leading into Bury St Edmunds which in turn could help to mitigate the risk of queues blocking back to the A14.

With this in mind, and in recognition of the increase in road capacity proposed as part of the junction mitigation scheme, it is considered that this will inevitably provide some benefit to Newmarket Road which in turn will help mitigate against impacts at A14 junction 42.

- 5.2 Environment Agency (Jan 2020) – The site is located within a groundwater Source Protection Zone (SPZ) 2. This means it lies within the catchment of a groundwater abstraction used for public water supply and is hence vulnerable to pollution as contaminants entering groundwater at the site may pollute the protected supply.

The site overlies Lewes Nodular Chalk/Seaford Chalk/Newhaven Chalk/Culver Chalk bedrock strata classified as a Principal aquifer. Principal aquifers are geological strata that exhibit high permeability and provide high levels of water storage, supporting water supply and river base flow on a strategic scale. The site also overlies superficial deposits classified as Secondary aquifers. It is considered that elements of the site history, especially the former council depot facilities for vehicle refuelling and service/repair, present a high polluting potential.

The regional use of groundwater in this area makes the site vulnerable to pollution. The site is considered to be of high sensitivity and could present potential pollutant/contaminant linkages to controlled waters.

The Environment Agency consider that planning permission could be granted subject to conditions relating to the submission of a remediation strategy, the reporting of unexpected contamination, submission of a scheme for surface water disposal and the prevention of penetrative methods for foundation designs and investigation boreholes without consent.

- 5.3 Anglian Water (Dec 2019) – There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. The foul drainage from this development is in the catchment of Fornham All Saints Water Recycling Centre that will have available capacity for these flows. The sewerage system at present has available capacity for used water. The surface water strategy/flood risk assessment submitted with the application relevant to Anglian Water is acceptable. Consent to discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires consent. Recommend a planning condition in relation to surface water disposal.
- 5.4 Cadent (Jan 2020) – Have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The applicant must ensure that proposed works do not infringe on Cadent’s legal rights and any details of such restrictions should be obtained from the landowner in the first instance.
- 5.5 Sports England (Dec 2019) – The application relates to the provision of new strategic sports facilities for Bury St Edmunds, which will be connected to a new public/private hub building, thus promoting the co-location of facilities as promoted within Sport England’s ‘Active Design’ guidance. The strategic evidence to support this proposal was set out in the West Suffolk Indoor Sports Facilities Strategy (2016).

Consider this proposal addresses an identified need for this facility type and has the potential to be of benefit to the development of sport and physical activity in the Bury St Edmunds area. This should be accorded appropriate weight in the decision reached. Sport England has been working with West Suffolk Council to develop this project to make sure it best meets the local needs identified and is designed to meet Sport England/National Governing Body (NGB) requirements. Comments highlighted from the Football Foundation/Suffolk FA, Badminton England and England Netball. Sport England is satisfied that the design of this facility meets Sport England/NGB technical guidance.

- 5.6 Historic England (Jan 2020) – Do not wish to offer any comments. Suggest the views of the specialist conservation and archaeological advisors is sought.
- 5.7 Natural England (Jan 2020) – No objection. The proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

- 5.8 SCC Highways (Dec 2019) – Request further information in respect of the following:
- Arrangements for the northern car park;
 - Off-site mitigation (Newmarket Road Option 4 and Olding Road option 5 (preferred option));
 - A signing strategy should be considered;
 - Internal layout – further detail required on cycle and powered two-wheeler parking;
 - Sustainable travel links – including bus services; and
 - Travel Planning.
- 5.9 SCC Highways (July 2020) – SCC Highways have requested further information from the applicant, which has been analysed over the period of the consultation. SCC Highways are now in a position to recommend approval with conditions.

Traffic modelling and junction assessment

- Additional evidence has been provided to indicate that the development traffic generation and distribution assessment is acceptable.
- The modelling of the two junction layouts for Newmarket Road / Western Way suggests that the signal junction would be within capacity in the without development scenario and broadly at capacity on all arms with the development scenario. The proposed roundabout functions with capacity with limited queuing in isolation.
- There are minor risks associated with the modelling and these risks have been considered.
- In traffic capacity terms the roundabout layout is the preferred option given the significant difference in modelled queues.
- Two options were presented for the roundabout – a shorter widening option and longer widening option. The additional flare length of the western approach would offer some traffic capacity benefit, but the benefits are likely to be limited to the very busiest times of the day and SCC are mindful of the environmental impacts of implementing them for limited benefits.
- Generally, the proposed Olding Road roundabout is shown to function with capacity; albeit with some queuing on the Western Way western approach, which may at particularly busy times affect the operation of the Asda roundabout.
- The Modelling indicates that queues back from the Asda roundabout will negatively impact the Newmarket Road junction, with queues up and down this corridor (to the A14 and towards the town centre). The space does not exist to widen this approach to two lanes at this location, however any additional widening that can be achieved at this location is likely to improve the operation of the network.
- The committed Western Way / Beetons Way signal junction is down to be at capacity on three of its arms in the AM peak hour and within capacity in the PM peak hour. Drivers are likely to experience delay at this location.
- As with all traffic modelling there is an element with the results that the robust nature of the assessment has attempted to minimise, however all results should be treated as indicative rather than absolute. It is necessary to consider the results in the context of the aims for greater numbers of people travelling by sustainable modes.

S106 Contributions

- Traffic regulation orders:
 - Olding Road double yellow lines - £10,000
 - Risbygate Street for removal of parking bays - £10,000
 - Creation of right turn ban on Western Way - £5,000
 - Tollgate was one of the locations within the Transport Assessment. A current scheme for improvements to this area is not within the scope of this development to provide the full mitigation for this and future growth. The Transport Assessment, which has been scrutinised by SCC Strategic Transport, accepts that this development will put a peak time 25% more traffic onto Tollgate junction. Therefore, SCC request 25% of the scheme. *N.b SCC's formal comments refer to a 7% contribution in error and it has been confirmed to the LPA that the contribution is 25%.*
- 5.10 SCC Floods & Water (Dec 2019) – The proposed drainage philosophy is split into three main parts. Areas A, B & C are to mimic the existing drainage set-up locally and drain to the public sewer network whereas Areas D and E are to provide betterment by utilising infiltration type Suds. No objection to the proposals for Areas D and E.
- 5.11 SCC Floods & Water (Feb 2020) - The information supplied within the addendum to the drainage strategy has been reviewed and it provides suitable evidence that Anglian Water has accepted the drainage strategy as it was. Overall, the drainage strategy satisfies local policy in terms of a 30% reduction over the existing brownfield conditions for the whole development. Approval recommended subject to conditions to secure detailed drainage schemes.
- 5.12 SCC Growth (Dec 2019) – Colleagues in the Early Years and Childcare Service have been informed of the application. No further comments to make.
- 5.13 SCC Early Years and Childcare Service (Jan 2020) – Supportive of new Nursery provision as part of the Olding Road development.
- 5.14 Suffolk Fire and Rescue (Dec 2019) – Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations. No additional water supply for firefighting purposes is required. Recommend that proper consideration be given to the benefits of an automatic fire sprinkler system.
- 5.15 SCC Archaeology – No requirement for a formal programme of work.
- 5.16 Planning Policy (Jan 2020) –The proposal is considered to be acceptable in principle in terms of satisfactorily addressing planning policy and other material considerations, subject to matters in relation to the transport and travel plan being addressed.
- 5.17 Urban Design Officer (Dec 2019) – The Community Involvement Statement and results of the Western Way Development survey indicate the importance of sustainable links to the site. There are discrepancies in the on-site cycle parking provision between the Landscape Masterplan and Design and Access Statement. It is recommended that the larger facility is located at Olding Road to create a visible 'cycle hub' and reinforce the importance of sustainable travel.

- 5.18 Landscape and Ecology Officer (Feb 2020) – The proposal essentially reuses the existing depot footprint and frame, relocates the leisure centre and provides ancillary infrastructure within the existing urban landscape. On balance, the proposals will enhance the urban landscape. The area is considered to be of low biodiversity value, and this would not change if the recommendations of the ecological report are implemented in full. There are some matters of detail that should be resolved in relation to:
- Lighting strategy
 - Beetons Way access road
 - Levels for footpaths and ramps close to existing trees
 - Access via a cycle route
 - Removal of the southern section of tree belt (south of new access).

- 5.19 Public Health & Housing (Jan 2020) – Considered the impact of this proposal from a nuisance control perspective. No objection in principle subject to a condition requiring the submission of a Construction Method Statement to protect the amenity of nearby residents and businesses. Suggest that the final lighting scheme is developed through future design stages and submitted for approval. Full details of any noise sources associated with the leisure centre such as details of the plant room and the location of any mechanical ventilation equipment, boiler flues and vents should be submitted for approval.

Acoustic report states that some noise mitigation and a ventilation scheme will be required for the nursery to ensure internal noise criteria can be achieved. The orientation/design of the building will also need to be considered to ensure maximum protection from road noise/A14.

- 5.20 Public Health & Housing (July 2020) – Previous comments apply. A condition is recommended in relation to restricting noise when all plant is operating on site.

- 5.21 Environment Team (Jan 2020) – Contaminated land – The application is supported by three reports relating to contaminated land. The reports provide a reasonable assessment of the site and do not identify any areas of significant contamination. However, investigation in the location of the decommissioned underground fuel tanks has not been sufficiently thorough. It is recommended that a condition is attached to ensure the required investigation is undertaken. It will also be necessary to ensure that the removal of underground tanks and fuel infrastructure is appropriately monitored, and it is expected that appropriate method statements are produced for these activities.

Air quality – The Air Quality Assessment identifies moderate adverse impacts from the energy centre on properties on Newmarket Road as well as slight adverse impacts from additional traffic at the nursery on Newmarket Road. Both locations require further assessment. It is understood that a sensitivity analysis is being undertaken on the energy centre prior to determination and the further assessment at the nursery can be conditioned.

The Air Quality Assessment gives Electric Vehicle (EV) charging facilities as a mitigating measure and the Transport Assessment states that 5% of parking spaces will be equipped with EV charging points at the point of opening, with a further 35% of spaces installed with infrastructure to allow

for future provision. Although it is agreed that 5% provision may be appropriate at the point of opening, there does need to be a detailed plan to ensure provision will increase with demand and that sufficient electrical supply can be secured to ensure the increase in capacity can be accommodated. Recommend conditions relating to EV charging points provision.

5.22 Environment Team (Feb 2020) - Review of additional air quality assessment – the new modelling indicates air quality at receptors impacted by the Energy Centre has improved from a moderate adverse impact to a negligible adverse impact. This is now considered acceptable. Recommend a condition requiring the physical and emission characteristics of the CHP and boiler to be in accordance with the details submitted.

5.23 Energy Advisor (Jan 2020) – Energy statement - The application is supported by an energy statement, which sets out the considerable range of technologies to be included in the development. The aspiration for the site in terms of energy generation and emissions reductions is clear and commendable. Recommend a condition requiring details of Part L compliance to be submitted.

BREEAM Rating – The Design and Access Statement states that “During the pre-application discussions, it was identified that it would be a better investment of limited public fund to invest heavily in a travel plan and energy and renewable energy strategies rather than seeking an overall achievement of Excellent”.

This ambition is clearly demonstrated in the energy strategy however, the Outline Travel Plan and the additional information provided are not consistent with this ambition. The development will have a significant environmental impact which to some extent will be reduced through the successful achievement of the BREEAM criteria. It is acknowledged that further work will be required to develop the travel plan, which can be secured through a planning condition. The developer is also required to submit a certificate demonstrating that the building has gained BREEAM Very Good status within 6 months of first operational use.

5.24 Waste Team (Feb 2020) –

- Comments on existing waste/recycling facilities.
- Currently collect waste from the council buildings using two on-site compactors. Preference is to continue with the use of compactors.
- Proposed waste compound layout and dimensions do not appear to be adequate.
- Recommend a site waste management plan.
- Confirmation required that vehicles can access facility.
- Need to consider restricting unwanted access, ensure the compound is closed sufficiently to avoid accumulation of waste and litter.
- Visual impact of compound.
- Appropriate signage required.
- Current waste collection and recycling arrangements are under review by the government.
- What arrangements are proposed for managing litter across the site?
- Further consideration is required for street cleansing arrangements and the removal of litter and detritus from the external space.

6.0 Representations:

6.1 Site notices posted, advertisement place in the East Anglian Daily Times and 80 addresses notified in November 2019. A further, wider consultation was undertaken in July 2020 following receipt of amended plans in respect of the Newmarket Road junction and 143 addresses were notified

Thirteen responses received:

1 Wilbye Close, Bury St Edmunds

- Ensure new pavilion has showering facilities.
- Useful to have direct access to more than one toilet from the outside.
- Ensure that the full 15% quota of EV charge points is being implemented.

12 Newmarket Road, Bury St Edmunds

- Note that applications states that multi-storey car park has the potential to provide visual and privacy concerns.
- Why is site of existing leisure centre not a better option?
- Has a light pollution survey been conducted?
- What are the criteria for starting Phase 4 (multi-storey car park construction)?
- What design feature will ensure privacy and protect woodland

6 Lindisfarne Road, Bury St Edmunds

- In agreement with previous comment regarding showers and accessible toilets.
- Pavilion appears small; will there be provision for it to be a permanent base for the two clubs?
- Disappointing that the opportunity to provide a small stand has been missed.
- Will the council commit to replace the track surface in 2024; the average life span of a synthetic track is about 12 years.

148 York Road, Bury St Edmunds

- The Saint Edmund Pacers and West Suffolk Athletic club train at the track. Many adults use the showers at the current sports centre.
- Athletic/triathlon events can result in 300-500 people that need close-by facilities.
- Ideal time to update facilities.
- No showers and probably not enough toilets.

Onamarsh, Warren Lane, Woolpit

- Contraction of area occupied by athletics track has serious issues.
- Inadequate space to accommodate events; schools would be unable to use the facility for competitions.
- No provision for spectators
- Safety is compromised
- Officials are often elderly and disabled and these plans will reduce access for these officials.
- Starters are required to be in-sight of their vehicles as these often contain additional ammunition and guns.
- Given the planned use of the rest of the site, anticipate very restricted parking for users of the facilities and lack of parking for coaches would make its use for competition problematic if not impossible.

- Application has no underlying understating of athletics and applicants have not engaged with users of the athletics facilities.

31 Hornbeam Drive, Horringer

- The track is probably the best in East Anglia despite its size.
- Areas within the existing track security fencing have been taken for the proposed nursery and car parking.
- There are pinch points where spectators and pedestrian traffic will cause congestion.
- How is access from the disabled parking spaces to the track to be achieved given the difference in levels?
- One coach parking space is not sufficient. As many as 6 coaches coming to some meetings.
- The pavilion will be inadequate.
- Why is it necessary to take space from the athletics area which is already cramped?
- Will the facilities presently provided in the Sports Centre be provided elsewhere before it is demolished?
- Will it be possible to use the track during construction work?

45 Shackleton Road, Ipswich

- If the proposal goes ahead the track will not be able to be used for big competitions or meets. Believe a lot of schools and clubs will be lost.

16 Croft Close, Wickhambrook

- The application, which in light of economic, social and health related matters, seems restrictive in its lack of strategic planning.
- Plans do not facilitate full season of training and athletics programme whereby 500+ athletes with accompanying entourage descend on a regular basis in numerous cars and coaches.
- Simple adaptations would be feasible and ensure the longevity of athletics within West Suffolk for the next 25 years.

Harram Hill House, Whepstead Rod, Horringer

- Have been told that the athletics track will lose any area for spectators/participants. Understand that West Suffolk College will be taking over this area of land.
- For inter-school competitions through to regional competitions, the grass bank is essential for these to run effectively.
- Without this area team competitions will be impossible to host.
- Important to ensure there is sufficient parking onsite for coaches and mini-buses.
- Important that new gym has natural light and is not aggressive or intimidating in its atmosphere.

2 Ridley Road, Bury St Edmunds

- Agree with other objections. Cannot believe developers have not consulted clubs that will use the track and facilities.
- A single local school sports day would not be able to held through safety and safeguarding.
- Future events would have to be cancelled if facilities are not safe.
- Need to cherish and develop local athletes.

Onamarsh, Warren Lane, Woolpit

- Pick Everard's response to previous objections do not address issues raised.
- With whom at England Athletics has the proposer consulted? While meetings are difficult during Coronavirus no decision should be made about the footprint and design of the athletics facility.
- Difficult to view a plan of the athletics facility on a single document but it is clear that there is still totally inadequate space for the number of users. This lack of space, especially around the track has serious impact on the safety of users. It is unlikely that the facility would achieve EA Trackmark.
- No provision for spectator stands. What spectator flow might be possible around the track is restricted, inadequate and unsafe.
- Whatever commitment is given to safety it is very unlikely that the facility would be used for any activity other than training.
- Facilities for starters - there are at least seven different start lines around a standard 400m track.
- Objections remain that the facility would be downgraded to a training-only facility; no events could be held safely; and no meaningful consultation with experts in this field has taken place.

31 Hornbeam Drive

- Engagement and consultation – will the proposed meeting take place in time for any agreed amendments to be made to the application?
- External space to accommodate users/events have not been improved.
- The car parking as proposed will cause a negative effect on air quality?
- Are there proposals for the car parking management?
- If the surrounding car parks are to be constructed at track level why is it necessary to provide a new stepped access from the path leading to KEGS towards the track?
- Where is the retaining wall?

3 Hutton Close, Bury St Edmunds

- Comments on the revised plans for the Newmarket Road junction.
- Past observations predicted a bottleneck at this location due to the expansion of the area. Vehicles promote an increase in volume, noise level and emissions during the working day and into the evening and a build-up of traffic at peak times. Newmarket Road is also a route for emergency service vehicles.
- A roundabout needs to efficiently regulate the flow of traffic. The volume of traffic will significantly increase with the advent of the public service village.
- A pinch-point in congestion occurs at the junction of Newmarket Road and the eastern entrance to Dettingen Way for vehicles entering the industrial estate/Aldi. This frequently causes a build-up of eastbound vehicles that could be ameliorated by prohibiting a right turn, requiring vehicles to access the industrial estate via the western entrance to Dettingen Way.
- Widening the approaches to the roundabout is welcomed, however, lights to enable pedestrians to cross the roads will dramatically slow down traffic.
- Concerns remain about the footpath on the northern side of Newmarket Road – there is a mix of pedestrians and cyclists which militates against safety.
- Safety concerns also remain regarding vehicles emerging onto Newmarket Road from the junctions at Robinson Close, Douglas Close

and Hutton Close. This is a hazard exacerbated by motorists who do not leave these junctions clear – road markings no longer visible.

- 6.2 Bury St Edmunds Town Council (Jan 2020) – No objection based on information received.
- 6.3 Bury St Edmunds Town Council (July 2020) – Objects on the grounds of insufficient information in application, use of the proposed Halls of Residence as a car park, traffic issues created by the roundabout design and infrastructure issues, lack of EV charging points, lack of facilities available for athletes.
- 6.4 Bury St Edmunds Society (Jan 2020) – Generally supporting of this application, especially the planned re-use of the existing warehouse. However, concerned that the plans will generate a significant increase in traffic on the western approach to the town, which would become unsustainable as the 'Bury West' development at Westley is built out. Suggest a feasibility study is carried out to assess the viability of duelling Newmarket Road from Western Way to junction 42 on the A14 with a tree lined 'green' corridor. The study should also consider the impact on all other principal entrances to the town, as traffic tries to avoid the western approach at peak times.

The Society further suggest the town as a whole would benefit if the new parking facility could be made available for 'park and ride' at weekends and annual events such as the Bury Fayre. There should also be a continuous bus link between Western Way, the town centre and the railway station.

Regarding the detailed design, the Society suggests the design team looks at the possibility of the new leisure complex being built separately from the Business Hub. Calculating a viable business plan for a community leisure facility such as that proposed is especially difficult because of high initial capital costs and high running costs balanced against limited anticipated income.

7.0 Development Plan Policy

On 1 April 2019 Forest Heath District Council and St Edmundsbury Borough Council were replaced by a single Authority, West Suffolk Council. The development plans for the previous local planning authorities were carried forward to the new Council by Regulation. The Development Plans remain in place for the new West Suffolk Council and, with the exception of the Joint Development Management Policies document (which had been adopted by both Councils), set out policies for defined geographical areas within the new authority. It is therefore necessary to determine this application with reference to policies set out in the plans produced by the now dissolved St Edmundsbury Borough Council.

The following policies of the Joint Development Management Policies Document and the St Edmundsbury Core Strategy 2010 & Vision 2031 have been taken into account in the consideration of this application:

- Core Strategy Policy CS2 - Sustainable Development
- Core Strategy Policy CS3 - Design and Local Distinctiveness
- Core Strategy Policy CS7 - Sustainable Transport

- Core Strategy Policy CS8 - Strategic Transport Improvements
- Core Strategy Policy CS9 - Employment and the Local Economy
- Core Strategy Policy CS10 - Retail, Leisure, Cultural and Office Provision
- Core Strategy Policy CS14 - Community infrastructure capacity and tariffs
- Vision Policy BV1 - Presumption in Favour of Sustainable Development
- Vision Policy BV14 - General Employment Areas - Bury St Edmunds
- Vision Policy BV15 - Alternative Business Development within General Employment Areas
- Vision Policy BV23 - West Suffolk College
- Policy DM1 Presumption in Favour of Sustainable Development
- Policy DM2 Creating Places Development Principles and Local Distinctiveness
- Policy DM3 Masterplans
- Policy DM6 Flooding and Sustainable Drainage
- Policy DM7 Sustainable Design and Construction
- Policy DM13 Landscape Features
- Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- Policy DM20 Archaeology
- Policy DM30 Appropriate Employment Uses and Protection of Employment Land and Existing Businesses
- Policy DM37 Public Realm Improvements
- Policy DM41 Community Facilities and Services
- Policy DM42 Open Space, Sport and Recreation Facilities
- Policy DM43 Leisure and Cultural Facilities
- Policy DM44 Rights of Way
- Policy DM45 Transport Assessments and Travel Plans
- Policy DM46 Parking Standards

8.0 Other Planning Policy:

8.1 National Planning Policy Framework (2019)

The NPPF was revised in February 2019 and is a material consideration in decision making from the day of its publication. Paragraph 213 is clear however, that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the Framework; the greater weight that may be given. The policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provision of the 2019 NPPF that full weight can be attached to them in the decision-making process.

