



*St Edmundsbury*  
BOROUGH COUNCIL

**DC/SE/16/47**

# **Development Control Committee**

## **7 July 2016**

### **Planning Application DC/16/0473/OUT**

### **Development Land, Brickfields Drive, Haverhill**

**Date:** 21 March 2016      **Expiry Date:** 20 June 2016  
**Registered:**

**Case Officer:** Charlotte Waugh      **Recommendation:** Grant permission subject to Section 106 agreement

**Parish:** Haverhill Town      **Ward:** Haverhill North

**Proposal:** Outline Planning Application (Means of Access to be considered) - Residential development of up to 30 dwellings, associated garages, ancillary development, public open space and landscaping

**Site:** Development land, Brickfields Drive, Haverhill

**Applicant:** Trustees of The Vestey 1993 Settlement

**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:  
Email: [charlotte.waugh@westsuffolk.gov.uk](mailto:charlotte.waugh@westsuffolk.gov.uk)  
Telephone: 01284 757

---

## **Background:**

**This application is presented to the Development Control Committee due to a request from one of the local Ward Members. The application is a major development and so has been presented directly to the Committee without first having been considered by the Delegation Panel.**

**The application is recommended for approval, subject to the signing of a Section 106 Agreement.**

## **Proposal:**

1. Planning permission is sought for the erection of up to 30 dwellings with associated garages, access, open space and landscaping. The application has been submitted in outline form with access being the only detailed matter. As such, this application considers the principle of residential development in this location, the position of the proposed accesses, which comprise one vehicular access off Brickfields Drive and a pedestrian access off Mason Close, and does not at this stage consider the layout or design of the scheme, which has been submitted as indicative only.

## **Application Supporting Material:**

2. Information submitted with the application as follows:
  - Existing and Proposed plans
  - Planning Statement
  - Design and Access Statement
  - Indicative plan
  - Noise Assessment
  - Transport Statement
  - Draft travel plan
  - Archaeological desk based Assessment
  - Flood Risk Assessment
  - Land Contamination Assessment
  - Scheme of Community Involvement
  - Ecological Impact Assessment
  - Landscape and Visual Assessment

## **Site Details:**

3. The site totals 2.2 hectares of agricultural land to the north west of Haverhill. Situated outside of any housing settlement boundary, the site is classified as countryside for planning policy purposes but is adjacent to existing residential development at Brickfields Drive, which is accessed from Hales Barn Road.
4. The site itself slopes gently downwards from North to South with a hedgerow forming the western boundary. Dwellings on the existing

adjacent development comprise two and three storey dwellings with those on the Western side accessed from Brickfields Drive overlooking the site.

### **Planning History:**

5. None on the application site itself. The following relates to adjacent land to the north and east.
6. SE/09/1283 - 1. Planning Application - (i) construction of relief road and associated works (ii) landscape buffer 2. Outline Planning Application - (i) residential development (ii) primary school (iii) local centre including retail and community uses (iv) public open space (v) landscaping (vi) infrastructure, servicing and other associated works as supported by additional information and plans received 27th September 2010 relating to landscape and open space, flood risk, environmental statement, drainage, layout, ecology, waste, renewable energy and transport issues including treatment of public footpaths and bridle paths – Granted on 27 March 2015

### **Consultations:**

7. Highway Authority: Concerns were raised at the high level of on-street parking in the existing area which could cause obstruction to visibility when exiting the junction between Brickfields Drive and Hales Barn Road proposed to be the access to the site. Recommends that a Traffic Regulation Order be implemented to deal with the parking issue and a traffic management scheme to discourage traffic from using Brickfields Drive as a short cut.
8. SCC Water Officer: No objection subject to condition concerning surface water drainage.
9. Planning Policy: The site is outside of the Housing Settlement Boundary for Haverhill. However, as the relief road and North West Haverhill development will effectively surround the site it makes a logical extension to the town which warrants an exception to adopted policy. Any approval however, should be subject to a condition to ensure that development does not commence ahead of the relief road.
10. Strategic Housing: The Strategic Housing Team support this application to provide 30% affordable housing in line with Policy CS5. Indicative tenure and mix can be provided prior to submission of a reserved matters application.
11. Natural England: Has no comments to make.
12. Public Health and Housing: Initially raised concerns over noise impact on future residents due to the proposed relief road. A second noise impact assessment was undertaken and satisfactory mitigation measures outlined

which would be agreed at the reserved matters stage. As such, no objections are raised subject to conditions.

