

Development Control Committee 2 August 2023

Planning Application DC/23/0211/FUL – The Packhorse Inn, Bridge Street, Moulton

Date registered:	9 February 2023	Expiry date:	6 April 2023 (EOT 4 August 2023)
Case officer:	Savannah Cobbold	Recommendation:	Approve application
Parish:	Moulton	Ward:	Kentford and Moulton
Proposal:	Planning Application - a. single storey extension to west elevation; b. single storey extension to south east elevation;. c. install external entrance step and internal alterations d. construction of detached eight bedroom accommodation wing with parking and landscaping alterations (following demolition of Copperfords, 11 Bridge Street) e. alterations to Ashton Gate including replacement conservatory and insertion of windows		
Site:	The Packhorse Inn, Bridge Street, Moulton		
Applicant:	Mr Philip Turner		

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.

CONTACT CASE OFFICER:

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Background:

The application was considered by the Delegation Panel on 18 July 2023 at the request of the Ward Councillor (Councillor Roger Dicker), where it was decided that the application should be presented at Development Control Committee.

A site visit is scheduled for Monday 31 July 2023.

Proposal:

1. The application seeks planning permission for the construction of a single storey extension to the west elevation to enlarge the existing kitchen area, a single storey extension of the southeast elevation to enlarge the restaurant area, installation of an external entrance step with associated alterations. It also seeks permission to demolish an existing dwelling on site, Copperfords, 11 Bridge Street, and construct a detached eight bedroom accommodation wing with associated car parking and landscaping. Lastly, alterations are proposed to Ashton Gate, which is a detached bungalow on site; works include a replacement conservatory.

Application supporting material:

- Application form
- Photos
- Site location plan
- Existing block plan
- Existing ground floor plan
- Proposed ground floor plan
- Existing floor plan – main bar
- Proposed ground floor plan – rear bedroom wing
- Proposed first floor plan – rear bedroom wing
- Proposed roof plan – rear bedroom wing
- Existing and proposed sections
- Proposed south and west elevations
- Existing south and west elevations
- Proposed north and west bedroom wing
- Proposed east and south elevation
- First floor window
- Sightline sections
- Proposed east elevation – bedroom wing
- Rear bedroom wing, reduced massing options
- Ashton Gate existing elevations
- Ashton Gate proposed elevations
- Design and access statement
- Ecology report
- Arb impact assessment
- Tree protection plan

Site details:

2. The application site sits within the settlement boundary for Moulton, in largely a residential area. The site comprises an existing public house and associated bed and breakfast rooms and car parking. Within the ownership of the applicant are two residential dwellings, one subject to demolition

within this application and the other subject to alterations. The Conservation Area boundary runs directly through the centre of the site.

Planning history:

3.

Reference	Proposal	Status	Decision date
DC/15/0949/VAR	Planning Application - Erection of extensions and alterations to the public house, reconfigure existing car-park and additional car parking to the rear, construction of a new means of access (including part demolition of front boundary wall to facilitate new access), erection of a rear extension providing B & B accommodation, conversion of existing first floor staff residential accommodation into B & B accommodation and creation of a first floor staff flat without compliance with conditions 9 and 10 (archaeology) of planning permission F/2013/0041/FUL	Application Granted	2 July 2015
DC/22/1213/FUL	Planning application - a. single storey extension to west elevation; b. single storey extension to south east elevation; c. install external entrance step and internal alterations; d. construction of accommodation wing, with parking and landscaping alterations (following demolition of Copperfords, 11 Bridge Street)	Application Withdrawn	4 October 2022
F/2012/0484/FUL	Erection of extensions and alterations to public house, reconfigure car park, erection of one and a half storey dwelling and garage to rear of public house and construction of new access for dwelling (from pub car park) as amended by plans		7 February 2013

	received on 15.10.2012, 12.11.2012. and 11.01.2013.		
F/2013/0041/FUL	Erection of extensions and alterations to the public house, reconfigure existing car-park and additional car parking to the rear, construction of a new means of access (including part demolition of front boundary wall to facilitate new access), erection of a rear extension providing B & B accommodation, conversion of existing first floor staff residential accommodation into B & B accommodation and creation of a first floor staff flat.	Approve with Conditions	4 April 2013
F/2013/0215/DC	Discharge of conditions 8, 9, 10, 13, 14, 16, 17, 19 & 20 of planning application F/2013/0041/FUL	Application Granted	23 December 2014
F/2007/0414/FUL	Erection of timber framed open cartlodge encloser to provide external seating and dining area	Application Withdrawn	28 June 2007
F/2009/0445/FUL	Part retrospective application - erection of a smoking shelter at rear of building (including replacement of some existing materials)	Approve with Conditions	29 October 2009
F/80/449	Alteration to public bar and addition of new porch	Approve with Conditions	11 July 1980
F/91/673	Removal of paint on elevations and restoration of brickwork	Application Approved	18 February 1992
F/92/100	Display of externally illuminated signage.	Approve with Conditions	22 May 1992

