

## **Development Control Committee 4 December 2019**

### **Planning Application DC/19/1019/FUL – Garages, Paske Avenue, Haverhill**

<b>Date Registered:</b>	29.05.2019	<b>Expiry Date:</b>	28.08.2019
<b>Case Officer:</b>	Gary Hancox	<b>Recommendation:</b>	Approve Application
<b>Parish:</b>	Haverhill Town Council	<b>Ward:</b>	Haverhill Central
<b>Proposal:</b>	Planning Application - 9no. dwellings (Demolition of existing garages)		
<b>Site:</b>	Garages, Paske Avenue, Haverhill		
<b>Applicant:</b>	Havebury Housing Partnership		

**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 referred to the Development Control Committee following consideration by the Delegation Panel.**

**The application was referred to Delegation Panel at the request of local Ward Member Councillor Aaron Luccarini.**

**The Town Council object to the development, which is recommended for APPROVAL.**

**A site visit is proposed for Monday 2 December 2019.**

**Proposal:**

1. The application proposes the demolition of 32 lock up garages and the construction of 6 one-bed flats, and 3 two-bed bungalows. An associated cycle store and parking also forms part of the scheme.

**Application Supporting Material:**

2. The application is accompanied by the following plans and supporting documents:
  - Plans and elevations
  - Arboricultural Impact Assessment
  - Ecology assessment
  - Site Investigation report
  - Transport Statement and Parking Assessment
  - Air Quality Assessment
  - Odour Assessment
  - Phase One Geo-Environmental Assessment
  - Topographical Survey

**Site Details:**

3. The site contains 32 garages that were constructed in the 1950's and adjoining existing dwellings constructed between 1930 and 1950 as social housing. Some of these dwellings are now private houses, with the remainder in the ownership of Havebury Housing Partnership. Of the 32 garages on the site, 12 (38%) are empty and unlet, and 5 (16%) are used for daily car use. Fourteen (43%) of the garages are used for storage.
4. The site is bounded by residential development to the north, south and east, including the older houses of Paske Avenue itself and more recently built bungalows at Orchard Close. The site is adjoined to the west by a bus depot, which comprises a large single storey building with a wide span roof. The gable end of this building provides the 'end-stop' to the cul-de-sac of Paske Avenue and is of typical industrial appearance. A footpath links the site to Duddery Hill to the south.
5. The site is within the settlement boundary and is outside the conservation area.

## **Planning History:**

None relevant

## **Consultations:**

6. SCC Highways – No objection, subject to appropriate conditions ensuring correct implementation of access and parking areas, the submission of a Construction Deliveries Management Plan and off-site highway works. The proposed development should not create any inappropriate on street parking caused by the removal of garages. A safe pedestrian access to Duddery Hill can be created.
7. Environment Team – No objection, subject to standard land contamination condition and a condition requiring the provision of Electric Vehicle Charging Points.
8. Strategic Housing – Support the amended scheme, which will provide much needed affordable housing for Haverhill.
9. SCC Food and Water Management – No objection, subject to conditions requiring detailed surface water drainage scheme and its management to be submitted and agreed.
10. Public Health and Housing – No objection, subject to conditions restricting hours of construction and the submission of a construction and site management programme, and minimum acoustic levels within bedrooms and living rooms being achieved.

## **Representations:**

11. Haverhill Town Council – OBJECT. Revised scheme has not addressed the objections previously raised by the Town Council:

Layout and Density of Building Design

Over-development of the site. The proposal does not achieve good design and is out of character to the surrounding properties. There is no provision for recreation facilities or green space.

Highway issues

Traffic generated by the new development would increase vehicles using Paske Avenue, where there are already parking issues for existing residents, especially in the evening and at weekends. Further development would add to this congestion. There would not be sufficient provision for a vehicle turning circle

Noise and Smells, Fumes

The Town Council notes comments from Environment Team on Air Quality Assessment report, but are aware of contradictory air quality sampling which suggests that a formal study should be undertaken by the applicant in order

to inform any conditions or changes to the design to ensure the dwellings will be safe, particularly to young babies and children.

The Town Council supports objections raised by residents of Paske Avenue.