The policies set out in the NPPF are material to the consideration of this planning application and are discussed below in the officer comment section of this report.

How does the NPPF define sustainable development?

The Framework defines the objective of sustainable development as *meeting the needs of the present without compromising the ability of future generations to meet their own needs*. It goes on to explain there are three overarching objectives which need to be pursued in mutually supportive ways:

- (i) economic (to help build a strong, responsive and competitive economy),
- (ii) social (to support strong, vibrant and healthy communities) and,
- (iii) environmental (contributing to protecting and enhancing our natural, built and historic environment)

The Framework explains (paragraph 9) that these objectives should be delivered through plan making and applying NPPF policies. It goes on to advise that planning decisions should play an active role in guiding development to sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

9.0 Officer Comment:

9.1 This section of the report begins with a summary of the main legal and legislative requirements before entering into a discussion about whether the development proposed by this planning application can be considered acceptable in principle in the light of national planning policy, local plan designations and other local planning policies. It then goes on to analyse other relevant material planning considerations (including site specific considerations) before reaching conclusions on the suitability of the proposals.

9.2 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations)

A request for a Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 was received by the local planning authority on 20th June 2019. A Screening Opinion was subsequently issued on 7th August, which concluded that the development was not Environmental Impact Assessment Development and as such an application would not require the submission of an Environmental Statement.

9.3 Planning and Compulsory Purchase Act 2004 (as amended)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material planning considerations indicate otherwise. The principle of development with regard to the Development Plan is considered in detail in the 'Principle of Development' section of this report.

9.4 Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states;

In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority shall have

special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72(1) of the same Act states;
...with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

These statutory duties and the impact on the Bury St Edmunds Victoria Street XXXX Conservation Area and nearby listed buildings are discussed in detail in the 'Heritage Impacts' section of this report.

9.5 Natural Environment and Rural Communities Act 2006

The Act places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. The potential impact of the application proposals on biodiversity is discussed later in this report.

9.6 Crime and Disorder Act 1998

Consideration has been given to the provisions of Section 17 of the Crime and Disorder Act 1998 (impact of council functions upon crime and disorder), in the assessment of this application. The proposals do not raise any significant issues.

9.7 Equality Act 2010

Consideration has been given to the provisions of Section 149 of the Act (public sector equality duty) in the assessment of this application.

10.0 Principle of Development

10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan comprises the policies set out in the Joint Development Management Policies document (adopted February 2015), the St Edmundsbury Core Strategy (adopted December 2010) and the Bury St Edmunds Vision 2031 (adopted September 2014).

10.2 Bury St Edmunds Vision Policy BV14 details the various established centres of employment in the town, some of which have opportunities for further development and intensification of use. The Western Way General Employment Area is noted as being designated for B1, B2 and B8 uses. The policy goes on to state that an area of land at the eastern end of Western Way, centred on West Suffolk House has been identified as suitable for the development of a Public Service Village, bringing together a linked cluster of public service users on a single site.

10.3 A masterplan for the development of the Western Way area was adopted in 2006 and the first phase of development, being West Suffolk House, was completed in 2009. Policy BV14 states that in considering proposals for public buildings on the site careful consideration will need to be given to the potential to maximise the potential for links between new building uses with

those at West Suffolk House, West Suffolk College and/or Bury St Edmunds Leisure Centre.

- 10.4 Bury St Edmunds Vision Policy BV15 provides for alternative business development within general employment areas. Within a number of general employment areas, including Western Way, the policy states that opportunities for the redevelopment or re-use of sites and buildings for alternative business/mixed activities which do not necessarily fit neatly into B use classes will be considered favourably where they:
- a) do not conflict with policies elsewhere within the Development Plan;
 - b) seek to maximise the sites' potential for economic growth and/or support the continued operation of the existing businesses and industrial activities; and
 - c) do not generate potential conflict with existing or proposed general industrial (use Class B2) activities.
- 10.5 The 2006 Masterplan was solely designed around a public service village concept but worked around the land occupied by the DHL/NHS logistics warehouse. The masterplan set out how the site could be viewed as an opportunity for five public sector partners to be accommodated on the site, including the West Suffolk council offices. It was also envisaged that the site would be served by a multi-storey car park located on the southern boundary of the site adjacent to Beetons Way.
- 10.6 Following confirmation that the NHS Logistics site would be made available and the construction of West Suffolk House the Masterplan was amended in 2016 to take account of the additional opportunities that this created. The revised Masterplan proposes a linked cluster of buildings to house a number of mixed uses including public service uses on a single site. The Masterplan does not include the land on which the existing leisure centre is located nor any of the adjacent land occupied by West Suffolk College. It does however contain a number of references to linkages between the Masterplan site, the leisure centre and West Suffolk College and acknowledges the importance of developing these links. The Masterplan notes that West Suffolk College has expressed an interest in becoming a key occupier on the Western Way site and that a shortage of car parking at West Suffolk College and the leisure centre means that a robust car parking strategy should be considered for the area.
- 10.7 Policy CS2 relates to sustainable development and seeks to ensure that a high quality, sustainable environment will be achieved by designing and incorporating measures appropriate to the nature and scale of development. The policy centres on the protection and enhancement of natural resources and the sustainable design of the built environment. The policy sets out the sustainable development principles that should be followed, including making the most resource efficient use of land and providing the infrastructure and services necessary to serve the development.
- 10.8 Policy DM3 of the Joint Development Management Policies Document states that proposals for development of sites subject to masterplans will be permitted only where proposals accord with Policy DM2 (Creating Places – Development Principles and Local Distinctiveness) and with any relevant design guidance, Concept Statements and Development Briefs approved by the local planning authority.

- 10.9 Policy DM41 relates to the provision and enhancement of Community Facilities and Services and states that the provision and enhancement of community facilities will be permitted where they contribute to the quality of community life and the maintenance of sustainable communities. The policy recognises that community facilities and services in villages, small settlement and suburban areas (such as Western Way) provide a vital role in contributing to the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community, an in reducing the need to travel.
- 10.10 Policy DM42 relates to proposals for the provision, enhancement and/or expansion of amenity, sport or recreation open space or facilities and states that they will be permitted subject to compliance with other Local Plan policies.
- 10.11 Policy DM43 relates to leisure and cultural facilities and states that planning applications for new leisure or cultural facilities or improvements and extensions to existing facilities will be permitted provided that:
- (a) the proposals are connected to and associated with existing facilities or located at a site that relates well to (where achievable within or on the edge of) a defined settlement and can be made readily accessible to adequate public transport, cycling and walking links for the benefit of non-car users;
 - (b) there would be no unacceptable impacts on the character, appearance or amenities of the area and the design is of a standard acceptable to the local planning authority;
 - (c) vehicle access and on-site vehicle parking would be provided to an appropriate standard.
- 10.12 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development and in relation to decision-taking this means approving development proposals that accord with an up-to date development plan without delay.
- 10.13 Chapter 8 of the NPPF relates to the promotion of healthy and safe communities. Paragraph 91 of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places, which promote social interaction, are safe and accessible and enable and support healthy lifestyles. Paragraph 92 addresses the provision of social, recreational and cultural facilities and services the community needs. Planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments. Local planning authorities are also expected to take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.
- 10.14 Chapter 11 encourages the effective use of land and states that planning policies and decisions should give substantial weight to the value of under-utilised land and buildings.
- 10.15 The application site extends beyond Western Way General Employment Area as defined by Policy BV14 as it includes the existing leisure centre, adjacent car parking area and the Beetons Way North Car park, off Anglian Lane. The proposal does however propose to comprehensively redevelop the

application site in order to deliver a public service hub that provides an opportunity to deliver a range of services and facilities for the wider community, including health care, advisory services, leisure and recreational facilities, meeting and event spaces in one place, alongside the delivery of commercial office space. The application site sits alongside West Suffolk College, including its STEM Campus and the proposal will bring together a vast range of services and facilities that will promote social interaction, are safe and accessible and enable and support healthy lifestyles, as advocated by paragraph 92 of the NPPF and the sub-text to Policy BV14. By incorporating the existing leisure centre site in the proposal, re-using the existing depot building and constructing a new leisure centre on the site the proposal will regenerate and revitalise an existing brownfield site that is within the control of the applicant as promoted by the NPPF. Similarly, the public service village concept makes the most resources efficient use of the land and is considered to be a sustainable form of development, in accordance with Policy CS2.

- 10.16 Whilst general employment areas typically deliver B1, B2 and B8 uses (office, general industrial and storage/warehousing) both Policies BV14 and BV15 support the use of the Western Way employment area for alternative commercial business/ mixed activities. As required by Policy BV15, the proposal has been examined in relation to relevant policies within the Development Plan and the remainder of this report addresses these policies. The creation of a public service hub in this location is considered to complement the adjacent educational facilities and council offices at West Suffolk House and the scheme will not generate conflict with commercial uses contained within the wider Western Way area.
- 10.17 The application takes the principles established in the 2016 Masterplan to deliver a comprehensive public service village one step further by including the existing leisure centre site and taking the opportunity to deliver a new leisure centre. The West Suffolk Indoor Facilities Strategy 2016 identifies that the existing leisure centre is ageing and in the medium term there will need to be consideration to its replacement. The Strategy also notes that the existing leisure centre occupies a strategic site adjacent to the council offices and that car parking provision is inadequate. The Strategy goes on to consider that the replacement of the leisure centre could create an opportunity to review the scale and nature of provision for swimming, plus develop a purpose-built fitness suite, potentially a larger sports hall and studios. Therefore while the current proposal does not strictly accord with the adopted Masterplan it is considered that the benefits of providing a new leisure centre and taking a co-ordinated approach to access to the wider area by vehicle, cycle and on-foot justify a deviation from the Masterplan and add significant weight in favour of the proposal.
- 10.18 In addition to following the principles laid down in the adopted Masterplan the proposal is also part of the Government's One Public Estate Programme (OPE). OPE is an established national programme delivered in partnership by the Office of Government Property within the Cabinet Office and the Local Government Association (LGA). The programme seeks to promote collaborative working across the public sector and the taking of a strategic approach to asset management. The creation of a public service village at Western Way meets the objectives of the programme through the delivery of integrated, customer-focused services, the creation of new employment

opportunities and the efficiencies generated through the utilisation of the existing depot building and the 'one-stop' approach of centralising services.

- 10.19 The proposal has been subject to extensive public consultation from the time of the 2006 Masterplan onwards. Prior to the submission of the application a detailed leisure consultation was carried out followed by a consultation in the Summer of 2019, which sought the public's view on the broader hub concept and how this can be delivered to its full potential. A comprehensive Community Involvement Statement has been submitted with the application that details the feedback received from the local community and the changes made to the scheme as a result. The consultation resulted in matters such as improved pedestrian routes, entrances and plazas, a repositioned bus and coach drop-off facility, repositioned athletics pavilion and cycle storage facilities.
- 10.20 In summary, the proposal is supported by a number of local and national planning policies as well as the Government's One Public Estate Programme. In addition, the proposal is supported by an adopted Masterplan, albeit that the extent of the developable area has been extended in order to deliver an enhanced public service village through the delivery of a new leisure centre as well as provision for a nursery facility.
- 10.21 The following section of this report will assess the detail of the proposal, taking into account all relevant planning policies, identifying those areas that either accord or conflict with the plan. Any harm arising from the development will be identified as well as any benefits weighing in its favour. It is only once all of these factors have been weighed in the final planning balance that a recommendation can be made as to the acceptability or otherwise of the development.

11.0 Design, Layout and Visual Amenity

- 11.1 The NPPF stresses the importance the Government attaches to the design of the built environment, confirming good design as a key aspect of sustainable development, indivisible from good planning. The Framework goes on to reinforce these statements by confirming that planning permission should be refused for development that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 11.2 The NPPF also advises that although visual appearance and the architecture of individual buildings are important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
- 11.3 Policy DM2 of the Joint Development Management Policies Document requires all development to recognise and address key features, characteristics, landscape/townscape character, local distinctiveness and special qualities of an area to maintain or create a sense of place and local character. In addition, Policy DM13 seeks to prevent development that would have an unacceptable adverse impact on the character of the landscape, landscape features, wildlife or amenity value.

- 11.4 The adopted Masterplan proposed a linked cluster of buildings to house a number of mixed uses including public service uses on a single site. This was based on axis derived from site and context analysis, one springing from the section of the Barrack Wall adjacent to West Suffolk College; another from the leisure centre across the site and two further from West Suffolk House. The Masterplan intended that the site would be developed in a carefully considered and controlled manner, so it would have a cohesive campus feel. It was envisaged that the building palette/hues and hard landscape materials used on West Suffolk House would be followed and the Masterplan considered building heights across the site. The Masterplan included a six-story car park in the south-east corner of the site where its visual impact could be softened by the level differences and adjacent dense tree belts.
- 11.5 The current proposal moves away from the concept of a series of linked buildings and proposes the re-use of the steel frame and concrete slab of the depot building to create a new public service building that can also deliver commercial office and educational space. This approach will save time, money and natural resources as well as creating a flexible space that can be built in a phased way and link to the public services already being provided at West Suffolk House. The space available means that the steel frame can be extended for the new leisure centre and the building as a whole creates opportunities for multiple partners to operate under one roof.
- 11.6 The layout of the site and its relationship with the surrounding area is dictated by the location of the existing depot building. The building occupies a prominent position on the site alongside West Suffolk House and views of the site from all directions are dominated by the presence of a dated industrial building and the associated hard-standing areas to the west and south. The depot building has no visible connection to the existing leisure centre site to the east and the presence of Beetons Way between the two areas acts as a barrier to pedestrians moving between the two. Views of the site are dominated by West Suffolk House when travelling south along Beetons Way towards the junction with Western Way and West Suffolk House was designed as a key landmark building for this very reason.
- 11.7 Views of the site from the west are dominated by the depot building and the skatepark, which sits between the depot building and Olding Road, and is barely visible beyond the steep banks that encase it. The design ethos for the main Western Way site has been driven by a desire to address the key view of the site from the Asda roundabout to the west. From the outset this began to inform the building edge of the new leisure centre. Siting the leisure centre in this location creates a visible access from Western Way, providing the scheme with a strong street presence. This area has been enhanced through the enlargement of the skate park so that it wraps around the corner of the leisure centre and opens up into an entrance plaza.
- 11.8 Pedestrian access is currently limited to align with vehicular routes, with the exception of the footpath and cycle track to the south of Beetons Way, linking to Newmarket Road. The introduction of a mini roundabout on Beetons Way where it connects to the access to West Suffolk College together with well-defined pedestrian routes along Beetons Way provides permeability between the main Hub site and the proposed parking areas on the site of the existing leisure centre.

- 11.9 The existing level difference between the east and west parts of the site presents a further barrier to pedestrian and cycle movements and the site layout has been required to address this. A stepped access provides a direct route to the southern entrance of the Hub building from Beetons Way, with ramped access to the north that leads down to a further footpath running parallel with the Hub building that connects to a further plaza area to serve the southern entrance. Cycle channels are proposed along the stepped route to assist cyclists access the main cycle storage area close to the southern entrance. Further cycle storage facilities are proposed across the site. A bus/coach drop off area is proposed alongside the southern plaza providing safe and level access for visitors arriving by public transport and school buses.
- 11.10 The eastern part of the site will be opened up through the demolition of the existing leisure centre and the creation of surface car parking. Level changes to the area immediately south of the athletics track will be addressed so that the car parking area will be at the same level as the track for improved access.
- 11.11 The orientation of the existing depot building provides two long elevations (150m) which predominantly face north and south. While this provides north light, which works well for office accommodation, the south light will potentially create overheating issues and will require solar gain measures. The existing depot building is functional in its current use and appearance, described in the Design and Access Statement as an 'undesirable factory aesthetic'. In order to achieve a cohesive development that sits comfortably alongside West Suffolk House the external treatment of the existing depot building and the leisure centre extension form an integral part of the scheme.
- 11.12 The principle of breaking up the mass of the building into sections, providing the building with a rhythm of vertical features was explored. The Design and Access Statement goes on to explain that the introduction of cores to break the elevations created a series of bays, articulated upon the function of the spaces in the building behind the façade. Design development involved an investigation into glazing ratios. The continuation of a solid panel (every third panel) up to the top of the curtain walling begins to tie the ground and first floors together and emphasises vertical proportions. Alongside the glazing ratio designs, solar gain prevention measures were explored to the east, south and west facades to avoid potential internal overheating issues.
- 11.13 Following an analysis of the solar gain levels based upon the various façade layouts, a 2-to-1 glass to solid ratio provided an effective control of solar gain to the first-floor office spaces. The glazing ratio sets up a consistency and a rhythm to the elevations that reflects and celebrates the existing retained steel structure. The repeating pattern provides an efficient use of materials across all four elevations, with vertical fins providing an effective solar prevention measure to east and west facades. The use of cladding panels between the glazing provides depth and the careful use of colour can add further dimension to the building.
- 11.14 The leisure centre extension utilises the same basic design principles as the Hub building to ensure that they appear as one comprehensive scheme. The cladding orientation emphasises the verticality of the building and the long

elevations are broken using darker circulation cores with similar glazing proportions. Articulation in the form of raised glazing on the north-west corner of the leisure centre provides a glimpse of the pool hall beyond. Feature lighting to the glazing soffit together with the use of copper cladding adds a layer of depth to this façade. Further visual interest to this part of the building is created through the use of mesh cladding.

- 11.15 Moving around the exterior of the leisure centre, a solid mass form was explored for the sports hall. The selection of mesh cladding at high level with feature lighting behind adds definition to the mass and provides visual interest. The leisure centre is tied together to the remainder of the Hub building through the use of the same proportions on the vertical cladding.
- 11.16 A number of ancillary buildings are proposed across the site including a pavilion adjacent to the athletics track, an energy centre and waste compound. The exterior of the pavilion will predominantly be red brick. The energy centre will use the same vertical cladding techniques employed on the main Hub building and further details as to the external appearance of the waste compound can be secured post-consent.
- 11.17 The external appearance of the decked car park was designed based upon its surrounding context. There is a need to shield vehicle headlights from the neighbouring dwellings to the south and the solidity of this elevation contrasts with the openness of the north and west elevations. Reference to the leisure centre design is made through the use of expanded mesh cladding where appropriate. Cladding proportions and colours will mimic that used on the Hub building.
- 11.18 The application seeks outline planning permission for the construction of a child-care nursery and the design and form of this building will be addressed at reserved matters stage. The County Council's Early Years and Childcare Service is supportive of a nursery in this location and there is sufficient space on the site to accommodate the building and its associated car and cycle parking.
- 11.19 A Landscape and Visual Impact Assessment (LVIA) has been submitted with the application, which summarises the impact the development will have on views of the site. The LVIA considers that the proposed development will result in a moderate to substantial change in short range views from the east. For the most part the changes will be positive, with the existing depot building enhance and improved and key pedestrian and cycles routes opening up the site. Current views from Beetons Way over the Olding Road car park to the countryside to the north of the A14 will be blocked by the new leisure centre but this is not considered to result in significant harm given that views in the fore and mid ground will be enhanced.
- 11.20 With the exception of the former caretaker dwellings immediately to the south of the Western Way site, the site is not visible from residential properties from the south. Views from Olding Road will take in the new leisure centre and improved skate park in place of the existing depot yard and ancillary buildings. As stated above, close-range views from the west will be substantially changed, in a positive manner, and views from the north will continue to be dominated by West Suffolk House.

- 11.21 The LVIA makes a number of recommendations in relation to landscaping and it is considered that the use of appropriate soft and hard landscaping will be required in order to complement the existing tree line along Western Way and ensure that high quality public realm is delivered across the site. The use of soft landscaping is also essential to break up the mass of several large areas of parking. The proposal includes the construction of a number of solar arrays with some of the parking areas and it is important to ensure that the landscaping complements this additional infrastructure.
- 11.22 An indicative landscaping proposal has been submitted with the application and whilst broadly acceptable further details will be required in order to ensure that a comprehensive and cohesive scheme that takes account of the variety of uses across the site is delivered. Adjacent to the southern elevation of the Hub building a number of private garden areas are proposed in connection with the health services expected to be delivered in this part of the building. The soft and hard landscape treatment of this area will be important to define the public and private realm and deliver an attractive and safe space for visitors. The treatment of areas such as that between the athletics track and the new/reconfigured parking areas will also be important for visual screening purposes and to improve air quality.
- 11.23 The main Hub building, and leisure centre extension is substantial in size and will be the dominant feature on the site. The 'campus' feel of a number of smaller buildings as proposed in the Masterplan has been lost, however, the elevational treatment of the Hub building has been carefully considered, together with the external public realm, in order to deliver a scheme that sits comfortably within its surroundings. The building will be located adjacent to West Suffolk House, the key landmark building constructed as Phase 1 of the public service village and opposite the West Suffolk College STEM campus. These buildings are contemporary in style and reflect the commercial nature of the surrounding area. The various expanses of car parking will result in significant areas of hardstanding, however, much of this space is already laid to hardstanding and with the exception of the boundary tree belts and woodland, is devoid of any soft landscaping or features that break up the expanse. The use of soft and hard landscaping and clear, dedicated pedestrian routes will make these spaces legible for pedestrians and cyclists.
- 11.24 The design concept for the Hub building seeks to break up the elevations through the use of repetitive glazing and cladding patterns. The fins add interest and work to counter solar gain. The pallet of materials seeks to respond to local distinctiveness and create an attractive series of elevations. It is therefore considered that the design and layout of the Western Way site meets the requirements of Policy DM2. The proposal will result in an existing dated warehouse building being repurposed with significant improvements to the public realm on both Western Way and Beetons Way. The incorporation of appropriate landscaping will enhance the development and it is considered that the proposal will not result in an unacceptable adverse impact on the landscape character of the area. The proposal therefore accords with Policy DM13 in this regard.
- 11.25 The appearance of the Beetons Way North Car Park site will change significantly following the demolition of the existing redundant warehouse building and the creation of a surface car park. A new vehicular access will

also be created off Beetons Way and solar panel arrays constructed over some parking bays.

