



St Edmundsbury  
BOROUGH COUNCIL

# DEV/SE/18/024

**WORKING PAPER 1**

## Development Control Committee 7 June 2018

### **Planning Application DC/18/0561/VAR – Land North West of Haverhill, Anne Sucklings Lane, Little Wratting**

<b>Date Registered:</b>	10.04.2018	<b>Expiry Date:</b>	10.07.2018
<b>Case Officer:</b>	Penny Mills	<b>Recommendation:</b>	Seeking further information
<b>Parish:</b>	Haverhill	<b>Ward:</b>	Haverhill North
<b>Proposal:</b>	Planning Application - Variation of condition 1 of DC/16/2836/RM to enable drawing PH-125-03C to be replaced with 040/P/102 and PH-125-04C to be replaced with 040/P/101 and add plan 040/T/152A for the additional 24no. garages for the Reserved Matters Application - Submission of details under outline planning permission SE/09/1283/OUT - The appearance, layout, scale, access and landscaping for 200 dwellings, together with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of landscaping and areas of open space for a phase of residential development known as Phase 1		
<b>Site:</b>	Land North West Of Haverhill, Anne Sucklings Lane, Little Wratting		
<b>Applicant:</b>	Mr Stuart McAdam - Persimmon Homes (Suffolk) Ltd		

#### **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:**

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## Background:

**This application is referred to the Development Control Committee due to an objection from the Parish Council in the context of an Officer recommendation for APPROVAL.**

## Proposal:

1. The application seeks a minor material amendment to the development approved under application DC/16/2386/RM, through a variation of Condition 1, which listed the approved plans.
2. During the course of the application, amended plans have been received which removed the proposed garages from the plots along Ann Suckling Road. The application now proposes 24 garages providing parking for 28 cars. 4 double garages are proposed and 20 single garages. The single garages are 6 x 3 metres in size and are of a simple pitched roof construction.
3. The majority of the garages are provided in addition to the approved parking. However, 5 of the garages (on Plots 3, 4, 40, 80 and 101) would be constructed on approved parking spaces. For these plots a hard standing area will be provided upon which a 6 x 4 ft shed will be erected to provide additional outdoor storage. A breakdown of the proposed garages is set out below:

Plot no.	Additional parking space (over and above approved provision)	Garage built on existing parking space (shed will be provided on hard standing)
1	X	
2	X	
3		X
4		X
40		X
44	X	
47	X	
48	X	
53	X	
54	X	
57	X	
75	X	
80		X
86	X	
87	X	
88	X	
97	X	
101		X
119	X	
139	X	
163	X	
168	X	
195	X	
183	X	
184	X	
185	X	
186	X	
187	X	

## Application Supporting Material:

4. The application is supported by the planning application forms and the following drawings:-
- PH-125-01 - Site location plan
  - 040/P/102 Layout (Sheet 1 of 2)
  - 040/P/101 Layout (Sheet 2 of 2)
  - 040/T/152A - Garage elevations

## Site Details:

5. The application site comprises phase 1 of the wider North West Haverhill Strategic site, which has reserved matters consent. This phase of the development comprises 200 dwellings, split into three distinct parcels: a northern parcel of 120 dwellings with access from an internal spine road served from the approved relief road roundabout; a southern parcel of 75 dwellings with access from a new junction with Haverhill Road; and, a single row of five dwellings south of Boyton Wood fronting onto Ann Suckling Road.
6. The archaeological investigation has taken place for this phase and some site clearance has also taken place. During clearance works there was an unauthorised removal of the central hedgerows which ran along the local wildlife site in the middle of the site, and which was to form the backbone of the linear park in phase 1. Persimmon are working with the Local Planning Authority to carry out the necessary planting to reinstate this important feature and an enforcement investigation into the unauthorised removal is ongoing.