Consultations:

4. Environment Team

No objections subject to conditions.

Public Health and Housing

No objections subject to conditions.

Place Services – Trees

7 March - Objection received – more information required.

3 May - No objections subject to conditions.

Conservation Officer

No objections.

Minerals and Waste (SCC)

No comments to make.

Environment Agency

No comments received.

Natural England

No comments received.

Highways (SCC)

8 March – holding objection received.

24 April – holding objection maintained.

18 July – following negotiations and submission of amended plans, SCC as Highways Authority have removed their objection and recommend conditions.

Representations:

5. Neighbours

A total of 17 representations have been received as a result of this proposal.

Material planning considerations raised include:

- Flooding
- Accommodation block is unsympathetic to existing residential dwellings.
- Overlooking/overshadowing
- Lack of parking
- Increased traffic
- Noise impacts upon residents
- Increase to commercial enterprise will impact conservation area.
- Overdevelopment of the site
- Impact on conservation area

Policy:

6. 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.

7. The following policies of the Joint Development Management Policies Document and the Forest Heath Core Strategy 2010 have been taken into account in the consideration of this application:

Policy DM1 Presumption in Favour of Sustainable Development

Policy DM2 Creating Places Development Principles and Local Distinctiveness

Policy DM11 Protected Species

Policy DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity

Policy DM13 Landscape Features

Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards

DM16 Local Heritage Assets and Buildings Protected by an Article 4 Direction

Policy DM17 Conservation Areas

Policy DM24 Alterations or Extensions to Dwellings, including Self Contained Annexes and Development within the Curtilage

Policy DM34 Tourism Development

Policy DM46 Parking Standards

Core Strategy Policy CS1 - Spatial Strategy

Core Strategy Policy CS5 - Design quality and local distinctiveness

Other planning policy:

8. National Planning Policy Framework (NPPF)
9. 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:

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

- Principle of Development
- Impact on character and appearance of the area
- Impact on Conservation Area
- Impact on amenity
- Impact on highway network
- Biodiversity and trees
- Neighbour representations
- Summary

Principle of development

11. Paragraph 81 of the National Planning Policy Framework states:

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

12. Policy DM1 states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

13. Policy CS1 of the Forest Heath Core Strategy deals with spatial strategy and states that the protection of the natural and historic environment, the distinctive character of settlements and the ability to deliver infrastructure will take priority when determining the location of the future development.

14. The application seeks planning permission for the construction of a single storey extension to the west elevation to enlarge the existing kitchen area, a single storey extension of the southeast elevation to enlarge the restaurant area, installation of an external entrance step with associated alterations. It also seeks permission to demolish an existing dwelling on site, Copperfords, 11 Bridge Street, and for construction of a detached eight bedroom accommodation wing with associated car parking and landscaping. Lastly, alterations are proposed to Ashton Gate, which is a detached bungalow on site; works include a replacement conservatory.

15. Policy DM2 states proposals for all development should recognise and address the key features, characteristics, landscape/townscape character, local distinctiveness and special qualities of the area and/or building and, where necessary, prepare a landscape/townscape character appraisal to demonstrate and produce designs that respect the character, scale density and massing of the locality.

16. The proposed extensions to the pub, including enlarging the existing kitchen area and restaurant area are considered acceptable and in compliance with DM2, noting their single storey, sympathetic nature to an existing establishment. The provisions of these extensions will allow an already established business to further grow.