11.26 The Beetons Way North Car Park site is located opposite residential properties to the west of Beetons Way with the A14 immediately to the south and other commercial warehouse development to the north and east. The demolition of the warehouse building will result in an opening up of views into the site and the majority of the boundary trees and vegetation will be retained. The access has been positioned to minimise any impact on the existing trees on Beetons Way. The proposal will result in a high degree of change to the site, but it is considered that the change will not be adverse given the surrounding context and the retention of the boundary vegetation. The development of the Beetons Way North Car Park is therefore considered to meet the objectives of Policies DM2 and DM13.

12.0 Impacts on the Highways Network, Sustainable Transport, Accessibility and Public Rights of Way

12.1 The NPPF emphasises the need for the transport system to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Paragraph 108 states that when assessing planning applications it should be ensured that:

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users; and
- (c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

12.2 Paragraph 109 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

12.3 Paragraph 110 places an emphasis on giving priority first to pedestrians and cyclists followed by facilitating access to high quality public transport. Developments should address the needs of people with disabilities and reduced mobility in relation to all modes of transport and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

12.4 Paragraph 111 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

12.5 Paragraph 98 states that planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users.

12.6 Policy DM2 requires that new development should produce designs that accord with standards and maintain or enhance the safety of the highway network. Policy DM45 sets out the criteria for the submission of Transport

Assessments and Travel Plans to accompany planning applications whilst Policy DM46 addresses parking standards.

Impacts on the highways network

- 12.7 A Transport Assessment has been submitted with the application that considers the likely vehicle trip generation of the proposed development. TRICS data was used that relate to each of the development uses to be located on the development site i.e. office, health care, leisure centre and nursery. In the AM peak hour it is anticipated that there will be 492 vehicles arriving at the site and in the peak PM hour there will be 488 vehicles leaving the site.
- 12.8 This data has been used to consider the impact of the proposal on the local highway network and it is acknowledged that the development will increase traffic in the local area. The applicant has therefore carried out a detailed assessment of the highway junctions most affected by the proposal and how they will function should the development go ahead. This assessment has taken account of accident record data, which shows that there have been 14 reported accidents in the five years up to the Transport Assessment being carried out. Two of these accidents were serious and twelve were slight. The four main junctions assessed are:
- Junction 1 – Western Way/Beetons Way
 - Junction 2 – Western Way/Olding Road
 - Junction 3 – Western Way/Asda access/retail park access
 - Junction 4 – Western Way/A1302 Newmarket Road
- 12.9 These junctions have been modelled for a number of different scenarios including a base year of 2019, base year plus the additional traffic from the sixth form currently under construction on Beetons Way and the predicted opening year of this development of 2023 plus the sixth form traffic.
- 12.10 The assessment of junction 1 takes into account the signal-controlled design that has been committed as part of the sixth form development.
- 12.11 Junction 2 is currently a T-junction and in its current form generates significant queues along Western Way beyond junction 3 and through junction 4. Two options (option 5 and option 5b) were presented to the Highway Authority to improve the junction, both of which convert the junction to a roundabout and realign the access to the existing retail development immediately north of Olding Road. The Highway Authority has confirmed that option 5 allows for through movements at peak hours as the retail access has fewer trips associated with it over the other arms and there is little to interfere with the flow of right turners from Western Way from the west. Option 5 makes provision for pedestrians and is considered to be the safer option.
- 12.12 Junction 3 is currently a roundabout and with the expected development traffic added, queue lengths on Western Way are considerably longer than without the development traffic. In particular, queues along Western Way (east) will back up a considerable distance past the junction with Olding Road (junction 2) in the evening peak hour. Minor works are proposed to this junction; however it will remain as a roundabout. The Highway Authority has advised that there are plans in place to widen the eastbound

carriageway in the vicinity of this junction and this has been taken into account together with the minor works proposed under this application.

- 12.13 Junction 4 has been the subject of a considerable amount of discussion between the applicant and the Highway Authority. It is proposed to convert this existing traffic signal-controlled crossroads to an uncontrolled roundabout as the existing junction is predicted to operate very poorly with the addition of the development traffic. The Highway Authority requested that further modelling be undertaken by the applicant and additional works to widen Newmarket Road in both directions were tabled in order to ascertain whether it was appropriate to construct a roundabout in this location. This additional modelling was also required in order to assess whether the additional development traffic using this junction would have an impact on junction 42 of the A14. For this reason Highways England has also examined the modelling work undertaken by the applicant.
- 12.14 The Highway Authority has stated that when comparing both the signal junction's operation and the proposed roundabout junction's operation in isolation (i.e. if they were operating without being impacted by queues associated with adjacent junctions) the modelling suggests that the signal junction would be within capacity in the without development scenario and broadly at capacity on all arms in the future with the development scenario. Meanwhile the proposed roundabout functions with capacity with limited queuing when modelled in isolation.
- 12.15 The Highway Authority has concluded that in traffic capacity terms the roundabout is the preferred option given the significant difference in modelled queues. When comparing the options modelled for the roundabout two options were presented, a shorter widening option and a longer widening option. The Highway Authority has advised that the shorter widening option in an eastly direction is preferred. Whilst various options were considered for carriageway widening in the direction of the town centre, existing trees and services constrained many layouts. The applicant is however able to extend the right turn land (into Western Way) by a length of 24m that will provide additional capacity at peak times.
- 12.16 Immediately north of junction 4, on Western Way, is a nursery located on the east side of the road. The right turn from Western Way into the nursery has proved problematic in the past and after consultation with the Highway Authority it is proposed to impose a banned right turn at this location so that this manoeuvre should not be undertaken. A traffic regulation order is required to achieve this and a financial contribution of £5,000 is sought from the applicant in this regard.
- 12.17 Junction 5 is a proposed new mini roundabout at the end of Beetons Way (south). This will provide access to West Suffolk College on the southeast, to the proposed surface car park to the east and to the proposed decked car park to the west. It will also serve as a speed reducing feature with regard to vehicles entering and leaving these facilities.
- 12.18 Notwithstanding the works proposed to improve the function and capacity of the junctions 1-4 for vehicles, cyclists and pedestrians it is still the case that the development is likely to generate a level of traffic that has the potential to have an adverse impact on the highway network at certain times of the day. In particular queues are expected in connection with junction 3

(Asda) that will negatively impact junction 4 to the extent that there are queues up and down this corridor (back to the A14 and into the town centre). The narrow approach means that it does not have the capacity to cater for the additional demand. The space does not exist to widen this approach at this location, although additional capacity can be achieved at junction 2.

- 12.19 For the committed Western Way / Beetons Way junction (junction 1), the junction is shown to be at capacity on three of its arms in the 2030 AM peak hour and within capacity in the PM peak hour. It is likely that queues associated with this junction will during typically busy times affect the operation of junction 2, but the outputs from the modelling indicate that this is unlikely during the assessed scenario. However, drivers are expected to experience delays at this location at certain times of the day.
- 12.20 The Highway Authority has highlighted that as with all traffic modelling there is an element of risk with the results that the robust nature of the assessment has attempted to minimise. However, all results should be treated as indicative rather than absolute, and it is necessary to consider the results in the context of the aims for greater numbers of people travelling by sustainable modes and often the provision of additional lanes can negatively impact the ability to deliver adequate sustainable transport infrastructure. In the case of development traffic it does not consider the likelihood of redistribution as a result of congestion, re-timing of journeys as a result of congestion or the potential for modal shift by the provision of improved public transport, cycle infrastructure and comprehensive travel planning. Nor does it consider the implications of a greater number of people working from home than currently do. All of which are likely to have an impact on how vehicles access the development site. It should also be noted that the modelling uses a 'worst case scenario', which in this case assumes that the development will be fully occupied on its first day of operation. The applicant has indicated that this is an unlikely scenario and that the main hub building will become occupied in phases and that it may be some years before it is fully occupied. While the building is under-occupied the number of vehicle trips to and from the site will be reduced accordingly. During this time, it is expected that the modal shift to sustainable travel will counter the additional traffic anticipated by the modelling. The move towards sustainable travel has been factored into the responses provided by the Highway Authority and Highways England.
- 12.21 Highways England has been provided with a copy of the detailed modelling undertaken and has been liaising with the Highway Authority regarding the proposed junction improvements at Newmarket Road and Western Way.
- 12.22 Highways England has pointed out that the modelling appears to indicate that the proposed junction mitigation scheme which comprises replacing the existing signalised junction with a roundabout in addition to an extension of the 2 lane approach from Newmarket Road West, will help towards addressing capacity issues along this corridor, partly attributed to the proposed development as well as background growth.
- 12.23 Highways England is mindful of existing capacity constraints along the Newmarket Road corridor, and the future potential for general traffic to block towards and potentially into A14 junction 42 and slip roads. The modelling presented appears to indicate that future queues could extend

back as least as far as the railway bridge in a 2023 'opening year' scenario and up to the A14 roundabout in a 2030 scenario with development.

- 12.24 Whilst this gives some cause for concern for Highways England, the sensitivities of the modelling are recognised and the underlying assumptions and methods used in assessing the proposed development which, crucially, do not account for potential re-routing of traffic to alternative roads or the impacts of sustainable travel measures. The latter may have diminished effects on the operation of the A14 junction given this will be used predominantly by motorists travelling from a wider area, however the benefits of sustainable travel measures could be experienced to a greater extent along Newmarket Road leading into Bury St Edmunds which in turn could help to mitigate the risk of queues blocking back to the A14.
- 12.25 With this in mind, and in recognition of the increase in road capacity proposed as part of the junction mitigation scheme, Highways England consider that there will inevitably be some benefit to Newmarket Road which in turn will help mitigate against impacts at A14 junction 42.
- 12.26 SCC Highways has requested a financial contribution towards the planned upgrade of the existing Tollage Lane junction. The applicant has indicated that it is willing to make a reasonable and proportionate contribution and discussion are on-going as to the level of the contribution.
- 12.25 The management of congestion can in part be addressed through the direction of vehicles to certain car parks depending on the reason for the journey. For example, the Beetons Way North Car Park will be reserved for staff working in the Hub building and/or West Suffolk House and for those travelling from the direction of the Tollgate junction the use of this car park means that the vehicles will not need to negotiate any of the assessed junctions. This also addresses concerns raised by the Highway Authority about vehicles queuing on Beetons Way to access this barriered car park as staff will have passes to access the site and will not have to wait to gain access.

Car parking

- 12.26 With the expected number of vehicle trips to the site the provision of sufficient car parking is required in order to prevent vehicles being parked on the public highway. The parking provision proposed is as follows:
- Olding Road car park – 463 spaces (including 49 disabled spaces)
 - Decked car park – 304 spaces
 - West Suffolk House car park – 92 spaces (including 10 disabled spaces and 4 parent spaces)
 - Beetons Way south car park (and pavilion) – 291 spaces (including 11 disabled spaces)
 - Nursery – 5 spaces (including 1 disabled space)
 - Beetons Way North car park – 236 spaces

This equates to a total of 1391 parking spaces, 71 of which are disabled.

- 12.27 Detailed discussions have taken place between the applicant and the Highway Authority in connection with the number of parking spaces proposed and the way in which the supply and demand for parking spaces

has been calculated. Although the space within the Hub building has been designed to be flexible it has been designed with potential end users in mind and the nature of those end uses. Applying the relevant use classes to the Highway Authority's parking standards results in a total of 1902 spaces being required. However, demand for parking for the new leisure centre is expected to be half the required standard during the day on weekdays. This brings the total down to 1601.

- 12.28 The TRICS data used to assess the likely vehicle movements to and from the development site has also been applied to the various uses and this suggests that 107 spaces are required for the health provision rather than the 498 that the parking standards would require. This further reduction in the number of spaces required results in a requirement for 1210 spaces across the whole site, 181 less than the development will provide.
- 12.29 One of the key objectives of the development is to bring together a number of public services in one place, ensuring that services work together for the benefit of the community. It is therefore expected that visitors will be accessing various services in one visit to the site and each visitor will only require one parking space during this time. The Transport Assessment considers this concept and details the overall combined peak demand for parking. The maximum expected parking demand was determined to be during the daytime on a weekday and, using the same TRICS on which vehicle trips have been calculated, the maximum demand is calculated to be 1085 spaces.
- 12.30 The Highway Authority has accepted the TRICS data presented in the Transport Assessment, however, during discussions on the application some concerns were expressed regarding the number of parking spaces being proposed when compared against the number required to meet the parking standards, as measured against the proposed uses. It should be noted that the Highway Authority has not challenged the applicant's assessment of peak demand and has not formally objected to the number of parking spaces being provided. As with its assessment on the impact of the proposal on the highway network, the Highway Authority takes the view that by encouraging a modal shift to sustainable travel the demand for parking spaces will reduce. In fact, the applicant has indicated that should demand for parking reduce sufficiently in the future the Olding Road decked car park could be removed.
- 12.31 The Highway Authority has stated that it requires parking restrictions to be put in place on Olding Road to prevent vehicles being parked on the carriageway, to the detriment of highway safety. This will need to be the subject of a traffic regulation order and a financial contribution of £10,000 is sought from the applicant in this regard.
- 12.32 In order to ensure that staff and visitors are directed to the most appropriate car park it is recommended that a parking management plan is put in place for the site and that parking provision is monitored as the site becomes operational.
- 12.33 The applicant proposes to install 70 electric vehicle charging points at the outset of the development. This equates to 5% of the vehicle spaces proposed and is the number required under the County Council parking standards that were in place at the time the design was developed. The

requirement under the current parking standards is between 15-20% depending on the land use. The applicant has suggested that the installation of electric vehicle charging points on up to 20% of spaces at the outset could result in a large number of spaces being unused (sterilised) due to the current level of electric vehicle ownership. The applicant therefore proposes to maintain the 70 electric vehicle charging points originally proposed but to provide the appropriate infrastructure for a further 490 points, distributed among the public and staff car parks, that can be fully installed in the future in line with monitored demand. The submission of a formal electric vehicle charging point installation and monitoring plan can be secured by condition.

Sustainable modes of travel

- 12.34 As well as carrying out an assessment of the existing and future performance of key road junctions in the vicinity of the development the applicant has also carried out an assessment of the accessibility of the site on foot, by cycle and public transport. The Western Way site is located to the north-west of the town centre but is considered to be within walking and cycling distance of a number of key areas within the town included the rail station and bus station. Ensuring good connectivity between these key service hubs as well as nearby residential housing estates is essential to encourage pedestrians and cyclists to access the site in this way rather than relying on the private motor vehicle.
- 12.35 The Transport Assessment details the study of approximately 15 miles of cycle and pedestrian routes in order to identify the quality and suitability of the routes currently available. The development site itself connects directly with dedicated pedestrian and cycle routes along its boundaries, so provides immediate access onto the networks for both these modes of transport. The Transport Assessment concludes that, across the miles of routes studied, the condition of these routes and the amenity provided is good and widths of routes are appropriate. The assessment notes that a shared pedestrian/cycle path is proposed to be constructed shortly along Tayfen Road by others as part of another development that has received planning consent. This will facilitate access from the development site to the rail station. The assessment recommends minor works to improve cycle routes at Chalk Road North, Hospital Road and Beetons Way.
- 12.36 In response to comments made by the Highway Authority, the quality of the main pedestrian and cycle route from the development to the town centre has been reviewed. This relates to the route along Beetons way South, alongside the Barrack Wall, to its connection to Newmarket Road and then along Out Risbygate and Risbygate Street to the junction with Parkway.
- 12.37 A Cycleway Review and Addendum has been submitted in respect of this route following detailed discussions with the Highway Authority. The reports detail a number of improvements to the route for the safety and security of pedestrians and the Highway Authority consider that these improvements are necessary to ensure that this important link with the town centre is in place and will become an attractive alternative to travelling by car. The improvements to the cycle way will necessitate the removal of a small number of parking bays on Risbygate Street. A traffic regulation order will be required to achieve this and a financial contribution of £10,000 is sought from the applicant in this regard.

- 12.38 In addition to safe routes for cyclists it is essential that there are sufficient cycle storage facilities across the development for both staff and visitors. Several storage 'hubs' are proposed across the site, located in close proximity to the public and staff entrances and where there is good natural surveillance. It is recommended that the larger facility is located at Olding Road to create a visible 'cycle hub' and reinforce the importance of sustainable travel. In total the current layout provides for 364 cycle storage spaces and measures will be put in place to review provision once the site becomes operational, with further spaces to be provided should it become necessary.
- 12.39 The provision of high-quality shower and changing facilities are also essential to encourage the use of sustainable modes of transport. The applicant has demonstrated that there is sufficient space within the building to deliver these facilities, albeit that it may be provided in phases to reflect the level of occupancy of the building. The provision of such facilities, including cycle storage, will make an important contribution to one of the stated aims of the new hub and leisure building to be the most efficient and sustainable public buildings in West Suffolk.
- 12.40 The development site is located approximately a 1.8km walk or cycle from Bury St Edmunds rail station. Trains which serve this station call at Cambridge, Ipswich and Peterborough throughout the day, and also stop at local stations. There are very limited bus services between the rail station and the development site.
- 12.41 The applicant has undertaken a detailed analysis of existing bus services that could serve the development site together with the associated bus stop facilities. This analysis shows that despite the seemingly large number of bus services available, there is only one bus service that currently operates frequently throughout the day during the week that might offer a convenient transport option for those people who will work at or visit the site. This service serves the local residential areas of Mildenhall Estate and Howard Estate and does not extend beyond Bury St Edmunds. It does provide a service from the rail station to the site but there is no direct return service.
- 12.42 As detailed above the development is expected to result in some adverse effect on the local highway network at certain times of the day due to the volume of traffic travelling to and from the site. In order to mitigate this impact it is essential that sustainable modes of transport are put in place and that a modal shift towards sustainable travel is encouraged. As set out above, a number of measures are proposed to encourage staff and visitors to access the site on foot and cycle, however, it should be recognised that this will not be suitable for all people for a variety of reasons including mobility levels and distance to the development site. Bury St Edmunds has a bus and rail station and the foundations for sustainable travel are in place as a result. The Highway Authority has stated that in order to both mitigate highway impacts and reduce the number of vehicles on the highway network, a 'shuttle bus' service should be in place providing safe, efficient and easy access between the development site, the rail station, the bus station and the town centre. Such a service would not only benefit the development itself but would provide an alternative mode of transport to the many other uses that operate in the Western Way area including West Suffolk College, the STEM campus, newly constructed sixth form and other retail and offices uses close-by.

- 12.43 The applicant undertook a detailed study into the potential usage of a shuttle bus service. The study concluded that, based on the likely geographic area that staff will be drawn from, that in the region of 844 new members of staff could potentially use a shuttle bus service instead of travelling by car. The study notes that it would be unrealistic to expect all car users that have access to at least an hourly public transport service to the bus or rail station to change their mode from car to public transport. However, through active promotion of the shuttle bus service, the setting of appropriate car parking charges and potential discounts for staff, a significant proportion of modal shift could be targeted.
- 12.44 The study draws upon the assumptions made in the Transport Assessment that the development is likely to attract 7,200 users per day, including staff and visitors. In addition to the staff trips detailed above there is therefore the potential for a significant number of visitors to use a shuttle bus service given that many will be travelling from areas identified as having access to at least an hourly public transport service.
- 12.45 The applicant has engaged with local bus operators in respect of the delivery of a shuttle bus service and discussions remain on-going. The Highway Authority take the view that in order to make the development acceptable in planning terms a shuttle bus service is an essential requirement. Given that it may be some years before the site becomes fully operational the applicant is unable to commit to the delivery of a service at this point in time. The applicant is however confident that a service can be secured in the future and is committed to undertaking a further assessment of need and methods of delivery ahead of the site coming into use. The applicant has also committed to work with the County Council to secure the delivery of a service in the event that an existing bus operator does not come forward prior to first use. These commitments can be secured through a s106 agreement.

Travel Plan

- 12.46 It is clear from the commentary above that it is necessary to strongly promote sustainable travel in order to achieve the modal shift required to mitigate for the impact of the proposal on the highway network and to ensure that parking provision is sufficient. In accordance with paragraph 111 of the NPPF the applicant has prepared an Outline Travel Plan that has been reviewed by the Highway Authority. The document is described as a living and evolving document that will, over time, adapt to the changing travel patterns and modes, steering a reduction in the reliance of car travel as the primary mode of accessibility.
- 12.47 The Travel Plan brings together all of the measures referred to above to encourage sustainable travel through a series of actions relating to walking and cycling, disincentivising car travel and the promotion and monitoring of the plan. The Travel Plan also repeats the applicant's commitment to deliver a shuttle bus service (or equivalent). The implementation of the Travel Plan is considered essential to mitigate the impact of the proposal and prior to the site coming into use a further Interim Travel Plan will be required with a final Travel Plan within six months of first use. The Final Travel Plan will be reviewed as appropriate and remain in place for as long as the development is in use.

12.48 With suitable measures in place to support the long-term delivery of the Travel Plan measures both the Highway Authority and Highways England raise no fundamental objections to the application. The applicant has presented sufficient information to allow the proposal to be fully assessed by the appropriate bodies and neither the Highway Authority or Highways England have suggested that the proposal will result in an unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be severe.

13.0 Residential Amenity

13.1 The protection of residential amenity is a key component of good design. The NPPF states (as part of its design policies) that good planning should contribute positively to making places better for people. Policy DM2 also seeks to safeguard residential amenity from potentially adverse effects of new development.