## Relevant Planning History:

Reference	Proposal	Status	Decision Date
DC/16/1152/ EIASCR	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 - Development of up to 190 homes	Not EIA	28.06.16
DC/16/2836/ RM	Reserved Matters Application - Submission of details under outline planning permission SE/09/1283/OUT - The appearance, layout, scale, access and landscaping for 200 dwellings, together with associated private amenity space, means of enclosure, car parking, vehicle and access arrangements together with proposed areas of landscaping and areas of open space for a phase of residential development known as Phase 1	Approved	29.09.17

NMA(A)/09/1283	Non-material amendment to SE/09/1283 - In respect of the full planning permission for the relief road, associated works and landscape buffer under SE/09/1283, amendment to condition A2 to solely allow details of the alignment of the relief road to be submitted to and approved by the Local Planning Authority in a series of defined phases.	Approved	04.01.18
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#### Discharge of Condition Applications

DCON(A)/09/1283	Application to Discharge Condition A2 (Relief Road alignment) of SE/09/1283	Part Discharged	16.03.18
DCON(B)/09/1283	Application to Discharge Conditions B11 (Highway Surface Water), B12 (Details of Road), B18 (Ground Levels), B22 (Foul Water) and B23 (Sustainable Urban Drainage) of SE/09/1283	Pending	
DCON(A)/16/2836	Application to Discharge Conditions 3 (Surface Water Drainage) and 14 (Estate Road Layout) of DC/16/2836/RM	Pending	
DCON(C)/09/1283	Discharge of conditions application for SE/09/1283 - Archaeology - Partial discharge part 1 - Conditions A8 and B20	Part Discharged	01.03.18
DCON(B)/16/2836	Application to Discharge Conditions 2 (Phasing - Pre-commencement), 4 (Surface Water Drainage management), 5 (Materials), and 19 (Tree Protection) of DC/16/2836/RM	Pending	
DCON(D)/09/1283	Application to Discharge Conditions A4 (Arboricultural Method Statement), A5 (Soft landscaping), A6 (Landscape and ecological management plan), A7 (Construction method statement), A9 (Ground levels, services and hard surfaces), B2 (Phasing plan), B4 (Landscape and ecological management plan), B21 (Construction Method Statement) and B25 (Contamination) of SE/09/1283	Part Discharged	20.03.18
DC/18/0781/FUL	Planning Application - 1no. Substation in association with applications SE/09/1283 and DC/16/2836/RM	Pending	
SE/09/1283	1. Planning Application - (i) construction of relief road and associated works (ii) landscape buffer 2. Outline Planning	Approved	27.03.15

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.

## **Consultations:**

7. Highways England – No objection
8. SCC Highways - Made the following comments:
  - The supporting information states that the garage size of 6.0m X 3.0m falls short of the Suffolk Guidance for Parking (SGP), however if the internal dimension of the garage is 6.0m X 3.0m and additional storage is provided for cycles, then this is in accordance with the SGP as detailed on page 22.
  - The additional garages either replace or are in addition to the approved parking allocation and therefore are acceptable to us.
9. Design Out Crime Officer – comments summarised below (full comments available on the public planning file)
  - recommend that the applicant applies for ADQ and Secure by Design accreditation for Homes 2016
  - raised concerns with the layout, specifically in terms of: garages and curtilage parking areas that are significantly set back to the rear or side of the dwellings; the use of rear parking courtyards; long access paths; the position of cycle storage for the flats.
  - Recommend the use of access control for the flatted accommodation
  - Recommendation for some form of planting/ gating/bollards in order to prevent the opportunity for easy access to motorcycles/scramblers along the area or parking of unwanted or excess vehicles in grassed areas.
10. Ramblers – comments summarised below:

Previously expressed concerns (applications DC/16/2836/RM and DC/17/0048/FUL) that these applications show the only pedestrian link with the town centre, apart from via Little Wratting fp 3 on the opposite side of the A143, to be the roadside pavement, creating a feeling of isolation for the new occupiers of Phase 1. As the variations do not include a resolution to this situation, perhaps in the form of a temporary footpath link with the Railway Walk, I have nothing to add.
11. Environment Agency – comments summarised below:
  - It will be necessary for you to consult your Lead Local Flood Authority (LLFA), in respect of its statutory consultee role on planning, specifically sustainable surface water drainage.
  - infiltration drainage, including soakaways, will only be acceptable where it has been demonstrated by the applicant that the land is uncontaminated.

- Whilst the Agency has no objection in principle to the proposed development we wish to offer the following recommendations and informatives.
- The prior approval of the LLFA should be sought.

12.Lead Local Flood Authority – Comments summarised below:

- No objections, however please make sure that any additional impervious surfaces are equated into the SuDS design for Phase 1.
- SCC will expect to see an updated impermeable areas plan as part of drainage/SuDS submission

13.Environment Team – No comments

14.Sport England - No comments but general advice provided.