17. Alterations to Ashton Gate, a bungalow located next door to Copperfords, are also proposed. This includes a replacement extension to better the relationship between the proposed accommodation block and residential dwelling. These amendments are considered acceptable and in compliance with policies DM2 and DM24.
18. In this case, the application is further seeking planning permission for the construction of a new accommodation block, providing an additional eight rooms at the public house. Policy DM34 applies and states that:
19. Planning applications for new tourism facilities, including overnight visitor accommodation (hotels, bed & breakfast, self catering, holiday lodges, static and touring caravans and tenting fields), or improvements and extension to existing facilities, will be permitted provided that:
 - a. the proposals are connected to and associated with existing facilities or located at a site that relates well to the main urban areas and defined settlements in the area and can be made readily accessible to adequate public transport, cycling and walking links for the benefit of non-car users;
 - b. it would not adversely effect the character, appearance or amenities of the area and the design is of a standard acceptable to the Local Planning Authority;
 - c. vehicle access and on-site vehicle parking would be provided to an appropriate standard.
20. The occupation of any new tourist accommodation will be restricted via condition or legal agreement to ensure a tourist use solely and not permanent residential occupation.
21. The Packhorse Inn already accommodates four guest bedrooms located at the rear of the site. The accommodation block proposed will replace an existing dwelling on site and is part two storey, part single storey in nature. The purpose of the application is to allow the existing business to further grow on site. Within Core Strategy policy CS1, Moulton is described as a secondary village and will provide employment growth where local capacity allows. Where local services and facilities do exist within Moulton, these will be protected.
22. The Packhorse Inn is an established and successful public house. The size of the rooms within the accommodation block with only tea/coffee making facilities assumes that occupants will use local facilities, such as the host building for meals and in turn this will benefit the local economy.
23. Given the settlement boundary location, access to facilities and contributions to the local economy as a result of this proposal, officers are content that the principle of the development is considered acceptable.

Impact on character and appearance of the area

24. Policy CS5 states that: all new development should be designed to a high quality and reinforce local distinctiveness. Design that does not demonstrate it has regard to local context and fails to enhance the character, appearance and environmental quality of an area will not be

acceptable. Innovative design addressing sustainable design principles will be encouraged, if not detrimental to the character of the area.

25. The main changes to the public house include an extension to accommodate a larger kitchen space, on the western elevation, and a further extension to enlarge the restaurant area, on the eastern elevation. The kitchen extension is modest in scale, and which protrudes just under 2 metres from the side elevation of the main public house. The restaurant extension, whilst located on a prominent elevation of the building is also of single storey construction. This also incorporates sympathetic materials such as soft red clay pantiles and timber framed construction. The extension is subservient to the existing pub and considered acceptable in line with policy DM2.
26. With regard to the accommodation block, this is located at the rear of the site, where views would be most prominent from Tweed Close. The siting of an accommodation block will lead to the demolition of Copperfords, 11 Bridge Street which is a vacant residential dwelling. The proposed accommodation incorporates a larger single storey element in order to reduce the bulk from Tweed Close. The sections demonstrate that the accommodation block is approximately 0.7 metres lower than the ridge height of the existing dwelling on site. The existing dwelling on site is in a dilapidated condition and therefore, the proposal is considered to be an improvement on the site. In terms of materials, soft red clay pantiles are proposed as well as vertical oak boarding and black timber framed glazing. These are considered to enhance the area.
27. The works proposed to Ashton Gate are considered minor and will not adversely impact the character and appearance of the area, in line with policies DM2 and DM24.

Impact on conservation area

28. Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the decision maker to have special regard to the desirability of preserving or enhancing the character or appearance of a conservation area.
29. Policy DM17 states that proposals within, adjacent to or visible from a Conservation Area should preserve or enhance the character and appearance of the Conservation Area. The site is located within the Conservation Area for Moulton.
30. As the building is contained within the Conservation Area for Moulton, policy DM16 would apply. This states: proposals for the demolition, extension or alteration of buildings identified as being Local Heritage Assets, or protected by an Article 4 direction or subsequent legislation, will be permitted where they:
 - a. demonstrate a clear understanding of the significance of the building and/or its setting, alongside an assessment of the potential impact of the proposal on that significance;
 - b. respect the historic fabric, design, materials, elevational treatment and ornamentation of the original building;

- c. will not entail an unacceptable level of loss, damage or covering of original features; and
- d. have regard to the setting, plot layout and boundary features.
31. The boundary of the Conservation Area runs through the middle of the site whereby the public house is contained within the Conservation Area and the remaining car park area and Copperfords located outside of the Conservation Area. However, the Local Planning Authority must also assess the impact of views into and out of the Conservation Area under DM17.
32. Further to this, the Conservation Officer has reviewed the details submitted with the application and notes that the proposed development involves extensions to a building identified as one of local importance (Non-Designated Heritage Asset) located within Moulton's conservation area. Proposals also include an accommodation block towards the northern end of the site. A similar application was previously submitted and withdrawn. The revised proposals attempt to address concerns previously raised. The application has also been accompanied by a heritage statement which assesses the significance of the building and Conservation Area.
33. No objections are raised with regard to the proposed reduced accommodation block to the rear due to siting and impact on setting of the conservation area for reasons previously advised.
34. The scheme is considered to be in accordance with policies DM16 and DM17.

