



*St Edmundsbury*  
BOROUGH COUNCIL

# DEV/SE/19/012

## Development Control Committee 7 February 2019

### Planning Application DC/18/2299/FUL – Proposed New Development, Manor Road, Haverhill

**Date Registered:** 12.11.2018      **Expiry Date:** 11.02.2019

**Case Officer:** Ed Fosker      **Recommendation:** Approve Application

**Parish:** Haverhill Town Council (EMAIL)      **Ward:** Haverhill East

**Proposal:** Planning Application - Planning Application - 37 no. dwellings and associated works including parking, vehicular accesses and landscaping.

**Site:** Proposed New Development, Manor Road, Haverhill, Suffolk

**Applicant:** Mr Paul Bonnett - Barley Homes (Group) Limited

**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.

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## **Background:**

**This application is brought before the Development Control Committee because Barley Homes (Group) Ltd is owned by St Edmundsbury Council and Forest Heath District Council.**

## **Proposal:**

1. Planning permission is sought for the erection of 37 no. dwellings and associated works including parking, vehicular accesses and landscaping. The dwellings comprise a mix of unit sizes from one bedroomed flats to four-bedroomed houses (4 x one bed flats, 5 x two bed flats, 10 x two bed houses, 14 x three bed houses and 4 x four bed houses).

## **Site Details:**

2. The former Westfield Primary School site which is approximately 1.2 hectares is located to the north-west of Manor Road, Haverhill. The original school buildings have been demolished, and the site is overgrown, with a number of significant mature trees around the site perimeter, and within the centre of the site. The site is broadly square in shape, with existing vehicular access from Manor Road. The ground level slopes significant from the eastern corner to the western corner, by approximately 7m.

## **3. Planning History:**

None.

## **Consultations:**

4. Highway Authority: Whilst the Highways Authority have raised no objection with regard to the amount of parking provision, parking layout and accesses off Manor Road it has not been confirmed as to who will adopt the drainage features which potentially take the adopted road surface water. It is noted that adoption of the road layout is subject to confirmation and will be addressed at a later date. The street lights are still shown as on private land and as such could not be adopted. These will have to be relocated into the adopted highway and have approval by SCC street lighting engineer before road adoption. At adoption stage we will require more detail on measures to discourage parking on the footways especially adjacent to plot 25. These issues are no reason to preclude the granting of any planning consent, only formal adoption by Suffolk County Council.
5. Suffolk County Council Flood & Water Management: No objection subject to conditions to require a detailed surface water drainage scheme, details of further infiltration testing on site, details of all Sustainable Urban Drainage System components and piped networks, and a Construction Surface Water Management Plan.
6. Environment Agency: We have reviewed the information provided and have no objection to the proposed development.
7. Public Health and Housing: do not object to the proposed development. However there are nearby residential dwellings that may be adversely

impacted during the construction therefore I recommend the developer submit a Construction Method Statement.

8. Environment Team: The desk study and ground investigation both state that the site has a "generally flat topography", however, the topographical survey of the site identifies numerous level changes on the site, which may possibly be associated with a cut and fill exercise, with the surrounding land having a noticeable fall to the southwest. If a cut and fill exercise has taken place this could have a bearing on the nature and expected distribution of the Made Ground, which is identified as the main potential source of contamination.

A small wooden shed structure, which housed an unspecified pump was identified to the south eastern side of the development. We would recommend that a precautionary approach is taken and this should be considered as a potential source of contamination from potential former fuel storage or plant operation etc. unless the precise use can be established. This should be targeted as part of the intrusive investigation, however, no evidence is provided to confirm this was targeted. The desk study identifies the only plausible on site source of contamination to be Made Ground. Made Ground is identified within six of the eleven exploratory holes formed during the ground investigation. It is therefore surprising that only a single sample of Made Ground has been analysed for potential contaminants, whilst four samples of natural soil and one sample of topsoil are analysed. Further sampling and characterisation of the Made Ground is required given that Geosphere have identified this as the primary potential source of contamination.

Although the gas monitoring does not provide the rate of change of the atmospheric pressure, which would indicate whether a worse case scenario has been targeted, we are willing to accept the gas monitoring results due to the very low levels of hazardous ground gases together with this Services knowledge of the gassing regime of the nearby landfill. Given the above points and the need for further assessment, we recommend the standard land contamination condition is attached, should planning be granted, to ensure any further assessment is appropriately completed.

Also recommend the below condition requesting electric vehicle charge points is attached to the planning consent, should planning be granted, to enhance the local air quality through the enabling and encouraging of zero emission vehicles.

