

Committee Report

Item No: 7C

Reference: DC/21/04779

Case Officer: Vincent Pearce
Jasmine Whyard

Ward: Bacton.

Ward Member/s: Cllr Andrew Mellen.

RECOMMENDATION – [1] DISCHARGE SPECIFIED CONDITIONS & [2] APPROVE RESERVED MATTERS

Description of Development

Application for the approval of Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to Conditions 1, 4, 6, 7, 8, 10 and 11 of Outline Planning Permission DC/19/00646 for Erection of 65 no. dwellings (including 22no. affordable dwellings) with attenuation basins, drainage and earthworks

The conditions referred to above relate to:

- | | |
|--|--|
| Condition 1: Time limit for submission of Reserved Matters | } <i>these relate to the present Reserved Matters submission</i> |
| Condition 4: Reserved Matters | |
| Condition 6: Mix, type and size of dwellings | } <i>required to accompany Reserved Matters submission</i> |
| Condition 7: Surface water drainage | |
| Condition 8: Landscape and Ecological Management Plan | |
| Condition 10: Biodiversity Enhancement Strategy | |
| Condition 11: Tree protection | |

Location

Land on the West Side, Broad Road, Bacton, Suffolk

Expiry Date: Extension of time agreed

Application Type: RES - Reserved Matters

Development Type: Major Small Scale - Dwellings

Applicant: Keepmoat Homes Ltd

Agent: Invicta Planning

Parish: Bacton

Site Area: 2.68 hectares

Density of Development:

Gross Density (Total Site): 24 dwellings per hectare

Details of Previous Committee / Resolutions and any member site visit: None

Has a Committee Call In request been received from a Council Member (Appendix 1): No

CLASSIFICATION: Official

Has the application been subject to Pre-Application Advice: Yes- DC/21/02196

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason:

The application relates to a development comprising in excess of 15 dwellings and is therefore outside of the Scheme of Delegation to Officers.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

As this is a Reserved Matters application policies listed below as relevant do not include those related to the principle of residential use on this site.

- Mid Suffolk Core Strategy (2008)
 - CS3- Reduce Contributions to Climate Change
 - CS4- Adapting to Climate Change
 - CS5- Mid Suffolk's Environment
 - CS9- Density and Mix

- Mid Suffolk Local Plan (1998)
 - GP1- Design and Layout of Development
 - H4 – Affordable Housing
 - H13- Design and Layout of Housing Development
 - H14 -Range of House Types
 - H15- Development to Reflect Locals Characteristics
 - H16- Protecting Existing Residential Amenity
 - H17- Keeping Residential Development away from Pollution
 - CL8- Protecting Wildlife Habitats
 - T9- Parking Standards
 - T10- Highway Considerations in Development

Neighbourhood Plan Status

Bacton does not have a 'made'/adopted Neighbourhood Plan and nor is one at local referendum, at examination or under consultation. There is no designated Neighbourhood Development Plan boundary. The preparation of a Neighbourhood Plan is not in progress.

Consultations and Representations

CLASSIFICATION: Official

During the course of the application Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Parish Council (Appendix 3)

BACTON Parish Council objects, stating:

“After much discussion all Councillors resolved to OBJECT to this application:

The layout as presented is geometric and urban at variance with earlier designs which introduced curved roads and were more rural in character. The layout suggests the developers are trying to get the additional houses in without any consideration to the context of the site in relation to the village. The layout and design is not in keeping with the surroundings and the landscaping also requires further consideration.”

Officer comment:

This reserved matter submission does not contain any additional units beyond those approved at outline stage [65]. Whilst parts of the layout may be thought of as geometric the layout comprises a series of homes organised in clusters within a perimeter block. The expanded open space and landscape adds an organic element to the layout and provides significantly improved softening to the built form compared to that seen at outline stage. There is no disguising this is a modern development but the scale and form of units is sympathetic to those found in the immediate area. It is accepted that the landscape details as submitted provide a structural framework but full details are required including full details of species, planting density, maintenance regime and so on. It is suggested that a condition to this effect be added to a reserved matters approval in the event that Members agree such an outcome.