Impact on Residential Amenity

35. Policy DM2 requires development to not adversely impact the amenity of occupiers of nearby dwellings.
36. As a result of this proposal, a total of 17 representations have been received. Those relating to amenity include overlooking and overshadowing, increased traffic movements within the site and noise impacts.
37. In this case, the public house is located in an existing residential area and has been operating in this location for a number of years. There are residential dwellings surrounding the site itself, including those along Bridge Street and Tweed Close. The proposed extensions to enlarge the kitchen and restaurant area are not considered to adversely impact amenity noting the existing use of the site and Public Health and Housing have raised no objections to the scheme subject to a "compliance" condition relating to the odour and noise if any extraction equipment.
38. As part of the wider application, the parking arrangements are to be improved. This includes demolition of an existing garage on site, and repurposing the garden area of Copperfords to accommodate additional parking. The boundary line of Ashton Gate has been realigned also, to allow a further separation distance between the accommodation block and residential dwelling. Ashton Gate is within the ownership of the applicant,

however the Local Planning Authority must continue to assess the impact upon this dwelling for any future occupiers. The alterations to Ashton Gate have been proposed to further improve the relationship with works proposed and it is therefore a requirement that these works are conditioned to require them to be undertaken before the first use of the bedroom wing hereby approved.

39. Within a previous application on site, DC/22/1213/FUL, the proposed accommodation block was two storey in nature, and had a balcony walkway element on the western elevation. The scheme was subsequently withdrawn given the impact on amenity, in particular, 10 Tweed Close, and the overall bulk of the block. This application is considered to have addressed these concerns previously raised by reducing the main bulk of the building to single storey. On the western elevation, the balcony walkway element has been removed and an external oak louvred panel which will allow light to enter the rooms, but minimise overlooking issues towards this neighbouring dwelling. Furthermore, an access and parking area separates the accommodation block and 10 Tweed Close by approximately 11 metres from the single storey element.
40. The Old Bakehouse sits towards the south-east of the site, whereby this neighbouring garden borders the existing car park. As part of the proposal to expand the existing car parking, electric vehicle charging points have proposed along the rear boundary of this neighbouring property and 19 Bridge Street. There is an existing 2 metre boundary fence between the site and The Old Bakehouse, with soft landscaping proposed along this boundary. This area was previously garden area associated with Copperfords. As a result of this, it is acknowledged that there will be an increase in traffic movements and associated noise, such as car doors closing, car radios, talking etc. however the agent has advised that given the car park will be principally used for overnight stays the number of car movements in any 24 hour period is envisaged to be only one or two movements per parking space. Public Health and Housing have reviewed the details of the application and the site itself, and raise no objections to the scheme subject to conditions which restrict the construction hours on site to minimise disturbance. Furthermore, Public Health and Housing raise no indication that noise complaints have been submitted on this site.
41. As a result of the proposal there will be an increase in movements at the site and whilst this may have an adverse impact on the residential amenity of nearby dwellings, this is not considered to not be sufficiently detrimental to the enjoyment of surrounding properties so as to justify a refusal.

Highway Impacts

42. Neighbouring representations also raise concern regarding impact on the highway network, specifically concerns relate to the lack of parking and increased traffic movements.
43. In March 2023, concern was raised by Suffolk County Council as Highways Authority as aspects of the parking arrangement needed addressing.
44. There were concerns regarding some of the vehicle parking spaces located close to the refuse store and LPG. The 5 parking spaces adjacent to the

refuse store and LPG are considered inaccessible. Whilst Highways acknowledged that these spaces will be designated for staff only, it is not deemed acceptable with spaces behind without any adequate area to turn and manoeuvre to leave the site in forward-facing gear. Tandem parking is considered unacceptable for business/commercial sites as there will be different users, i.e. staff and visitors.

