

Development Control Committee 8 July 2020

Planning Application DC/20/0623/FUL – Milton House, Thurlow Road, Withersfield

Date Registered:	07.04.2020	Expiry Date:	02.06.2020 (EOT until 31.07.2020)
Case Officer:	Gary Hancox	Recommendation:	Approve Application
Parish:	Withersfield	Ward:	Withersfield
Proposal:	Planning Application - 6no. dwellings (following demolition of existing dwelling)		
Site:	Milton House, Thurlow Road, Withersfield		
Applicant:	Mr S Lansdown		

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:

The Assistant Director (Planning & Regulatory Services) has resolved to refer this planning application to the Development Control Committee meeting following prior consultation with the Delegation Panel.

The application was referred to Delegation Panel as the Officer recommendation of approval was contrary to the view of the Parish Council.

Withersfield Parish Council object to the development, which is recommended for APPROVAL.

Proposal:

1. The application proposes the demolition of a two-storey dwelling and the construction of 6 dwellings (net increase of 5 dwellings), parking and landscaping.

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
 - Design and access statement
 - Phase One Geo-Environmental Assessment
 - Flood risk & sustainable drainage statement
 - Topographical Survey
 - Heritage assessment

Site Details:

3. The 0.2 hectare site contains a two-storey dwelling known as Milton House and its associated garden land. It is located adjacent to Thurlow Road towards the north-east end of Withersfield and within the Conservation Area. The site has a significant amount of trees to its boundary, although the garden area to the rear of the site has been cleared of vegetation. Surrounding development is mixed in terms of age and appearance, but mostly is of good quality and contributing towards the character of the Conservation Area. However, some dwellings are more modern and detract from this character, including Milton House, which due to its unsympathetic design and appearance, is incongruous within the street scene.
4. The site is accessed directly onto Thurlow Road and is wholly within the settlement boundary.

Planning History:

None

Consultations:

5. SCC Highways - No objection, subject to appropriate conditions including the submission of a suitable scheme to prevent the discharge of surface water from the development, either directly or from the surface water drainage attenuation or outfall, 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.
6. Conservation Officer - Considers the proposed development to be well thought out with plots arranged around an open courtyard in an organised manner avoiding awkward and contrived relationships between plots often associated with cramped proposals. This together with a consistent approach to materials, design and detailing between plots creates a strong sense of place which positively contributes towards the character and appearance of the conservation area. Subject to the acceptability of loss of trees, any resulting harm of which should be weighed against the public benefits, I raise no objections.
7. Environment Team - No objection, subject to appropriate conditions to ensure a full site investigation scheme is carried out along with a verification report to be submitted following the undertaking of works.
8. Public Health and Housing - No objection. Raised potential concerns with means of escape for 5 of the plots. *(NOTE: The applicant's agent has confirmed that the dwellings will fully comply with Building Regulations in terms of fire safety and escape. The layouts are bespoke and there are areas where we have purposely left out what might otherwise have been a partition or door to create more modern and free-flowing accommodation. In no instance do such design elements contravene the Building Regulations.)* Also recommended the submission of a site management programme, restriction of the hours of demolition and construction, and the submission for approval of any external lighting.

Representations:

9. Withersfield Parish Council – Object.

The current proposal cannot be supported as:

- It does not conform with published planning policies which state that for an infill village (as Withersfield is designated), developments of new housing should be of a maximum of 5 properties the proposed development is for 6 homes. Any suggestion that as there was already a house on the site, one house is merely a replacement for the demolished house and therefore there only 5 additional houses, should be rejected as a distortion of the fact that the development proposes six new houses on a single plot.