9. Suffolk Wildlife Trust: having read the Preliminary Ecological Appraisal, Bat Survey Report and Reptile Survey and Outline Mitigation Strategy (all Geosphere Environmental Ltd, June, August and August 2017 respectively) and we are satisfied with the findings of the consultant. We note the presence of the Haverhill Disused Railway Walk County Wildlife Site directly adjacent to the south western boundary of the site. This site is also a Local Nature Reserve and provides an important wildlife corridor through the built-up centre of Haverhill. It is therefore very important that this site is not impacted in any way by the proposed development during construction and operational phases. We request that the recommendations made within the report are implemented in full, via a condition of planning consent, should permission be granted.

10. Suffolk County Council Infrastructure Officer: The following section 106 contributions would be required for the proposed development:  
Primary School contribution: **£97,448**  
Secondary School contribution: **£111,682**  
Pre School contribution: **£8,333**  
Library Contribution: **£592**
11. Strategic Housing Officer: The Strategic Housing Team supports the above application in principle as it accords with our CS5 Policy to deliver 30% (11 dwellings) affordable housing. A commuted sum will need to be secured for the 0.1 of a dwelling. The affordable housing provision also meets our tenure requirement of 80% affordable rent and 20% shared ownership as defined within the Affordable Housing SPD. The Council has also endorsed an interim Technical Advice Note regarding space standards and the applicant has indicated that the affordable housing will meet the standards required.
12. Archaeological Service: An archaeological evaluation carried out at this site, prior to application showed that the site is heavily altered and negative for archaeology. I do not recommend the need for an archaeological condition.
13. Tree Officer: The majority of the boundary trees are proposed to be retained, this is desirable and the arboricultural impact of the proposed development is not likely to be significant. However, I believe that the removal of the group of trees to the south east of the site is likely to be visually impactful on the street scene. Overall, the site has been planned in a manner that promotes a harmonious relationship between future dwellings and the retained trees. I therefore have no objections.
14. Leisure & Cultural Team:
- All of the open space is to the perimeter of the site and of a sloping nature
  - Provides visual amenity but limits the ability to use the space for any non-passive form of recreation
  - It retains existing mature and semi mature trees and vegetation
  - Any additional tree planting should be mindful of mature heights and shading of properties
  - Public open space should be protected from encroachment of vehicles through the use of wood post and galvanised pole knee rail (see below Specification)

There is a local need to improve the wider access provided by the adjacent railway walk through surfacing the existing stone surface with tarmac. This improvement would allow better access from the new development to existing local amenities such as the town centre, leisure centre, open spaces for active recreation and play areas through walking and cycling; that are not provided for on site.

Therefore a capital commuted sum of **£33,000** is requested to help achieve this improvement.

Future maintenance of the open space within the development, would if offered to the local authority, require a commuted maintenance sum of **£22,909.00** based on the current measurements shown on the submitted drawings.

## **Representations:**

15. Ward Member – no comments received.
16. Town Council: The Town Council welcome this development which appears an attractive layout, but would ask planning officers to take into consideration that the development brief used for this application was drawn up prior to the Vision 2031 and is 10 years out of date. The Town Council have asked that in terms of types of housing, is the brief still relevant with regards to affordable housing needs today.

The Town Council request that to pursue a sustainable development the applicant contributes towards creating a link to the railway walk adjacent to the site. This part of the railway walk would need to be upgraded, cleared and tidied. This would encourage residents to access local services in the town centre.

The Town Council have asked that the applicant include an outdoor/eco-gym area in the green space, fibre internet connection for high speed broadband and the provision of electric car points.

The applicant to provide clarity as to who would be responsible for maintaining the private driveways in the future.

17. Neighbours: No comments received.

**Policy:** 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:

18. Joint Development Management Policies Document:

- 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 DM10 Impact of Development on Sites of Biodiversity and Geodiversity Importance
- Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- Policy DM22 Residential Design
- Policy DM46 Parking Standards

19. St Edmundsbury Core Strategy December 2010

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

- Core Strategy Policy CS5 - Affordable Housing
- Vision Policy HV1 - Presumption in Favour of Sustainable Development
- Vision Policy HV2 - Housing Development within Haverhill
- Westfield Primary School Development Brief (June 2012)

**Other Planning Policy:**

20. National Planning Policy Framework (2018)

**Officer Comment:**

21. The issues to be considered in the determination of the application are:
- Principle of Development
  - Visual Amenity – Design, Scale, Layout
  - Impact on Highway Safety
  - Residential Amenity
  - Density
  - Landscaping
  - Biodiversity
  - Affordable Housing
  - Developer Contributions

**Principle of Development**

22. The NPPF was revised in July 2018 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 provisions of the 2018 NPPF that full weight can be attached to them in the decision making process.
23. The site is allocated for residential development, under policy HV6 of the Haverhill Vision 2031, and the loss of the site from educational use is justified within the Development Brief, which sets out the public consultation exercises that have been undertaken, and which demonstrate that there is no demand for alternative community use, in accordance with policy DM41 of the JDMPD. The principle of residential development in this location is therefore considered acceptable in principle.
24. The proposal is sited within an existing housing settlement boundary close to the town centre. Policies DM1, CS2, HV1 and HV2 support sustainable development where it is not contrary to other policies. Furthermore, the NPPF encourages the efficient re-use of brownfield land. The siting of the development is considered appropriate given the existing facilities nearby, located close the town centre town and on that basis, the site is a sustainable location. It is therefore, considered that the principle of

development of the site is wholly acceptable and in compliance with locally and nationally adopted policy.