45. In addition to the above, the refuse store and LPG may be inaccessible for refuse collection and delivery if the parking spaces are occupied by staff or visitors.
46. It should also have been noted that a minimum of 8 electric vehicle charging points would be required, with an additional 15% of parking spaces with the infrastructure in place for future connectivity. Currently, the proposal offers 4 electric vehicle charging points which do not meet the standards of Suffolk Guidance for Parking (2019).
47. An amended plan was submitted to address these comments.
48. Following the submission of additional information (Amended Layout - Drawing No. 11 Rev. B and covering email - Highways), there are a couple of points that needed to be addressed prior to a position of being able to recommend approval.
49. It appeared that parking adjacent to the bar area and facing onto Bridge Street may be on highway land. A screenshot was attached, which highlighted the highway boundary line in green. It was unclear whether the parking bays are of sufficient depth and width to be classed as vehicle parking spaces. It is expected that each bay will be 2.5 metres by 5 metres. The proposed steps at the front of bar area were also considered to be proposed over highway land.
50. As part of ongoing negotiations, an amended plan was submitted to further address comments from Suffolk County Council as Highways Authority. In an email dated 7 July 2023, the Highways Officer confirmed that they were satisfied with the amended plan. Conditions are yet to be recommended when writing this report.

Biodiversity and trees

51. Given the current, dilapidated state of the dwelling to be demolished and its associated outbuildings, Officers requested an ecology survey be submitted as part of the application given the potential habit for bats. This has been carried out by a qualified individual and concludes that the house was assessed as having negligible potential to support roosting bats with minimal roosting opportunities with no raised tiles or gaps within the fascia or brickwork. No access points were noted into the building and internally the roof was heavily cobwebbed with boarding directly onto the flat tiles. The Local Planning Authority are satisfied that they have complied with their duty to ensure the protection of biodiversity and on approval of any application, will add a condition requiring the need for ecological enhancements, such as bird and bat boxes.
52. The application has also been accompanied by relevant information relating to trees and as part of the application, Officers identified a tree

that was suitable for a Preservation Order which has now been formally served. An objection was firstly received from Place Services Trees, given the lack of information relating to trees. Following submission of this, no objections were raised subject to conditions, all of which are considered reasonable and are recommended below.

Neighbour representations

53. As a result of this application, a total of 17 representations have been received, all of which object to the application. A summary of comments which are material planning considerations are listed below, with Officer comments.

- *Flooding*

54. The application site is located outside of Flood Zones two and three. Concerns have been raised regarding high flood water and how this could obstruct access of emergency vehicles. However, this is an existing establishment which has been operating for a number of years.

- *Accommodation block is unsympathetic to existing residential dwellings*

55. Officers are content with the materials proposed and the Conservation Officer also raises no concerns regarding these. The building will represent a contemporary design.

- *Overlooking/overshadowing*

56. The proposed accommodation block sits at a lower ridge height than the existing dwelling on site and incorporates external oak louvred panel to minimise overlooking issues. Officers consider the provision of an accommodation block in this location not materially different in terms of the window placement of the existing dwelling on site.

57. Officers are content with the separation distances between the accommodation block, extensions and neighbouring dwellings as to not impact them by virtue of overbearing.

- *Lack of parking*

58. The majority of representations received make reference to a lack of car parking. The Local Planning Authority have worked with the agent and Highways Authority in order to overcome concerns regarding parking layouts on the site. The Highways Authority have confirmed that they are happy with the layout submitted as part of an amended plans.

- *Increased traffic*

59. Again, as discussed above, the Local Highway Authority have assessed the accesses into the site and raise no objections to this. As part of the application, if approved, a condition will be added to ensure that the access gate on Tweed Close is not used by members of the public accessing the pub, but for deliveries and bin lorries etc. The pedestrian gate will be available for those accessing the pub via Tweed Close and surrounding areas.

- *Noise impacts upon residents*

60. Officers acknowledge that the proposed development will increase the level of noise within the site, with additional comings and goings as a result of an accommodation block, however, on balance, Officers consider this not adversely detrimental to the amenity of residential dwellings noting that the pub has been operating for a number of years. Furthermore, Officers consider the scheme to bring many economic benefits to the site in order to support the growth of an existing business.

- *Increase to commercial enterprise will impact conservation area*

61. The Conservation Officer has assessed the plans and location of the site and raises no objections to the scheme. It is considered the scheme complies with policy DM17 and will not fail to preserve or enhance the Conservation Area.