- The development is situated in a conservation area, yet the development does not respect the style and predominate layout of the village. The style of the development with a condominium style construction (where one house overlaps the other) is not seen elsewhere in the village nor is it consistent with the conservation area status and would set a dangerous precedent.
- The developments design is a back-fill which does not respect the linear nature of the village nor of the street-scape at this part of the village.
- Houses 1 and 6 are located in positions which are too close to existing homes and will have an adverse impact on their privacy.
- The proposal would represent an over-development of the site with each home having only a small plot, much of which is taken up with parking spaces. This is out of keeping with the style of development within the village where houses are generally located on a more generous plot. Even where small clusters of homes have been developed e.g. Homestall Crescent, these have been developed with a much smaller house to acre ratio.
- A development of 2 or 3 properties would be more appropriate to the size and layout of the site and be more likely to be able to comply with Withersfield's Conservation Area status.
- The total number of bed-spaces is such that this development will have a disproportionate impact on the density of this part of the village, which as is noted in the Local Plan, has limited local facilities.
- Whilst 13 parking spaces meets the policy requirements of 2 per household, it can be expected that within a short space of time there will be far in excess of 13 cars associated with residents, not to mention visitors to the development. This is all the more inevitable because as an infill village there are no local facilities and shops etc are only accessible by private transport.
- There is likely to be an increase in parking on the street outside of the development with the associated inconvenience of existing homeowners and residents and risk of further traffic accidents.
- The access/egress from the close-style development is on a dangerous bend in the road. There have been a number of accidents at this point in recent years the most recent being earlier this year. 13 car spaces indicate that there is likely to be considerable traffic movements in and out of the development.
- Mature trees are proposed to be removed there is no evidence that these trees are diseased beyond salvage a Tree Surgeons report should be required.
- The development is located in a place where there is a history of localised flooding and inadequate drainage for rain and run-off waters from fields. 6 additional homes and the associated road and parking hard standings could exacerbate this problem significantly.

- An approval of this application would be inconsistent with refusal determination (upheld on appeal) of the application at the rear of Lilley Barn. "It is the Parish Councils view that the comments in that case sets a strong precedent against which this and future applications for backfill developments should be judged."

10. Local Residents

Original plans and information:

A total of 46 objections to the scheme were received raising the following concerns;

- Flooding issues at this point in the road
- Traffic – dangerous point in the road due to restricted sightlines (as evidenced by recent traffic accident)
- Overspill parking on Thurlow Road
- Not enough visitor parking
- Loss of trees
- Harm to the character of the village
- Off street parking will be a hazard
- Detrimental impact on amenity of neighbouring dwellings
- Increase pressure on existing infrastructure
- Contrary to Policies DM2, DM22 and DM17
- Harm to existing ecology
- Over-development of the site

Amended plans and information:

A further 7 letters of objection received to date to amended plans. No new issues raised.

(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:

11. 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.
12. 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 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 DM7 Sustainable Design and Construction
- 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 DM17 Conservation Areas
- Policy DM22 Residential Design
- Policy DM45 Transport Assessments and Travel Plans
- Policy DM46 Parking Standards

Rural Vision 2031

- Vision Policy RV1 - Presumption in favour of Sustainable Development

Other Planning Policy:

National Planning Policy Framework (2019)

13. 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:

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

- Principle of Development
- Impact on the Conservation Area (including design and layout)
- Impact on trees and ecology
- Parking and highway impact
- Residential amenity

15. 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 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

16. The site is within the settlement boundary and infill development of up to 5 dwellings is allowed by Core Strategy Policy CS4. As the proposal is for 6 new dwellings (net increase of 5), the application is contrary to this policy. However, the principle of residential development is accepted and in this case consideration needs to be given to the benefits of the scheme and other material considerations that may indicate that the development can be approved.

Impact on the Conservation Area (including design and layout)

17. Section 66 of the Town and Country Planning (Conservation Areas and Listed Building) Act 1990 requires the LPA to have special regard to the desirability of preserving the setting of listed buildings. Section 72 of the Town and Country Planning (Conservation Areas and Listed Buildings) Act 1990 requires the Local Planning Authority to have special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

18. Both of the above requirements need to be taken into account in considering the proposed development, along with the criteria set out in Joint Development Management Policies DM15, DM17, DM1, DM2 and DM22, all of which, seek to protect heritage assets and ensure good design appropriate for the character and context of the site. In this case, although there is a Listed building (The Guildhall) approximately 70 metres to the NW of the site on the other side of Thurlow Road, due to the separation distance and intervening features, it is not considered that the setting of this building would be affected by the proposed development.