13. Environment Agency: No objections.

14. Forestry Commission: Have no comments to make.

15. Environment Team: No objections.

16. Anglian Water: No objections subject to a condition concerning implementation of the agreed surface water drainage/flood risk strategy. The foul drainage from this development is in the catchment of Haverhill Water Recycling Centre that will have available capacity for these flows. Additionally, the sewerage system at present has available capacity for these flows.

17. Suffolk Fire and Rescue: Recommend condition ensuring fire hydrants are installed in the development.

18. County Archaeologist: No objections subject to a condition requiring an archaeological investigation.

19. SCC Planning and Infrastructure Officer: The following Section 106 contributions are required for this development:

Primary Education – £97,448.00 (8 places at £12,181.00)  
Libraries - £480.00

20. Parks Infrastructure Manager: Made comments on the design of the scheme, consideration should be given to linking the site to adjacent open space to the west as well as ensuring the proposal fits comfortably with the adjacent North West Haverhill development.

Requested section 106 contributions for:  
Additional play facilities at Hales Barn Road play area: £35,000  
Surfaced footpath to improve access from development: £5,000

### **Representations:**

21. Haverhill Town Council: The Town Council agrees with resident of 22 Brickfields Drive, that bollards should be placed at the end of Brickfields Drive, so the traffic emerging from the new development cannot turn right and Brickfield Drive would become a cul-de-sac.

Also, there are concerns over safety on the shared surface roadway, The Town Council would rather there was a pavement.

22. Neighbours: Letters of representation have been received from 6 local residents making the following summarised comments:

- Over-development of the site
- Greenfield site that we were assured would not be built on
- Development encroaches on front gardens and parking space

- Concern over access on what is a busy junction
- Increased traffic and result on child safety and emergency vehicle access
- Potential security risk of proposed pedestrian access at Mason Close resulting in a traffic increase and more parked cars
- Overlooking, overshadowing, loss of privacy
- Noise disturbance from road
- Possibility of erecting bollards to prevent right turn into Brickfields Drive from development
- Concern that pedestrian path crosses garden
- Pleased with reduction in dwelling numbers from original consultation

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

23. Joint Development Management Policies Document:

- DM1 Presumption in favour of sustainable development
- DM2 Creating Places – Development Principles and Local Distinctiveness
- DM5 Development in the Countryside
- DM6 Flooding and Sustainable Drainage
- DM7 Sustainable Design and Construction
- DM11 Protected Species
- DM13 Landscape Features
- DM14 Safeguarding from Hazards
- DM20 Archaeology
- DM22 Residential Design
- DM45 Transport Assessments and Travel Plans
- DM46 Parking Standards

24. St Edmundsbury Core Strategy December 2010

- CS1 St Edmundsbury Spatial Strategy
- CS2 Sustainable Development
- CS3 Design and Local Distinctiveness
- CS4 Settlement Hierarchy
- CS5 Affordable Housing
- CS12 Haverhill Strategic Development

25. Haverhill Vision 2031

- HV1 Presumption in favour of sustainable development

**Other Planning Policy:**

26. National Planning Policy Framework (2012)

**Officer Comment:**

27. The issues to be considered in the determination of the application are:

- Principle of Development
- Impact on Highway Safety

- Landscape and Biodiversity
- Flood Risk, Drainage and Pollution
- Design and Form
- Impact on Residential Amenity
- Section 106 Contributions