- *Overdevelopment of the site*

62. Officers have worked with the applicant in order to secure an amended design following an application that was withdrawn, DC/22/1213/FUL. This has reduced the overall scale of the accommodation block. Officers are content that the scheme does not represent overdevelopment of the site.

- *Impact on conservation area*

63. As discussed above.

Summary

64. The proposal, whilst increasing movements within the site to a level that is considered to lead to some minor adverse impact upon the amenity of neighbouring dwellings, is nonetheless, and on balance, considered to be to satisfactory in terms of overlooking, overbearing impact and in relation to any noise impacts. The site contains a longstanding and existing public house, where some noise and amenity impacts are to be expected, and the proposal is considered to bring substantial economic benefit to Moulton and help support the growth of an existing business within the village.

65. As a matter of balance the proposal is considered to accord with the requirements of policy DM2 in terms of amenity impacts. Consultees raise no objections to the scheme subject to conditions, in terms of impact on trees, biodiversity, noise/odour, the Conservation Area and highway movements and impacts. Officers consider the scheme compliant with the requirements of policies DM2, DM11, DM12, DM13, DM14, DM17, DM34 and DM46.

66. Therefore, on balance, Officers consider the scheme to provide values in terms of enhancing an existing, successful facility in Moulton which will benefit the wider economy of this village. Weighing up the benefits of the proposal, and noting and respecting the possibility of some greater amenity impacts arising, Officers consider the proposals accord with the relevant policies of the development plan and that a recommendation for approval is justified.

Conclusion:

67. In conclusion, the principle and detail of the development are considered to be acceptable and in compliance with relevant development plan policies including DM2, DM11, DM12, DM13, DM14, DM17, DM34 and DM46 and the National Planning Policy Framework, including paragraph 81 which details building a strong, competitive economy.

Recommendation:

68. It is **recommended** that planning permission be **approved** subject to the following conditions:

1. Time limit

The development hereby permitted shall be commenced no 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. Compliance with plans

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

Plan type	Reference	Date received
Site location plan		9 February 2023
Existing block plan	10	9 February 2023
Existing ground floor plan	13	9 February 2023
Proposed ground floor plan	14	9 February 2023
Existing first floor main bar	15	9 February 2023
Proposed first floor main bar	16 REV A	9 February 2023
Proposed ground floor bedroom wing	17 REV A	9 February 2023
Proposed first floor bedroom wing	18 REV A	9 February 2023
Proposed roof plan bedroom wing	19 REV A	9 February 2023
Existing and proposed sections	20	9 February 2023
Existing and proposed east elevation	21	9 February 2023
Proposed south and west elevations	22	9 February 2023
Existing south and west elevations	23	9 February 2023
Proposed north and west elevations bedroom wing	24	9 February 2023

Proposed east section and south elevation	25	9 February 2023
First floor window Sections	26	9 February 2023
Proposed east elevation bedroom wing	27	9 February 2023
Rear bedroom wing	28	9 February 2023
Existing elevations Ashton Gate	30	9 February 2023
Proposed elevations Ashton Gate	31	9 February 2023
Block plan	11 REV D	20 June 2023
Ecology report		9 February 2023
Arb impact assessment	P3177-AIA01 V1	3 April 2023
Tree protection plan	P3177-TPS01 V1	3 April 2023
Application form		

Reason: To define the scope and extent of this permission, in accordance with policy DM1 and DM2 of the West Suffolk Joint Development Management Policies Document 2015 and all relevant Core Strategy Policies.

3. EV charging

Prior to first operational use of the site, at least 20% of car parking spaces shall be equipped with working electric vehicle charge points, which shall be provided for staff and/or visitor use at locations reasonably accessible from car parking spaces. The Electric Vehicle Charge Points shall be retained thereafter and maintained in an operational condition.

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 107 and 112 of the National Planning Policy Framework (NPPF) and the Suffolk Parking Standards.

4. Construction hours

Demolition or construction works shall not take place outside 8am hours to 6pm hours Mondays to Fridays and 8am hours to 1pm hours on Saturdays and at no time on Sundays, public holidays or bank holidays.

Reason: To protect the amenity of occupiers of adjacent properties from noise and disturbance, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

5. External lighting

Any external artificial lighting at the development hereby approved shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals Guidance Note

9/19 '*Domestic exterior lighting: getting it right!*'. Lighting should be minimised and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Note.