12. Councillor Aaron Luccarini (Local Ward Member) – taking into account the concerns of local residents, the application should be determined by Development Control Committee.
13. Local Residents - A total of 28 separate objections have been received from residents of Paske Avenue, Orchard Close, Mill Hill and Duddery Hill raising the following issues of concern:
  - Development will lead to increase parking on Paske Avenue
  - Noise and disturbance during construction
  - No recreation/amenity space for residents of the flats
  - Loss of wildlife habitat
  - Overdevelopment of the site
  - Proposed flats are out of scale and character
  - Overlooking from flats
  - Disturbance and smell from proposed bin stores
  - Paske Avenue not wide enough to accommodate cars and emergency vehicles
  - Potential for increase in crime
  - Safety of children playing in the street will be compromised
  - There is a need for the garages
  - Overlooking/loss of light to 16 Paske Avenue and 22 Orchard Close
  - Flat block is an imposing and dominating building
  - Urbanisation of a quiet cul-de-sac
  - Increase in use of footpath (linking Duddery Hill) which will cause increase in disturbance to amenity.

(Note: the above is only a summary of the key objections to the development from local residents. The full objections can be viewed on the Council's website.)

### **Policy:**

14. On 1 April 2019 Forest Heath District Council and St Edmundsbury Borough Council were replaced by a single Authority, West Suffolk Council. The development plans for the previous local planning authorities were carried forward to the new Council by Regulation. The Development Plans remain in place for the new West Suffolk Council and, with the exception of the Joint Development Management Policies document (which had been adopted by both Councils), set out policies for defined geographical areas within the new authority. It is therefore necessary to determine this application with reference to policies set out in the plans produced by the now dissolved St Edmundsbury Borough Council.
15. The following policies of the Joint Development Management Policies Document and the St Edmundsbury Core Strategy 2010 & Vision 2031 have been taken into account in the consideration of this application:
  - Core Strategy Policy CS1 - St Edmundsbury Spatial Strategy

- Core Strategy Policy CS2 - Sustainable Development
- Core Strategy Policy CS3 - Design and Local Distinctiveness
- Core Strategy Policy CS4 - Settlement Hierarchy and Identity
- Core Strategy Policy CS5 - Affordable Housing
- Core Strategy Policy CS7 - Sustainable Transport
- Policy DM1 Presumption in Favour of Sustainable Development
- Policy DM2 Creating Places Development Principles and Local Distinctiveness
- Policy DM6 Flooding and Sustainable Drainage
- Policy DM11 Protected Species
- Policy DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity
- Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- Policy DM22 Residential Design
- Policy DM45 Transport Assessments and Travel Plans
- Policy DM46 Parking Standards

### **Haverhill Vision 2031**

- Vision Policy HV1 - Presumption in Favour of Sustainable Development
- Vision Policy HV2 - Housing Development within Haverhill

### **Other Planning Policy:**

#### **National Planning Policy Framework (2019)**

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

### **Officer Comment:**

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

- Principle of Development
  - Parking and highway impact
  - Amendments to the scheme
  - Design and layout
  - Residential amenity
  - Noise and air quality
18. For decision making purposes, as required by Section 38(6) of the Planning & Compulsory Purchase Act 2004, the Development Plan comprises the Adopted Core Strategy and Development Control Policies Development Plan Document, together with the Site Specific Allocations DPD. Material considerations in respect of national planning policy are the NPPF and the more recently published National Planning Policy Guidance. The starting position for decision taking is therefore that development not in accordance with the development plan should be refused unless material considerations indicate otherwise. Development in accordance with the development plan should be approved, unless material considerations indicate otherwise. The Courts have re-affirmed the primacy of the Development Plan in Development Control decisions.

#### Principle of development

19. The site lies within the town of Haverhill, which is designated as an area for growth in Spatial Vision policy of the St Edmundsbury Core Strategy. The site is in a residential area where the principle of development, and in particular additional dwellings, is supported by the development plan in policies HV2, CS1 and CS4.
20. Furthermore, the site is sustainably located having convenient access to local services and facilities and regular bus services connecting to the wider area. The site is also brownfield, having been previously developed, and this lends further support to the principle of residential development on this site being acceptable.
21. The proposal seeks to redevelop an existing underused garage site to provide for affordable housing. The principle of developing these sites is acceptable, subject to appropriate consideration of the loss of potential parking, displacement parking and general highway impact, amenity and design.

#### Parking and highway impact

22. The application proposes to demolish the existing 32 no. lock-up garages. A total of 9 dwellings are proposed to be built in their place (6 x 1-bed flats and 2 x 3-bed bungalows). A total of 14 in-curtilage parking spaces are provided. The applicant has provided information to show that of the 32 existing garages, 20 are currently rented. Of the 20 rented garages, 14 are used for storage and 5 are used for everyday car use. One garage has an unknown use. Overall, 57% of the garages are not used for daily car use.
23. As of 30/8/2019 only two households within Paske Avenue rent Paske Avenue garages, and of those two, only one is in daily car use. Therefore, the removal of the existing garages would only result in the displacement on to Paske Avenue (assuming the offer of an alternative garage is not taken up) of one car in daily use.