15.Public Health and Housing – No comments

16.Environment Team – No comments

17.Strategic Housing – No comments

18.Minerals and Waste - No comments

19.Natural England - No comments

20.NATS - No safeguarding objection

### **Representations:**

21.Haverhill Town Council – Object. Comments below:

“The Council is concerned that this late inclusion of garages will detract from the openness of the development by infilling. In addition, particularly as the garages do not meet SCC parking standards, the garages are likely to be used for storage rather than car parking. We don’t see quite what is trying to be achieved by this proposal. If additional car parking spaces are required, which is likely, then open spaces are more likely to be used for parking. Otherwise, this is amenity space which is of equal value and should not be sacrificed.

We don’t accept the argument that failure to do this now will result in piecemeal development of garages later. It would never achieve the scale of building proposed now and each application would be subject to planning scrutiny.

The plans provided are incorrect as they show hedgerows which have been grubbed out. The Council is extremely disappointed and upset that Persimmon caused/allowed this to happen.”

22.Uttlesford District Council - No comments

23.Braintree District Council – No comments

24.Public representations: 106 nearby addresses notified and site notice posted. Comments received from 1 addresses objecting to the application. The points raised are summarised below (full comments are available on the public planning file using the link at the end of this report):

- Boyton Wood is supposed to be retained, but the wood has already been cut back between 1 and 2 meters on the south side. The proposed garage and shed on plot 200 will intrude into the wood again resulting in further removal of trees and damage to surrounding trees.
- The replacement plan submitted introduces additional parking spaces for plot 137 and 138. While the plan is not sufficiently detailed to determine the exact location of those parking spaces, it indicates that the second space for 137 extends outside of the land under control of the developers, into the property of the Boyton Woods houses.
- The red outline of the development is not drawn correctly on the submitted plans, giving the impression that the available space is larger than what is really available.

### **Policy:**

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

#### Joint Development Management Policies Document 2015

- DM1 Presumption in Favour of Sustainable Development
- DM2 Creating Places Development Principles and Local Distinctiveness
- DM46 Parking Standards

#### Haverhill Vision 2031

- Vision Policy HV2 - Housing Development within Haverhill
- Vision Policy HV3 - Strategic Site - North-West Haverhill

#### St Edmundsbury Core Strategy 2010

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

### **Other Planning Policy:**

26. National Planning Policy Framework (2012)

### **Officer Comment:**

27. Section 73 of the Town and Country Planning Act 1990 allows for applications to be made to vary or remove conditions associated with a planning permission. One of the uses of a section 73 application is to seek a minor material amendment to an approved development, where there is a relevant condition that lists the approved plans.

28. There is no statutory definition of a 'minor material amendment' but Planning Practice Guidance advises that it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.

29. In this case, the key considerations in determining whether the proposed amendment is acceptable are:

- Design and visual amenity
- Highways and parking

- Trees, landscape and ecology

### Design and visual amenity

30. The application falls within the character area described as Wrattling Gardens in the approved North West Haverhill Design Code. The Code states that the area will take a traditional approach to layout design, architecture and boundary treatments. It states that designs here should take references from the traditional details and finishes found in Haverhill and the boundary treatments should be more rural in character including open frontages, low timber fencing and hedges.
31. In the reserved matters application, a number of revisions were made to the design and layout and the final layout sought to provide a range of design solutions for parking. The current amendment does not seek to alter the layout as approved, but proposes a number of garages. In all cases these would be set back from the building line reducing their visual prominence.
32. The most prominent of the proposed garages are those serving the properties on the northern side of the east/west spine road. A key feature of this streetscene was the creation of deeper front gardens with on-plot parking between the dwellings to enable the provision of additional street trees to compliment the central open space to the south. The introduction of garages behind the parking spaces would not alter the fundamental character here. Indeed, provided that they are used in combination with a suitable high quality boundary treatment in those locations where a single garage is proposed between the pairs of dwellings, they will help to create a strong built frontage on the main approach into the development.
33. The garages are of a modest scale and traditional design, with the ridge running along the longest span of the building for the single garages and parallel with the highway they are associated with, for the double garages.
34. On balance it is considered that the amendment would not adversely affect the character and quality of the approved scheme such that it would no longer be in accordance with Development Plan Policies and is therefore considered to be acceptable in this regard.