19. The Conservation Officer comments that due to the irregular shape of the site and the narrow frontage (relative to the rest of the site) views from the

highway (looking towards the site) of the open countryside beyond are almost completely obscured by existing development and mature planting along the rear and neighbouring boundaries. The existing views are not considered to be significant views which contribute towards the character or appearance of the conservation area. Milton House is a modern two-storey dwelling that does not make a positive contribution towards the conservation area and there is no objection to its demolition, or the demolition of its associated outbuilding.

20. Existing planting along the front boundary helps enforce a sense of enclosure broken by a relatively narrow vehicular access extending up to the line of the principal elevation, terminated by a close boarded fence. Whilst the proposed development involves a wider highway compliant access, the proposal takes advantage of the irregular shape of the site avoiding an undesirable long and straight uninterrupted access extending to the rear of the site.
21. Proposed plot 1 will appear most visually prominent to the public realm. The proximity of plot 1 to its south western boundary is not dissimilar to the proximity of Thistledown Cottage (a relatively modern development) to its north eastern boundary. The lowered eaves height facing towards Thistledown Cottage helps to visually widen the gap between the two, despite the proximity of both to their respective shared boundaries. The narrow gable and steep pitch of the roof respects historic proportions whilst a mix of contrasting materials (an approach consistent throughout the development) adds interest and articulation to elevations. Whilst it may be possible to catch views of plot 6 from the public realm, views will be limited, partially screened by existing trees and planting, seen in context with existing development which is similarly set back from the highway.
22. Development within the site is less prominent from the public realm, however the regular arrangement of plots, shared courtyard and consistent mix of contrasting materials and detailing between plots helps create a strong sense of place.
23. Overall, the Conservation Officer considers the proposed development to be well thought out with plots arranged around an open courtyard in an organised manner avoiding awkward and contrived relationships between plots often associated with cramped proposals. This together with a consistent approach to materials, design and detailing between plots creates a strong sense of place which positively contributes towards the character and appearance of the conservation area. The requirements of Section 72 of the Town and Country Planning (Conservation Areas and Listed Buildings) Act 1990 have been met and the application is considered to accord with Joint Development Management Policies DM2, DM22 and DM17 in this regard. The impact on trees within the conservation area is considered below.

Impact on Trees and ecology

24. The proposed development requires the removal of five garden trees (category C), a small group of cypress trees of poor quality, and two Ash trees (category U) adjacent to the existing access drive. All other hedgerows and boundary trees are to be retained. Small broadleaf trees will be planted as part of a landscaping scheme to mitigate against the overall tree loss. The Ecology and Landscape Officer is concerned that the proximity of the retained boundary trees to the new development may result in possible

overshadowing and overbearing leading to resentment and future pressure for tree removal. However, having regard to the fact that the majority of the trees are located to the north of the gardens and buildings, it is only plots 4, 5 and 6 that would be affected having NE facing gardens. As a result these potential impacts are reduced.

25. With only two category U trees removed at the front of the site, and almost all of the boundary trees remaining, the impact on the Conservation Area is not considered harmful or significant.
26. With respect to ecology, although the site is relatively small and of low ecological value, the boundary trees and vegetation provides a habitat for bats, amphibians and hedgehogs. By implementing the following biodiversity enhancements the development would create a net gain in terms of biodiversity, in accordance with the NPPF and the Joint Development Management Policies DM12. Enhancements include:
 - Compensatory bat roosting habitat (Schwegler bat box)
 - Four new bat boxes
 - Low level bollard lighting to reduce impact
 - Tree replacement (broadleaf tree species)
 - Hedgehog friendly boundary fencing (with gaps at intervals)
 - Bird boxes (8 in total)
 - Native soft landscaping
27. Subject to the above being required by condition of any approval, the development would have an overall net gain in terms of biodiversity and accord with Joint Development Management Policy DM12 in this regard.
28. Overall, it is felt that subject to conditions requiring tree protection measures, ecological mitigation and a landscape scheme to be submitted and agreed, the development can be accepted.