Reason: To prevent light pollution and protect the amenities of occupiers of properties in the locality, in accordance with policy DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

6. Extraction equipment

The commercial kitchen extraction and odour control system associated with the development hereby approved shall comply with the EMAQ+ document '*Control of Odour and Noise from Commercial Kitchen Exhaust Systems*' in respect of its installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet. Approved details shall be implemented prior to the use of the development and thereafter be permanently retained.

Reason: To protect the amenities of occupiers of properties in the locality, in accordance with policy DM2 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. Noise – extraction system

The rating level of noise emitted from the kitchen extraction system hereby approved shall be lower than the existing background noise level by at least 5dB in order to prevent any adverse impact. The measurements / assessment shall be made according to BS 4142:2014+A1:2019 '*Methods for rating and assessing industrial and commercial sound*' at the nearest and / or most affected noise sensitive premise(s), with the extraction system operating at maximum capacity and be inclusive of any penalties for tonality, intermittency, impulsivity or other distinctive acoustic characteristics.

Reason: To protect the amenities of occupiers of properties in the locality, in accordance with policy DM2 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. Protection of trees

During construction of the development hereby permitted, any trees within or near to the site shall be protected in accordance with the requirements of BS 5837 (2012) '*Trees in Relation to Design, Demolition and Construction*'. The protection measures shall be implemented prior to any below ground works and shall be retained for the entire period of the duration of any work at the site, in connection with the development hereby permitted.

Reason: To ensure that the trees and hedges on site are adequately protected, to safeguard the character and visual amenity of the area, in accordance with policies DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.

9. Compliance with ecology survey

All ecological measures and/or works shall be carried out in accordance with the details contained in survey as created by Glaven Ecology, dated November 2022 reference 107-2200-GE-CG 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.

10. Ecological enhancements

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.

11. Lighting – bats

Prior to occupation, a "lighting design strategy for biodiversity" shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- a. Identify those areas/features on site that are particularly sensitive for bats and that are likely to be disturbed by lighting;
- b. Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) to demonstrate that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. No other external lighting be installed without prior consent from the Local Planning Authority.

Reason: To safeguard the visual amenities of the locality and the ecological value of the area, in accordance with policies DM2 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.

12. Soft landscaping

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.

13. Restriction on access gate

The access gate shown on drawing no. 11 REV D from Tweed Close shall be restricted to the use of only delivery and bin lorries and not used as vehicular access by the general public unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015.

14. Alterations to Ashton Gate

The alterations to Ashton Gate, including rebuilding the conservatory with full height glazing and vaulted ceiling, fully glazed window to the side of the reception room and relocation of boundary line, as shown on drawing nos. 32 and 17 REV A, shall be completed prior to the first use of the accommodation block.

Reason: In the interests of residential amenity, in accordance with policy

15. Surface Water Discharge

Before the development is occupied, 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 including any system to dispose of the water. 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 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. Gates

Gates or any other means of obstruction to the access shall be set back a minimum distance of 5 metres from the public highway and shall not open towards the highway.

Reason: To avoid unacceptable safety risks and traffic delay arising from vehicles obstructing the public highway while the obstruction is removed or replaced by enabling vehicles to clear the highway while this is done, 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.

17. Parking

The use shall not commence until the area(s) within the site shown in Drawing No. PH-11 Rev. D for the purposes of manoeuvring and parking of vehicles, including electric vehicle charging infrastructure, 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 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 and promote sustainable modes of travel, 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.

18. Cycle storage

The use shall not commence until the area(s) within the site shown in Drawing No. PH-11 Rev. D 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 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

19. Bin storage/presentation

Before the development is occupied, details of the areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that 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, 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.

20. Demolition and construction strategy

A Demolition and Construction Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to work commencing on site. The strategy shall include access and parking arrangements for contractors vehicles and delivery vehicles (locations and times) and a methodology for avoiding soil from the site tracking onto the highway together with a strategy for remedy of this should it occur. The development shall only take place in accordance with the approved strategy.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase. This is a pre-commencement condition because an approved Management Strategy must be in place at the outset of the development, 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.

21. Photographic record – highways

No part of the development shall be commenced until a photographic condition survey of the highway fronting and near to the site has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety, to ensure that damage to the highway as a result of the development is repaired at the developer's cost and satisfactory access is maintained for the safety of residents and the public. This is a pre-commencement condition because the required survey must be carried out before any development takes place, 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.

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/23/0211/FUL](#)