## **Visual Amenity - Design**

25. Policy DM22: Residential Design provides that all residential development proposals should maintain or create a sense of place and/or character by employing designs that are specific to the scheme, and which respond intelligently, basing design on an analysis of existing buildings, landscape or topography, and fully exploiting the opportunities that these present, utilising the characteristics of the locality to create buildings and spaces that have a strong sense of place and distinctiveness, using an appropriate innovative design approach and incorporating a mix of housing and unit sizes that is appropriate for the location, creating or contributing to a coherent and legible place that is structured and articulated so that it is visually interesting and welcoming and creating and supporting continuity of built form and enclosure of spaces.
26. The design of the scheme seeks to respond to the design aspirations of the adopted Development Brief for the site. It provides a strong built form in the south-west corner where the three storey flat block is located which is also the lowest point within the site. Active building frontages address both footpaths and Manor Road (as per the Development Brief) and the scheme looks outwards and connects with its surroundings with five dwellings presenting the front elevation to the north eastern side and six dwellings presenting the front elevation to the Manor Road side of the site. The site is surrounded on three sides by residential development which is predominantly two-storey, with some three-storey dwellings in Ruffles Road. The pattern of the development reflects the character of the surrounding area. Surrounding dwellings are traditional in form and utilising accents of panels of different materials. This is reflected in the design of the proposed scheme. The build form varies from flats to semi-detached, terraces with some detached dwellings in the vicinity of the site. There is no dominant housing types in the area with the majority having been constructed in the last 30 years.
27. The principal road through the site is bounded by two-storey dwellings with parking partially concealed between properties. The three-storey flats provide a focal point building at the end of the road, with views through the trees and out of the site. The changes in level over the site are reflected in the buildings adding a level of interest to the townscape within the site. Carports link buildings in key areas where this helps to provide a more cohesive street frontage. The design style incorporates the use of red and buff facing brick walls. Windows are to be grey UPVC and grey fascias, soffits and bargeboards. Areas of colour render are to be used with feature cladding in key locations. Roofs have steep pitches and are clad in concrete pan tiles (both traditional and flat profile) red traditional tiles and grey flat profile are proposed. Projecting oriel windows are included on prominent elevations to add interest. These are to be clad in Rockpanel Wood with either pitched tiled or lead covered roofs.
28. The design of the development is considered acceptable and appropriate, given the site context. The site will benefit from the development which will improve the wider character and appearance of the area. On this basis, the

proposal is considered to comply with policies DM22, the design aspirations of the adopted Development Brief and the provisions of the NPPF.

## Scale

29. Policy DM2 Creating Places - Development Principles and Local Distinctiveness provides that proposals for all development should, recognise and address the key features, characteristics, landscape/townscape character, local distinctiveness. Maintain or create a sense of place and/or local character, particularly restoring or enhancing localities where strong local characteristics are lacking or have been eroded.
30. The surrounding area is a mix of properties of varying types with no particular design being predominant and the planning brief proposes a gentle contemporary architectural style. The proposed buildings within the application site will be well screened by the existing and proposed trees and will mainly be viewed from within the site with limited views afforded from surrounding area or the existing street scene. The site is self-contained and low-lying within dense mature hedgerow and trees banked to the boundaries and groups of trees within the site itself.
31. The site contours, existing trees, steep banks and site levels provide a level of constraint to development. The ground level slopes from the eastern corner to the western corner, by more than 7m. In addition, there is a large sewer pipe that lies to the south of the site which precludes development from the south-western boundary of the site.
32. The developable area of the site is close to that shown in the adopted Development Brief, that is 0.81ha. This is only approximately 66% of the total site area and in the proposal is only 0.79ha.  
It is a design principle of the Development Brief for the site that the development scheme for the site: "strikes an appropriate balance between maximising the development potential of the site; respects existing site characteristics (including trees); and which properly integrates the development into the surrounding townscape. The development should create a sense of place, whilst, at the same time, enhancing the character of the locality." The setting of the developable part of the site because of the site characteristics has a 'semi-rural' feel. With the banks, trees and hedgerows to the site boundaries being retained this enhances this semi-rural character because the developable site lies below the level of the surrounding development. It is not considered that a strong dense urban scheme would not be appropriate for the site as it would be incongruous noting the 'semi-rural' feel.
33. The scale and massing of the flats and dwellings are considered appropriate for the site with the roof height of the block of flats the south western corner having been reduced by 1.3m. The location of the flat block in the lowest area of the site is considered appropriate as this reflects the development brief. The space between the housing would allow for vistas through to the banks of trees and hedgerows which form the boundaries to the wider site. The majority of buildings in the area are two storey. There are however a number of 3 storey dwellings to the southeast of the site in Ruffels Road. The site is well screened from the road and footpaths adjacent by mature trees. The site levels mean that development in the northeast part of the