### Highways and parking

35. The number and location of parking spaces has already been found to be acceptable by the local highway authority and has been approved in the reserved matters application for phase 1.
36. The Suffolk Guidance for Parking allows for the use of garages in providing the required parking within a development. However, it also recognises that garages are often used for other purposes, such as general storage. It acknowledges that storage space is important, particularly as many properties do not have much storage space within the dwelling itself. Therefore, it states that garages, and the door aperture, need to be large enough to accommodate a modern, family sized car and some storage.
37. For the majority of the plots, the proposed garages are in addition to the spaces required by the Suffolk Guidance for Parking and as such their



provision would have no impact on the parking previously secured. Indeed, for those dwellings there would be the opportunity for an additional on plot parking space.

38. For five of the dwellings, the proposed garage would be located on one of the existing approved parking spaces.
39. The Parking Guidance states that garages measuring 7.0m x 3.0m are considered large enough for the average sized family car and cycles, as well as some storage space, and will be considered a parking space. However, it also goes on to state that reduced minimum internal garage dimensions of 6.0m x 3.0m (internal dimension) will be deemed to count as a parking space provided that additional fixed enclosed storage of minimum size 3m<sup>2</sup> is provided.
40. The proposed garages measure 6m x 3m and therefore the application seeks to provide additional external storage for those plots where the garages would be located on existing parking spaces, ensuring compliance with the Parking Guidance.
41. Provided that this is secured the local highway authority have no objection to the amendment and the development would continue to be in accordance with the relevant development plan policy.

#### Trees, landscape and ecology

42. The application initially sought to include the provision of garages serving the plots fronting Ann Sucking Road. These garages would be set back from the dwellings and the parking spaces between them and would therefore be closer to the edge of Boyton Wood.
43. The reserved matters application showed all of the woodland area to the north of these dwellings as being retained, including those areas outside the Area Tree Preservation Order which covers much of Boyton Wood. There has been some unauthorised removal of trees and as such the Local Planning Authority is in the process of agreeing replanting details for this part of the site. The Local Planning Authority would not want to prejudice this reinstatement through the construction additional buildings, before the planting detail has been finalised. These garages have therefore been removed from the current application.
44. The amended application proposes no additional buildings close to the protected woodland or the central green space. The application is therefore considered to be acceptable in terms of the impacts on trees landscape and ecology as the impacts are no greater than the scheme already permitted.

#### Other matters

45. Comments have been made by the Design Out Crime Officer regarding the more general layout and parking arrangements for the development. It is not within the remit of this application to reappraise the approved layout. However, the points raised regarding secure by design principles will be forwarded to the applicant for their information and as the scheme progresses as there may be elements that can be incorporated in the construction phase.

## Conclusion:

46. In conclusion, the addition of proposed garages to the approved scheme is considered capable of being a minor material amendment. Given the number of garages proposed, their location with the development, their modest scale and simple design, it is considered that they would result in no adverse effects in terms of visual amenity and the character of the development, highway safety and the provision of the required quantum of parking spaces and landscape trees and ecology. The application is therefore recommended for approval.

47. A successful application for planning permission under section 73 results in a fresh grant of planning permission. It is therefore necessary to ensure that this application is subject to the conditions listed on the original reserved matters application, so far as these are still relevant to the application.

## Recommendation:

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

### 1. Approved Plans and documents

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

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

Reference No	Plan Type	Date Received
PH-125-01	Location Plan	28.12.2016
PH-125-02 REV B	Masterplan	13.06.2017
040/P/102	Layout	23.05.2018
040/P/101	Layout	23.05.2018
040/T/152A	Garage design	26.03.2018
PH-125-05 REV B	Materials Layout	13.06.2017
PH-125-06 REV B	Materials Layout	13.06.2017
PH-125-07 REV A	Storey Height Plan	03.05.2017
PH-125-08 REV B	Tenure plan	13.06.2017
PH-125-11 REV A	Floor Plans and Elevations	03.05.2017
PH-125-10 REV B	Floor Plans and Elevations	03.05.2017
PH-125-12 REV B	Floor Plans and Elevations House type A terrace	03.05.2017
PH-125-13 REV A	Floor Plans and Elevations Bungalow type B1-B2	03.05.2017
PH-125-14 REV A	Floor Plans and Elevations Bungalow type B2	03.05.2017
PH-125-15 REV A	Floor Plans and Elevations House type B	03.05.2017
PH-125-16 REV B	Floor Plans and Elevations House type C	03.05.2017

