

Development Control Committee 5 June 2019

Planning Application DC/18/1498/FUL – Boyton Meadows, Anne Sucklings Lane, Little Wrating

Date Registered:	15.08.2018	Expiry Date:	14.11.2018 E.O.T agreed
Case Officer:	Charlotte Waugh	Recommendation:	Approve Application
Parish:	Haverhill Town Council (EMAIL)	Ward:	Withersfield
Proposal:	Planning Application - 38no. dwellings and associated access works		
Site:	Boyton Meadows, Anne Suckling Road, Little Wrating		
Applicant:	Clearwater Estates 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.

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Section A - Background:

1. This application was deferred for consideration at the St Edmundsbury Borough Council Development Control Committee meeting on 28 March 2019. Members resolved to defer the application to allow further consideration of the proposed access, which is proposed adjacent to an existing private access drive. As well as to allow further thought to the parking layout.
2. The purpose of this report is to provide an update on these issues, including an assessment of amended plans received as well as further comments received from the Highway Authority.
3. The previous Officer report for the 28 March 2019 meeting of the Development Control Committee is included as Working Paper 1 to this report. Members are directed to this paper for details of the site and development, summaries of consultation responses, Section 106 contributions and neighbour representations, and for the officer assessment of the proposal.

Proposal:

4. Please refer to Working Paper 1 for a description of the proposal.

Site Details:

5. Please refer to Working Paper 1 for a description of the site and surroundings.

Planning History:

6. Please refer to Working Paper 1 for the planning history.

Consultations:

7. Please refer to Working paper 1 for the consultation responses. In addition, the following response has been received since the previous committee meeting:

Suffolk County Council Highways (15/5/19)

With regard to the traffic numbers... this road was always designed to be a distributor road and has been built with that in mind with the required widths and visibility splays. We agree with you that this road can accommodate parking and two way traffic and that 38 dwellings is a very modest uplift.

As the accident data here does not highlight any issues with the flow of the junction and we have no reported issues on our system, along with the design of the road and the small additional numbers we would have no grounds to refuse this application on these grounds.

Obviously each application is taken on a case by case basis and if any more development was to come forward on this road and junction it would be assessed at that time to the capacity and safety.

However at this time, this junction is acceptable for this level of development.

Representations

8. Please refer to Working paper 1 for a summary of letters of representation.

Policy:

9. Please refer to Working paper 1 for a list of the relevant policies and guidance that have been taken into account in the consideration of the application.

10. On 1 April 2019 a new single Authority; West Suffolk Council was created. The pre-existing development plans are carried forward by regulation (Local Government (Boundary Changes) Regulations 2018) and remain appropriate to the determination of applications by West Suffolk Council.

Officer Comment:

11. Please see Working paper 1 for the officer assessment of the proposals.

Section B - Update:

Access

12. Members raised concern as to the position of the proposed access point given that it would run adjacent to that existing. The existing access is a private road and permission would be needed by external parties in order to use it. Whilst one of these parties suggested use of this route as an alternative, this option has been explored but is not considered available due to land ownership issues. The Highway Authority is satisfied with the proposed access point and the detailed design prepared which also includes a pedestrian footway. The agent prepared an alternative plan which demonstrated how use of the existing access could work and this would result in the removal of trees and hedging which the proposed scheme seeks to avoid, as well as introducing a more intimate relationship with the Willows given the proximity of the roadway and lack of landscaping between. Nonetheless, this option is not achievable given the differences in land ownership.

13. In addition, Ann Suckling Road was designed and built at such a width to accommodate future development and traffic. Indeed the North West Haverhill Masterplan identifies Ann Suckling Road as a principle road connection. The highway is wide enough to allow on-street parking as well as two way traffic and as such, no concerns are raised to this access route.

14. As Local Planning Authority it is necessary to consider and determine the application submitted and in this case, no objections are raised to the proposed scheme on highway grounds.

Parking layout

15. The scheme put before members included both allocated and non-allocated car parking, a mixture encouraged in the County Council Parking Guidance. This raised a degree of concern amongst members, particularly the lack of dedicated parking spaces for residents occupying the crescent and has sought to be addressed by the applicant. An amended plan has been submitted which shows a modest shift to the development layout and includes a lay-by to the rear of the crescent. This will accommodate 8 vehicles and retains the footway. Whilst it's unlikely that these spaces will be allocated it's a sensible change which provides more parking closer to the crescent. The introduction of these additional spaces provides an opportunity to rationalise the remaining parking layout enhancing the overall appearance of the scheme with greater areas of landscaping. The scheme still contains 79 spaces overall, which includes 25% visitor spaces and is in accordance with the adopted parking standards.

Other changes

16. Minor alterations have also been made to address comments made by members, such as the erection of fencing around the ponds, lighting bollards to the northern footpath and the inclusion of windows on side elevations of dwellings to increase natural surveillance of the footpath and parking areas. Furthermore, waste guidance confirms that bins and recycling will be collected from the development, despite it being a private road. Whilst when considered in isolation these changes are minimal, the combination will contribute to creating a safer environment for residents and users.