site will be significantly lower than the dwellings on Pentlow Hawke Close overlooking the site.

34. The proposed development comprises predominantly two storey buildings with some areas of three storey at key focal locations. The scheme is laid out in blocks of development rather than larger terraces to avoid multiple changes in level between buildings and numerous retaining walls. The topography of the site dictates that semi-detached and short terraces would sit more comfortably. Car ports are provided in some location to provide continuity of frontage and remove cars from the fronts of properties.
35. The scale of the development is considered acceptable and appropriate, given the site context. The site will benefit from the development which will improve the wider character and appearance of the area. On this basis, the proposal is considered to comply with policy DM2 the adopted Development Brief for the site and the provisions of the NPPF.

## **Layout**

36. The development layout plan has been the subject of extensive pre-applications discussions with Officers over a period of time and the main constraints of the site which has dictated the layout are:
  - The positioning of the vehicular access points along Manor Road, with the northern access providing the main entrance to the site and the southern entrance providing access to a smaller number of dwellings.
  - The pedestrian links through the site to the public footpaths to the north east and south western boundaries.
  - The number and positioning of the existing trees.
  - The ground level slopes significant from the eastern corner to the western corner, by approximately 7m
37. The objective of the development brief is to create a housing scheme that responds to the site, which embraces and exploits changes in level, important views and existing landscapes features."
  - The main boundary trees and hedge lines are to be retained.
  - The scheme should be open to engage with the public access adjacent.
  - The scheme should present frontages to the footpaths adjacent.
  - The existing landscape areas should become public open space, and there should be natural surveillance of these areas.
  - There is an area of site in the western corner that is "prone to waterlogging." Development in this area will be avoided.
  - The existing properties near the north-western boundary should not be overlooking by the development.
38. The footpath link to the northwest is to be retained while the boundary to the southeast is more open with new steps provided to access the footpath from within the site. The provision of these steps can be controlled through the use of a planning condition. Dwelling frontages address Manor Road and the footpaths to the northeast and southwest as far as practicable.
39. Open space, albeit sloping in areas is provided around the perimeter of the site to take advantage of the mature trees, also providing a buffer between the development and the boundaries. These spaces are all well overlooked to provide natural surveillance. The "wet area" in the western corner of the

site, and raised area in the northern corner are left undeveloped. Car ports have been provided in a few locations which helps achieve continuity in the street scene, and provides security of vehicles.

40. A parking square is created in the western corner which includes 9 flats on the southeast side. The majority of proposed dwellings are 2 storey and the flats are 3 storey and provide a focal point at the end off the access road. The southern entrance from Manor Road serves a small mews court of 4 houses.
41. The principal road through the site is bounded by two-storey dwellings with parking partially concealed between properties, plots 25 -33 are on the southern side, with plots 2 – 4 and 10 -12 on the northern side. Plots 34 to 37 create a cluster of houses around the mews court entrance from Manor Road. The northern corner of the site has elevated levels adjacent to the boundary making the development in this area unviable. Plots 6 – 9 are positioned to face this boundary. Plots 1 and 5 address the north western boundary of the site and plots 13 – 15 are positioned to the north eastern side of the site and face inwards to overlook the parking square. The gardens are predominantly separated with wooden fencing, however in key locations brick walls have been positioned where private amenity space faces either the site boundaries or fronts any of the roads within the site. The location of the main site entrance road is to be moved slightly to the south to avoid the entrance being opposite Ruffles Road and improve the layout within the site.
42. The layout of the proposed development is considered acceptable and appropriate, given the site context. The site will benefit from the development which will improve the wider character and appearance of the area. On this basis, the proposal is considered to comply with policies DM2, DM22, the aspirations of the development brief and the provisions of the NPPF.