Parking and highway impact

29. The proposed access to the site is proposed directly onto Thurlow Road, utilising a new access moved slightly further to the north than the existing access serving Milton House. SCC Highways is satisfied that adequate visibility splays can be satisfactorily achieved taking into account the curvature of the road and the relocated access.
30. The significant local objection to the development with respect to highway impact is acknowledged, however the application provides off street and in curtilage parking in accordance with highway standards, as well as a small amount of formal visitor parking. (The site layout indicates 13 resident parking spaces and 2 visitor spaces.) Plans have also been submitted showing that additional 'ad hoc' visitor parking can be achieved within the site, significantly reducing the likelihood of on-street parking occurring. Furthermore, as already stated above, sufficient visibility splays can be achieved.
31. Highways Officers are aware of previous issues with highway flooding (referred to by both local residents and the Parish Council) and comment as follows:

32. *The applicant has submitted a detailed sustainable drainage statement and proposes all surface water to discharge to the existing culverted watercourse. While we accept this strategy in principle we are concerned with the condition of the culvert, the access chamber to the culvert and that plot 1 appears to be designed to be built over the culverted watercourse. We are aware of previous issues with highway flooding associated with the culvert and chamber and recommend further investigation is carried out and if necessary maintenance/improvements are undertaken to the chamber and watercourse. We are aware existing highway surface water may outfall to this watercourse via this chamber and recommend an easement is agreed as part of the access construction & stopping up.*
33. Information regarding the condition of the culvert and chamber to satisfy the highway authority that there will be no risk of highway flooding from surface water from this Development can be secured by condition.
34. Subject to appropriate conditions, SCC Highways raises no objection to the scheme which is considered to accord with Joint Development Management Policies DM2 and DM45 in this regard.

Impact on residential amenity

35. Proposed plots 1 and 6 are considered to have a direct impact on the amenity of existing properties. Thistledown Cottage to the south of the site is a two-storey dwelling which shares a common side boundary. The side elevation of the proposed dwelling would have a separation distance of approximately 5 metres. Although Thistledown Cottage has ground floor side secondary windows, the proposed plot one is effectively single storey at the boundary with no overlooking windows. High-level rooflights provide light to the upper rooms on the south side of the dwelling. The residential amenity impact is not therefore considered harmful.
36. Whilst proposed plot 6 (similar in design to plot 1) would change the outlook of The Old Bakery dwelling, taking into account the lower eaves height and high level roof lights of the proposed dwelling, the impact in terms of it being overbearing will not be significantly harmful. Intervening landscaping will also help to mitigate any impact.
37. Overall, the impact on existing residential amenity is considered acceptable and in accordance with Joint Development Management Policies DM2 and DM22 in this regard.

Other matters

38. Energy efficiency – Joint Development Management 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.”

39. The applicant has set out the approach to sustainability in a Design and Access Statement, and included in the environmental measures proposed is the following:
- Water use reduction measures including airflow taps and dual flush cisterns etc.
 - All plots are to be provided with below-ground rainwater harvesting.
 - All plots are to be provided with free standing electric/hybrid car-charging points (refer to annotated site plan).
 - All plots are to be provided with 2.4 x 1.8 garden sheds for cycles and garden storage.
 - The dwellings will be fitted with Energy Efficient light bulbs.
 - The dwellings will have ample space for dry recyclables.
 - Mechanical Ventilation and Heat Recovery systems (MVHR) will be installed to each dwelling – each dwelling design incorporates dedicated space in this respect.
 - Where white electrical goods are provided these will be 'A' rated for energy efficiency.
40. 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.

Conclusion and planning balance:

41. Although the development of 6 dwellings in an 'infill' village is contrary to policy CS4, the overall scheme brings the following material benefits:
- Efficient use of the site in accordance with the NPPF
 - A mix of dwellings, the majority being 2 and 3 bed family dwellings, contributing to the delivery of housing in the area and the five-year supply of housing land
 - A positive impact on the conservation area both in terms of bespoke designed dwellings that have regard to the context of the area, and the removal of a building that does not contribute to the conservation area.
42. The development scheme (as amended) has satisfactorily demonstrated that the proposed 6 dwellings can be accommodated without detriment to highway safety, residential amenity, and the character of the conservation area. Taking into account the material benefits set out above, the application can be accepted despite the partial conflict with policy CS4.
43. In conclusion, the principle and detail of the development is considered to be acceptable and, with the exception of St Edmundsbury Core Strategy Policy CS4, in compliance with relevant development plan policies and the National Planning Policy Framework, when read as a whole.