13.2 Whilst the converted and extended Hub building is of considerable scale, its location as part of the Western Way Employment Area is such that its presence does not directly impact on residential amenity.

13.3 The closest residential dwellings are 1 and 2 Beetons Cottages. These single storey dwellings are former caretakers' cottages that are located just beyond the southern boundary of the Western Way site. The Olding Road Decked car park will be located in this part of the site and although the level difference between the existing car park and the cottages means that the majority of the structure will be hidden from view, the top level will be visible to residents, particularly in the winter months when the tree belt along this boundary is at its thinnest.

13.4 The southern elevation of the decked car park will be located 55m from the northern elevation of the cottages, with the decked sections at first and second floor visible. At this distance, located to the north of the cottages, and with the intervening vegetation, the presence of the decks are not considered to appear overbearing or result in any significant loss of light. The overall design ethos of the decked car park has been explored as part of the application and the details are broadly acceptable. Further details are required in respect of the treatment of the southern elevation in order to ensure that vehicle headlights do not intrude on the cottages and that any noise or disturbance is minimised.

13.5 The Public Health and Housing Team has recommended that details of any external plant are secured by condition and that a cap on noise levels is agreed, however, this is in respect of the nearby office uses and not required to protect residential amenity.

14.0 Flood Risk, Drainage and Pollution

14.1 The NPPF seeks to steer new development to areas with the lowest probability of flooding and also seeks to ensure that new development does not increase the risk of flooding elsewhere. The NPPF also offers advice in respect of pollution and land instability, stating that planning decisions should ensure that new development is appropriate for its location.

- 14.2 The guidance in the NPPF is reflected in Policy DM6, which states that proposals for all new development are required to demonstrate that on site drainage will be managed so as not to cause or exacerbate flooding elsewhere. Policy DM14 addresses proposals for sites which are or suspected to be contaminated.
- 14.3 The application site lies within Flood Zone 1 of the Environment Agency Flood Risk maps, representing an area at low risk of flooding and suitable for all forms of development.
- 14.4 The Drainage Strategy submitted with the application splits the development site into three identifiable areas for drainage purposes. Site 1 is located to the south of West Suffolk House, off Olding Road at the current location of the depot. This site is entirely brownfield. Site 2 is the current location of the existing leisure centre and is predominantly brownfield, as is Site 3, the site of the former retail warehouse building.
- 14.5 In order for existing flow rates to be established the surface water drainage has been split into five networks across the three sites. Networks A, B and C are within Site 1, with Network D within site 2 and Network E within Site 3. The surface water run-off from Site 1 discharges uncontrolled to the AW sewers within Olding Road and Western Way. The surface water run-off from the concrete yard and Olding Road car park passes through a separator before discharging to the sewers. The surface water run-off from Site 2 and 3 discharges to private soakaways located locally to each site.
- 14.6 It has been established that infiltration is a suitable solution across all three sites. However, the site investigation has highlighted that there is a significant risk of contamination at Site 1, given the former use of the site. The site is also underlain by an Environment Agency Source Protection Zone. Networks A, B and C from Site 1 will not therefore discharge run-off via infiltration. This will ensure that the risk of contamination to the Source Protection Zone is reduced and will maintain the current drainage regime of the site. Networks D and E will utilise infiltration.
- 14.7 Anglian Water and the Lead Local Flood Authority (LLFA) are in agreement that the drainage strategy is appropriate for the site and it is noted that the strategy satisfies the LLFA's local policy in terms of a 30% reduction over the existing brownfield conditions for the whole development. Planning conditions are recommended in respect of the next stage of the drainage strategy.
- 14.8 The Environment Agency raises no objections to the proposals, noting that the regional use of groundwater in this area makes the site vulnerable to pollution.
- 14.9 The Council's Environment Team has reviewed the suite of environmental reports submitted with the application and is satisfied that they provide a reasonable assessment of the site and do not identify any areas of significant contamination. It is considered however that further investigation in respect of the decommission underground fuel tanks in the depot yard should be undertaken. It will also be necessary to ensure that the removal of the tanks and fuel infrastructure is appropriately monitored and it is expected that appropriate method statements are produced for

these activities. The submission of this additional information can be secured by condition.

- 14.10 In light of the above, the proposals are considered to be acceptable with regard to flood risk, surface water drainage and pollution (contaminated land and potential contamination of water supply), subject to the imposition of suitably worded conditions and in accordance with Policies DM6 and DM14.

15.0 Trees, Ecology, Biodiversity and Protected Species

- 15.1 Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.
- 15.2 Paragraph 170 of the NPPF confirms the planning system should contribute to and enhance the natural environment by minimising impacts on and providing net gains for biodiversity. This is reflected in Policy DM12, which states that measures should be included in the design of all developments for the protection of biodiversity, the mitigation of any adverse impacts and enhancements commensurate with the scale of development. In addition, Policy DM10 seeks to protect against adverse effects on biodiversity in respect of protected sites and species.
- 15.3 The proposals are supported by an Arboricultural Planning Statement, which suggests that up to 26 trees or tree groups are to be removed. The applicant has worked closely with the Council's Landscape Officer to assess these proposals and in a number of cases it has been agreed that trees will remain and/or compensatory planting will be carried out for the trees that will be lost. The level differences across the site means that detailed engineering solutions are required in certain areas where footpaths will need to be constructed alongside existing trees that make a valuable contribution to the amenity of the area. Further details will need to be submitted in the form an Arboricultural Method Statement. Similarly, the construction of the new access into the Beetons Way North Car Park will require the same treatment.
- 15.4 There was some inconsistency between plans and supporting documents in relation to the existing tree and shrub belt on the eastern boundary of the Olding Road car park. This tree and shrub belt provides important screening for the car park, including the decked area. The area to be removed to create the new access onto Beetons Way has now been minimised. Again, detailed plans for the treatment of this area will be contained within the Arboricultural Method Statement.
- 15.5 The Arboricultural Planning Statement also identifies 13 trees that would be at risk of harm. Following amendments to the Statement it now reflects best practice in relation to tree protection measures. The submitted details confirm that the Birch street trees on Western way will be retained and should not affect visibility across the new roundabout.

- 15.6 Any reserved matters application in respect of the nursery will need to be accompanied by information to demonstrate that the existing trees in this area can be retained.
- 15.7 For the most part the woodland area along the southern boundary of the Western Way will not be affected by the proposals. However, during the course of the application the waste and recycling compound has been relocated from the West Suffolk House car park to the Olding Road car park and a small section of woodland will be removed to accommodate the building. While it is regrettable that the compound will have an adverse impact on part of the woodland in this area, its location at the rear of the Olding Road car park is preferable to its original, prominent position alongside Western Way. As with other parts of the development an Arboricultural Method Statement will be required in connection with the construction of the compound and the Landscape Officer has also recommended that a Woodland Management Plan is submitted for this area. These details can again be secured by condition.
- 15.8 The application is supported by two Preliminary Ecological Appraisals, one for the Western Way site and one for the Beetons way North Car Park site.
- 15.9 In respect of the Western Way site, the report concludes that the habitat features on the site which present ecological constraints to the project are the trees on site and the species-poor hedgerows which are of local value. The species that may be potentially affected are nesting birds, bats and reptiles. The report makes a number of recommendations including: the retention of existing trees with any loss compensated by replacement native trees; retention of existing hedgerows with any loss compensated by replacement planting; landscaped and garden areas planted with native species; demolition of buildings and vegetation clearance should be undertaken outside of the bird breeding season and the bird scaring program should be implemented; installation of bird and bat boxes; inspection of trees with low bat roosting potential prior to felling; lighting schemes to minimise impacts on biodiversity; scrub and log pile clearance to be undertaken outside of the reptile hibernation period; and on-site Cotoneaster to be controlled. Details of the above, together with details of biodiversity enhancement measures, can be secured by condition.
- 15.10 The Landscape and Ecology officer has noted that no reference has been made to visiting wax wings and some trees that provide winter berries for these birds may be lost. If removal cannot be avoided, replacement planting should focus on providing trees with suitable winter berries.
- 15.11 The Preliminary Ecological Appraisal for the Beetons Way North Car Park notes that the habitats of local value on the site are the broad-leaved plantation, hedgerow and scattered trees. The species that may be potentially affected are nesting birds and bats. The following measures are recommended: Existing trees should be retained and any loss compensated; demolition of buildings and vegetation clearance should be undertaken outside of bird breeding season or following ecologist checks; installation of bird and bat boxes; inspection of trees with low bat roosting potential prior to felling; and appropriate lighting schemes. Again, these measures can be secured by condition.

15.12 It is considered that subject to appropriately worded conditions to ensure that further information is submitted in respect of existing trees and proposed planting and in respect of the biodiversity mitigation and enhancement measures that the proposals accord with Policies DM10 and DM12.

16.0 Sustainability and Air Quality

- 16.1 Policy DM7 requires all new non-residential development over 100 square metres to achieve the BREEAM Standard Excellent. However, the policy allows for flexibility where it is not possible to meet the standard due to constraints inherent within the site or where the cost of achieving an excellent rating can be demonstrated to compromise the viability of the development.
- 16.2 The Design and Access Statement highlights the inherent sustainability of the proposal as it centres on the re-use of the existing depot building. An instant reduction on environmental impact is achieved by the avoidance of demolition and the avoidance of using new resources. Current UK Building Regulations are proscriptive to a degree in requiring a standard of performance, however, the applicant expects that the buildings within this development will achieve a higher standard in order to meet the aspirations of the brief and the overall energy strategy.
- 16.3 The building elevations will incorporate measures to control excess solar gains through exterior shading element and solar control glazing.
- 16.4 An Energy Statement has been submitted with the application which, amongst other things, assesses the options available in connection with the installation of renewable sources of heating and cooling.
- 16.5 The lead heat source serving the building will be supplied from the by-product of the primary electrical generation, as part of the renewable on-site generation of power, using a Combined Heating and Power (CHP) system. This system will be located within the external energy centre, serving the building via buried heating mains that distribute to serve all internal areas and plantrooms accordingly. The CHP plant consists of an electrical generator combined with equipment for recovering and using the heat produced by that generator. The heat generated during this process is supplied to an appropriately matched heat demand that would otherwise be met by a conventional boiler, reducing the number of boilers and the fuel required.
- 16.6 As part of the 'Be Green, Be Lean' Energy approach, the large roof area provided by the Hub and Leisure Centre will be used to maximise the number of PV panels. PV panels, also known as solar panels, capture the sun's energy and convert it into electricity. The use of photovoltaic arrays is fundamental to the energy strategy of the building; providing generation during peak occupied hours that can either be used directly to meet building demand or to re-charge the battery storage system.
- 16.7 Recognising the sun does not always shine, the facility will have the ability to connect to the battery storage system and use the electricity stored at times when most efficient to either come of grid and run the building just

from the battery store, or utilise the storage solution to support the electrical use within the building and reduce cost in use.

- 16.8 The combined renewables system will be capable of controlling and optimising the generation, export, and supply continuity to provide optimum revenue, savings and efficiency. The systems will have the capability to significantly increase the electrical generation in the future to offer potential export to other users.
- 16.9 The Council's Energy Adviser has reviewed the Energy Statement, noting that it sets out a considerable range of technologies to be included in the development. The aspiration for the site in terms of energy generation and emissions reductions is clear and commendable. Given the scale of the development and the potential energy consumption it is recommended that details of the Building Regulations Part L is provided prior to first use, detailing ventilation, lighting, heating and cooling and unregulated loads.
- 16.10 Designing within the BREEAM matrix encourages a holistic approach to a sustainable design and ensures a building that not only promotes energy efficiency but considers and mitigates the impact on local air quality, indoor air quality, noise and light pollution, operational waste and wasted water. BREEAM credits also dictate positive change to biodiversity, material efficiency of the building fabric, good internal acoustic performance, thermal comfort and safe access to healthy outside spaces.
- 16.11 It is proposed that, due to the nature of the building, the use of multiple tenants and the varied potential uses of the building, the scheme would be best assessed under 2018 BREEAM 'Shell and Core'. The scheme will achieve a minimum overall BREEAM rating of 'Very Good' under this assessment, with targets for 'Excellent' in pollution and 'Very Good' in Transport, Water and Energy.
- 16.12 The Design and Access statement states that 'During the pre-application discussions, it was identified that it would be a better investment of limited public funds to invest heavily in a travel plan and energy and renewable energy strategies to reduce fossil-fuel energy needs and carbon emissions rather than seeking an overall achievement of Excellent'. This ambition is clearly demonstrated in the Energy Statement, however, the Outline Travel Plan is not fully consistent with this ambition.
- 16.13 The development will have a significant environmental impact, which to some extent will be reduced through the successful achievement of the BREEAM criteria. This report addresses the concept of sustainable travel in detail above and the Outline Travel Plan will be developed further accordingly. On this basis it is accepted that the achievement of a 'Very Good' BREEAM rating is sufficient when combined with all other sustainable measures proposed as part of the scheme.
- 16.14 The application is supported by a detailed Air Quality Assessment, which provides an assessment of the impact of the proposed development in terms of additional traffic and the proposed energy centre on several receptors around the proposed development.
- 16.15 Further information was requested by the Council's Environment Team in respect of impacts from the energy centre, which indicate that there will be

a negligible adverse impact. This is considered acceptable and it is suggested that the physical and emission characteristics of the CHP and boilers included within the energy centre are conditioned to be in accordance with the submitted details.

- 16.16 The Detailed Air Quality Assessment indicates that there is a slight adverse impact on air quality at the children's nursery on Newmarket Road. The Environment Team notes that the Western Way / Newmarket Road junction is due to be upgraded to a roundabout, which should allow for smoother traffic flow and better air quality. Given that the air quality model uses the existing junction layout it is recommended that further modelling is undertaken to better understand the impact and this sensitive location. A further assessment can be secured by condition and is not considered to be fundamental to the acceptability of the proposal at this stage.

17.0 Heritage Impacts

- 17.1 Heritage assets encompass a wide range of features, both visible and buried, including archaeological remains, Scheduled Ancient Monuments, Listed Buildings and Conservation Areas.
- 17.2 Paragraph 190 of the NPPF requires local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal. Paragraph 192 states that in determining applications, local planning authorities should take account of: (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; (b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and (c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 17.3 The NPPF guidance is reflected in Policies DM15 (listed buildings) and DM17 (conservation areas) both of which reiterate the need for development proposals to provide a clear justification for works, especially where there would be harm to the significance of a listed building or conservation area or their setting, so that any harm can be weighed against public benefits.
- 17.4 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the decision maker to have special regard to the desirability of preserving or enhancing a listed building or its setting or any features of special architectural or historic interest which it possesses. Section 72 of the same Act requires the decision maker to have special regard to the desirability of preserving or enhancing the character or appearance of a conservation area.
- 17.5 In terms of archaeology, Suffolk County Council Archaeological Service has advised that it does not recommend the need for conditions relating to a formal programme of work for the development site.
- 17.6 A Heritage Assessment has been submitted with the application which states that there are no heritage assets within the development site. There are however two heritage assets in the form of listed buildings adjacent to the site.

- 17.7 Close to the south-east corner of the site, on the opposite side of Beetons Way is a length of wall that originally formed the boundary wall to the Gibraltar Barracks and is a striking feature along Beetons footpath. The boundary walls and keep building were listed in 1992 and are Grade II listed. Also surviving is the early 20th century curved screen wall of the former shooting range of the Gibraltar Barracks. This is located in the north-east corner of the site, which is currently part of the existing leisure centre car park and is also Grade II listed.
- 17.8 No direct works are proposed to the listed barrack wall or the shooting range wall but it is necessary to consider whether the development proposals will affect the setting of these heritage assets. 'Setting' is the term used to describe how a heritage asset is experienced and understood and can include the approach to an asset and views to and from it.
- 17.9 The Heritage Assessment notes that the footprint and scale of the existing depot building would be unchanged, however, it will be modernised and its appearance improved under the proposals. The setting of the listed wall and the approach to it from Beetons Way would be enhanced by the improvements to the existing building and by the removal of the existing leisure centre, both of which in their current form detract from the area.
- 17.10 Views into the existing Olding Road car park from the Beetons footpath are currently well screened by the planting along its eastern boundary and this planting is to be retained. The decked car park will be higher than the existing parking level and will potentially be visible from Beetons footpath, alongside the barrack wall. Views would however be tempered by the existing vegetation and the vegetation separating Beetons Way and Beetons footpath.
- 17.11 The Heritage Assessment concludes that the character of the barrack wall is best appreciated in close proximity from Beetons footpath, which provides a more enclosed, immediate setting. The proposed development would not therefore encroach into, or detract from, views of the wall or its setting.
- 17.12 In respect of the shooting range wall the Heritage Assessment considered that although the wall once formed part of the Gibraltar Barracks site it now has no connection, physically or visually, with the surviving keep and boundary walls. Its current setting comprises an unmade area of car parking for users of the leisure centre.
- 17.13 Under the proposal the shooting range wall would become the back-drop to the nursery, giving it a new purpose and enabling it to be more appreciated. On this basis the Heritage Assessment concludes that its setting would be enhanced.
- 17.14 The applicant has demonstrated that these two heritage assets and their settings would be both preserved and enhanced under the proposals. Following completion of the development they will make a more positive contribution to local character and distinctiveness. Historic England raise no objection to the proposals and it is considered that the requirements of Policy DM15 and Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are satisfied.

17.15 The site is located approximately 370m from the boundary of the Bury St Edmunds Victoria Street Conservation Area. There are no direct views of the site from or to the conservation area and the site does not form part of the setting to the conservation area. On this basis it is considered that the development will have no impact on the conservation area or its setting. The proposal therefore accords with Policy DM17 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

18.0 Other matters

Benefits of the development

- 18.1 The government's 'One Public Estate' initiative aims to deliver projects that result in a more efficient use of resources, while releasing key sites that might provide an economic stimulus and present a more customer focussed and coordinated service.
- 18.2 The Hub building itself will provide a community facility with employment spaces and potential educational accommodation that in part replaces existing accommodation that is coming to the end of its useful life and in the near future will become unfit for purpose.
- 18.3 The reuse of the existing steel frame and concrete slab of the existing depot building represents an inherently sustainable form of development and minuses the resources that would be needed to fully demolish the building and construct new foundations. The development will result in the provision of purpose built, modern facilities that will meet the current and future needs of the district. This carries significant weight in favour of the development. The development will also result in the provision of improved pedestrian and cycle connections between the site and the town centre and the applicant is committed to the delivery of a 'shuttle-bus' service to link the site with the railway station and bus station. These are further benefits weighing in favour of the scheme.
- 18.4 The development has the potential to release public sector sites elsewhere in the town for housing and employment uses. The development itself will also result in economic benefits from employment during the construction period.

S106 agreement

- 18.5 The NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. It repeats the tests of lawfulness for planning obligations which are derived from Regulation 122 of The Community Infrastructure Levy Regulations 2010.
- 18.6 The applicant has confirmed a willingness to meet the required obligations and a formal Agreement under S106 of the 1990 Act will need to be completed. The obligations being sought are as follows:
- (i) Traffic regulation order – Olding Road £10,000
 - (ii) Traffic regulation order – Risbygate Street £10,000
 - (iii) Traffic regulation order – Western Way £5,000
 - (iv) Off-site mitigation at Tollgate – TBC

Together with appropriate planning conditions, the s106 will also address the provision of a shuttle-bus service.

Athletics track

- 18.7 As noted in section 6.0 above, a number of representations have been received in respect of the existing athletics track and the impact of the development on its future operation.
- 18.8 The athletics track itself is located outside the application site boundary. It is however acknowledged that there will be some changes to the areas immediately to the west of the track. This area will be reconfigured and a pavilion constructed for use by athletes and accompanying visitors. The area currently laid to grasscrete will become part of the remodelled car park, however its use for large athletics meetings/events will not be prohibited and appropriate arrangements to make this area available can be secured through the Parking Management Plan that will be put in place across the site. In addition, further details in respect of the new pavilion building, storage facilities, fence lines/boundary treatment and overall space allocation can be secured by condition.
- 18.9 The proposal will result in new car parking that offers level access to the track facility together with 11 disabled parking bays adjacent to the track. A total of 291 car parking spaces will be in close proximity to the track as well as a dedicated coach parking bay and drop-off area. The changes proposed to the wider area will result in one comprehensive development with clear pedestrian access across the site to the new leisure centre, where there are ample changing and shower facilities available. The Olding Road car park will also be available for large events.
- 18.10 The applicant has stated that it is committed to ensuring track safety is maintained in accordance with national guidelines from Sport England and within the physical constraints of the site.
- 18.11 The application does not include the provision of spectator stands and the area to the south of the track, which could be utilised for a stand is not within the application site. In the future access to this area will be improved by the level changes proposed as part of this application.
- 18.12 The statutory consultees with environmental responsibilities have not raised any concerns in respect of air quality and the continued use of the athletics track. All track facilities within the low-level metal barrier around the track are unaffected by the proposals.

Student accommodation

- 18.13 Subsequent to its initial comment of 'no objection', Bury St Edmunds Town Council has more recently commented on the application stating that it objects to the proposal. The comments received by the local planning authority state that the objection is on the grounds of 'insufficient information in application, use of proposed Halls of Residence as a car park, traffic issues created by the roundabout design and infrastructure issues, lack of EV charging points, lack of facilities available for athletes'.

- 18.14 With the exception of the comment made in relation to proposed Halls of Residence, all other matters raised by the Town Council have been addressed elsewhere in this report.
- 18.15 The applicant has clarified the position in relation to student accommodation and has highlighted that the Council's Final Business Case for the development explains that the provision of student accommodation is being progressed as a separate project with West Suffolk College, on adjacent land owned by the College. The provision of student accommodation does not therefore form part of this application. The applicant has also stated that the decision to use the existing leisure centre site as a surface car park is deliberately intended to future-proof it in case there is demand for additional student accommodation at a later date.