### **Impact on Highway Safety**

43. Policy DM46 seeks to reduce over-reliance on the private car and to promote sustainable forms of transport. All development proposals should provide appropriately designed and sited car/cycle parking and should make provision for emergency, delivery and service vehicles, in accordance with the adopted standards.
44. Access to the site benefits from a wide grass verge which helps visibility and means that less trees are adversely affected by the proposal. The private drive off Manor Road (using the access serving the former caretakers' house) does not need to be modified as it is proposed to be used as a private drive serving a small mews development comprising four dwellings. The provision of parking serving the site for all dwelling types, complies with parking standards and the Highways Authority have raised no objection.
45. All of the parking courts are proposed to be bounded by low knee rail fences and shrub planting to minimise the impact of the parking on the overall scheme, and serve to delineate the parking courts and protect trees and general amenity areas from the impact of parking. Cycle sheds are provided to serve all the residential dwellings, in a shared covered storage area in

the case of the flatted development and by storage sheds within the private gardens of the proposed houses.

46. Whilst the Highways Authority have raised no objection with regard to the amount of parking provision, parking layout and accesses off Manor Road it has not been confirmed as to who will adopt the drainage features which potentially take the adopted road surface water. It is noted that adoption of the road layout is subject to confirmation and will be addressed at a later date. The street lights are still shown as on private land and as such could not be adopted. These will have to be relocated into the adopted highway and have approval by SCC street lighting engineer before road adoption. At adoption stage we will require more detail on measures to discourage parking on the footways especially adjacent to plot 25. These issues are no reason to preclude the granting of any planning consent, only formal adoption by Suffolk County Council.
47. Aspiration 2 of the Haverhill Vision 2031 is to provide walkable neighbourhoods to enable communities to meet their day-to-day needs without necessarily requiring them to drive, also good access to local centres. The site is located in very close proximity to the town centre and with the provision of access directly to the footpath to the north eastern side and steps provided within the site to the south western boundary to allow for access to the footpath it is considered that the pedestrian route into the town centre provides an acceptable solution.
48. Given the sustainable location of the site, the proposed parking and secure cycle storage provided with this scheme it is considered to comply with policy DM46 and Aspiration 2 of the Haverhill Vision 2031.

### **Residential Amenity**

49. With regard to residential amenity, the retention of the boundary trees and hedging to the northern, southern and western boundaries with the natural contours of the site provide a substantial buffer to mitigate any overlooking or potential overbearing impact to any off site dwellings around the development. It is not considered that the proposal would have an adverse impact on the residential amenity currently enjoyed by any of the surrounding properties and the positioning, orientation and various degrees of separation of the dwellings within the site provide a satisfactory relationship between the proposed dwellings. It is therefore considered to be in accordance with policies DM2 and DM22.

### **Density**

50. A total of 37 dwellings are proposed, which equates to a gross density of 31dph. This is broadly in line with the Development Brief, which states that the developable area can accommodate residential development at a density of about 35-40dph, albeit the developable area is increased slightly in the current proposals. A mix of dwellings is provided, including a range of sizes from 1-bedroom flats to 4-bedroom houses. This is generally consistent with the mix set out in the 2013 Strategic Housing Market Assessment, and should ensure that the development meets local needs and creates a sustainable community.

### **Flood Risk and Drainage**

51. The site is previously developed land located in Flood Zone 1 which is a low probability flood zone with less than 1 in 1,000 annual probability of flooding. The change in levels means that occasionally the south-western corner of the site is wet, and therefore a wetland habitat has been incorporated which will have biodiversity benefits as well as helping to accommodate wetter conditions in this corner of the site.
52. The development proposes a sustainable drainage system and a sustainable technical design to minimise the use of water resources and the production of waste. With the Suffolk County Council Flood & Water Management officer raising no objection subject conditions to require a detailed surface water drainage scheme, Details of further infiltration testing on site, details of all Sustainable Urban Drainage System components and piped networks and Construction Surface Water Management Plan, it is considered to be in accordance with Policy DM6, Policy DM14 and the provisions of the NPPF 2018.

### **Landscaping**

53. The vast majority of trees on the site boundary are to be retained, however it is proposed the tree belts projecting into the site will be removed to permit a more cohesive development of the site, and to achieve best use of available land. Approximately 25 trees will be removed and new trees will be planted within the development, with the new planting scheme to be required by condition.
54. The lower quality trees and hedgerow are the ones to be removed in order to facilitate development. The scheme has incorporated the existing higher quality trees into the design after extensive pre-application advice from the Local Authorities Tree Officer and new landscaping works are also proposed. As well as private amenity space associated with each of the dwellings and flats, the proposals include areas of public open space around the site and soft landscaping.
55. The adopted development brief for the site recognises the importance of the bordering mature trees and hedgerows to the site. It states "The trees on the site's boundaries make a significant contribution to the immediate townscape." It is proposed to retain the vast majority of these with only a very small group to the south east being removed (to facilitate vehicular access), and supplement them to maintain the landscape setting of the site. The strong mature trees and hedging to the boundaries provide screening from the surrounding development so that the residential amenity of both the potential residents of the scheme and the surrounding development are protected. The Local Authorities Tree officer raises no objection and commented that "Overall, the site has been planned in a manner that promotes a harmonious relationship between future dwellings and the retained trees".
56. The proposal is considered in accordance with the vision for the site, which states "the scheme should aim to balance the retention of trees with the development potential for the site, whilst respecting the existing site characteristics and surrounding townscape."