### Principle of development

28. The application site is located outside of the designated Housing Settlement Boundary for Haverhill, which finishes at the southern boundary of the site along Brickfields Drive. The above policies support residential development within settlement boundaries with a presumption against unsustainable development outside of these areas. The eastern boundary of the site is the strategic site known as North West Haverhill and the northern boundary of the site is the proposed relief road. Therefore, once the relief road is implemented, the site will naturally form an extension of the built up area, with the relief road providing a defensive long term settlement boundary for Haverhill.
29. In terms of the principle of residential use on the application site, Officers consider that there is a case in this instance for an exception to the normal countryside policy of restraint to be considered. The justification for this exception to policy is due to the land being contained by the relief road which once implemented will surround the northern boundary of the site such it no longer forms part of the open countryside. With the development of North West Haverhill to the East, the land will become difficult to access and otherwise effectively maintain as agricultural land and as such, its use to provide dwellings as a natural extension to the town seems logical.
30. The application proposal however does not accord with the development plan, as the land is designated as countryside. However, it is considered that the principle of the development would not have significant adverse impacts, provided the development did not begin before the commencement of the relief road.
31. The relief road was granted planning permission in March 2015. This approval carries a standard time condition stating that the development must commence within 3 years and as such, it is not considered unreasonable to impose a condition on this scheme to ensure that development does not commence ahead of commencement of the relief road. This ensures that the site will be surrounded as anticipated and as such, not encroach into open countryside, which would otherwise be the case should the relief road not be brought forward. On this basis, it is considered acceptable to grant a time limit of 5 years for implementation to ensure this development is not prejudiced by any possible delays to the provision of the relief road, not that any are anticipated.
32. On this basis, subject to the imposition of a condition described above, the site is considered an appropriate exception to adopted planning policy and considered a sustainable approach in accordance with the Framework.

## Impact on Highway Safety

33. It is Government policy that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes of transport can be maximised. However, the Framework confirms this policy needs to take account of other policies in the document, particularly in rural areas. The Framework confirms that development should only be refused on transport grounds where the residual cumulative impacts of development are severe.
34. Core Strategy Spatial Policy CS1 aims to ensure that new development is located where there are the best opportunities for sustainable travel and the least dependency on car travel. This is reflected in Policies DM45 and CS12 which seek to encourage alternative methods of transport.
35. The Core Strategy Settlement Hierarchy (CS4) categorises Haverhill as a market town and is thus regarded as a 'sustainable' location which could support growth. Furthermore, the Haverhill Vision 2031 document identifies North West Haverhill as a strategic location for growth. Due to the size of the settlement it contains a range of services and facilities with the accompanying employment opportunities and on that basis, it must be assumed that some future occupants will use sustainable methods of transport. In respect of connectivity the site proposes a pedestrian link both to Mason Close, the public open space to the west and the proposed development to the East, as such, it will be well integrated within the site and allow easy access to the adjacent play area.
36. In terms of the proposed access to the site, a single vehicular access point is proposed off Brickfields Drive which leads to Hales Barn Road. The Highway Authority are concerned that the current level of on-street parking in this location will prohibit visibility at this junction. As a solution they have recommended that a traffic regulation order (TRO) is sought which will remove the on-street parking in the location of the junction. The applicant has agreed to this procedure which involves investigation and consultation by the Highway Authority before the order can be served. This process would need to be undertaken prior to the commencement of development and is included within the Section 106 agreement and as a condition.
37. Concerns have been raised by local residents and the Town Council regarding the future use of Brickfields Drive as a short cut. This concern is shared by the Highway Authority who have requested a traffic management scheme which would discourage traffic from using this section of road. The details of which would need to be submitted to and agreed by the Local Authority. Details of the access itself would also need to be agreed.
38. Parking provision within the site will need to comply with Suffolk Highway Authority's parking standards. Without a proposed layout it is not possible to assess this and as such, this element will be determined as part of the reserved matters.

39. It is considered that with the imposition of these conditions the proposed development would be acceptable in terms of highway safety and no objections from the Highway Authority have been raised in this regard.

#### Landscape and Biodiversity

40. The development proposals would not impact upon any European or locally designated nature conservation sites. The application is supported by an Ecological Impact Assessment which states that the site is of low potential for protected species. The existing hedgerow on the western boundary is considered worthy of retention and should be continued adjacent to the northern boundary in addition to a swathe of 5-10 metre wide green space, laid with wildflower to encourage biodiversity. The assessment provides a number of enhancement measures which have the potential to improve the biodiversity offer of the area and subject to their implementation this aspect of the development is considered acceptable.