Covid-19

- 18.16 The development of a public service village at Western way was conceived and designed before the current Covid-19 pandemic. The pandemic has also occurred since the application was submitted at the end of 2019. The Hub building has been designed to provide a flexible space that can be adapted to the prevailing economic and social conditions at the time. The concept of re-using the existing depot building remains consistent with the government's sustainable development principles and this is unchanged by the current pandemic.
- 18.17 The local planning authority is required to determine applications in the form that they are presented to them and it is considered that the pandemic does not change the way in which the application has to be assessed. Should the applicant wish to make material changes to the proposal following planning consent being granted a further application can be made and the changes assessed against the development plan accordingly.
- 18.18 The LPA recognises the challenges posed to the construction process during the pandemic and it is suggested that a period of five years is given for the development to be commenced, rather than the usual period of three years.

19.0 Conclusion and Planning Balance

- 19.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.
- 19.2 In this case the proposal is supported by the development plan, in particular Policies BV14, BV15, DM41, DM42 and DM43. The development of a public service village in this location is also supported by an adopted Masterplan and the vision for this part of the Western Way General Employment Area has been developed over a considerable period of time and with the support of the government's 'One Public Estate' program.
- 19.3 The re-use of the existing depot building and the regeneration of a significant area of brownfield land will bring economic benefits through the construction process and the provision of modern, flexible employment space alongside the public sector and community uses. The proposal will bring together a range of health-care services together with a new, purpose built-leisure centre, all designed to support strong, vibrant and healthy

communities. The Hub building will provide accessible services that reflect current and future needs and support communities' health, social and cultural well-being. The proposal promotes the effective use of land already within the control of the public sector and minimises the use of natural resources. The development will result in improvements to key pedestrian and cycle links and encourage and promote the use of sustainable modes of transport, supporting a modal change in habits and behaviours. The development brings together a number of economic, social and environmental benefits, all of which attract very significant weight in favour of the proposal.

- 19.4 It is acknowledged that the hub building, including the leisure centre extension, is substantial in size and its redevelopment will have a considerable visual impact. The building will however have a prominence commensurate with its importance and will be set within areas of high-quality public realm that will provide safe, attractive and accessible access to the building. It is considered that the external appearance of the building has been designed to reflect its surroundings and it complements the surrounding land uses including the existing council offices, STEM college and new sixth form currently under construction. The design approach is considered to accord with the requirements of Policies DM2 and DM13.
- 19.5 The proposal will result in the preservation and enhancement of the Grade II listed Gibraltar Barrack wall and the shooting range wall and no harm to the Bury St Edmunds Victoria Street Conservation Area will be caused. The development therefore accords with policies DM15 and DM17 and the guidance set out in the NPPF. It is further considered that the local planning authority has met its statutory duties under sections 66 and 72 of The Planning (Listed Buildings and Conservation Area) Act 1990.
- 19.6 The development is predicted to result in an adverse impact on the local highway network at peak times and a series of improvement works are proposed in order to go some way to mitigate the effects. Further mitigation is proposed in the form of off-site improvements to the pedestrian and cycle network and a comprehensive travel plan that will support the development in the long-term. The highway authority is satisfied that the proposal will not result in an unacceptable impact on highway safety and the residual cumulative impacts on the road network would not be severe, a view shared by Highways England. On this basis the proposal accords with policies DM2, DM45 and DM46 and the NPPF in this regard. Whilst the adverse impact on the local highway network in the short-term attracts weight against the proposal it is considered that the benefits of the promotion and facilitation of sustainable travel must be weighed against this.
- 19.7 Following assessment and consultation with statutory consultees, the proposals are considered to be acceptable with regard to residential amenity, sustainability and air quality, flood risk, surface water drainage and pollution (contaminated land and potential contamination of water supply), subject to the imposition of suitable worded conditions and in accordance with Policies DM6 and DM14. The development is also considered to be in accordance with the requirements of Policy DM2 and the guidance set out in the NPPF in respect of protecting amenity. Similarly, the proposals broadly accord with Policies DM10 and DM12 in respect of

ecology and biodiversity, albeit that the proposal is unlikely to result in anything other than a marginal net biodiversity gain.

- 19.8 The proposed development will not comply with the strict requirements of policy DM7, which requires BREEAM 'Excellent' standard to be achieved. This report explains why it is not practicable to achieve this and how sustainability measures can be secured by condition. The technical non-compliance with policy DM7 is not therefore considered to attract any material weight against the development.
- 19.9 Taken together, the economic, environmental and social benefits associated with the development are significant and must carry substantial weight in favour of the proposal in the planning balance. Even when taking into account factors that weigh against the development it is considered that the overall planning balance is one that indicates approval, such is the weight of the public benefits associated with the scheme.
- 19.10 In conclusion, the principle and detail of the development is considered to be acceptable and in compliance with relevant development plan policies and the National Planning Policy Framework.

Recommendation:

- 20.0 It is recommended that planning permission be **APPROVED** subject to the conditions set out in full at Appendix 1 and summarised below and the completion of a s106 agreement to secure the following obligations:

- £10,000 Traffic Regulation Order
- £10,000 Traffic Regulation Order
- £5,000 Traffic Regulation Order
- £TBC contribution to Tollgate junction mitigation works
- Shuttle bus provision

Planning Conditions:

Prior to commencement of development

1. Surface water drainage scheme
2. Implementation, maintenance and management of the strategy for the disposal of surface water
3. HGV Construction and Deliveries Management Plan
4. Construction Method Statement
5. Contamination Investigation
6. Remediation Strategy
7. Submission of a detailed phasing plan
8. Construction Surface Water Management Plan
9. Arboricultural Method Statement Main site
10. Arboricultural Method Statement Beetons Way North Car Park
11. Requirement to address Cotoneaster

No development above ground level

12. Materials

- 13.Waste/recycling compound
- 14.Waste Management Plan
- 15.Hard landscaping – Main Site
- 16.Hard landscaping – Beetons Way North Car Park
- 17.Soft landscaping – Main Site
- 18.Soft landscaping – Beetons Way North Car Park
- 19.Landscape Management Plan – Main Site
- 20.Landscape Management Plan – Beetons Way North Car Park
- 21.Newmarket Road – Arboricultural Method Statement
- 22.Energy Statement
- 23.Skate park design
- 24.Ecological enhancements – Main Site
- 25.Ecological Enhancements – Beetons Way North Car Park
- 26.Boundary treatments
- 27.Beetons way external ramp details
- 28.Shower/changing facilities
- 29.Athletics track management details

Prior to first operational use

30. Contamination remediation strategy verification report
- 31.Air quality assessment
- 32.Travel Plan
- 33.Details of SuDS components
- 34.Electric vehicle charging point – commercial
- 35.Electric Vehicle Charging Infrastructure Strategy
- 36.Lighting strategy – Main Site
- 37.Lighting strategy – Beetons Way North Car Park
- 38.Signage strategy – on-site
- 39.Signage strategy – off-site
- 40.Parking – Western Way
- 41.Parking – Beetons Way North Car Park
- 42.Parking Management Plan
- 43.Access – Beetons Way
- 44.Access – Beetons Way South
- 45.Access – Olding Road
- 46.Junction capacity works – Newmarket Road
- 47.Junction capacity works – Asda roundabout
- 48.Junction capacity works – Olding Road
- 49.Cycle Storage
- 50.Off-site improvements to cycle/ped links
- 51.Part L compliance
- 52.Athletics track welfare facilities

Eight months prior to first operational use

53. Bus Service Improvements

Within six months of first operational use

- 54.Travel Plan – Full Travel Plan

Other

55. Demolition Method Statement (existing leisure centre)
56. Time limit
57. Approved plans
58. Unexpected contamination
59. Continued use of existing leisure centre
60. Protection of athletics track and any associated open space
61. Restrict use of Beetons Way North car park
62. Submission of solar panel details on buildings
63. Submission of solar panel canopy details
64. Decked car park details
65. Waste Compound – Woodland Management Plan
66. Foundation design
67. CHP characteristics
68. BREEAM standards
69. Ecology report requirements
70. Visibility – Beetons Way
71. Visibility – Beetons Way South
72. Visibility – Olding Road
73. Noise limit

Outline conditions for nursery

1. Time
2. Reserved matters
3. Noise assessment
4. Surface water drainage scheme
5. Implementation, maintenance and management of the strategy for the disposal of surface water
6. Submission of Arboricultural Impact Assessment
7. Ecological enhancements
8. Part L compliance

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: <https://planning.westsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q1ODLLPD02I00>

Appendix 1 – conditions (attached)

Appendix 1 DC/19/2335/HYB – Conditions

| | Timing | Conditions | Reason |
|---|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Prior to commencement of development | <p>Surface Water Drainage Scheme</p> <p>No development shall take place, with the exception of demolition and site clearance, 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 applicant shall submit a detailed design based on the Drainage Strategy by Pick Everard [ref:- MC/TJH/181377/17-2/R100 and dated 27th November 2019) and will demonstrate that surface water run-off generated up to and including the critical 100 year +CC storm will not exceed the run-off from the existing site following the corresponding rainfall event. Additional details to be submitted include:</p> <p>i. Details of further infiltration testing on site in accordance with BRE 365 to verify the permeability of the site (trial pits to be located where soakaways are proposed and repeated runs for each trial hole). Borehole records should also be submitted in support of soakage testing.</p> | <p>To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained, in accordance with policy DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as it may require the installation of below ground infrastructure and details should be secured prior to any ground disturbance taking place. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality.</p> |

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| 2 | Prior to commencement of development | <p>Implementation, maintenance and management of the strategy for the disposal of surface water</p> <p>No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.</p> | <p>To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage, in accordance with policy DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as it may require the installation of below ground infrastructure and details should be secured prior to any ground disturbance taking place.</p> |
| 3 | Prior to commencement of development | <p>HGV Construction and Deliveries Management Plan</p> <p>All HGV and construction traffic movements to and from the site over the duration of the construction period shall be subject to a Construction and Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence.</p> <p>No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.</p> <p>The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at</p> | <p>To reduce and / or remove as far as is reasonably possible the effects of HGV and construction traffic in sensitive areas, in the interest of highway safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement to ensure that</p> |

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| | | the site office as specified in the Plan throughout the period of occupation of the site. | appropriate arrangements are put into place before any works take place on site that are likely to impact the area and nearby occupiers. |
| 4 | Prior to Commencement | <p>Construction Method Statement</p> <p>Prior to commencement of development, including any works of demolition, a Construction Method Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ul style="list-style-type: none"> i) The parking of vehicles of site operatives and visitors ii) Loading and unloading of plant and materials iii) Site set-up including arrangements for the storage of plant and materials used in constructing the development and the provision of temporary offices, plant and machinery iv) The erection and maintenance of security hoarding including external safety and information signage, interpretation boards, decorative displays and facilities for public viewing, where appropriate v) Wheel washing facilities vi) Measures to control the emission of dust and dirt during construction vii) A scheme for recycling/disposing of waste resulting from demolition and construction works viii) Hours of construction operations including times for deliveries and the removal of excavated materials and waste | To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement to ensure that appropriate arrangements are put into place before any works take place on site that are likely to impact the area and nearby occupiers. |

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| | | <p>ix) Noise method statements and noise levels for each construction activity including piling and excavation operations</p> <p>Access and protection measures around the construction site for pedestrians, cyclists and other road users including arrangements for diversions during the construction period and for the provision of associated directional signage relating thereto.</p> | |
| 5 | Prior to Commencement | <p>Contamination Investigation</p> <p>Prior to commencement of development the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:</p> <p>i) A site investigation scheme,</p> <p>ii) The results of a site investigation based on i) and a detailed risk assessment, including a revised Conceptual Site Model (CSM),</p> <p>iii) Based on the risk assessment in ii), a remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall</p> | <p>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 accordance with policy DM14 of the West Suffolk Joint Development Management Policies Document 2015, paragraphs 170,178 and 179 of the National Planning Policy Framework (NPPF), Environment Agency Groundwater Protection:</p> |

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| | | be judged to be complete and arrangements for contingency actions. | Principles and Practice (GP3) and all relevant Core Strategy Policies. 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 | Prior to Commencement | <p>Remediation Strategy</p> <p>No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:</p> <ol style="list-style-type: none"> 1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site. 2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM. 3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works | To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Groundwater Protection Position Statements. 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. |

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| | | <p>shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3). The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.</p> <p>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</p> | |
| 7 | Prior to Commencement | <p>Submission of a detailed phasing plan</p> <p>Prior to commencement of development a scheme for the construction of the development in successive phases shall be submitted to and approved in writing by the Local Planning Authority. The development of each phase shall be carried out in accordance with the approved details unless the prior written consent of the Local Planning Authority is obtained for any variation. No development forming part of any phase specified in the approved phasing scheme shall be commenced until all development in all previous phases has been carried out in accordance with the approved details.</p> | <p>To ensure the satisfactory development of the site in a comprehensive and logical manner and to ensure that the necessary infrastructure, including vehicle parking, is available at the appropriate time, in accordance with policies DM2, DM13, DM45 and DM46 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |

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| 8 | Prior to Commencement | <p>Construction Surface Water Management Plan</p> <p>No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:-</p> <p>a. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :</p> <ul style="list-style-type: none"> i. Temporary drainage systems ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses iii. Measures for managing any on or offsite flood risk associated with construction. | <p>To ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan and , in accordance with policy DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as it may require the installation of below ground infrastructure and details should be secured prior to any ground disturbance taking place.</p> |
| 9 | Prior to commencement | <p>Arboricultural Method Statement – Main site</p> <p>Prior to commencement of development on the Western Way site (including any demolition, groundworks and site clearance) an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement should be in accordance with BS 5837:2012 - Trees in relation to construction - Recommendations, and shall include details of the following:</p> <ul style="list-style-type: none"> i) Measures for the protection of those trees and hedges on the application site that are to be retained. The scheme shall show the extent of root protection areas and details of ground protection measures and fencing | <p>To ensure that the trees and hedges on site are adequately protected, to safeguard the character and visual amenity of the area, in accordance with policies DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed</p> |

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| | | <p>to be erected around the trees, including the type and position of these. The protective measures contained with the scheme shall be implemented prior to commencement of any development, site works or clearance in accordance with the approved details, and shall be maintained and retained until the development is completed. Within the root protection areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon.</p> <p>ii) Details of all construction measures that are exceptionally required 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, or other construction works,</p> <p>iii) A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained.</p> <p>The development shall be carried out in accordance with the approved Method Statement unless agreed in writing by the Local Planning Authority.</p> | <p>prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.</p> |
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| 10 | Prior to commencement | <p>Arboricultural Method Statement – Beeton’s Way North car park</p> <p>Prior to commencement of development on Beeton’s Way North car park (including any demolition, groundworks and site clearance) an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement should be in accordance with BS 5837:2012 - Trees in relation to construction - Recommendations, and shall include details of the following:</p> <p>i) Measures for the protection of those trees and hedges on the application site that are to be retained. The scheme shall show the extent of root protection areas and details of ground protection measures and fencing to be erected around the trees, including the type and position of these. The protective measures contained with the scheme shall be implemented prior to commencement of any development, site works or clearance in accordance with the approved details, and shall be maintained and retained until the development is completed. Within the root protection areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon.</p> <p>ii) Details of all construction measures that are exceptionally required within the 'Root Protection Area' (defined by a radius of dbh x 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</p> | <p>To ensure that the trees and hedges on site are adequately protected, to safeguard the character and visual amenity of the area, in accordance with policies DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.</p> |
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| | | <p>trenches, building foundations, hardstandings, roads and footpaths, or other construction works</p> <p>iii) A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained.</p> <p>The development shall be carried out in accordance with the approved Method Statement unless agreed in writing by the Local Planning Authority.</p> | |
| 11 | Prior to commencement of development | <p>Requirement to address presence of Cotoneaster plants on the site</p> <p>Prior to the commencement of development, a scheme to address the presence of Cotoneaster (excluding any trees which are shown to be retained) on the site shall be submitted to and approved in writing by the local planning authority. The scheme shall detail the containment, control and removal of the species and replacements plants. The measures shall be carried out strictly in accordance with the approved scheme.</p> | In order to secure appropriate removal of this Schedule 9 species in the interests of biodiversity and protection soils and property. These details are required prior to the commencement of development in order to ensure that appropriate measures are in place to deal - with the species identified on the site at the outset of the development |
| 12 | No Development Above Ground Level | <p>Materials/Samples/Details Prior to the installation of any exterior finishes to the buildings hereby approved samples of the materials to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p> | To safeguard the character and appearance of the area, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies. |

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| 13 | No Development Above Ground Level | <p>Waste/recycling Compound</p> <p>Prior to any preparatory works to the area on which the waste/recycling compound is to be located as shown on Drawing No. WES051-PEV-00-XX-DR-A-9102 Rev P04 (including tree and shrub removal) details of the design and appearance of the compound, including means of access, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved details.</p> | <p>To ensure the incorporation of waste storage and recycling arrangements, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 14 | No Development Above Ground Level | <p>Waste Management Plan</p> <p>Prior to first use of the main Hub building and Leisure Centre a Site Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include, but not be limited to, the following:</p> <ol style="list-style-type: none"> a. The volumes and types of waste to be generated across the site from the various locations; b. The internal waste segregation and removal arrangements, including a review of any practical issues associated with the transfer of waste to the waste compound. Access from the different parts of the buildings to the site compound should not be impeded and must allow the safe manoeuvrability of waste containers. Unsuitable surfaces e.g. gravel, obstacles such as kerbs and significant inclines should be avoided. At this stage it is assumed that waste will be transferred using wheeled containers, of a size that can be decanted into | <p>To ensure that satisfactory arrangements are put in place for the storage of waste and recycling arrangements, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |

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| | | <p>the waste compound waste receptacles in line with manual handling guidance. Further information on how waste will be managed onsite would assist in the evaluation of this; and</p> <p>c. How the waste system will support the waste management hierarchy e.g. recycling and waste reduction.</p> <p>The site shall thereafter be operated in accordance with the approved details.</p> | |
| 15 | No Development Above Ground Level | <p>Hard Landscaping - Main Site No development above ground level on the Western Way site (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until details of a hard landscaping scheme for the site have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example furniture, play equipment, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features); retained historic landscape features and proposals for restoration where relevant. The scheme shall be implemented prior to the occupation of any part of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority).</p> | <p>To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |

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| 16 | No Development Above Ground Level | <p>Hard Landscaping – Beetons Way North Car Park. No development above ground level on the Beetons Way North Car Park (except for demolition works) shall take place until details of a hard landscaping scheme for the site have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example furniture, play equipment, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features); retained historic landscape features and proposals for restoration where relevant. The scheme shall be implemented prior to the occupation of any part of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority).</p> | <p>Reason: To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 17 | No Development Above Ground Level | <p>Soft Landscaping – Main Site. No development above ground level on the Western Way Site (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until a scheme of soft landscaping for the site drawn to a scale of not less than 1:200 has been submitted to and approved in writing by the Local Planning Authority. 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; details</p> | <p>To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2, DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy</p> |

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| | | <p>of easements and no planting zones in respect of the drainage infrastructure. 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.</p> | <p>Framework and all relevant Core Strategy Policies.</p> |
| 18 | No Development Above Ground Level | <p>Soft Landscaping – Beetons Way North Car Park. No development above ground level on the Beetons Way North Car Park (except for demolition works) shall take place until a scheme of soft landscaping for the site drawn to a scale of not less than 1:200 has been submitted to and approved in writing by the Local Planning Authority. 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; details of easements and no planting zones in respect of the drainage infrastructure. 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</p> | <p>To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2, DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |

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| | | similar size and species unless the Local Planning Authority gives written consent for any variation. | |
| 19 | No Development Above Ground Level | Landscape Management Plan – Main Site. No development above ground level on the Western Way Site (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules and periods for all soft landscape areas (other than small privately owned domestic gardens) together with a timetable for the implementation of the landscape management plan, has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out in accordance with the approved details and timetable. | To ensure the longevity of the landscaping scheme and protect the visual amenity and character of the area, in accordance with policy DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 20 | No Development Above Ground Level | Landscape Management Plan – Beetons Way North Car Park. No development above ground level on the Beetons Way North Car Park (except for demolition works) shall take place until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules and periods for all soft landscape areas (other than small privately owned domestic gardens) together with a timetable for the implementation of the landscape management plan, has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out in accordance with the approved details and timetable. | To ensure the longevity of the landscaping scheme and protect the visual amenity and character of the area, in accordance with policy DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 21 | No Development Above Ground Level | Newmarket Road – Arboricultural Method Statement No development above ground level shall take place until an Arboricultural Method Statement (including any demolition, | To ensure that the trees and hedges on site are adequately protected, to safeguard the |

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| | | <p>groundworks and site clearance) in respect of the junction and carriageway improvements at the Newmarket Road/Western way junction have been submitted to and approved in writing by the Local Planning Authority. The Statement should include details of the following:</p> <ul style="list-style-type: none"> iv) Measures for the protection of those trees and hedges on the site that are to be retained, v) Details of all construction measures within the 'Root Protection Area' (defined by a radius of dbh x 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, vi) A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained. vii) Details of replacement trees for any removed as a result of the development. <p>The development shall be carried out in accordance with the approved Method Statement unless agreed in writing by the Local Planning Authority.</p> | <p>character and visual amenity of the area, in accordance with policies DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.</p> |
| 22 | No Development Above Ground Level | <p>Energy Statement. No development above ground level (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until an energy and sustainability statement for the development, based upon the Energy Statement dated 4 February 2020, Issue No. 3, shall be submitted to and approved in writing by the Local Planning Authority. The statement shall outline how the development has adhered to</p> | <p>To ensure that the proposal meets with the requirements of sustainability, in accordance with policy DM7 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy</p> |