24. The applicants have undertaken a car-parking survey of on-street car parking utilisation for roads within 200m of the site on Paske Avenue and Mill Hill. This was undertaken for the following days and time periods:
- Thursday 1/11/18 - 05:00
  - Thursday 1/11/18 - 07:00
  - Thursday 1/11/18 - 18:00
  - Friday 2/11/18 - 01:00
25. The survey indicated that during the worst case period (01:00 hrs 2nd November) 11 cars were parked on Paske Avenue and at 05:00 on the 1st November, 11 cars were parked on Mill Hill. This represented 46% and 58% utilisation respectively and would leave 13 free spaces on Paske Avenue and 6 spaces free on Mill Hill.
26. This survey clearly indicates that there is capacity on street, for at least one displaced vehicle (assuming the offer of another garage is not taken up).
27. A total of 14 car parking spaces is proposed to serve the new dwellings, two spaces each for the bungalows, and 1 space each for the flats. This leaves two spaces for visitor parking. The parking is provided in-curtilage meaning that parking is allocated for each dwelling within the site. All spaces will meet the SCC required design standards and will measure 2.5m x 5.0m. This level and disposition of parking is considered to accord with the requirements of SCC's adopted parking standards (April 2019) and in this regard the application accords with the requirements of policies DM2, DM22 and DM46.
28. Notwithstanding that only one of the garages is leased to a resident of Paske Avenue for the parking of a car, it is noted that some residents have raised concerns with the loss of a garage currently rented. The applicants have provided a snapshot of the garage voids in the area (August 2019), which are available to residents by application. The plan provided by Havebury shows 3 void garages within 350 metres of the site, and a further 7 void garages within 500 metres of the site. This would further mitigate for the loss of existing garages and provides options for some existing tenants to still have a rented garage within 0.5km of the site should they wish.

#### Amendments to the scheme

29. In response to Officer concerns, comments from neighbours, and the Town Council, the proposed dwellings have been reduced in scale and number, and additional on-site parking has been created. Amendments include:
- Reducing the number of units from ten to nine, now providing three bungalows rather than the originally proposed four two-storey houses. There will be a reduced impact on neighbouring properties in Orchard Close and Paske Avenue from overshadowing and loss of privacy. The bungalows have been designed to achieve The Lifetime Homes Standard.
  - The carrying out by Havebury of an on-street parking survey that identified legal on street available parking. Traffic demand will be similar to the existing daily use of the garages. Capacity for a turning circle remains the same and meets the standard for bin wagons.

- Increased provision of cycle storage.
- Rubbish bins will be kept in an enclosed storage area which is locked, ventilated to the side and will be inspected regularly.

### Design and layout

30. The proposed layout has been designed to make the most efficient use of a brownfield site, which is challenging in terms of its tapered shape and location at the end of a cul-de-sac. Due to the narrowness of the south part of the site, and the need to accommodate the required parking, access and cycle store, a 3-storey flat block is proposed without amenity garden space.
31. The resulting building forms an end-stop to the cul-de-sac, masking views of the bus station building and providing a focal point. To minimise the impact on existing residential amenity, the building height reduces down to one and a half storeys adjacent to the rear garden of 72A Duddery Hill. Projections and variation in roof form provide relief to the front elevation. Enclosed balconies at first and second floor level provide for a small amount of external amenity space.
32. Where the site widens at the north, three 2-bed bungalows are proposed. These buildings loosely follow the existing building line on Paske Avenue and represent a significant amendment to the scheme where previously 2-storey dwellings were proposed. These were removed from the scheme due to the potential for significant overbearing and overlooking impact to properties in Orchard Close.
33. The concerns of local residents and the Town Council in respect of over-development are understood. However, Officers are of the opinion that as amended, the proposed development of 6 flats and 3 bungalows represents the most efficient use of the site, and one that responds well to its constraints creating buildings with an individual more modern character and set apart from the mid 20<sup>th</sup> century housing it would adjoin.
34. The applicant's revised design and access statement explains that
 