41. A Landscape and Visual Appraisal has also been submitted looking at the existing character of the landscape, existing viewpoints and the impact of the proposed development on these. Overall the landscape impact will be significant, as it involves the loss of a greenfield site and the openness and rural character it currently possesses. However, this must be considered in conjunction with already consented development for North West Haverhill and the relief road which will already have an impact and will effectively surround this current site. The relief road will act as a barrier to the adjacent countryside which through the use of hedging on the northern boundary as well as a thick area of landscaping will result in a suitable buffer to the site, containing noise and wider views. Whilst viewpoints from existing development will experience change it is considered that a well designed scheme with the inclusion of landscaped buffers will mean these views are acceptable.

#### Flood risk, drainage and pollution

42. The application site is located within Environment Agency flood risk zone 1 and as such, the risk of flooding is extremely unlikely. A flood risk assessment and water strategy has been submitted and the Environment Agency and County Water Officer is satisfied that subject to the imposition of a condition concerning surface water drainage the development will not increase the risk of flooding.

43. The planning application is accompanied by a Phase I contamination report. This concludes the site has not been impacted by former land use which has historically been agricultural. The Council's Contamination Officer has concluded that the risk of contamination is low and has no objections to the scheme.

44. The Environment Agency, Anglian Water Services and the Local Authority Land Contamination Officer have not objected to or raised concerns about the application proposals. Anglian Water has confirmed that the water recycling centre and the sewerage system has capacity for these flows.



Where mitigation is considered necessary consultees have recommended the imposition of reasonable conditions. On this basis, the scheme is considered acceptable in this regard.

### Design and Form

45. The Framework states that the Government attaches great importance to the design of the built environment and confirms good design is a key aspect of sustainable development and is indivisible from good planning. Policy DM2 reinforces this view and states that proposals should recognise and address key features and local characteristics and create or maintain a sense of place.
46. As the application is submitted in outline form only, there is little assessment of design that can be carried out at this point. The layout plan is indicative only to demonstrate that the number of dwellings, which is up to 30, can be achieved within the site. It is considered that this density is appropriate and follows the feedback from the community involvement scheme which indicated that the initial number of dwellings proposed was too high. The indicative plan is not considered acceptable in its current form and can be improved prior to a reserved matters application. Therefore, whilst concerns over positioning have been raised by neighbouring occupants, these issues will be resolved in the detailed application.

### Impact upon residential amenity

47. The protection of residential amenity is a key component of 'good design'. The Framework states that *good planning should contribute positively to making places better for people, as well as ensuring a good standard of amenity for all existing and future occupants of land and buildings*. Additionally, policy DM2 seeks to ensure new housing developments do not result in the loss of residential amenity.
48. The proposed relief road is proposed to the north of the application site and has the potential to impact on the living conditions of future occupants. A noise impact assessment has been submitted which looks at this impact and suggests mitigation measures. Using modelling for the number of vehicle movements on the proposed relief road it is possible to gain an understanding of future background noise. Whilst at present all dwellings would meet the required standard of internal ambient noise level, when the relief road is operational some dwellings may need to be served by alternative ventilation as the internal ambient noise levels within habitable rooms with open windows is above BS 8233 levels during day and night time periods. The report concludes that with a two metre high fence on the northern boundary adjacent to the relief road, only first floor rooms on certain highlighted dwellings would require alternative ventilation. Whilst it is difficult to design mitigation measures without knowing the positioning of dwellings, this data can be taken into account in the reserved matters application. This assessment does however, demonstrate that a scheme is achievable without resulting in significant noise disturbance to residents with the noise assessment referring to the

draft ProPG guidance and concluding that the site is considered to be generally a low/negligible risk site for noise, even with the effect of the Northern Relief Road taken into account. As such, there is a need for a boundary treatment on the northern edge of the development. Whilst the noise assessment suggests that a two metre high fence would be acceptable an area of earth bunding may be a more appropriate visual and longer term alternative, details of which will be secured through the detailed application.