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| | | broad principles of sustainable design and construction and how energy efficiency will be optimised through the use of design, layout, orientation, materials, insulation and construction techniques. The development shall be carried out in accordance with the approved strategy. | Framework and all relevant Core Strategy Policies. |
| 23 | No Development Above Ground Level | <p>Skate Park Design</p> <p>No development above ground level (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until details of the skate park are submitted to and approved in writing by the Local Planning Authority. The details shall include a timetable/phasing plan for the construction of the skate park. The works shall be carried out strictly in accordance with the approved details.</p> | To ensure good design of community facility and to minimise the time the facility is unavailable for use by the general public in accordance with policy DM42 of the Joint Development Management Policies Document 2015 |
| 24 | No development above ground level | <p>Ecological enhancement – Main Site</p> <p>No development above ground level on the Western Way Site (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until details of biodiversity enhancement measures to be installed at the site, including details of the timescale for installation, have been submitted to and approved in writing by the Local Planning Authority. Any such measures as may be agreed shall be installed in accordance with the agreed timescales and thereafter retained as so installed. There shall be no occupation unless and until details of the biodiversity enhancement measures to be installed have been agreed in writing by the Local Planning Authority.</p> | To secure biodiversity enhancements commensurate with the scale of the development, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 25 | No development above ground level | <p>Ecological enhancement – Beetons Way North Car Park</p> | To secure biodiversity enhancements commensurate |

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| | | No development above ground level on the Beetons Way North Car Park (except for demolition works) shall take place until details of biodiversity enhancement measures to be installed at the site, including details of the timescale for installation, have been submitted to and approved in writing by the Local Planning Authority. Any such measures as may be agreed shall be installed in accordance with the agreed timescales and thereafter retained as so installed. There shall be no occupation unless and until details of the biodiversity enhancement measures to be installed have been agreed in writing by the Local Planning Authority. | with the scale of the development, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 26 | No development above ground level | <p>Boundary treatments</p> <p>No development above ground level (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until details of the treatment of the boundaries of the site, including all internal fences and walls, have been submitted to and approved in writing by the Local Planning Authority. The details shall specify the siting, design, height and materials of the screen walls/fences to be constructed or erected and/or the species, spacing and height of hedging to be retained and / or planted together with a programme of implementation. Any planting removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by soft landscaping of similar size and species to those originally required to be planted. The works shall be completed prior to first use/occupation in accordance with the approved details.</p> | To safeguard the character and appearance of the area, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 27 | No development above ground level | <p>Beetons Way external ramp details</p> <p>No development above ground level (except for demolition works and works to remove external wall and roof coverings</p> | To ensure that there is safe and accessible provision for pedestrians and cyclists to |

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| | | on the existing depot building) shall take place until details of the Beeton's Way external ramp have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details. | access the site via Beeton's Way and to encourage the use of sustainable modes of transport, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 28 | No development above ground level | Shower/changing facilities No development above ground level (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until details of the employee shower and changing facilities within the Hub building have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details. | To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 29 | No development above ground level | Athletics Track Management Details No development above ground level (except for demolition works and works to remove external wall and roof coverings on the existing depot building) shall take place until details of the treatment of the land adjacent to the existing athletics track are submitted to the Local Planning Authority and approved in writing. The details shall include arrangements for the new pavilion building, storage facilities, fence | To ensure the ongoing operation of the athletics track for community and athletic events and to meet Local Plan Policy. |

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| | | lines/boundary treatment, car park management and overall space allocation for athletics events. | |
| 30 | Prior to first use | <p>Contamination Remediation Strategy Verification Report</p> <p>Prior to first operational use of the site a verification report demonstrating completion of works as set out in the remediation strategy (referred to in Conditions 5 and 6) shall be submitted to and approved, in writing, by the Local Planning Authority.</p> | 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 accordance with policy DM14 of the West Suffolk Joint Development Management Policies Document 2015, paragraphs 170,178 and 179 of the National Planning Policy Framework (NPPF), Environment Agency Groundwater Protection: Principles and Practice (GP3) and all relevant Core Strategy Policies. |
| 31 | Prior to first use | <p>Air quality assessment</p> <p>Prior to first operational use of the site, a detailed air quality assessment relating to the nursery on the junction of Newmarket Road and Western Way shall be submitted to, and approved in writing by, the local planning authority. The assessment shall provide details of the air quality impact on the Nursery building and playground and recommend mitigation measures where an adverse impact is determined. The mitigation measures shall be implemented as approved in accordance with an agreed timescale.</p> | To conserve and, where possible, enhance air quality in line with Policy CS2 of the core strategy and paragraph 170(e) of the NPPF. |

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| 32 | Six months Prior to first use | <p>Travel Plan – Submission of Interim Travel Plan Six months prior to first operational use of the site details of the travel arrangements to and from the site for employees, visitors and customers, in the form of an Interim Travel Plan in accordance with the mitigation measures identified in the submitted Outline Travel Plan Rev 3, shall be submitted for approval in writing by the local planning authority. The Interim Travel Plan must contain the following:</p> <ul style="list-style-type: none"> • Baseline travel data based upon the information provided in the Transport Assessment, with suitable measures, objectives and targets identified targets to reduce the vehicular trips made by employees visitors and customers across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met • Appointment of a suitably qualified Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan • A commitment to monitor the vehicular trips generated by the employees visitors and customers and submit a revised (or Full) Travel Plan no later than six months after occupation • A further commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority for a minimum period of five years using the same methodology as the baseline monitoring | To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
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| | | <ul style="list-style-type: none"> • A suitable marketing strategy to ensure that all employees visitors and customers on the site are engaged in the Travel Plan process • A Travel Plan budget that covers the full implementation of the Travel Plan • A copy of an employee travel pack that includes information to encourage employees to use sustainable travel in the local area <p>The site shall not be occupied until the Interim Travel Plan has been agreed. The approved Interim Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Interim Travel Plan and shall thereafter adhered to in accordance with the approved Interim Travel Plan.</p> | |
| 33 | Prior to first use | <p>Details of SuDS components</p> <p>Prior to first operational use of the site 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.</p> | To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act. |
| 34 | Prior to first use | <p>Electric Vehicle Charging Point – Commercial. Prior to first operational use of the site, at least 5% of car parking spaces shall be equipped with working electric vehicle charge points, which shall be provided for staff and/or visitor use at locations reasonably accessible from car parking spaces. The Electric Vehicle Charge Points shall be retained thereafter and maintained in an operational condition.</p> | To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 105 and 110 of the National |

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| | | | Planning Policy Framework (NPPF) and the Suffolk Parking Standards. |
| 35 | Prior to first use | <p>Electric Vehicle Charging Infrastructure Strategy</p> <p>Prior to first operational use of the site, an electric vehicle charging infrastructure plan shall be submit to, and approved in writing by, the Local Planning Authority. The plan shall provide details of where future provision will be provided to reach the required parking standard; trigger points for the addition of further charging infrastructure; and how the required electrical supply will be secured for each phase of future provision. The plan shall be implemented as approved.</p> | To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 105 and 110 of the National Planning Policy Framework (NPPF) and the Suffolk Parking Standards. |
| 36 | Before the First Use | <p>Lighting Design/Strategy For Light-Sensitivity Main Site</p> <p>Notwithstanding the details submitted with the application, prior to the installation of any external lighting and first operational use of the Western Way site, a Lighting Design Strategy shall be submitted to and approved in writing by the Local Planning Authority. In particular the strategy shall:</p> <ul style="list-style-type: none"> i) Identify those areas/features on site that are particularly sensitive for biodiversity; and that are likely to be disturbed by lighting; ii) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) to demonstrate that areas to be lit will not disturb or prevent the above species | To safeguard the visual amenities of the locality and the ecological value of the area, in accordance with policies DM2 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. |

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| | | <p>using their territory or having access to their breeding sites and resting places.</p> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. No other external lighting be installed without prior consent from the Local Planning Authority.</p> | |
| 37 | Before the First Use | <p>Lighting Design/Strategy For Light-Sensitivity Beetons Way North Car Park</p> <p>Notwithstanding the details submitted with the application, prior to the installation of any external lighting and first operational use of the Beetons Way North Car Park, a Lighting Design Strategy shall be submitted to and approved in writing by the Local Planning Authority. In particular the strategy shall:</p> <p>iii) Identify those areas/features on site that are particularly sensitive for biodiversity; and that are likely to be disturbed by lighting;</p> <p>iv) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) to demonstrate that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.</p> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. No other external lighting be installed without prior consent from the Local Planning Authority.</p> | <p>To safeguard the visual amenities of the locality and the ecological value of the area, in accordance with policies DM2 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |

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| 38 | Prior to first use | <p>Signage Strategy – On-site Prior to first operational use of the site details of an on-site signage strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include directional signage for the benefit of pedestrians and cyclists. The signage shall be installed in accordance with the approved details.</p> | To ensure the provision of adequate signage for the safety and convenience of staff and visitors to the site, in accordance with Policy DM2 of the Joint Development Management Policies Document, Chapter 12 of the National Planning Policy Framework (NPPF) and all relevant Core Strategy Policies. |
| 39 | Prior to first use | <p>Signage Strategy – Off-site Prior to first operational use of the site details of an off-site signage strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include directional signage for the benefit of pedestrians and cyclists and shall include key links to the town centre and sustainable transport links. The signage shall be installed in accordance with the approved details.</p> | To ensure the provision of adequate signage for the safety and convenience of staff and visitors to the site and to encourage the use of sustainable modes of transport, in accordance with Policy DM2 of the Joint Development Management Policies Document, Chapter 9 of the National Planning Policy Framework (NPPF) and all relevant Core Strategy Policies. |
| 40 | Prior to first operational use | <p>Parking - Western Way The use shall not commence until the area(s) within the site shown on WES051-PEV-00-XX-DR-A-9102 P04 for the purposes of LOADING, UNLOADING, manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.</p> | 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 |

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| | | | manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway. |
| 41 | Prior to first operational use | <p>Parking - Beetons Way North Car Park</p> <p>The use shall not commence until the area(s) within the site shown on WES051-PEV-00-XX-DR-A-9104 REV P3 for the purposes of LOADING, UNLOADING, manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.</p> | 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. |
| 42 | Prior to first use | <p>Parking Management Plan</p> <p>Prior to first use a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall include details of how staff and visitors will be directed to the most appropriate car park and how car park use will be monitored and enforced and where appropriate how entry will be restricted to certain car parks. The details shall also include provision for athletics meetings alongside the existing athletics track.</p> | To ensure the provision of adequate car parking for staff and visitors to the site and to encourage the use of sustainable modes of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |

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| 43 | Prior to first operational use | <p>Access - Beetons Way</p> <p>The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No. WES051-PEV-00-XX-DR-A-9104 REV P3 and made available for use prior to first operational use unless otherwise agreed in writing by the Local Planning Authority. Thereafter the access shall be retained in the specified form.</p> | <p>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, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 44 | Prior to first operational use | <p>Access - Beetons Way South</p> <p>The new vehicular access (roundabout) shall be laid out and completed in all respects in accordance with Drawing No. WES051-PEV-00-XX-DR-A-9102 REV P4 and made available for use prior to first operational use unless otherwise agreed in writing by the Local Planning Authority. Thereafter the access shall be retained in the specified form.</p> | <p>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, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 45 | Prior to first operational use | <p>Access - Olding Road</p> <p>The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No. WES051-PEV-</p> | <p>To ensure that the access is designed and constructed to an appropriate specification and</p> |

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| | | OO-XX-DR-A-9102 REV P4 and made available for use prior to first operational use. Thereafter the access shall be retained in the specified form. | made available for use at an appropriate time in the interests of highway safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 46 | Prior to first operational use | Junction capacity works – Newmarket Road Prior to first operational use, junction capacity works to the Newmarket Road junction with Western Way, based on Drawing Nos. WES-PEV-XX-XX-DR-C-0227 P03 and 181377-PEV-XX-XX-DR-C-0235 P01 shall be completed and available for use. | To ensure the development does not have a detrimental impact on the local junctions from Newmarket road to Beetons Way, in the interests of highway safety and to ensure that roads/footways are constructed to an acceptable standard, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 47 | Prior to first operational use | Junction capacity works – Asda roundabout Prior to first operational use, junction capacity works to the Asda roundabout junction with Western Way, based on | To ensure the development does not have a detrimental impact on the local junctions from Newmarket road to Beetons |

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| | | Drawing No. 181377-PEV-XX-XX-DR-C-0221 P03 shall be completed and available for use. | Way, in the interests of highway safety and to ensure that roads/footways are constructed to an acceptable standard, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 48 | Prior to first occupational use | Junction capacity works – Olding Road Prior to first operational use, junction capacity works to the Olding Road junction with Western Way, based on Drawing No. WES-PEV-XX-XX-DR-C-0225 REV P05 shall be completed and available for use. | To ensure the development does not have a detrimental impact on the local junctions from Newmarket road to Beetons Way, in the interests of highway safety and to ensure that roads/footways are constructed to an acceptable standard, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 49 | Prior to first operational use | Cycle storage Prior to first operational use of any part of the site details of the cycle storage facilities for staff and visitors shall be submitted to and approved in writing by the Local Planning | To ensure that sufficient secure cycle storage is provided on site and to encourage the use of sustainable modes of |

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| | | Authority. The works shall be carried out in accordance with the approved details in accordance with an agreed timetable. | transport, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 50 | Prior to first use | <p>Off-site improvements to cycle/pedestrian links</p> <p>Prior to first use the off-site cycle mitigation shall be provided in accordance with the Transport Assessment, Issue Number 01, dated 27 November 2019, and Cycleway Review R003-TJH-181377/17-2-A1302.</p> | In the interests of highway safety, sustainable transport and to ensure that roads/footways are constructed to an acceptable standard, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 51 | Prior to first use | <p>Part L compliance</p> <p>Prior to first operational use of the site details of the Part L compliance should be submitted to the Local Planning Authority. This should be the Part L BRUKL compliance documentation that is required by building regulations. The information provided should include information on ventilation, lighting, heating and cooling and unregulated loads and where required any documentation relating to overheating and air tightness.</p> | To ensure that the development meets DM7 of the Joint Development Management Policies Document and can demonstrate the details of how it is proposed that the site will meet the energy standards set out within national Building Regulations. |

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| 52 | Prior to first use | <p>Athletics track welfare facilities</p> <p>Prior to first operational use a plan shall be submitted to and approved in writing by the Local Planning Authority, which demonstrates there are adequate welfare facilities, including changing and showering facilities, for the benefit of the existing athletics track and community users of the artificial pitch. If such facilities are dependent upon Community Use Agreements these shall also be submitted to and approved in writing by the Local Planning Authority.</p> | <p>To secure well-managed and safe community access to nearby facilities to ensure sufficient benefit to the development of sport in accordance with the National Planning Policy Framework, and to accord with Policy DM41 of the West Suffolk Joint Development Management Policies Document 2015.</p> |
| 53 | Eight months prior to first operational use | <p>Bus Service Improvements</p> <p>8 months prior to first operational use of the site, an assessment of the site facilities/occupants and opportunities for improvements to bus services specifically serving the site shall be submitted to and approved in writing by the Local Planning Authority. The report will assess the primary facilities within the building, anticipated travel patterns for staff and visitors, public transport hubs within Bury St Edmunds town centre and with reference to the viability and benefits of the scheme, will establish proportionate mechanisms including a recommendation to improve bus services to the site via a shuttle bus service or extensions to the inter-urban network or a hybrid solution as appropriate. The assessment will also evaluate the frequency and timing for services to run, taking into account the facilities mix on offer and this should be reviewed at least every 12 months for a period of 5 years.</p> | <p>To ensure the provision of adequate public transport services for staff and visitors to the site and to encourage the use of sustainable modes of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 54 | Six months prior to first operational use | <p>Travel Plan – Full Travel Plan</p> | <p>To encourage the use of sustainable forms of transport</p> |

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| | | <p>Within six months of first operational use of the site a Full Travel Plan shall be submitted for approval in writing by the Local Planning Authority. The Full Travel Plan shall be based on the detail required in accordance with Condition 30. The approved Full Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Full Travel Plan and shall thereafter adhered to in accordance with the approved Full Travel Plan.</p> | <p>and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 55 | <p>Prior to the demolition of the existing leisure centre</p> | <p>Demolition Method Statement (existing leisure centre) Prior to the demolition of the existing leisure centre a Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of existing trees on or adjacent to the site of the leisure centre and measures for the protection of the trees during the course of demolition.</p> | <p>To ensure that the trees and hedges on site are adequately protected, to safeguard the character and visual amenity of the area, in accordance with policies DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 56 | <p>General</p> | <p>Time Limit- Detailed. The development hereby permitted shall be commenced no later than 5 years from the date of this permission.</p> | <p>In accordance with Section 91 of the Town and Country Planning Act 1990.</p> |
| 57 | <p>General</p> | <p>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:</p> | |

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| 58 | General | <p>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.</p> | <p>To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179, Policy CS2 (Sustainable Development) of the Core Strategy and Policy DM14 of the Joint Development Management Policy and Environment Agency and Groundwater Protection Position Statements.</p> |
| 59 | General | <p>Continued Use of Existing Leisure Centre The existing leisure centre serving the community shall remain operational until the new facilities are completed and ready for use.</p> | <p>To ensure continuity of provision for the residents of the District and to meet Local Plan Policy.</p> |
| 60 | General | <p>Protection of athletics track and any associated open space The existing athletics track shall remain open and operational at all times during the demolition and construction phases of the development, and shall thereafter remain in use as an athletics track together with its associated access in perpetuity unless otherwise agreed in writing by the Local Planning Authority.</p> | <p>To ensure the existing community leisure facility remains open and operational at all times for the residents of the District and to meet Local Plan Policy.</p> |

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| 61 | General | <p>Restrict use of Beetons Way North Car Park The use of the Beeton's Way North Car Park shall be restricted to staff employed within the Hub, existing and proposed Leisure Centre and West Suffolk House and shall not be used by visitors to the site.</p> | <p>In the interests of highway safety and to ensure the free flow of traffic off Beeton's Way, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 62 | General | <p>Submission of solar panel details on buildings Prior to the installation of any photovoltaic panels on the Hub building hereby approved, details of the panels including their location and dimensions shall be submitted to and approved in writing by the Local Planning Authority. The panels shall thereafter be installed in accordance with the approved details.</p> | <p>To safeguard the visual amenities of the locality, in accordance with policies DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 63 | General | <p>Submission of solar panel canopy details Prior to the installation of any photovoltaic canopies details of the canopies including their location and dimensions shall be submitted to and approved in writing by the Local Planning Authority. The canopies shall thereafter be installed in accordance with the approved details.</p> | <p>To safeguard the visual amenities of the locality, in accordance with policies DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |

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| 64 | General | <p>Decked car park details Prior to work commencing on the construction of the decked car park details of the car park, including its internal and external appearance and access onto Beetons Way, have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.</p> | <p>To safeguard the character and appearance of the area, to protect the amenity of occupiers of adjacent properties from noise and disturbance and to ensure that vehicles can enter and leave the public highway in a safe manner, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 65 | General | <p>Waste Compound – Woodland management plan Prior to work commencing on the construction of the waste/recycling compound (including site and vegetation clearance) a woodland management plan for the area surrounding the compound, including long term objectives, management responsibilities and maintenance schedules shall be submitted to and approved in writing by the Local Planning Authority. The woodland management plan shall be implemented in accordance with the approved details and timetable.</p> | <p>To preserve trees and hedges on the site in the interest of visual amenity and character of the area, in accordance with policies DM2, DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 66 | General | <p>Foundation Design Piling, or any other foundation designs and investigation boreholes using penetrative methods, shall not be permitted</p> | <p>To protect and prevent the pollution of controlled waters from potential pollutants</p> |

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| | | other than with the written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details. | associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Groundwater Protection Position Statements. |
| 67 | General | CHP characteristics The physical and emission characteristics of the CHP and Boilers included within the energy centre must be as detailed within (or better than detailed, in relation to impacts on air quality) Table 1 of the RSK letter report reference 443584-02 (01) dated 3 rd February 2020. | To conserve and, where possible, enhance air quality in line with Policy CS2 of the core strategy and paragraph 170(e) of the NPPF. |
| 68 | No later than 12 months after first use | BREEAM Standards. No later than 12 months after the building hereby approved is first brought into use, a certificate demonstrating that the hereby approved building has gained at least a BREAAM Very Good status shall be submitted to the Local Planning Authority. | To ensure that the proposal meets with the requirements of sustainability, in accordance with policy DM7 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 69 | General | Ecology report requirements The development shall be carried out strictly in accordance with the Ecological Constraints, Opportunities and Recommendations within the Preliminary Ecological Appraisal dated 15 August 2019 prepared by RSK ADAS Ltd | To safeguard the ecological and nature conservation value of the area, in accordance with policy DM12 of the West Suffolk Joint Development Management Policies Document 2015, |

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| | | (Western Way) and the Preliminary Ecological Appraisal dated May 2019 prepared by RSK ADAS Ltd (Beetons Way). | Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 70 | General | <p>Visibility - Beetons Way</p> <p>Before the 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 and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access. 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.</p> | 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, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 71 | General | <p>Visibility- Beetons South Way</p> <p>Before the 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 and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access. 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</p> | 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, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National |

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| | | 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. | Planning Policy Framework and all relevant Core Strategy Policies. |
| 72 | General | <p>Visibility - Olding Road</p> <p>Before the 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 and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access. 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.</p> | 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, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. |
| 73 | General | <p>Noise limit</p> <p>The noise when all plant is operating on site shall produce a maximum rated LAeq,T of 47 dBv during the daytime and LAeq,T of 42 dB at night, when measured and/or calculated in accordance with BS4142:2014 at any of the nearest residential properties.</p> | To protect the amenities of occupiers of properties in the locality, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. |

| | Outline conditions for nursery | | |
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| 1 | | <p>Time Application for the approval of the matters reserved by conditions of this permission shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun not later than whichever is the latest of the following dates:-</p> <p>i) The expiration of three years from the date of this permission; or ii) The expiration of two years from the final approval of the reserved matters; or,</p> <p>In the case of approval on different dates, the final approval of the last such matter to be approved.</p> | To conform with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. |
| 2 | | <p>Reserved matters Prior to commencement of development details of the access, appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.</p> | Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended) and to enable to the Local Planning Authority to exercise proper control over these aspects of the development. |
| 3 | | <p>Noise assessment Any reserved matters application submitted for, or including, the construction of a nursery (including early years, or pre-school setting) shall be accompanied by a scheme or schemes of noise mitigation which aims to ensure that there is at least one area suitable for outdoor teaching activities</p> | To protect the amenities of future users/occupiers of the nursery, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document |