“There is no integration with the existing village and further concerns were expressed over the drainage and the potential stagnant drainage pool to the South of the site.”

Officer comment:

It has to be accepted that in large part the site is already segregated from the rest of the village by the adjacent railway line that runs along its western boundary and Broad Road along its eastern boundary. That said Members will recall that the outline planning permission is accompanied by a Grampian Condition that requires the developer to provide a footpath link to that part of Bacton that lies to the west of the railway bridge including a footpath under the bridge where currently there is none. pedestrians have to walk in the road. This improvement will not only link the new development to the main body of Bacton but will also serve the wider community east of the railway bridge. [including those walking from Cotton]

“The plans presented do not provide a design layout for the road changes at the railway bridge on Pound Hill that is safe for cyclists; there is no clear visibility on the road

approaching the bridge from either side. The Parish Council with everyday experience of this road resolved to insist the only way to make this safe is to install traffic lights”

Officer comment:

Full detailed engineering drawing for the highway improvements will be agreed by Suffolk County, as local highway authority, under the appropriate S278/S38 [Highways Act] regime. The highway authority supported the proposal and were satisfied with the details at outline stage. They remain so. The details before the Committee do not relate to the footway works under the bridge and are outside the scope for determination at this meeting.

COTTON Parish Council objects, stating:

“Cotton Parish Council was opposed to the original application (DC/19/00646) - and indeed to its predecessor application for the same site in 2015 - and a key reason for the opposition was the unsuitability of the route from the site to the facilities of Bacton via the railway bridge. The road at that point cannot safely accommodate a greater volume of vehicle traffic and simultaneous pedestrian, cycle and wheelchair users. This problem has not been effectively addressed in the reserved matters application and the Parish Council urges strongly that an effective and safe plan for use of the bridge by multiple types of user be agreed and signed off by Suffolk Highways, before construction work on the site begins.”

Officer comment:

The principle of development comprising 65 dwellings has now been established by the grant of outline planning permission. That cannot now be revisited. Whilst the Parish Council may have ongoing concerns about the nature of the under the bridge works these are now a matter for Suffolk County Council as local highway authority, the S106 that accompanies the outline planning permission having secured those works.

“In addition the Parish Council requests that the developers reduce the roof heights of the houses nearest to Broad Road in order to minimise the visual impact of the site from the Cotton direction.”

Officer comment:

The comments are noted. Interestingly existing dwellings on the east side of Broad Road opposite the development site consist of the range sizes from two-storey dwellings to single storey with dormered accommodation in the roof and the odd bungalow. The majority of units within the new development are presented side on to Broad Road to reduce the bulk of the terraces they form part of when viewed from the east and therefore visual impact is sympathetic. Others are set back behind a landscape buffer between Broad Road and the edge of development on the east side of the site. Distance between the proposed dwellings and those on the other side of the road are such [not great enough at approx. 19m] for their height not to be prejudicial to residential or visual amenity. A refusal on such grounds would not be ‘reasonable’.