### **Biodiversity**

57. The Geosphere Environmental Ltd ecological report lays out that Common Lizard and Slow Worm were found to be using the scrub to the north and south of the site. Only a single adult Slow Worm was noted during the survey visits, and two juvenile Common Lizard. It was estimated that the site supports a very low population of Slow Worm and Common Lizard, based upon the Froglife Guidance. Given the maximum count of Common Lizard and Slow Worms, it is anticipated that there is a very low population of Common Lizard and Slow Worm present within a localised area of the site. It is considered likely that controlled clearance of the vegetation in proximity to where the Common Lizard and Slow Worm were noted, will suffice in ensuring no direct harm.
58. Bat activity was recorded along the hedgerow and tree lines along the field boundaries. In addition, static detectors were placed on site on three occasions between the 5 July to the 11 July, 27 July to the 2 August, and 18 August to the 23 August 2017, totalling seventeen consecutive nights. Common Pipistrelles were recorded almost every night during the static and transect surveys. No other bat species were recorded.
59. It is recommended that as much suitable habitat for bats is retained in the final development as possible. This should include the retention of the hedgerows and tree lines along the boundaries, since bats will continue to utilise these habitats for foraging. Lighting overspill on the boundary trees, hedgerows and areas of suitable foraging habitats should be avoided during construction and within the final development, to maintain this habitat as suitable for foraging and commuting. Any hedgerow or trees to be removed should be replaced elsewhere on site, with shrub and tree species considered beneficial to wildlife.
60. The scheme proposes to retaining all the boundary vegetation and supplementing this with the exception of the removal of a few trees to facilitate the amended site access. This will allow the maintenance of a wildlife corridor, which is likely to remain undisturbed into the future.
61. The ecological report makes a number of recommendations which form enhancement features which should be included in the scheme including:
- Bat boxes or bat bricks should be incorporated into the scheme;
  - Planting night scented flowers including Jasmine and Honeysuckle would also be beneficial to foraging bats;
  - Rubble piles and/or log piles should be incorporated into the proposed development scheme;
  - Nesting boxes for common passerine birds;
  - Holes in the bottom of garden fences should be considered to provide habitat connectivity for foraging hedgehogs (hedgehog-friendly readymade fence panels are readily available).
62. Suffolk Wildlife Trust have raised no objection subject to a condition to ensure the recommendations made within the report by Geosphere Environmental Ltd are implemented in full. It is therefore not considered that the proposed development would adversely affect any nature conservation site or protected species. Accordingly, the proposals are considered to be in accordance with Policy DM10 and the provision of the NPPF.

## **Affordable Housing**

63. The St Edmundsbury Core Strategy sets out the spatial strategy for development across the Borough, and identifies Haverhill as one of the main areas for development, with an expected contribution of 34% of planned housing growth across the plan period to 2031. It also lays out the appropriate level of affordable housing provision: 20% on sites of 5-9 dwellings/0.17-0.3ha and 30% on larger sites. The Policy requirement is to provide 30% affordable housing on a scheme of this size.
64. The scheme in principle accords with policy CS5 to deliver 30% (11 dwellings) affordable housing. A commuted sum will need to be secured for the 0.1 of a dwelling. The affordable housing provision also meets the tenure requirement of 80% affordable rent and 20% shared ownership as defined within the Affordable Housing SPD. The Council has also endorsed an interim Technical Advice Note regarding space standards and the applicant has indicated that the affordable housing will meet the standards required (as will the open market units).

## **Developer Contributions**

65. Regulation 122 of The Community Infrastructure Levy Regulations 2010 states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
  - (a) necessary to make the development acceptable in planning terms;
  - (b) directly related to the development; and
  - (c) fairly and reasonably related in scale and kind to the development.
66. The following section 106 contributions would be required for the proposed development:
  - Primary School contribution: £97,448
  - Secondary School contribution: £111,682
  - Pre School contribution: £8,333
  - Library Contribution: £592

Improve the wider access provided by the adjacent railway walk through surfacing the existing stone surface with tarmac: £33,000

Future maintenance of the open space within the development: £22,909.00

Committed sum of 0.1 of a dwelling to comply with affordable housing provision (to be calculated at S106 stage)
67. These are considered to be necessary, directly related and reasonably related to the scale of development. The applicant has agreed to enter into a Section 106 agreement to provide the affordable housing provision and funds, to improve the wider access provided by the adjacent railway walk through surfacing the existing stone surface with tarmac: £33,000 and future maintenance of the open space within the development: £22,909.00 has been agreed and the school and library contributions are currently under negotiation.