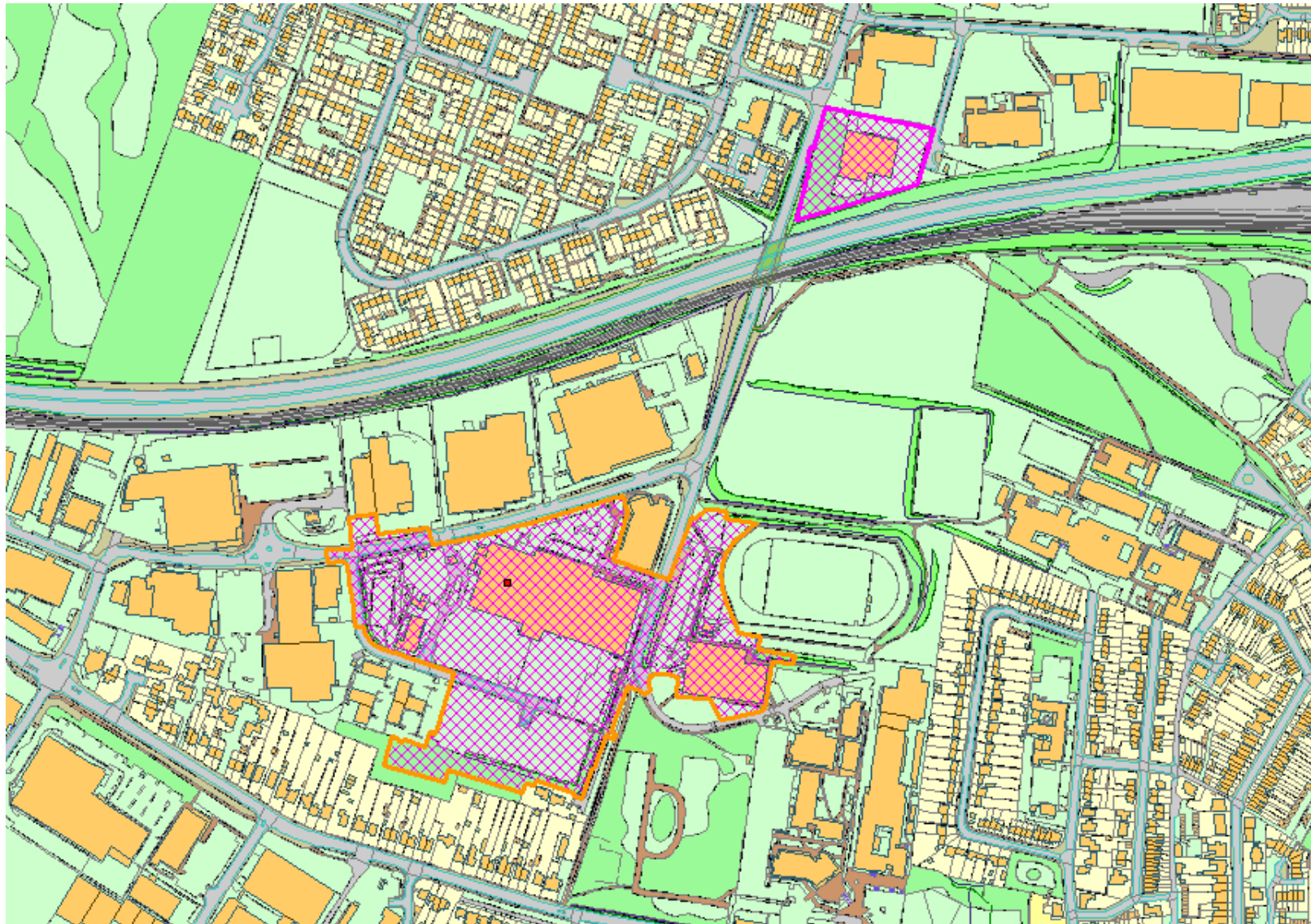
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| | | <p>where noise levels are below 50dB LAeq, 30mins, during normal school opening hours, as advocated within the Institute of Acoustics and Association of Noise Consultants 'Acoustics of Schools: a design guide' (November 2015). In the event that an outdoor teaching area with noise levels below 50dB LAeq, 30mins cannot be achieved, then an assessment of noise levels, and details of the mitigation options considered and to be implemented shall be submitted to and approved in writing by the Local Planning Authority. The development shall adopt the proposed scheme or schemes of noise mitigation as stated. The approved scheme shall thereafter be maintained as required and retained.</p> | <p>2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> |
| 4 | | <p>Surface water drainage scheme Concurrent with the first reserved matters application(s) a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the approved FRA and fully implemented as approved. Details to be submitted include:</p> <ol style="list-style-type: none"> 1. Details of further infiltration testing on site in accordance with BRE365 to verify the permeability of the site (trial pits to be located where soakaways are proposed and repeated runs for each trial hole). Borehole records should also be submitted in support of soakage testing. 2. Impermeable areas plan for the entire site – cross referenceable with hydraulic calcs. 3. Dimensioned drawings of the main aspects of surface water drainage system (for highway, buildings and all other hardstanding). | <p>Reason:</p> <ul style="list-style-type: none"> • 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 • To ensure clear arrangements are in place for ongoing operation and maintenance, |

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| | | <p>4. Modelling results (or similar method) to demonstrate that the infiltration device has been adequately sized to contain the critical 100yr+CC event for the catchment area they serve. Each device should be designed using the nearest tested infiltration rate to which they are located. A suitable factor of safety should be applied to the infiltration rate during design.</p> <p>5. Infiltration devices shall only be used where they do not pose a threat to groundwater. There shall be at least 1.2m of unsaturated ground between base of the device and the groundwater table. Demonstration of adequate treatment for surface water shall be submitted. SuDS features should demonstrate betterment to water quality due to the site being in a Source Protection Zone.</p> <p>6. If individual soakaways are being used they will be at least 5m away from any foundation (or more depending on strata).</p> <p>7. Infiltration devices should aim to have a half drain time of less than 24hours.</p> <p>8. Modelling of any pipe network in the 1 in 30yr rainfall event to show no above ground flooding.</p> <p>9. 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.</p> <p>10. Minimum clearance to roots shall be applied to all underground pipework in line with Sewers for Adoption 6th Edition.</p> | <p>, in accordance with policy DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as it may require the installation of below ground infrastructure and details should be secured prior to any ground disturbance taking place</p> |
| 5 | | <p>Implementation, maintenance and management of the strategy for the disposal of surface water</p> | |

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| | | <p>Concurrent with the first reserved matters application(s) details of the implementation, maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.</p> <p>Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage, in accordance with policy DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> | |
| 6 | | <p>Arboricultural Impact Statement</p> <p>Concurrent with the first reserved matters application(s) an Arboricultural Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Assessment shall also include the following:</p> <p>(i) Measures for the protection of those trees and hedges on the application site that are to be retained. The scheme shall show the extent of root protection areas and details of ground protection measures and fencing to be erected around the trees, including the type and position of these. The protective measures contained with the scheme shall be implemented prior to commencement of any development, site works or clearance in accordance with the approved details and shall be maintained and retained until the</p> | <p>To ensure that the trees and hedges on site are adequately protected, to safeguard the character and visual amenity of the area, in accordance with policies DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.</p> |

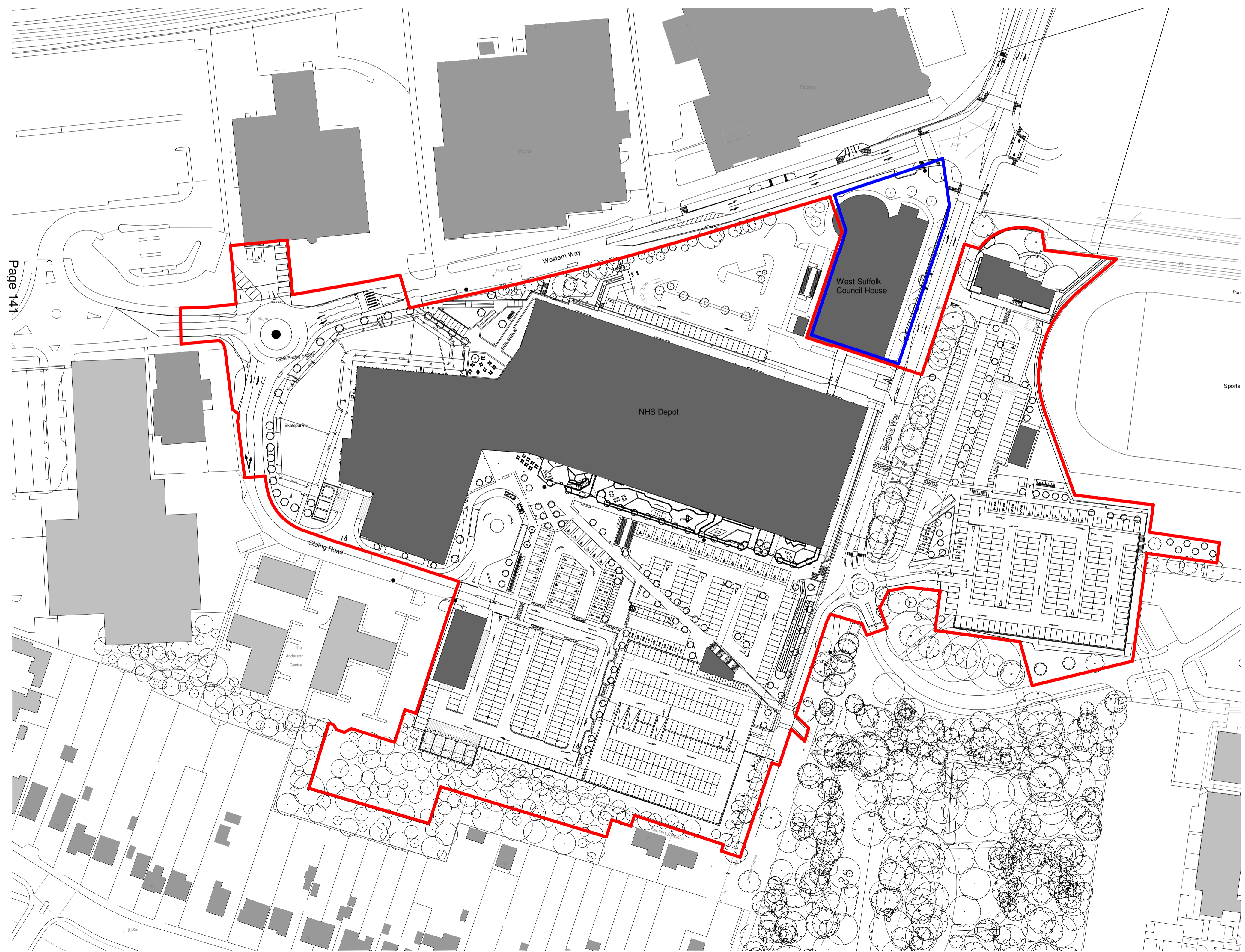
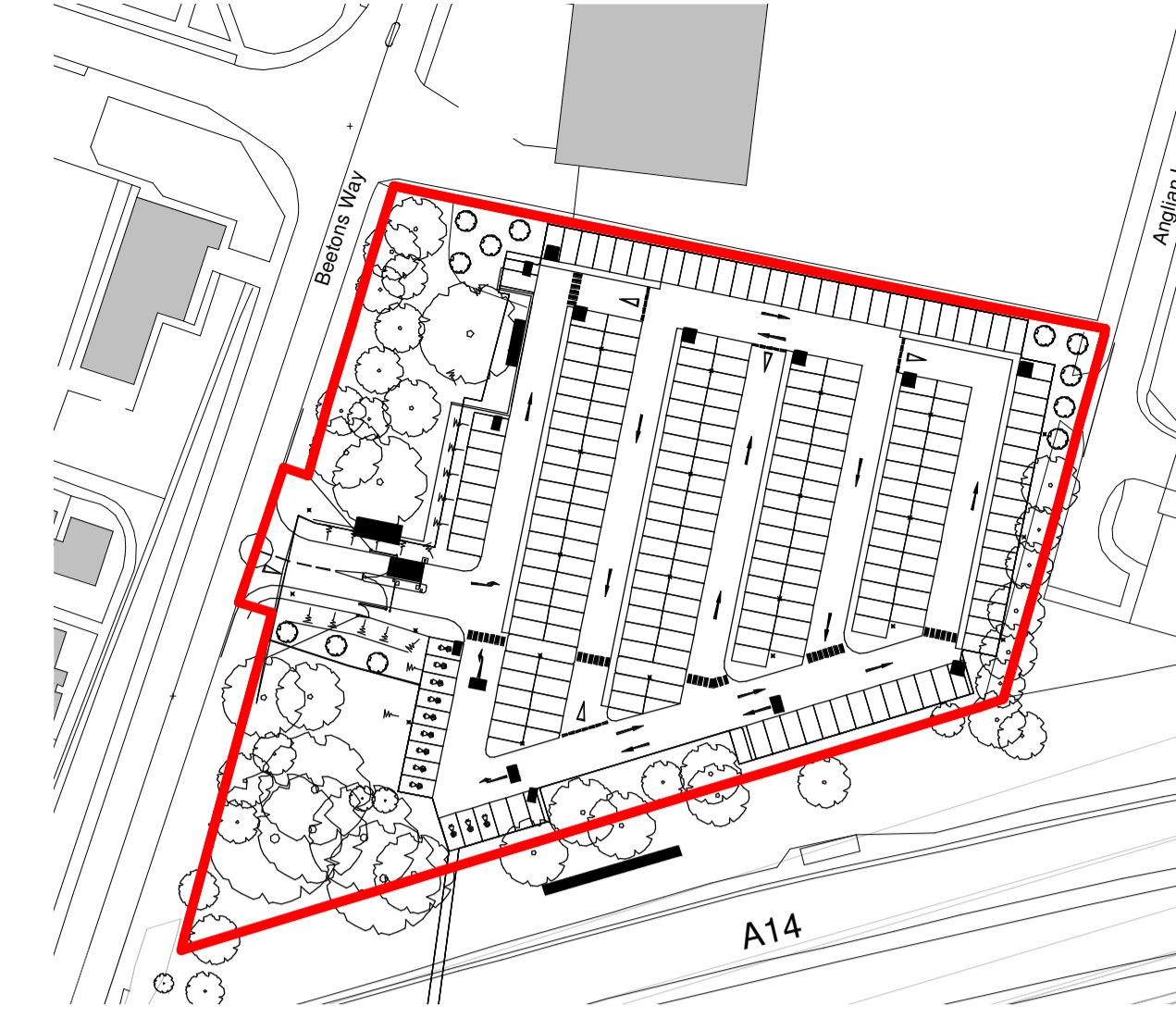
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| | | <p>development is completed. Within the root protection areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon.</p> <p>(ii) Details of all construction measures that are exceptionally required within the 'Root Protection Area' (defined by a radius of dbh x 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, or other construction works,</p> <p>(iii) A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained.</p> <p>The development shall be carried out in accordance with the approved Method Statement unless agreed in writing by the Local Planning Authority.</p> | |
| 7 | No development above ground level | <p>Ecological enhancement</p> <p>Concurrent with the first reserved matters application details of biodiversity enhancement measures to be installed at the site, including details of the timescale for installation, shall be submitted to and approved in writing by the Local Planning Authority. Any such measures as may be agreed shall be installed in accordance with the agreed timescales</p> | |

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| | | <p>and thereafter retained as so installed. There shall be no occupation unless and until details of the biodiversity enhancement measures to be installed have been agreed in writing by the Local Planning Authority.</p> <p>To secure biodiversity enhancements commensurate with the scale of the development, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.</p> | |
| 8 | | <p>Part L compliance</p> <p>Prior to first operational use of the site details of the Part L compliance should be submitted to the Local Planning Authority. This should be the Part L BRUKL compliance documentation that is required by building regulations. The information provided should include information on ventilation, lighting, heating and cooling and unregulated loads and where required any documentation relating to overheating and air tightness.</p> | <p>To ensure that the development meets DM7 of the Joint Development Management Policies Document and can demonstrate the details of how it is proposed that the site will meet the energy standards set out within national Building Regulations.</p> |



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Application Area
 Ownership boundary



Page 141

| P02 | General layout update | 23.07.20 | JDW | R10 |
|------------------------------------------------|-----------------------|----------|----------|-----|
| P01 | Issue for Planning | 27.11.19 | BTH | R10 |
| Revision | | Date | Dm | Chk |
| This document references the following files:- | | | | |
| Reference Name | | Status | Revision | |
| WES051-00-XX-DR-A-001 | | S1 | POS | |

Client
West Suffolk Council

Project
Western Way Development

Drawing Title
Proposed Block Plan

Suitability Status
S2 - Suitable for Information

Job No. Scale Size Rev
181377 1 : 1000 @ A1 P02

Drawing Number
WES051 - PEV - 00 - XX - DR - A - 9101

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Development Control Committee 5 August 2020

Planning Application DC/20/0784/FUL – Doctors Surgery, 10 The Chase, Stanton

| | | | |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------|
| Date Registered: | 15.05.2020 | Expiry Date: | 10.07.2020 EOT 14.08.2020 |
| Case Officer: | Connor Vince | Recommendation: | Approve Application |
| Parish: | Stanton | Ward: | Stanton |
| Proposal: | Planning Application - 1.5 storey rear extension to accommodate 4no. GP Consulting Rooms, Treatment Room, Interview Room and associated administrative and storage areas (following removal of existing portacabin) | | |
| Site: | Doctors Surgery, 10 The Chase, Stanton | | |
| Applicant: | Sandra Butler - Stanton Surgery | | |

Synopsis:

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and Associated matters.

Recommendation:

It is recommended that the Committee determine the attached application and associated matters.

CONTACT CASE OFFICER:

Connor Vince

Email: connor.vince@westsuffolk.gov.uk

Telephone: 07866 913717

Background:

This application is referred to the Development Control Committee following consideration by the Delegation Panel.

The application was referred to Delegation Panel as Stanton Parish Council raised concerns, contrary to Officer recommendation for APPROVAL.

Proposal:

1. The application seeks planning permission for the construction of a 1.5 storey rear extension to accommodate 4no. GP Consulting Rooms, Treatment Room, Interview Room and associated administrative and storage areas (following removal of an existing portacabin which was approved on a temporary basis in 2017 for use as additional consulting rooms).
2. The proposed extension will extend approximately 13.3m from the rear elevation, measuring 9.1m in width with a maximum height of 7.0m.

Application Supporting Material:

- Application Form
- Location Plan
- Block Plan
- Existing Floor Plans & Elevations
- Proposed Floor Plans & Elevations
- Design & Access Statement

Site Details:

3. The application site is situated within the settlement boundary for Stanton. The Doctor's Surgery is situated within a residential area in northern Stanton. The site comprises of a detached, two storey building fronting 'Parkside to the west and 'The Chase' to the east. The A143 can be accessed via 'The Chase' to the north. The building currently accommodates a Doctor's Surgery with associated parking.

Planning History:

4.

| Reference | Proposal | Status | Decision Date |
|------------------|-------------------------------------------------------------------------------------------------------|---------------------|----------------------|
| DC/17/1419/FUL | Planning Application - Temporary siting of Portakabin building for use as additional consulting rooms | Application Granted | 03.10.2017 |
| E/90/1610/P | Submission of Details - Single storey doctors surgery with associated car | Application Granted | 11.07.1990 |

parking and vehicular
access

E/89/3622/P Outline Application - Application 06.02.1990
Doctors' Surgery with Granted
associated car parking and
vehicular access

Consultations:

- 5. Public Health & Housing – No objections subject to a condition
- Waste Management – No objections
- Highways – No objections subject to a condition
- Suffolk Fire & Rescue – Set out standard notes

Representations:

- 6. Parish Council - *Firstly, the Parish Council wish to make it clear that they fully support Stanton Surgery and the service that they are supplying to residents of the Village. This application is to extend the surgery in replacing a temporary structure of Portakabins. The design of the extension is not of concern. The Council consider that the impact on Highway safety and the free flow of traffic will be significant and is a major concern. For some time, Council has frequently received complaints from residents in the area of the Surgery who are impacted by Visitors to the Surgery. Offers to allow staff to use the Village Hall car park eased the situation for a short while but it is believed that this no longer happens and staff have returned to parking at the surgery. Residents close to the surgery report a significant impact on their properties. Not only are there reports of parking on footpaths and dropped kerbs in both Parkside and The Chase but the junction itself which is very close to the surgery is impeded by poor visibility. It is known that a number of small damage only collisions have already happened in this vicinity. The application offers no solutions to the parking problems that are a daily occurrence. The Surgery have tried to solve the issues by asking patients to park considerately but this has had little effect. Council are concerned that an increase in capacity will lead to an increase in numbers of patients attending, not just from Stanton but from other surrounding villages as the closure of Hopton Surgery has redirected patients to Stanton. The parking situation will become intolerable for residents and Surgery users alike. The Surgery has previously explored an alternative site for development in Upthorpe Road. This site is still available and the Council would actively encourage the practise to revisit previous plans and consider relocation which the Parish Council would actively support. The Parish Council would have no objections to the temporary portakabins remaining in place whilst this was being developed.*

Neighbours – Total of two representations were received from 1 Grundle Close and 8 The Chase. The following summarises the concerns raised.