Recommendation:

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

1. 3-year planning permission time limit
2. In accordance with approved plans
3. No development above slab level shall take place until details of the facing and roof 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. Before any development or any demolition 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) hours of construction operations including times for deliveries and the removal of excavated materials and waste;
 - (b) 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;
 - (c) noise method statements and noise levels for each construction activity including any piling and excavation operations;
 - (d) dust, dirt and vibration method statements and arrangements;
 - (e) site lighting.

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

5. The hours of demolition, site clearance and construction activities, including deliveries to the site and the removal of waste from the site, shall be limited to 08:00 to 18:00 hours on Mondays to Fridays and 08:00 to 13:00 hours on Saturdays. No demolition, site clearance or construction activities shall take place at the application site on Sundays, Bank or Public Holidays.

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

6. No security lights or street lighting shall be erected on site without the submission of details to, and written approval from, the Local Planning Authority to ensure a lighting environment of low district brightness at residential properties.

Reason: To prevent light pollution and protect the amenities of occupiers of properties in the locality.

7. 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.

8. 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.

9. 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.

10. The access shall be completed broadly in accordance with Drawing No.19002-22 Rev B; 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.

11. Prior to the development hereby permitted being first occupied, the access onto the C668 Thurlow Road shall be properly surfaced with a bound material for a minimum distance of 10 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 and to reduce the risk of loose material migrating onto the highway in the interests of highway safety.

12. The areas to be provided for storage and presentation of Refuse/Recycling bins as shown on drawing number 19002-22 Rev B shall be provided 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.

13. 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, either directly or from the surface water drainage attenuation or outfall, 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.

14. All HGV 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 or equipment commence. No HGV movements shall be permitted to and from the site other than in accordance with the routes

defined in the Plan.

The Plan shall include:

- Routing for HGV and other construction delivery traffic.
- Means to ensure no damage will be done to the highway, including the carriageway, footway and verge, by construction and/or delivery traffic.
- Means to ensure no surface water, mud or other construction debris can flow or be deposited onto the highway.
- Means to ensure sufficient space is provided on site for the parking and manoeuvring off all construction site and delivery vehicles.
- Means to ensure sufficient space is provided on site for the storage of materials and equipment.
- 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 and residential areas.

15. The use shall not commence until the area(s) within the site shown on drawing 19002-22 Rev B for the purposes of loading, unloading, manoeuvring and parking of vehicles and the secure storage of cycles 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.

16. 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) on land within control of the applicant.

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.

17. The development shall be carried out strictly in accordance with the approved Arboricultural Impact Assessment by Skilled Ecology dated 12th May 2020.

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.

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.

- 18.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 scheme shall include accurate indications of the position, species, girth, canopy spread and height of all existing trees and hedgerows on and adjacent to the site and details of any to be retained, together with measures for their protection during the course of development. Any retained trees removed, dying or becoming seriously damaged or diseased within five years of commencement 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. The works shall be completed in accordance with the approved plans and in accordance with a timetable to be agreed with the Local Planning Authority.

Reason: To enhance the appearance of the development and to ensure that the most vulnerable trees are adequately protected during the periods of construction, 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.

- 19.No development above ground level shall take place until details of a hard landscaping scheme for the site have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example furniture, play equipment, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features); retained historic landscape features and proposals for restoration where relevant. The scheme shall be implemented prior to the occupation of any part of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority).

Reason: To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2 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.

- 20.All ecological measures and/or works shall be carried out in accordance with the details contained in Preliminary Ecological Appraisal Including a

Protected Species Assessment by Skilled Ecology (December 2019) as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination.

Reason: To secure biodiversity enhancements commensurate with the scale of the development, in accordance with policy 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.

21. The demolition of the existing dwelling on site shall not in any circumstances commence unless the Local Planning Authority has been provided with either:

- i) A licence issued by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorizing the specified activity/development to go ahead; or
- ii) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.

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.

22. No development above ground level shall take place until a scheme for the provision and implementation of water, energy and resource efficiency measures during the construction and occupational phases of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a clear timetable for the implementation of the measures in relation to the construction and occupancy of the development. The scheme shall be constructed in accordance with the approved details and the measures provided and made available for use in accordance with the approved timetable.

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.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/20/0623/FUL](https://www.westsuffolk.gov.uk/DC/20/0623/FUL)