

**Development Control  
Committee  
1 June 2022**

**Planning Application DC/22/0199/FUL –  
White Gables, Stock Corner, Beck Row**

<b>Date registered:</b>	4 February 2022	<b>Expiry date:</b>	1 April 2022 EOT 08.06.2022
<b>Case officer:</b>	Britta Heidecke	<b>Recommendation:</b>	Approve application
<b>Parish:</b>	Beck Row, Holywell Row & Kenny Hill	<b>Ward:</b>	The Rows
<b>Proposal:</b>	Planning application - a. two dwellings and associated works; b. access		
<b>Site:</b>	White Gables, Stock Corner, Beck Row		
<b>Applicant:</b>	Mr and Mrs Irons		

**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 because the proposal, which is recommended for APPROVAL, technically represents a departure from the development plan. The Parish Council object to the application on the grounds of inadequate access.**

## Proposal:

1. The application seeks planning permission for two dwellings within the extensive side garden of an existing bungalow which occupies the site.
2. Both dwellings as proposed are two storey units with 4 bedrooms on their first floor. The dwellings have an eaves height of 4m and a ridge height of 6.9m. Each dwelling has a footprint of 9.5m x 10m. They are the same house type and will occupy the site as a pair of detached dwellings.
3. Externally, each dwelling will be finished with facing brick work and tiles although the precise details have not been confirmed and can be controlled through a suitably worded planning condition.

## Site details:

4. The approx. 0.3 hectare application site in question lies adjacent to but outside of the defined settlement for Beck Row. Presently the site is occupied by a single storey bungalow, a number of substantial outbuildings and its associated curtilage.
5. The area is typified by residential development with similarly styled 2-storey dwellings to the south west of the application site and further residential development to the North and North East of the site. RAF Mildenhall lies to the South of the site.
6. It should also be noted that the application site is adjacent to a larger site which already has planning permission for up to 8 dwellings under DC/16/0436/HYB, granted under the same set of local plan policies and at a time when the Council could demonstrate a 5-year housing supply. This permission established that the locality was sustainable in terms of accessibility. However, although 8 dwellings were approved, the applicant opted to only build 7, as confirmed through the approval of DC/17/1189/RM. The site immediately to the north west also has later gained planning permission under DC/19/1952/FUL for 2 dwellings, replacing an existing bungalow. The 9 dwellings in total have now been constructed.

## Planning history:

7.

Reference	Proposal	Status	Decision date
F/97/049	Outline application for the erection of one three bedroomed bungalows as	Refuse	20 March 1997

	amended by plans received 18/03/97		
F/93/338	New vehicular access, closure of existing access and temporary siting of mobile home.	Refuse	19 August 1993

**Consultations:**

- 8. SCC Highways – no objection subject to conditions
- 9. WS Environment Team – no objection subject to conditions
- 10. WS Waste Management Team – no comments to make
- 11. MOD – no objection
- 12. Public Health & Housing – no objection

**Representations:**

- 13. Parish Council: Object – inadequate access for 2 dwellings.
- 14. No other representations received

**Policy:**

15. 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 Forest Heath District Council.

16. The following policies of the Joint Development Management Policies Document, the Forest Heath Core Strategy 2010 and the Site Allocations Local Plan Document 2019 have been taken into account in the consideration of this application:

SA1 - Settlement boundaries

Core Strategy Policy CS1 - Spatial Strategy

Core Strategy Policy CS2 - Natural Environment

Core Strategy Policy CS5 - Design quality and local distinctiveness

Core Strategy Policy CS9 - Affordable Housing Provision

Core Strategy Policy CS10 - Sustainable rural communities

Policy DM1 Presumption in Favour of Sustainable Development

Policy DM2 Creating Places Development Principles and Local Distinctiveness

Policy DM5 Development in the Countryside

Policy DM7 Sustainable Design & 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 DM22 Residential Design

Policy DM27 Housing in the Countryside

Policy DM46 Parking Standards

**Other planning policy:**

National Planning Policy Framework (NPPF)

17. The NPPF was revised in July 2021 and is a material consideration in decision making from the day of its publication. Paragraph 219 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 2021 NPPF that full weight can be attached to them in the decision making process.