Section C – Conclusions:

17. Whilst Officers considered that the original proposal was acceptable and policy compliant, the amendments sought by the Development Control Committee and provided by the applicant have improved the scheme. The layout offers greater parking choice, increased security and the opportunity for enhanced landscaping.

18. For the reasons outlined above and also set out within the original report to Development Control Committee, Officers consider the application to be appropriate in terms of its layout, appearance and scale. The development would not give rise to any unacceptable adverse effects on amenity or biodiversity and includes 30% affordable housing as well as education, preschool and library contributions.

19. In conclusion, subject to the use of conditions and a signed S106 agreement, the principle and detail of the development is considered to be acceptable and in compliance with relevant development plan policies and the National Planning Policy Framework.

Recommendation:

20. It is recommended that planning permission be **APPROVED** subject to the completion and signing of a section 106 agreement which details the affordable housing and County Council contributions as outlined within Working paper 1 as well as the following conditions:

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

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

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

Reference No:	Plan Type	Date Received
(-)	Location Plan	01.08.2018
(-)	Tree Protection Plan	01.08.2018
MMX 219/1	Tree Survey	01.08.2018
J 3010-01	Existing Site Plan	10.08.2018
J 3010-06 Rev B	Floor Plans and Elevations	02.05.2019
J 3010-08	Floor Plans and Elevations	14.08.2018

J 3010-09 Rev A	Floor Plans and Elevations	02.05.2019
J 3010-10 Rev B	Elevations	02.05.2019
J 3010-12	Floor Plans and Elevations	14.08.2018
J 3010-07	Floor Plans and Elevations	15.08.2018
2192-FRA+DS Rev C	Flood Risk Assessment	13.02.2019
2192-03 Rev G	Drainage Plans	14.03.2019
2007/144	Archaeological report	01.12.2007
1413,DS/LF,PD/01-09-15/v1	Land Contamination Assessment	01.09.2015
J 3010-11 rev A	Floor Plans	16.01.2019
1 of 2	Proposed Block Plan	10.12.2018
2 of 2	Proposed Block Plan	02.05.2019
J 3010-02 rev A	Proposed Block Plan	10.12.2018
J 3010-04 rev A	Garage Plans & Elevations	04.03.2019
J 3010-05 rev A	Floor Plans and Elevations	04.03.2019
78118 V2	Ecological Survey	16.01.2019
78118 V1	Bat Report	16.01.2019
78118 V1	Reptile report	16.01.2019

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

- 3 No development above slab level shall take place until samples of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

- 4 No development shall take place on site until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. The scheme of investigation shall include an assessment of significance and research questions; and:
- The programme and methodology of site investigation and recording.
 - The programme for post investigation assessment.
 - Provision to be made for analysis of the site investigation and recording.
 - Provision to be made for publication and dissemination of the analysis and records of the site investigation.
 - Provision to be made for archive deposition of the analysis and records of the site investigation.
 - Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
 - Timetable for the site investigation to be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development in accordance with policy DM20 of the

West Suffolk Joint Development Management Policies Document 2015, Chapter 16 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition is required to be agreed prior to the commencement of any development to ensure matters of archaeological importance are preserved and secured early to ensure avoidance of damage or lost due to the development and/or its construction. If agreement was sought at any later stage there is an unacceptable risk of lost and damage to archaeological and historic assets.

- 5 No building shall be occupied or otherwise used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 4 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development in accordance with policy DM20 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 16 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 6 Demolition or construction works shall not take place outside 0800 hours to 1800 hours Mondays to Fridays and 0800 hours to 1300 hours on Saturdays and at no time on Sundays, public holidays or bank holidays.

Reason: 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.

- 7 Before any development work hereby permitted is commenced, a comprehensive construction and site management programme shall be submitted to and approved in writing by the Local Planning Authority. The programme shall include the following details:-
- a) site set-up and general arrangements for storing plant (including cranes), materials, machinery and equipment, offices and other facilities and contractors vehicle parking, loading, unloading and vehicle turning areas;
 - b) noise method statements and noise levels for each construction activity including any piling and excavation operations;
 - c) dust, dirt and vibration method statements and arrangements;
 - d) site lighting.

All works shall be undertaken in accordance with the approved details during the construction period.

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.

- 8 Prior to commencement of development the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

- i) A site investigation scheme,
- 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), a remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions.

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 accordance with policy DM14 of the West Suffolk Joint Development Management Policies Document 2015, paragraphs 170,178 and 179 of the National Planning Policy Framework (NPPF), Environment Agency Groundwater Protection: Principles and Practice (GP3) and all relevant Core Strategy Policies. 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.

- 9 No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works as set out in the remediation strategy is submitted to and approved, in writing by the Local Planning Authority.

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 accordance with policy DM14 of the West Suffolk Joint Development Management Policies Document 2015, paragraphs 170,178 and 179 of the National Planning Policy Framework (NPPF), Environment Agency Groundwater Protection: Principles and Practice (GP3) and all relevant Core Strategy Policies. 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.