*"The proposed development has been designed, picking up on elements of the existing Paske Avenue houses, whilst providing a sense of individuality, setting it apart from the 1950's housing. This is achieved by incorporating similarly pitched roofs and parapets, and using a brick finish. It is proposed that the new scheme incorporates a pink/ buff brick and a darker red to tie in with the existing light red brick. The use of different colour brick also brings variation to the elevations and separates the individual dwellings. A darker blue/ black brick is used to define the shared entrance to the flats and the bin and cycles stores."*
35. Overall the applicants have attempted to make best use of the space available to them to provide additional housing as well as removing unsightly and underused garage blocks. As amended, their proposed plans generally provide the required levels of amenity and will enhance the appearance of the existing garage site providing for new dwellings that will contribute positively to the street scene. The application therefore accords with policies DM2 and DM22 and the NPPF in this regard.



### Residential amenity

36. The site is bounded by bungalows to the north (nos. 20 and 22 Orchard Close), and these occupy plots that are at a significantly lower level. To the east, at similar levels, are nos. 23 and 24 Paske Avenue, and these are two storey dwellings. No. 24 has significant extensions to the rear and side, and no. 23 has permission for a new attached dwelling to the side and this is currently under construction.
37. Taking into account the comments of local residents and the Town Council, direct impacts on existing residential amenity have been considered as follows:
- Nos. 22 and 23 Orchard Close – the amended scheme proposes single storey bungalows to the south of the existing boundary vegetation. As there are no openings or windows at first floor level, there will be no issues of overlooking. The roof and gable of the dwellings will be visible above normal fence height, however there will be no significant harm to the amenity of these neighbouring dwellings.
  - No 24 Paske Avenue – This two storey dwelling (as extended) now occupies a position on its plot that is close to the boundary with the site. A pair of semi-detached bungalows would adjoin the boundary to this property, and they would be set back from the building line to the extent that the gable end of the adjoining plot would occupy a position midway along no. 24's boundary. However due the hipped roof design and low eaves height, the impact on amenity in terms of dominance and /or over shadowing is significantly reduced and is considered acceptable.
  - No 23 Paske Avenue – This property has an attached two storey dwelling currently under construction that will sit close to the SE boundary of the site. Due to the proposed flat block only being 1 ½ storeys in this area and with no windows overlooking the future garden area of this new dwelling, there would be no issues of overlooking or over bearing. A cycle store building would be located adjacent the neighbouring dwelling, separated by the retained footpath link to Duddery Hill. Again, this raises no significant amenity impact.
38. It is noted that some residents have raised concern with overlooking from the flat block. However, the position of this block is fairly central at the end of the cul-de-sac and between nos. 23 and 24 Paske Avenue. Whilst balconies and windows to the front of the building will allow for more direct views in an easterly direction. The views to the north east and south east will be more acute and interrupted by the roofs of nos. 23 and 24 and the new dwelling adjacent no. 23 when built. There will be no direct overlooking of private amenity space.
39. Taking into account the above, the proposals accord with the relevant requirements of policies DM2 and DM22 with respect to the impact on neighbouring amenity.

## Noise and air quality

40. Criterion (h) of Policy DM2 requires development not to be sited *where its users would be significantly and adversely affected by noise, smell, vibration, or other forms of pollution from existing sources, unless adequate and appropriate mitigation can be implemented.*
41. As the site is located close to an operational bus depot, the operations of this business have been considered. Operations would include morning bus inspections whilst idling, vehicle servicing and general movement of buses in and out of the site.
42. Local Planning Authorities should take account of the acoustic environment and in doing so consider:
  - Whether or not a significant adverse effect is occurring or likely to occur;
  - Whether or not an adverse effect is occurring or likely to occur; and
  - Whether or not a good standard of amenity can be achieved.
43. In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of the noise exposure (including the impact during the construction phase wherever applicable) is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation.

The Observed Effect Levels are as follows:

- Significant observed adverse effect level: This is the level of noise exposure above which significant adverse effects on health and quality of life occur.
  - Lowest observed adverse effect level: this is the level of noise exposure above which adverse effects on health and quality of life can be detected.
  - No observed effect level: this is the level of noise exposure below which no effect at all on health or quality of life can be detected.
44. A commercial Noise Assessment has been submitted with the application and this includes a methodology agreed with Public Health and Housing. This assessment concludes that

*The overall effect of the commercial sound on proposed noise sensitive receptors is considered to be the "No Observed Effect Level" (NOAEL) with noise being noticeable and not intrusive and with the following advice:*

*"Noise can be heard but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life."*

45. Public Health and Housing have considered the above report and raise no objection to the application on noise grounds, but comment that due to the close proximity of the existing bus depot to the application site, there is the possibility that the proposed residential occupiers may be disturbed by activities at the depot, particularly when buses start up and depart in the early morning, which may give rise to some lack of amenity. To mitigate for this impact the acoustic insulation of each dwelling shall be such to ensure noise levels, with windows closed, do not exceed an LAeq (16hrs) of 35dB(A) within

bedrooms and living rooms between the hours of 07:00 to 23:00, and an LAeq (8hrs) of 30dB(A) within bedrooms between the hours of 23:00 to 07:00. This can be required by condition.