**Officer comment:**

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

- Principle of Development
- Design, scale and form
- Impact on amenity
- Noise from nearby military activity
- Ecological impacts
- Highway implications

**Legal context**

19. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Forest Heath

Development Plan comprises the policies set out in the Joint Development Management Policies Document (adopted February 2015), and the Core Strategy Development Plan Document (adopted May 2010).

20. National planning policies set out in the revised National Planning Policy Framework 2021 are also a key material consideration.

### **The principle of development**

21. As noted earlier in this report, the application site in question is located outside any defined settlement boundary and as such, the proposal comprises development in the countryside in planning policy terms.

22. Local planning policies (SA1, CS1, CS10, DM5 and DM27) state that planning permission for residential development in the countryside will typically not be supported unless there are valid and material reasons for doing so.

23. Ultimately, proposals for residential development outside of defined settlements must be considered carefully as it is incumbent upon the LPA to ensure areas which are designated as countryside are protected from unsustainable and inappropriate development. Accordingly, where material planning considerations indicate that proposals in the countryside are unacceptable, due to conflict with the development plan they should be resisted.

24. In line with policy SA1 of the 2019 Site Allocations Local Plan, policy CS1 of the former FHDC Core Strategy confirms and clarifies that proposals for residential development should be directed towards the sustainable settlements and, where possible, away from the open countryside. This is further bolstered by policy CS10 which dictates that in villages and small settlements not identified for a specific level of growth, including the open countryside, residential development will only be permitted where:

- A. There are no suitable sites available inside the limits of a defined settlement boundary;
- B. It is an affordable housing scheme for local needs in accordance with Policy CS9;
- C. It involves the appropriate re-use of a rural building;
- D. It provides a site for gypsy and travellers or travelling show people which complies with the Gypsies and Travellers policy in Policy CS8.
- E. It is a replacement of an existing dwelling;
- F. It is a dwelling required in association with existing rural enterprises which complies with the requirements of national guidance in relation to new dwelling houses in the countryside.

25. The more recent Joint Development Management Policies (2015), in line with the NPPF, further allows for infill development within existing clusters of dwellings in the countryside subject to a number of criteria being met.

26. In this instance the dwellings as proposed do not strictly meet any of the exceptions for dwellings in the countryside as set out by policies CS9, CS10, DM5 and DM27. It is for this reason that the proposal represents and has been advertised as a departure from the development plan.

27. However, whilst the primacy of the development is acknowledged, if material planning considerations indicate otherwise, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 the LPA may grant planning permission for development which does not strictly accord with the development plan.
28. This is relevant to the proposal under determination due to its urban context, prevailing built form, and the locality's character.
29. It is noted that national and local policy aim to prevent unsustainable development from taking place and that policies such as DM5 and CS10 aim to retain the intrinsic beauty of the countryside. However, whilst the application site technically sits outside of the settlement boundary, it is not open, undeveloped countryside as DM5 intends and it does not represent a site which the LPA would strive to prohibit from being developed on the basis of countryside integrity alone. It already contains a lawful bungalow and planning permission has been granted for the re-development of the land surrounding it.
30. As illustrated by the submitted plans, the site lies in between existing residential development on three sides and is presently occupied by a single storey bungalow and its large associated curtilage. The proposed dwellings would infill a gap within this existing cluster of dwellings without encroaching into the open countryside. They are in a location within walking and cycling distance to local services and facilities along a 30 miles per hours road with street lighting, such that alternative modes of transport are available.
31. The planning history in the locality and precedent for development in this location, together with the locational sustainability are material considerations in this particular case to indicate that the development plan should not be followed. Moreover, given the lack of harm arising, existing urban built form and the way in which the site would positively relate to existing off-site dwellings, despite the technical conflict with development plan policies CS10, DM5 and DM27, the principle of development on this site for two houses is something that can be supported.