49. Other issues such as overlooking and overshadowing will be considered in the reserved matters stage.

### Section 106 contributions

50. The following section 106 contributions are being sought in respect of this development, each is considered to meet the relevant tests and is necessary and reasonable in this case:

- 30% Affordable housing (potentially 9 but dependant on the actual number of dwellings proposed in the reserved matters application)
- Primary Education: £97,448.00 (8 places at £12,181.00)
- Libraries: £480.00
- Additional play facilities at Hales Barn Road play area: £35,000
- Surfaced footpath to improve access from development: £5,000
- Traffic Regulation Order process: £10,000

### Conclusion

51. The development proposal has been considered against the objectives of the Framework and the government's agenda for growth, which identifies housing development as a key driver.

52. Haverhill has been identified as a Market Town that can accommodate growth within the Council's Core Strategy and Haverhill Vision 2031. The proposed development is adjacent to but outside the housing settlement boundary and established residential areas. Therefore, this development is contrary to locally adopted policy which seeks to contain residential development to these areas. However, it is considered, as above, that due to the proposed and approved surrounding development the site would no longer be an edge of settlement location but would be fully contained and appropriate as an extension to the town. On balance, it is considered that this approach accords with the Frameworks presumption in favour of sustainable development and is unlikely to be harmful to the wider area.

53. There are a number of positive attributes which lend support to the scheme, the development of the site will increase housing numbers boosting housing stock, in addition to the inclusion of affordable housing which will be in compliance with policy CS5. Although no detailed layout has been submitted at this stage, the site has the potential to achieve good design. Furthermore, future consideration will ensure that there is no significant loss of amenity to adjacent residential properties or to local biodiversity interests.

54. It is considered therefore, that the scheme meets the Framework's definition of sustainable development by fulfilling the economic, social and environmental roles. Economic benefits through housing growth, short term jobs and local spending likely to be generated by future residents. Social benefits through the development of the site to create a high quality environment which meets a housing need and is accessible to local services with good connectivity to surrounding development and public open space. Environmental benefits through the use of ecological enhancements, landscaping and sustainable construction.

55. Having regard to the Framework and all other material planning considerations the proposal is considered to comply with the principle of sustainable development. On this basis, the application is recommended for approval.

**Recommendation:**

56. That planning permission be **GRANTED**, subject to the completion of a Section 106 agreement to secure the above contributions.

Following completion of the planning obligation referred to above, the Head of Planning and Regulatory Services be authorised to grant planning permission, subject to the following conditions:

1. 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:-
  - i. The expiration of five years from the date of this permission;
  - or
  - ii. The expiration of two years from the final approval of the reserved matters; or,
  - iii. In the case of approval on different dates, the final approval of the last such matter to be approved.
2. Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.
3. The residential development hereby approved shall not be commenced until after development of the relief road as approved under planning permission SE/09/1283 has commenced.
4. No development above ground level shall be commenced until details of the treatment of the boundaries of the site, including details of the bund to be provided separating the site from the consented relief road, 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/bunding to be constructed or erected and/or the species, spacing and height of hedging to be retained and / or planted. The approved screen walling/fencing/bunding shall be constructed or erected before the development is first occupied. Any bunding approved shall be retained in its approved form and maintained thereafter. The approved soft landscaping to be planted shall be done so within 12 months of the date when the first dwelling is occupied. 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.

5. The hours of construction activities, including deliveries to the site and the removal of excavated materials and waste from the site, shall be limited to 08:00 to 18:00 hours on Mondays to Fridays and 08:00 to 13:00 hours on Saturdays. No construction activities shall take place at the application site on Sundays, Bank or Public Holidays.
6. Prior to the development commencing a comprehensive Construction and Site Management Programme shall be submitted to the Local Planning Authority for approval. The approved programme shall be implemented throughout the development phase, unless the Local Planning Authority gives written consent to any variation. The programme shall include:-
  - a. site set-up and general arrangements for storing plant, materials, machinery and equipment, offices and other facilities and contractors vehicle parking, loading, unloading and vehicle turning areas;
  - b. noise method statements and noise levels for each construction activity including any piling and excavation operations;
  - c. dust, dirt and vibration method statements and arrangements;
  - d. site lighting.
7. No development shall commence above ground level until a scheme for the provision of fire hydrants within the application site have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied or brought into use until the fire hydrants have been provided in accordance with the approved scheme. Thereafter the hydrants shall be retained in their approved form unless the prior written consent of the Local Planning Authority is obtained for any variation.
8. No works on site involving any ground disturbance shall commence until the developer has first carried out a programme of archaeological work in accordance with a Written Scheme of Investigation which first shall have been submitted to and approved in writing by the Local Planning Authority.