- Parking provision concerns.
- Patient capacity of the surgery.

Policy:

7. On 1 April 2019 Forest Heath District Council and St Edmundsbury Borough Council were replaced by a single Authority, West Suffolk Council. The development plans for the previous local planning authorities were carried forward to the new Council by Regulation. The Development Plans remain in place for the new West Suffolk Council and, with the exception of the Joint Development Management Policies document (which had been adopted by both Councils), set out policies for defined geographical areas within the new authority. It is therefore necessary to determine this application with reference to policies set out in the plans produced by the now dissolved St Edmundsbury Borough Council.

The following policies of the Joint Development Management Policies Document and the St Edmundsbury Core Strategy 2010 & Vision 2031 have been taken into account in the consideration of this application:

- Core Strategy Policy SCS3 – Design Quality
- Policy RV1 – Presumption in Favour of Sustainable Development
- Policy DM1 – Presumption in Favour of Sustainable Development
- Policy DM2 – Creating Places – Development Principles and Local Distinctiveness
- Policy DM41 – Community Facilities and Services
- Policy DM46 – Parking Standards

Other Planning Policy:

8. National Planning Policy Framework (2019)

The NPPF was revised in February 2019 and is a material consideration in decision making from the day of its publication. Paragraph 213 is clear however, that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the Framework; the greater weight that may be given. The policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provision of the 2019 NPPF that full weight can be attached to them in the decision-making process.

Officer Comment:

9. The issues to be considered in the determination of the application are:
 - Principle of Development
 - Impact on Residential Amenity
 - Impact on Street Scene/Character of the Area
 - Highway Matters
 - Other Matters

Principle of Development

10. The application seeks to construct a 1.5 storey rear extension to accommodate 4no. GP Consulting Rooms, Treatment Room, Interview Room and associated administrative and storage areas following the removal of the existing portacabin currently at the site. The Doctor's surgery is located within a residential area, towards the entrance of The Chase, intersecting with Parkside. The existing portacabin was granted temporary consent for a period of three years, expiring 3rd October 2020.
11. Policy CS3 of the St. Edmundsbury Core Strategy states that proposals for new development must create and contribute to a high quality, safe and sustainable environment. Aspiration 22 of the Rural Vision 2031, which supports the aims of Policy RV1 in securing sustainable development, also supports the retention and promotion of health services in villages such as Stanton. Development such as the provision of an extension to an existing surgery building will need to be in accordance with policy CS3 and RV1, as well as DM2 and is generally acceptable provided that the proposal respects the character and appearance of the immediate and surrounding area and providing that there is not an adverse impact upon the residential amenity, highway safety or important trees within the street scene. Along with CS3 and RV1, DM2 requires development to conserve and where possible, enhance the character and local distinctiveness of the area.
12. Policy DM41 concerns community facilities and services and states that the provision and enhancement of community facilities and services will be permitted where they contribute to the quality of community life and the maintenance of sustainable communities. This proposal is considered to comply with Policy DM41 as the proposed extension will be providing four additional consulting rooms, a treatment room, interview room and associated administrative and storage areas, therefore enhancing the provision of healthcare within the local community.
13. Along with CS3, DM2 requires development to conserve and where possible, enhance the character and local distinctiveness of the area. Having considered the application in relation to the aforementioned policies, including the considerable support offered by DM41 and RV1 (through Aspiration 22), the principle of development is considered to be acceptable.

Impact on Residential Amenity

14. The proposed extension, whilst large in scale, is located at the rear of the Doctor's Surgery and given its positioning in comparison to residential properties is not considered to materially harm the residential amenity of nearby occupants. Furthermore, no additional car parking spaces are proposed so the use of the site and car park will not increase noise and disturbance in proximity to off-site dwellings in any greater way than at present. The proposed development is not considered to adversely affect the residential amenity of 8 The Chase, located towards the north east of the site as the boundary of the site is located approximately 22m from the rear elevation of this neighbouring property. There is also a large parking area and garage which separates the site from the aforementioned neighbouring property. The same principles apply for 6 The Chase (18m standoff distance from the boundary of the Doctor's Surgery to the rear

elevation), which is located immediately to the west of 8 The Chase. Views of the proposed development from 6 The Chase will be screened to an extent by the detached garage located south west of the dwelling.

- 15.No adverse impact to residential amenity is considered to arise upon 4 Parkside, approximately 8m from the boundary of the Doctor's Surgery, as the majority of the development will be screened by the bulk of the host building. A public footpath and entrance to the Doctor's Surgery car park creates adequate separate distance between the Doctor's Surgery and 4 Parkside. The same principles apply to 2 Parkside, approximately 11m from the boundary of the Doctors Surgery which sits directly behind 4 Parkside to the west of the Doctor's Surgery. Satisfactory separation distance is maintained.
- 16.7 & 9 The Chase are located towards the south east and south respectively of the Doctor's Surgery. Although the development will be visible from these properties, the public highway separates these properties from the site and it is considered that there is satisfactory separation distance of 12 and 21 metres respectively so as to not materially harm the residential amenity of these properties.
- 17.Public Health & Housing have reviewed the details submitted with the application and raise no objections subject to a condition restricting construction hours in order to reduce the impact on residential amenity, which is considered reasonable. The Surgery currently operates Monday to Friday, 08:30 to 18:30. Considering the Residential context of this site, and noting these hours have been suggested by the applicant in their submitted forms, and in the interests of amenity, a condition is proposed as reasonable which prohibits patients on the site outside of the hours of 08:30 – 18:30 Monday to Friday.

Impact on Street Scene/Character of the Area

- 18.Although the proposed development will be visible from the public realm due to its prominent corner position no material harm is considered to arise upon the character and appearance of the area given the nature of the site and the character of the wider area. At present, a portacabin sits towards the rear of the site which is visible from the public domain. This is utilitarian in appearance and is of low architectural merit, albeit it should be noted that it is only approved on a temporary basis and its removal can otherwise be secured. The existing portacabin was granted temporary consent for a period of three years, expiring 3rd October 2020 to ensure that such a structure would not remain permanently and therefore this application seeks to construct an extension to replace the portacabin. The proposed extension has been designed so that it appears subservient to the existing building in the sense that it sits approximately 1 metre below the ridge height of the existing surgery. The proposed extension will replace this utilitarian structure with a design which of a higher architectural merit resulting in a more positive design solution to that currently on site. The wider character of the area is generally residential in nature and includes a variety in the appearance and design of buildings, and within this context it is considered, with reference to Policy DM2, that the effects upon character will be satisfactory.

19. Whilst the extension will be visible from the public realm, it is set down at ridge height in comparison to the host building and officers consider the extension to be of a higher quality design in contrast to the existing portacabin currently located on site. Given this, the proposal is considered to comply with the requirements of Policy DM2.

Highway Matters

20. The car parking for the site will remain unchanged, with one designated disabled space and the other reserved for a Doctor. There is also cycle storage with a new canopy and lighting at the front of the Surgery to actively encourage sustainable transport to and from the Surgery.

21. Referring to the Suffolk Guidance for Parking May 2019, the car parking space allowance for medical centres is an indicative figure rather than a maximum and is to be calculated on a case by case basis taking into account local accessibility issues. Although the parking standards state that the requirement is one parking space per full-time equivalent staff plus four per consulting room, it is noted this is an indicative figure and given that the existing parking arrangements have been in-situ for a number of years from when Reserved Matters application for the surgery was granted in 1990, the proposal does not seek to amend these parking arrangements, albeit of course it does potentially increase demand for the existing spaces, although no additional consulting rooms are proposed.

22. When assessed under the standards the surgery use would indicate a requirement of forty (twenty for full-time staff and twenty for five consulting rooms) spaces. Thirteen spaces (including one disabled space) are provided, unchanged from the current provision. This shows a deficiency of spaces against the indicative figure, and comments from Suffolk County Council are important. However, it is worth reiterating that as the provision of consulting rooms will remain unchanged, the parking provision for the Doctor's Surgery as it currently exists under Suffolk Parking Guidance should also be forty (twenty for full-time staff and twenty for five consulting rooms) and that therefore a technical deficiency in parking spaces currently exists at the site. However, it is not for this application to make up any such shortfall (noting that the requirement is in any event indicative) and the view from Suffolk County Council as Highway Authority is important in this regard.

23. The table below illustrates the vehicle and cycle parking provision as existing, proposed and as stated within the Suffolk Parking Guidance.

| <u>Vehicular Parking</u> | | | | | | | |
|--------------------------|--|-----------------|-----------------------------------------------------|--------------------------------|-----------------|-----------------------------------------------------|--------------------------------|
| | | <u>Existing</u> | <u>Suffolk Parking Guidance - Parking Provision</u> | <u>Parking spaces provided</u> | <u>Proposed</u> | <u>Suffolk Parking Guidance - Parking Provision</u> | <u>Parking spaces provided</u> |
| | | | | | | | |

| | | | | | | | |
|------------------------------------------------------------------------|--------------------------------|-----------------|-------------------------------------------------------------------------|--------------------------------|-----------------|-------------------------------------------------------------------------|--------------------------------|
| 1 space per full time equivalent staff, + 4 per consulting room | | | (Indicative Figure) | | | (Indicative Figure) | |
| | No. Consulting Rooms | 5 | 20 | | 5 | 20 | |
| | No. Full-time equivalent staff | 19.8 (20) | 20 | | 19.8 (20) | 20 | |
| | Total | | 40 | 13 | | 40 | 13 |
| <u>Cycle Parking</u> | | | | | | | |
| 2 spaces per 4 staff + 2 spaces for every two consulting rooms | | <u>Existing</u> | <u>Suffolk Parking Guidance - Parking Provision (Indicative Figure)</u> | <u>Parking spaces provided</u> | <u>Proposed</u> | <u>Suffolk Parking Guidance - Parking Provision (Indicative Figure)</u> | <u>Parking spaces provided</u> |
| | No. Consulting Rooms | 5 | 5 | | 5 | 5 | |
| | No. Full-time equivalent staff | 19.8 (20) | 10 | | 19.8 (20) | 10 | |
| | Total | | 15 | 10 | | 15 | 10 |

24.As stated within the Planning Statement submitted with the application, it is not intended for staff numbers and patient numbers to increase as part of the proposed extension, albeit of course, with more consulting rooms the possibility that there will be more staff and patients on site at any one time inevitably increases. An informal response was received from the Highways Authority during preapplication discussions and it was noted that there is evidence of public complaints about cars being parked on footways and close to Parkside/The Chase road junction. However, there does not appear to be an increase in frequency of complaints following the temporary installation of the portacabin consultation room granted in 2017. It was concluded within the response that utilising sustainable methods of transport should be encouraged and on this basis it is considered that the proposal would not lead to an unacceptable cumulative highway safety risk, notwithstanding the conclusions reached above in relation to the number of parking spaces relative to the indicative parking standards.

25.It is noted that 1 Grundle Close raised concern with regards to car parking, as have the Parish Council and the effects upon highway safety as a result of increased numbers of cars being parked at and within the vicinity of the site needs careful consideration. However, after consulting the Highway Authority it is noted that the proposal will not result in the loss of car parking spaces and proposes improved cycle storage facilities. Given this, no objections are raised subject to a condition requiring the retention of cycle storage facilities, which is considered a reasonable condition to impose.

Other Matters

26. Two representations were received in respect of this application. Comments from 8 The Chase relate to the patient capacity of the Surgery which is not a planning consideration. Comments from 1 Grundle Close raise concerns in relation to car parking which is assessed above and the Surgery's previous plans to relocate, which is not a material planning consideration in the determination of this application.

27. It is noted from the Parish Council's consultation response that an alternative site for the Doctor's Surgery is preferred to the current proposal for an extension to the existing Surgery. However, it must be reiterated that each application must be considered on its own merits, irrespective of previous or possible future plans to relocate the Surgery.

Conclusion:

28. In conclusion, the principle and detail of the development is considered to be acceptable and in compliance with relevant development plan policies and the National Planning Policy Framework.

Recommendation:

29. It is recommended that planning permission be **APPROVED** subject to the following conditions:

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

| Plan Type | Reference | Received |
|---------------------------|------------------|-----------------|
| Location Plan | 4735-0100 P01 | 14.05.2020 |
| Existing Elevations | 4735-0400 P01 | 14.05.2020 |
| Existing Floor Plans | 4735-0300 P01 | 14.05.2020 |
| Proposed Elevations | 4735-0410 P01 | 14.05.2020 |
| Proposed Floor Plans | 4735-0310 P01 | 14.05.2020 |
| Proposed Block Plan | 4735-0110 P01 | 14.05.2020 |
| Site Block Plan | 4735-0100 P01 | 14.05.2020 |
| Sections | 4735-0500 P01 | 14.05.2020 |
| Topographical Survey | 25060EA-01 | 14.05.2020 |
| Application Form | | 14.05.2020 |
| Design & Access Statement | | 14.05.2020 |

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

3. The development hereby permitted shall be constructed entirely of the materials detailed on the submitted plan – application form.

Reason: To safeguard the character and appearance of the area, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.

4. The site demolition, preparation and construction works shall be carried out between the hours of 08:00 to 18:00 Mondays to Fridays and between the hours of 08:00 to 13:30 Saturdays and at no time on Sundays or Bank Holidays without the prior written consent of the Local Planning Authority.

Reason: To protect the amenity of the area in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

5. The use shall not commence until the area within the site shown on Drawing No. 4735-0110 P01 for the purposes of secure cycle storage have been provided and thereafter that area 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, in accordance with policy DM2 and DM46 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

6. No patients shall be on site within the extension hereby approved outside of the following hours:

Monday - Friday – 08:30 – 18:30

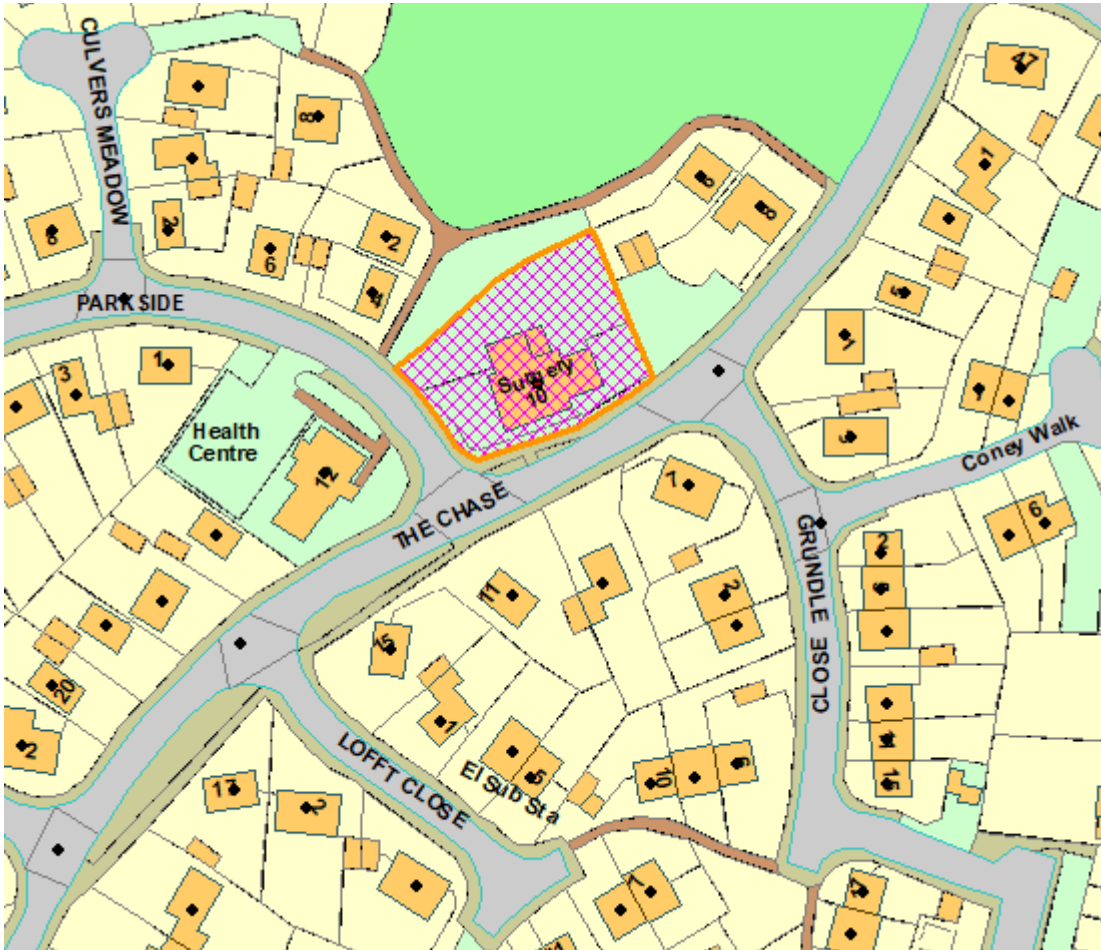
Reason: To minimise the impact of the development on the locality in the interests of amenity in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online: [DC/20/0784/FUL](https://www.westsuffolk.gov.uk/DC/20/0784/FUL)



Doctors Surgery, 10 The Chase, Stanton, IP31 2XA



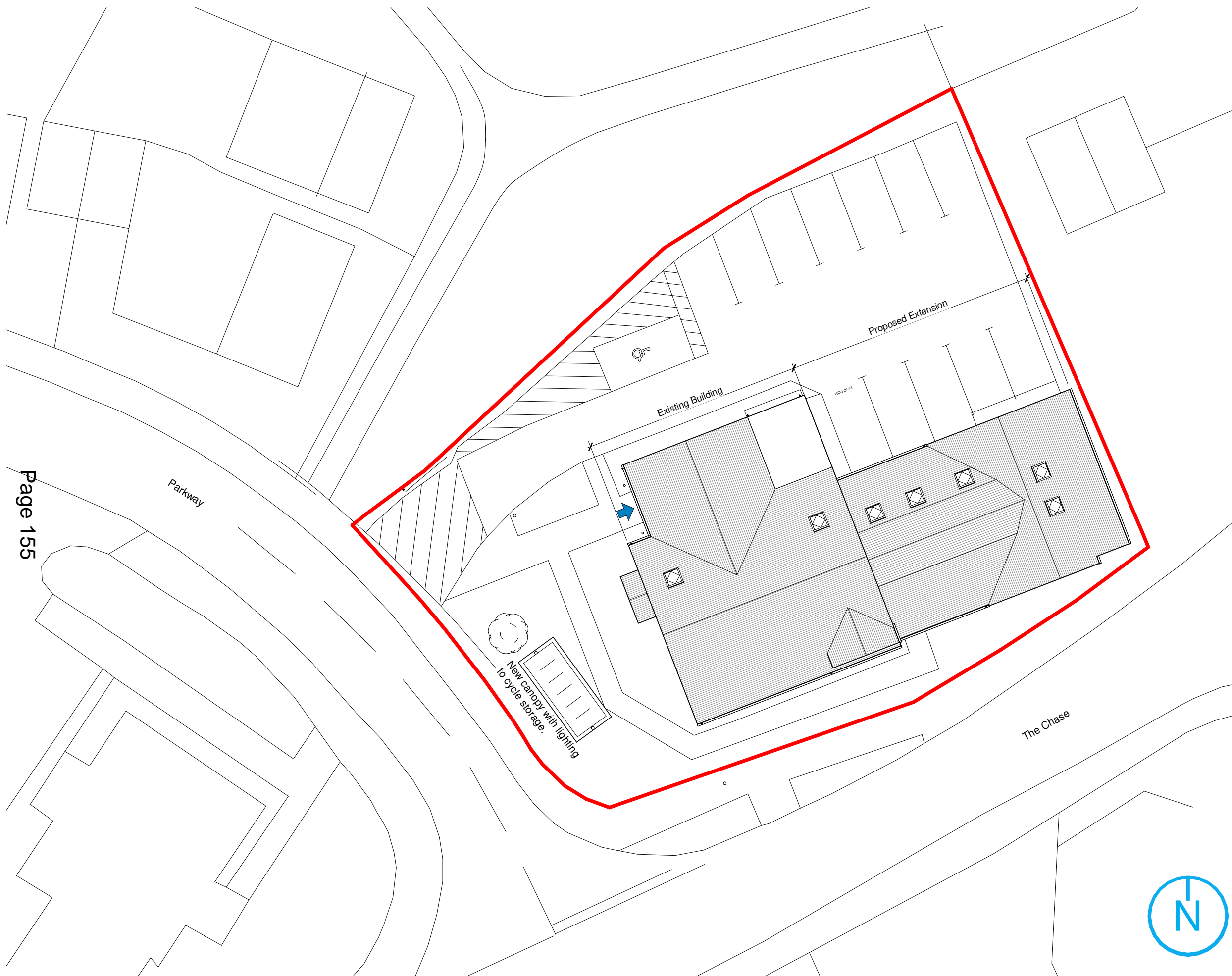
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NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

This document references the following file:-

| Reference Name | Status | Revision |
|-----------------------------|--------|----------|
| SS-KLH-XX-XX-M3-A-0001_4735 | | P01.1 |

| Revisions | Date | Drawn / | Chk'd |
|-----------|--------------------|----------|-------|
| P01 | Issue for Planning | 07/05/20 | BW |



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Client

Stanton Surgery

Project

Stanton Surgery - Phase 2 Extension Proposal

Title

Proposed Block Plan

Project N^o Drawing N^o Revision

4735 - 0110 P01

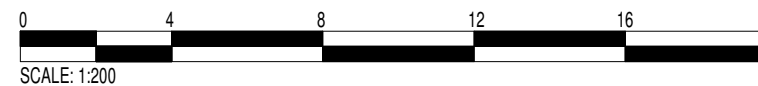
Scale - unless otherwise stated Issued For

1 : 200 @ A3 PLANNING

BS 1192 Ref. Status

SS-KLH-XX-00-DR-A-0110 S2

KLH The Old Steelyard
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