10. Prior to their 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 paragraphs 105 and 110 and the Suffolk Parking Standards.

- 11 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 applicant shall submit a detailed design based on the Drainage Strategy by MTC Engineering (Drawing ref:- 2192-03 Rev G and dated 14/03/2019) and will demonstrate that surface water run-off generated by the development will be limited to Q_{bar} or 2l/s/ha (whichever is higher) up to and including the critical 100 year+CC storm.

Reasons:-

- 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.
- To ensure the development does not cause increased pollution to water environment.

- 12 No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

- 13 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: This condition requires matters to be agreed prior to commencement to ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan.

- 14 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.

- 15 Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme.

Reason: To prevent environmental and amenity problems arising from flooding.

- 16 Prior to the development hereby permitted being first occupied, the proposed access onto Ann Suckling Road shall be properly surfaced with a bound material for a minimum distance of 10m metres from the edge of the metalled carriageway, in accordance with details previously submitted to and approved in writing by the local planning authority.

Reason: To secure appropriate improvements to the vehicular access in the interests of highway safety.

- 17 The vehicular access hereby permitted shall be a minimum width of 4.8 m with a footway with a minimum width of 1.8 metres for the entire length of the access.

Reason: To ensure vehicles can enter and leave the site in a safe manner and to protect the safety of pedestrians.

- 18 No development above ground level shall take place until details of the areas to be provided for the secure storage of cycles are submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To enable the secure storage of cycles in the interests of encouraging sustainable transport options.

- 19 No development above ground level shall take place until details of the areas to be provided for storage and presentation of Refuse/Recycling bins are 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 or presented on the highway causing obstruction and dangers for other users.

- 20 No development above ground level shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway,

in accordance with policy DM2 and DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 9 and 14 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 21 Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, lighting, visibility splays, 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. This condition requires matters to be agreed prior to commencement to ensure the agreed layout can be accommodated within the site.

- 22 All HGV and construction traffic movements to and from the site over the duration of the construction period shall be subject to a Construction and Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence or any site work starts.

The plan shall include, but not be limited to:

- Routes for delivery vehicles to and from the site
- Access to the site for construction and delivery vehicles
- Means to ensure the highway is kept free of water, mud and other construction debris
- Parking and turning for construction and delivery traffic

No HGV or construction movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV and construction traffic in sensitive areas. This condition requires matters to be agreed prior to commencement to ensure the development does not cause unnecessary disturbance during the construction phase.

- 23 Before the access is first used clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 2.4 metres from the nearside edge of the metalled carriageway at the centre line of the access point (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.

- 24 There shall be no occupation of the development hereby permitted unless and until the pedestrian and cycle link to the northern boundary, as shown on drawing 'Block Plan 1 of 2' has been provided. Thereafter, the pedestrian and cycle link as so provided shall be retained for pedestrian and cycle use.

Reason: To ensure a safe pedestrian access into, out of and through the site to allow safe access to public transport and facilities within the wider area in the interest of encouraging the use of sustainable transport options.

- 25 There shall be no occupation of the development hereby permitted unless and until a footway connection and crossing point has been provided at and across Ann Suckling Road, in accordance with location and design / specification details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a safe pedestrian access into, out of and through the site to allow safe access to public transport and facilities within the wider area in the interest of encouraging the use of sustainable transport options.

- 26 No development above ground level shall take place until a scheme of soft landscaping for the site drawn to a scale of not less than 1:200 has been submitted to and approved in writing by the Local Planning Authority. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities. 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 assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2, DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 27 No development above ground level shall take place until details of the treatment of the boundaries of the site have been submitted to and approved in writing by the Local Planning Authority. The details shall specify the siting, design, height and materials of the screen walls/fences to be constructed or erected and/or the species, spacing and height of hedging to be retained and / or planted together with a programme of implementation. Any planting removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by soft landscaping of similar size and species to those originally required to be planted. The works shall be completed prior to first use/occupation in accordance with the approved details.

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.

- 28 The dwelling(s) hereby approved shall not 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 and evidence of compliance has been obtained.

Reason: To ensure that the proposal meets with the requirements of sustainability, in accordance with policy DM7 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 29 Prior to commencement of development a scheme for the provision of fire hydrants within the application site shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied or brought into use until the fire hydrants have been provided in accordance with the approved scheme. Thereafter the hydrants shall be retained in their approved form unless the prior written consent of the Local Planning Authority is obtained for any variation.

Reason: To ensure the adequate supply of water for firefighting and community safety, in accordance with policy DM2 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.

- 30 All recommendations and ecological mitigation measures contained in the following reports:
Preliminary Ecological Appraisal by MIKA Ecology dated 18th December 2018
Reptile Survey by MIKA Ecology dated 18th December 2018
Bat Inspection Survey by MIKA Ecology dated 18th December 2018
shall be adhered to in their entirety through out the construction period.

Reason: To ensure that the land is used in such a manner as to improve its ecological and nature conservation value, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

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

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

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online <https://planning.westsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PCQDBZPD03E00>