## **Other Matters**

68. Policy DM7 provides that all proposals for new development including the re-use or conversion of existing buildings will be expected to adhere to broad

principles of sustainable design and construction and optimise energy efficiency through the design, layout, orientation, materials and construction techniques. In particular proposals for new residential development will be required to demonstrate that appropriate water efficiency measures will be employed to ensure water consumption is no more than 110 litres per person per day (including external water use).

69. The water consumption of each individual dwelling is subject to condition and also all dwellings with off street parking are required to provide an operational electric vehicle charge point by condition. It is considered that these measures will ensure compliance with policy DM7.
70. The comments of the Town Council with regard to the Development Brief being out of date are noted, however the Westfield Primary School Development Brief was adopted in June 2012 and remains relevant in 2019, compliant with the Joint Development Management Policies Document 2015 and the provisions of the National Planning Policy Framework 2018. Also the Local Authorities Strategic Housing Officer has confirmed that the affordable housing provision meets the tenure requirement of 80% affordable rent and 20% shared ownership as defined within the Affordable Housing SPD.
71. The Town Council have requested that the applicant contributes towards creating a link to the railway walk adjacent to the site, steps within the site have been provided to access the footpath and the applicant has agreed to provide a contribution of £33,000 to improve the wider access provided by the adjacent railway walk through surfacing the existing stone surface with tarmac.
72. Electric car charging points are required by condition, however the area of green open space to the south western corner of the site would be unsuitable for anything such as an 'eco gym' given the fact that it can become a wet area of the site and is proposed to be left for wildlife to improve biodiversity within the site.

### **Conclusion:**

73. In conclusion, the site is located within the Housing Settlement Boundary and close to the town centre where there is a presumption in favour of development. The site is allocated for residential development with the Westfield Primary School Development Brief having been adopted in June 2012. The proposal is considered to meet the aspirations of the development brief, comply with policy and the provisions of the National Planning Policy Framework.
74. Having regard to the Framework, the Development Brief and all other material planning considerations the proposal is considered to comply with the provisions of both national and development plan policy. On this basis, the application is recommended for approval.

### **Recommendation:**

It is **RECOMMENDED** that planning permission be Approved subject to the following conditions and the completion of a Section 106 agreement with the contributions as listed above:

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:

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

3. The development hereby permitted shall be constructed entirely of the materials detailed within the application hereby approved.

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. 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.

Reason: To improve the sustainability of the dwellings in accordance with policy DM7 of the Joint Development Management Policies (2015).

5. 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 garage shall be used solely for the garaging of private motor vehicles and for ancillary domestic storage incidental to the occupation and enjoyment of the associated dwelling and shall be used for no other purpose.

Reason: To ensure continued compliance with adopted parking standards in the interests of highway safety, in accordance with policy 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.

6. Before for first occupation of the dwellings hereby approved; the areas marked and indicated as amenity open space on the approved site layout plan shall have been provided and all associated landscaping works detailed in the approved landscaping scheme for the site shall have been completed. Thereafter the amenity open space shall be retained and used for no other purpose.

Reason: To ensure that sufficient amenity space is provided on the development site for the future occupiers of the dwellings, in accordance with policy DM42 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 8 and 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.

7. All planting comprised in the approved details of landscaping shall be carried out in the first planting season following the commencement of the



development (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Reason: To enhance the appearance of the development and ensure a satisfactory environment, 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.

8. Prior to commencement of development a scheme for the protection during construction of the trees on the site, in accordance with BS 5837:2012 - Trees in relation to construction - Recommendations, shall be submitted to and approved in writing by the Local Planning Authority. 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. If any trenches for services are required within the fenced areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.

Reason: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy 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.

9. Prior to first occupation, all dwellings with off street parking shall be provided with an operational electric vehicle charge point at reasonably and practicably accessible locations, with an electric supply to the charge point capable of providing a 7kW charge.

Reason: 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 and the Suffolk Parking Standards.

10. No development approved by this planning permission shall commence until 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:
  - i) A site investigation scheme (based on the approved Preliminary Risk Assessment (PRA) within the approved Desk Study), to provide information

for a detailed assessment of the risk to all receptors that may be affected, including those off site.

ii) The results of a site investigation based on i) and a detailed risk assessment, including a revised Conceptual Site Model (CSM).

iii) Based on the risk assessment in ii), 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 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.

2. 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

iii) is submitted and approved, in writing, by the Local Planning Authority. The long term monitoring and maintenance plan in iii) shall be updated and be implemented as approved.