The Written Scheme of Investigation shall include an assessment of significance and research questions; and:

  - a. The programme and methodology of site investigation and recording
  - b. The programme for post investigation assessment
  - c. Provision to be made for analysis of the site investigation and recording
  - d. Provision to be made for publication and dissemination of the analysis and records of the site investigation

- e. Provision to be made for archive deposition of the analysis and records of the site investigation
  - f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
  - g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.
9. No building shall be occupied or otherwise used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Condition (9) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.
10. Prior to the commencement of development details of a surface water drainage scheme will be submitted to, and agreed in writing by, the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved drainage strategy. Details of which will include:
- 1. 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). The use of infiltration as the means of drainage will be taken forward only if the infiltration rates and groundwater levels show it to be possible.
  - 2. Provided infiltration rates are satisfactory:-
    - I. Applicant shall submit dimensioned plans illustrating all aspects of the surface water drainage scheme including location and size of soakaways and the conveyance network. A statement on the amount of impermeable area served by each soakaway should also be illustrated on the plans and should be cross referenceable with associated soakaway calculations.
    - II. SCC require modelling results (or similar method) to demonstrate that the soakaways have been adequately sized to contain the critical 100yr+CC event for the catchment area they serve. Each soakaway 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.
    - III. Soakaways will be at least 5m away from any foundations and will only dispose of clean water due to the site area overlying a Source Protection Zone.
    - IV. Soakaways will have a half drain time of less than 24hours.
    - V. Any conveyance networks in the 1 in 30 event show no flooding above ground.
    - VI. Details of any exceedance volumes and their routes should be submitted on the drainage plans
  - 3. If the use of infiltration is not possible then modelling OR a similar method shall be submitted to demonstrate that:-
    - i. Surface water runoff will be discharged to a suitable receptor and restricted to the existing greenfield runoff rates for the site - the FRA indicates this as 5l/s for all events up to the 1in 100yr + CC.
    - ii. Any attenuation features will contain the 1 in 100 year rainfall event including climate change

iii. Any pipe networks in the 1 in 30 event show no flooding above ground  
iv. Modelling of the volumes of any above ground flooding during the 1 in 100 year rainfall + climate change to ensure no flooding to properties on or off-site. This should also include topographic maps showing where water will flow and/or be stored on site. If exceedance routes are to be directed to SuDS features then the potential additional volume of surface water must be included within the design of the surface water system.

4. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

5. Arrangements to enable any Surface water drainage within any private properties to be accessible and maintained including information and advice on responsibilities to be supplied to future owners.

11.No part of the development shall be commenced until a Traffic Regulation Order restricting parking in the vicinity of the junction between Brickfields Drive and Hales Barn Road has been implemented in accordance with details which shall have previously been submitted to and approved in writing by the Local Planning Authority.

12.Occupation shall not commence until a traffic management scheme has been provided within the highway to restrict access to the section of Brickfields Drive between No.2 and No 28 in accordance with details which shall have previously been submitted to and approved in writing by the Local Planning Authority.

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

14.Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

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

16.Prior to the commencement of development above ground level details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

17. The mitigation and enhancement measures contained in Ecological Impact Report by Capita dated February 2016 shall be adhered to in their entirety with enhancements provided prior to occupation of the first dwelling and thereafter be retained.
18. No individual dwelling hereby approved shall be occupied until the optional requirement for water consumption (110 litres use per person per day) in Part G of the Building Regulations has been complied with for that dwelling.
19. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans and documents:

**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=O3F15WPDFR000>