46. No concerns in respect of odour have been raised.
47. Subject to the above condition a satisfactory level of residential amenity can be achieved in accordance with policy DM2 in this regard.
48. Air Quality - Paragraph 105 of the NPPF states that 'local parking standards for residential and non-residential development, policies should take into account... e) the need to ensure an adequate provision of spaces for charging plug-in and other ultralow emission vehicles.' Paragraph 110 of the NPPF states that 'applications for development should... be designed to enable charging of plug-in and other ultralow emission vehicles in safe, accessible and convenient locations.'
49. Policy DM14 of the Joint Development Management Policies Document states that proposals for all new developments should minimise all emissions ... and ensure no deterioration to either air or water quality. Furthermore, Section 3.4.2 of the Suffolk Parking Standards states that "Access to charging points should be made available in every residential dwelling."
50. In order for the development to accord with the above, an appropriately worded condition will need to be attached to any permission requiring 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. At least one of the parking spaces within the flat block should have an electric vehicle charging point.

#### Other matters

51. Energy efficiency - JDM Policy DM7 states 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 use of design, layout, orientation, materials, insulation and construction techniques...In particular, proposals for new residential development will be required to demonstrate that appropriated water efficiency measures will be employed... All new developments will be expected to include details in the Design and Access statement (or separate energy statement) of how it is proposed that the site will meet the energy standards set out within national Building Regulations. In particular, any areas in which the proposed energy strategy might conflict with other requirements set out in this Plan should be identified and proposals for resolving this conflict outlined."
52. The applicant intends to consider sustainability measures through their design approach. However, no further details have been submitted to substantiate this, and in order to demonstrate compliance with policy DM7 then the applicant's sustainability strategy should be suitably specified, perhaps in an accompanying Energy Statement, which may then be secured by appropriate conditions. Likewise, there are currently insufficient details in order to ascertain whether or not the approach proposed meets the energy standards

set out in national Building Regulations, (in accordance with policy DM7 requirements).

53. Although the above lack of evidence of energy efficiency is not in itself a reason to refuse the development, the Council has an ambition to encourage the aspirations for energy efficiency levels in buildings as well as the uptake of renewable energy technologies, especially renewable heat and district heating. It is taking an active approach to encourage rather than regulate and may be able to provide technical support, and is available to discuss options with the applicant to see how/if the Council may be able to support a wider aspiration for renewable energy in these buildings or in the local area.
54. In respect of water efficiency, all new residential development should demonstrate a water consumption level of no more than 110 litres per day (including external water use). This is reflective of Part G2 of the Building Regulations. Accordingly, a condition shall be applied to the planning permission to ensure that the above water consumption level is achieved.
55. An Ecology report included the results of a bat emergence survey which found no bats present and recommended no further surveys be undertaken. Very little flora and fauna of significance was found on site. However, the Ecology report recommends some mitigation and enhancements that if undertaken would discharge the Council's obligations under the Natural Environment and Rural Communities Act 2006 (NERC) and the relevant requirements for biodiversity enhancements in the NPPF and the development plan. A suitable condition requiring this mitigation and enhancement can be conditioned.

#### **Conclusion:**

56. The proposed dwellings are within the settlement boundary where the principle of residential is acceptable. The development represents an efficient use of a brownfield site which is supported by the NPPF.
57. Based on a worst case scenario, and having regard to the submitted parking surveys and analysis of the existing parking situation, the application has demonstrated that the development can provide for sufficient off-street parking to ensure that there would be no detrimental impact on the highway network. The application accords with policies DM2, DM22 and DM46 in this regard.
58. The proposal would not have a significant harmful impact on the amenity of neighbouring dwellings and accords with the relevant requirements of policies DM2 and DM22.
59. Overall the development would have a positive contribution to the street scene and the design attributes of the scheme accords with the requirements of policies DM2 and DM22 and the NPPF in this regard.
60. Subject to appropriate conditions, the scheme can accord with policies DM2 and DM7 with respect to noise and energy efficiency.
61. The application accords with the development plan in all other regards, represents sustainable development and can be approved.