PH-125-17 REV A	Floor Plans and Elevations House type D semi detached	03.05.2017
PH-125-18 REV A	Floor Plans and Elevations House type D semi-detached 2 <sup>nd</sup> type	03.05.2017
PH-125-19 REV B	Floor Plans and Elevations House type F	03.05.2017
PH-125-20 REV B	Floor Plans and Elevations House type G corner	03.05.2017
PH-125-21 REV B	Floor Plans and Elevations House type G corner	03.05.2017
PH-125-22 REVA	Floor Plans and Elevations House type H	03.05.2017
PH-125-23 REV B	Floor Plans and Elevations House type J	03.05.2017
PH-125-24 REVB	Floor Plans and Elevations House type F	03.05.2017
PH-125-25 REV A	Floor Plans and Elevations House type L	03.05.2017
PH-125-26 REV A	Floor Plans and Elevations House type M	03.05.2017
PH-125-27 REV A	Floor Plans and Elevations House type G	03.05.2017
PH-125-28 REV A	Floor Plans and Elevations House type L	03.05.2017
PH-125-29 REV A	Floor Plans and Elevations House type P	03.05.2017
PH-125-30 REV A	Apartment floor plans	03.05.2017
PH-125-31 REV A	Apartment elevations	03.05.2017
PH-125-32 REV A	Floor Plans and Elevations House type P	03.05.2017
PH-125-36	Floor Plans and Elevations House Type A	03.05.2017
PH-125-37	Floor Plans and Elevations House type A end terrace	03.05.2017
PH-125-38	Floor plans and Elevation House type K	03.05.2017
PH-125-39	Floor Plan and Elevation House type K	03.05.2017
PH-125-40	Floor Plan and Elevation House type K	03.05.2017
PH-125-41	Floor Plans and Elevations House type G	03.05.2017
PH-125-42 REVC	Proposed levels North	21.06.2017
PH-125-43 REV C	Proposed levels South	21.06.2017
PH-125-46	Highways Layout North	21.06.2017
PH-125-47	Highways Layout South	21.06.2017
1 REV E	Tree Protection	13.06.2017
2 REV D	Tree Protection	13.06.2017
3 REV E	Tree Protection	13.06.2017
4 REV E	Tree Protection	13.06.2017
JBA/16/152/01 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/02 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/03 REVC	Open Space Landscape details	19.06.2017

JBA/16.152.04 REVC	Open Space Landscape details	19.06.2017
JBA/16/152/05 REV C	Open Space Landscape details	19.06.2017
JBA/16/152/06 REV C	Open Space Landscape details	19.06.2017
JPA/16/152/07 Rev C	Open Space 7	19.06.2017

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

## **2. Phasing – Pre-commencement**

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

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

## **3. Surface Water Drainage – Pre-commencement**

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

- i) Dimensioned plans illustrating all aspects of the surface water drainage scheme (including an impermeable areas plan).
- ii) Modelling shall be submitted to demonstrate that the surface water discharge to the receiving watercourse, up to the 1 in 100yr +CC rainfall event, will be

restricted to Qbar or 2l/s/ha for the critical storm duration.

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

Reasons:

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

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

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

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

#### **5. Materials – Pre-above ground construction**

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

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

## **6. Design Detailing – Pre-above ground construction**

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

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

## **7. Boundary Treatments – Pre-above ground construction**

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

Reason: To ensure the satisfactory development of the site.

## **8. Parking – Prior to occupation**

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

For plots 3, 4, 40, 80 and 101 the additional hard standing area shown on the approved plans and associated 6 x 4 ft shed shall be provided prior to the first occupation of those dwellings.

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

## **9. Retention of Parking Spaces and Garages**

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

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

## **10. Cycle storage – Prior to first occupation**

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

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

## **11. Visibility Splays - internal access roads**

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

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

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

## **12. Visibility Splays - junctions with main roads**

Before any access is first used clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 4.5 metres from the nearside edge of the metalled carriageway at the centre line of the access point (X dimension) and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access (Y dimension).

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

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

## **13. Bin Storage**

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

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

#### **14. Estate Road Layout – details**

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

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

#### **15. Estate Road layout implementation**

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

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

#### **16. Crossing Points**

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

Reason: To afford safe access from North to South of the application site and vice versa, and to link residents to town facilities and employment by means of sustainable routes.

#### **17. Noise Internal – prior to occupation**

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

#### **18. Noise External – Prior to occupation**

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



## **19. Tree Protection - pre- commencement**

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

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

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

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

### **Soft Landscaping – Pre-above ground construction**

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

Reason: To enhance the appearance of the development.

### **Documents:**

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/18/0561/VAR](https://www.dorsetcouncil.gov.uk/DC/18/0561/VAR)