### **Design, scale and form**

32. With the principle of development established as being something that officers can support in this instance, albeit representative of a conflict with the development plan, consideration must next be given to the design, form and scale of the proposed development.
33. In conjunction with policy DM2, policy DM22 indicates that residential development proposals should maintain or create a sense of place and/or character by utilising the characteristics of the locality to create buildings and spaces that have a strong sense of place and distinctiveness, using an appropriate innovative design approach and incorporating a mix of housing and unit sizes that is appropriate for the location.
34. The recently constructed two storey dwellings north and west of the site are of a very similar scale to that proposed. To the east of the site are predominantly single storey dwellings and south of the site are 3 storey

military dorms. The dwellings in the area are of varying age, scale and design.

35. The proposed development would blend in with the existing vernacular of residential development in the area. The application site would provide similar plot sizes to those in the vicinity, whilst accommodating sufficient on site parking and external amenity space for the existing bungalow and the proposed dwellings without resulting in overdevelopment. The proposal as such accords with policy DM2, DM22 and CS5 in this respect.

### **Impact on amenity**

36. Both policies DM2 and DM22 seek to secure development proposals which do not have an undue adverse impact on residential amenity. This requirement is particularly relevant to the proposal under consideration as the application site is adjacent to existing dwellings and existing private amenity space.

37. The dwellings have been sited to align with the adjacent dwelling at 1 Mias Way. This property has a blank gable end facing towards the application site. Consequently, there would be no intervisibility or direct overlooking. The windows in the rear elevations of the existing and proposed dwellings would provide oblique sightlines, such that there would not be unacceptable overlooking of the private external amenity spaces of the dwellings either side. The separation distances and orientation are such that the proposals would also not be unduly overbearing or result in overshadowing.

38. Given the above the proposal is considered to be acceptable when assessed against policies CS2, DM2 and DM22 in this respect.

### **Noise from nearby military activity**

39. The application site is close to an operational airfield, being located within the 66db noise contour for RAF Lakenheath (as set out in "A Report on a Military Aviation Noise Contour of F15MK/C and F15MK/E Aircraft Activity at RAF Lakenheath January 2017" (Report: OEM/08/17)).

40. The application site is therefore located within an area affected by noise generated by military aircraft operating from an MOD establishment operated by the United States Air Force (USAF).

41. Paragraph 187 of the National Planning Policy Framework (2021) states that "Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were permitted" before going on to require the applicant or agent of change to "should be required to provide suitable mitigation before the development has been completed."

42. The submitted Noise Impact Assessment (NIA) sets out how the development will mitigate against the locality's aircraft noise, and this has been reviewed by the Public Health and Housing Officer and the MOD, who have raised no objection to the submitted assessment. As such, given the requirements of policy DM2, a condition requiring compliance with the measures set out within the NIA is recommended.

## **Ecology and trees**

43. As required by the National Planning Policy Framework (2021), the LPA have a duty to consider the conservation of biodiversity and to ensure that valued landscapes or sites of biodiversity are protected when determining planning applications. At a local level, this is exhibited through FHDC Core Strategy policy CS2, and policies DM11 and DM12 of the Joint Development Management Policies Document.
44. The National Planning Policy Framework (2021) indicates that when determining planning applications, local planning authorities must aim to conserve and enhance biodiversity and that opportunities to incorporate biodiversity in and around developments should be encouraged. This is underpinned by Paragraph 8 of the Framework, which details the three overarching objectives that the planning system should try to achieve and it is here that the Framework indicates that planning should contribute to conserving and enhancing the natural environment.
45. In this instance, the application site forms part of a residential garden and contains some outbuildings and trees. The application was submitted in support of a tree survey and report and preliminary ecology report. From a site visit and the tree report the two trees on site which will need to be removed to enable the development (T14 and T15), require removal as high priority regardless of the development due to major decay and fungi. The Ecology report describes the baseline ecological conditions at the site, evaluates habitats within the survey area in the context of the wider environment and describes the suitability of those habitats for notable or protected species. The report did not find any indication of protected species being present on site and concludes that there would not be an unacceptable impact on protected species or their habitat subject to suitable mitigation measures such as site clearance outside the bird breeding season. No further surveys are required and suitable mitigation measures and recommendations for biodiversity enhancement are set out in the report.
46. Subject to a condition to ensure implementation in accordance with the mitigation measures set out in the report and a condition which requires the submission of ecological enhancement measures and suitable timescales for implementation, the proposal would comply with policy DM11 with regards to protected species and policy DM12, which advises that biodiversity enhancements should be sought where possible and relevant.