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

Reason: To protect and prevent the pollution of controlled waters, future end users of the land, neighbouring land, property and ecological systems from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179, Environment Agency Groundwater Protection: Principles and Practice (GP3), Policy CS2 (Sustainable Development) of the Core Strategy and Policy DM14 of the Joint Development Management Policy. This condition requires matters to be agreed prior to commencement since it relates to consideration of below ground matters that require resolution prior to further development taking place, to ensure any contaminated material is satisfactorily dealt with.

11. Before the first occupation of any of the dwellings hereby approved details of the biodiversity enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. Any such details as may be submitted shall include in full the mitigation measures as laid out in the Geosphere Environmental Ltd ecological report as received 12<sup>th</sup> November 2018. Any such measures as may be agreed shall be installed and thereafter retained as so installed. There shall be no residential occupation unless and until the biodiversity enhancement measures as agreed in writing have been implemented.

Reason: To secure biodiversity enhancements commensurate with the scale of the development, in accordance with the provisions of Policy DM10 of the Joint Development Management Policies.

12. 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:

- 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
- ix) Noise method statements and noise levels for each construction activity including piling and excavation operations
- x) 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.

Reason: 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.

13. The site preparation and construction works, including road works, shall be carried out between the hours of:  
 08:00 to 18:00 Mondays to Fridays. 08:00 - 13.30 Saturdays. No times during Sundays or Bank Holidays without the prior written consent of the Local Planning Authority. No generators are to be used in external areas on the site outside the hours of: 08:00 to 18:00 Mondays to Fridays, 08:00 - 13.30 Saturdays. No times during Sundays or Bank Holidays The Local Planning Authority shall be provided with three days notice prior to any extended concrete pour taking place outside the agreed hours of construction for agreement that the works can proceed.

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

15. A. No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment [Ref:-48753 by Richard Jackson Consultants and dated October 2018] and Drainage Strategy [Richard Jacksons, drawing ref. 48753-PP-003 Rev B and dated 6th Dec 2018] has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off to Greenfield runoff rates and surface water storage on site, as outlined in the FRA. Infiltration

systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. Details to be submitted 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). Borehole records should also be submitted in support of soakage testing.

B. The dwellings hereby permitted shall not be occupied until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act.

C. 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:

a. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-

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

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan

17. Before first occupation of the dwellings hereby approved details of the treatment of the boundaries of the site and of the dwellings within the site, including all knee rail fencing shown adjacent to car parking spaces, shall 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/retaining walls/fences/knee rails 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 occupation in accordance with the approved details and thereafter retained as so installed.

Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy DM2 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.

18. The main vehicular access off Manor Road access shall be completed in all respects in accordance with Drawing No. 500362-IWD-XX-XX-DR-A-2100 Rev P9; with an entrance width of 5.5m and be available for use before first occupation. Thereafter it shall be retained in its approved form. At this time all other means of access within the frontage of the application site shall be permanently and effectively "stopped up" in a manner which previously shall have been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety to ensure the approved layout is properly constructed and laid out and to avoid multiple accesses which would be detrimental to highway safety.

19. The access to plots 34 - 37 shall be completed in all respects in accordance with Drawing No. 500362-IWD-XX-XX-DR-A-2100 Rev P9; with an entrance width of 4.5m and be available for use before first occupation. Thereafter it shall be retained in its approved form. At this time all other means of access within the frontage of the application site shall be permanently and effectively "stopped up" in a manner which previously shall have been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety to ensure the approved layout is properly constructed and laid out and to avoid multiple accesses which would be detrimental to highway safety.

20. Before the first occupation of any dwelling details of the areas to be provided for storage of Refuse/Recycling bins 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 for no other purpose.

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

21. Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, street lighting, 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.

22. The dwellings hereby approved shall not be occupied until the area(s) within the site shown on 500362-IWD-XX-XX-DR-A-2100 Rev P9 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.

Reason: To ensure that sufficient space for the onsite 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.

23. Before the vehicular accesses from Manor Road are first used visibility splays shall be provided as shown on Drawing No. 500362-IWD-XX-XX-DR-A-2100

Rev P9 with an X dimension of 43m and a Y dimension of 43m and thereafter retained in the specified form. 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 accesses 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.

24. Details of the 'step connection to public footpath', as shown on drawing 500362-IWD-XX-XX-DR-A-2100 Rev P9 shall be submitted to and approved in writing prior to the first occupation of any dwellings hereby approved. Any such details as may be approved shall be implemented prior to the first occupation of any dwellings within the site. There shall be no occupation unless and until this step connection to the public footpath has been provided.

Reason: In the interests of pedestrian permeability in accordance with the provisions of Policies DM2 and DM22.

### **Documents:**

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/18/2299/FUL](https://www.dorsetcouncil.gov.uk/DC/18/2299/FUL)