#### **Recommendation:**

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

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

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

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

Reference No:	Plan Type	Date Received
020 REV E	Sections	08.08.2019
001 REV A	Location Plan	13.05.2019
010 REV K	Proposed Floor Plans	24.09.2019
017 REV E	Proposed Elevations	08.08.2019
015 REV B	Proposed Elevations	13.05.2019
011 REV G	Site Plan	24.09.2019
016 REV A	Proposed Elevations	13.05.2019
D _ A	Design and Access Statement	16.10.2019
18-522-021	PLAN	16.10.2019

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

3. No development above slab level shall take place until samples of the facing and roof materials shall have been 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. The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No.18-522 3 011 Rev G and be made available for use prior to the first occupation of any dwelling. Thereafter the access shall be retained in the specified form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

5. Before the development is commenced details shall be 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: Required pre-commencement to prevent hazards caused by flowing water or ice on the highway both during construction and occupation.

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

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

7. All HGV traffic and construction traffic movements to and from the site over the duration of the demolition and 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.

The Plan shall include:

- Routes for HGV delivery traffic
- Means to ensure no water, mud or other debris can flow onto the highway.
- Means to ensure sufficient space is provided on-site for the parking and manoeuvring of all delivery and construction vehicles.
- Means to ensure sufficient space is provided on-site for the storage of materials and equipment.

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

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV and construction traffic in sensitive residential areas.

8. Before the development is commenced above ground level details shall be submitted to and approved in writing by the Local Planning Authority showing the means to create a continuous pedestrian link between Paske Avenue and Duddery Hill. The approved scheme shall be carried out in its entirety before the first occupation and shall be retained thereafter in its approved form.

Reason: To ensure a safe pedestrian facility is provided in the interest of highway and pedestrian safety.

9. The use shall not commence until the area(s) within the site shown on drawing 18-522 3 011 Rev G 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 on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

10. Before the development is first occupied details of the secure cycle storage for both apartments and bungalows, at the locations shown on drawing 15-522 3 011 Rev G shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the secure storage of bicycles and in accordance with Suffolk Guidance for Parking (2019) to promote sustainable modes of travel.

- 11.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,
- 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 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.

- 12.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 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.

- 13.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 minimum 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.

- 14.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 Richard Jackson (drawing ref:- 49415-PP-001 and dated 24/04/2019) and will demonstrate that surface water run-off generated by the development will be limited to 5l/s 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. This condition is required pre-commencement to ensure that drainage details are agreed before below ground works are begun.

- 15.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: Required pre-commencement to ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage both during construction and post occupation.

- 16.The site demolition, preparation and construction works, including deliveries to the site and the removal of excavated materials and waste from the site shall only be carried out between the hours of 08:00 to 18:00 Mondays to Fridays and between the hours of 08:00 to 13:30 Saturdays and at no time on Sundays or Bank Holidays without the prior written consent of the Local Planning Authority.

Reason: To protect the amenity of occupiers of adjacent properties from noise and disturbance.

- 17.Prior to the development commencing a comprehensive Construction and Site Management Programme shall be submitted to the Local Planning Authority for approval. The approved programme shall be implemented throughout the development phase, unless the Local Planning Authority gives written consent to any variation. The programme shall include:-

a. site set-up and general arrangements for storing plant, 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.

Reason: Required pre-commencement to ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance during construction.

18. The acoustic insulation of each dwelling shall be such to ensure noise levels, with windows closed, do not exceed an LAeq (16hrs) of 35dB(A) within bedrooms and living rooms between the hours of 07:00 to 23:00, and an LAeq (8hrs) of 30dB(A) within bedrooms between the hours of 23:00 to 07:00.

Reason: To protect the amenity of the future occupiers of the properties.

19. No development above ground level shall take place until, an energy and sustainability statement for the development shall be submitted to and approved in writing by the Local Planning Authority. The statement shall outline how the development has adhered to broad principles of sustainable design and construction and how energy efficiency will be optimised through the use of design, layout, orientation, materials, insulation and construction techniques. The development shall be carried out in accordance with the approved strategy.

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.

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

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

### **Documents:**

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/19/1019/FUL](https://www.westsuffolk.gov.uk/DC/19/1019/FUL)