## **Highway implications**

47. The NPPF at paragraph 110 provides that applications for planning permission should, where it is possible to do so, enable safe use of public highways for all stakeholders. The extent to which this is required will of course be dependent upon and commensurate to the scale of development proposed.
48. Policy DM2 of the Joint Development Management Policies Document (2015) also requires proposals to maintain or enhance the safety of the highway network.



49. Accordingly, given that this proposal connects to the public highway (A1101), formal comments from the Highway Authority have been sought. No objections are raised subject to conditions to secure the improvements to the existing access, bound surfacing for the first 5m, visibility, means to prevent the discharge of surface water onto the highway, bin storage and presentation points, provision of cycle storage and parking.
50. In addition, policy DM46 requires proposals to comply with the latest adopted parking standards as may prevail at the time of determination. The 2019 Suffolk Guidance for parking document (SCC) must therefore be considered and this requires dwellings with 4 beds or more to provide 3 spaces per dwelling. Where this parking is shared as opposed to tightly allocated, the Highway Authority are able to reduce their requirement as the use of fluid or floating spaces is less likely to result in cars being displaced onto the highway.
51. In this instance, the proposed site plan illustrates that there will be 6 spaces available across the two dwellings and this has enabled the Highway Authority to offer a comment of no objection. There is also sufficient parking retained for the existing dwelling.
52. Accordingly, this element of the proposal is judged to meet the requirements of DM2 and DM46 insofar as they relate to highway safety and parking.

### **Sustainable construction**

53. Policy DM7 states (inter alia) that all proposals for new development including the re-use or conversion of existing buildings will be expected to adhere to the broad principles of sustainable design and construction and optimise energy efficiency through the use of design, layout, orientation, materials, insulation and construction techniques, mostly enforced through building regulations.
54. DM7 specifically requires all new residential development to demonstrate that appropriate water efficiency measures will be employed. No specific reference has been made in regard to sustainable design and construction. Therefore, a condition will be needed to ensure compliance with policy DM7.
55. Section 3.4.2 of the Suffolk Guidance for Parking provides that "Access to charging points should be made available in every residential dwelling." Policy DM2(I) and DM46 seek to ensure compliance with the parking standards and to promote more sustainable forms of transport.
56. The NPPF at paragraph 107 seeks to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles and para 110 (d) provides that 'within this context, applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.' In addition, DM14 of the Joint Development Management Planning Policies Document seeks to ensure that development proposals include measures, where relevant, to limit emissions and reduce pollution.

57. On this basis a condition is recommended to ensure an operational electric charge point is delivered to each dwelling.

**Conclusion:**

58. In conclusion, whilst there is a conflict with current local plan policies SA1, CS1, CS10 and DM5 in terms of the spatial strategy for housing, given the site's location outside of the adopted settlement boundary of Beck Row, the urban built context and recent planning history on the larger site that wraps around the application site, establishing the locational sustainability, these are all material considerations that indicate a departure from the development plan is acceptable in this particular instance.

59. Despite the land being classified as countryside for planning policy interpretation, the site is not open unspoiled rural land as policy DM5 seeks to protect. It is, however, flanked by existing recent residential development and would not encroach into open countryside. The site is in a location which would be considered as sustainable with respect to the proximity of the settlement boundary and local services and facilities.

60. The proposal would, albeit limited due to the small scale, provide social, economic and environmental benefits from the provision of additional housing, the construction period and additional local spend whilst being locational sustainable and providing biodiversity enhancements.

61. Given material considerations indicate that the principle is acceptable in this instance, the absence of harm as set out above, whilst benefits would arise the proposal is recommended for approval subject to conditions.

**Recommendation:**

62. As the press notice does not expire until 10 June, subject to no further material representations being received during this time, it is recommended that the decision be delegated to the Director of Planning & Growth and planning permission be **APPROVED** subject to the following conditions:

- 1 The development hereby permitted shall be begun not later than three 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, unless otherwise stated below:

<b>Reference number</b>	<b>Plan type</b>	<b>Date received</b>
P-6475-02	Location & block plan	3 February 2022
P-6477-01	Site plan	21 March 2022
P-6475-03	Proposed elevations & floor plans	3 February 2022
P-6475-02	Location & block plan	21 March 2022
P-6475-05	Site plan	3 February 2022

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

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

Reason: To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 105 and 110 of the National Planning Policy Framework paragraphs 105 and 110 and the Suffolk Parking Standards.

- 5 The dwelling(s) hereby approved shall not be occupied until the 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. The higher standards for implementation of water efficiency measures set out in the Building Regulations are only activated if they are also a requirement of a planning condition attached to a planning permission.

- 6 All ecological measures and/or works shall be carried out in accordance with the details contained in the Arbtech Preliminary Ecology Report 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.

- 7 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.

- 8 The development hereby approved shall be implemented in accordance with the sound insulation measures set out in the 'Atspace Acoustic Design Assessment Report' received on 03.02.2022.

Reason: To protect the amenities of occupiers of properties in the locality, in accordance with policies DM2 and DM14 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.

- 9 No other part of the development hereby permitted shall be commenced until the existing vehicular access has been improved, laid out and completed in all respects in accordance with drawing no. P-6475-02 and made available for use. Thereafter the access shall be retained in the specified form.

Reason: To ensure that accesses are located at an appropriate position to avoid multiple accesses which would be detrimental to highway safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 10 Prior to the development hereby permitted being first occupied, the existing access onto the highway shall be properly surfaced with a bound material for a minimum distance of 5 metres measured from the nearside edge of the metalled carriageway, in accordance with details that shall have previously been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure construction of a satisfactory access and to avoid unacceptable safety risks arising from materials deposited on the highway from the development.

- 11 No development above ground 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.

- 12 Before the access is first used visibility splays shall be provided as shown on Drawing No. P6475 - 02 with an X dimension of 2.4 metres and a Y dimension of 43 metres [tangential to the nearside edge of the carriageway] and thereafter retained in the specified form.  
Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

Reason: To ensure vehicles exiting the access have sufficient visibility to enter the public highway safely and vehicles on the public highway have sufficient warning of a vehicle emerging to take avoiding action in the interests of road safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 13 The areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins as shown on Drawing No.P- 6477 - 01 shall be provided in their entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that space is provided for refuse and recycling bins to be stored and presented for emptying and left by operatives after emptying clear of the highway and access to avoid causing obstruction and dangers for the public using the highway and in accordance with Suffolk Guidance for Parking 2019, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 14 Prior to first use of the development hereby permitted, the area(s) within the site shown on drawing No. P- 6477 - 1 for the purpose of loading, unloading, manoeuvring and parking of vehicles shall be provided. Thereafter the area(s) shall be retained and used for no other purpose.

Reason: To ensure that sufficient space for the on-site parking of vehicles is provided, in accordance with policy DM2 and DM46 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 15 The use shall not commence until the area(s) within the site shown on Drawing No. P- 6477 - 01 for the purposes of secure cycle storage has been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

Reason: To ensure that sufficient areas for secure cycle storage are provided in accordance with Suffolk Guidance for Parking 2019 to promote sustainable travel, in accordance with policy DM2 and DM46 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

- 16 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.

**Documents:**

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/22/0199/FUL](#)