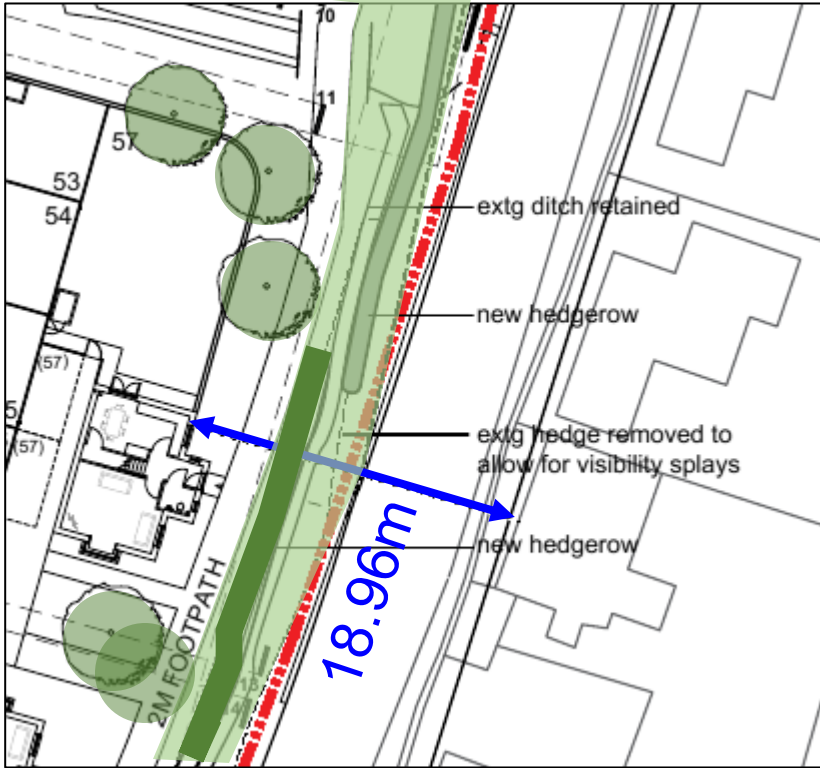


figure 1:

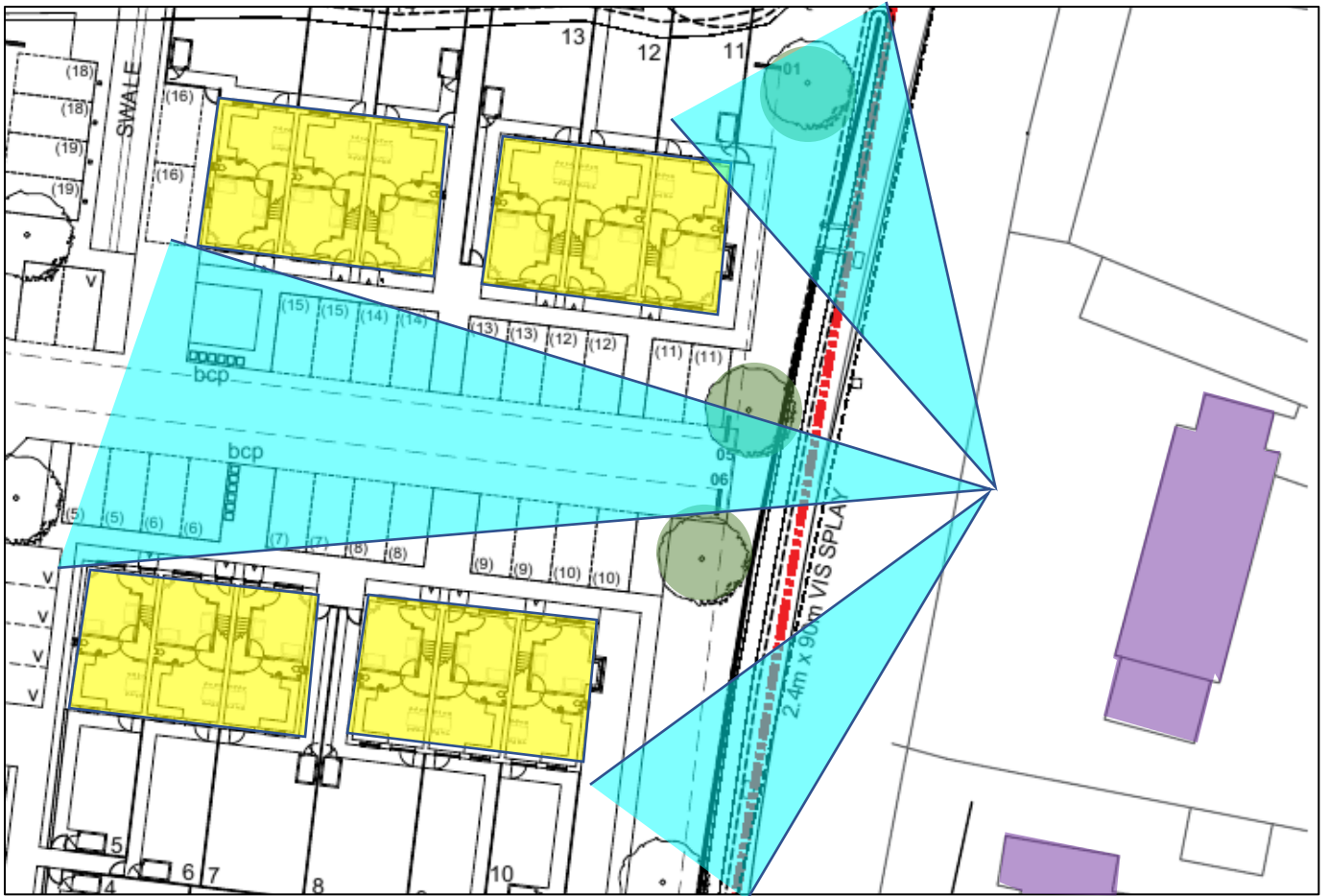
Typical separation distance

[between facades on the eastern edge of the development and existing frontages on the east side to Broad Road]



figure 2:

Most dwellings are side-on to Broad Road



"No comments to make"

Network Rail:

“Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail’s infrastructure. The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land*
- affect the safety, operation or integrity of the company’s railway and its infrastructure*
- undermine its support zone*
- damage the company’s infrastructure*
- place additional load on cuttings*
- adversely affect any railway land or structure*
- over-sail or encroach upon the air-space of any Network Rail land*
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future”*

Officer comment:

Members will be pleased to learn that the applicant is willing to fence off the site’s western boundary with the railway line beyond the proposed landscaping buffer. The exact nature of this fence can be resolved through the submission of such details by condition with implementation of an approved means of enclosure prior to occupation.

NHS:

“The CCG will not be making any responses to this planning application”

MoD:

“I can confirm the MOD has no safeguarding objections to this proposal.”

Officer comment:

The MoD is consulted due to the proximity of Wattisham Airfield. Where care is needed to ensure that development does not prejudice the operational requirements of the airfield.

County Council Responses (Appendix 5)**SCC Developer Contributions:**

“I have no comments to make on this application. However, there is a S106 dated 15th December 2020 attached to the original outline permission and any alterations to the legal agreement will require the County to be party to.”

SCC Highways:

“Further to additional information and revised plans being submitted, the Highway Authority are satisfied with the proposal for a development with privately maintained roads and footways, subject to the following conditions:

Condition: The areas to be provided for the storage and presentation for collection/emptying of

refuse and recycling bins as shown on Drawing No. 21.014-cja-xx-dr-A-10-site plan Rev E 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.

Condition: The use shall not commence until the area(s) within the site shown on drawing no. 21.014-cja-xx-dr-A-10-site plan Rev E for the purposes of loading, unloading, manoeuvring and parking of vehicles and secure cycle storage have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

Reason: To ensure that sufficient areas for vehicles to be parked are provided in accordance with Suffolk Guidance for Parking 2019 where on-street parking and or loading, unloading and manoeuvring would be detrimental to the safe use of the highway.

Condition: Before the development is commenced details of the electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented for each dwelling prior to its first occupation and retained as such thereafter.

Reason: In accordance with Suffolk Guidance for Parking (2019)”

SCC Travel Plan Officer:

“No comment to make”

SCC Floods & Water [LLFA]:

No objection to the reserved matters, recommend condition relating to the landscaping, maintenance and management of SuDS. Recommend partial discharge of condition 7 parts a) to f).

SCC Fire & Rescue:

No further comments beyond a reminder of condition 26 [hydrants] is attached to the outline permission.

Internal Consultee Responses (Appendix 6)

Strategic Housing:

Note that the units would be NDSS compliant and affordable units would be tenure blind and pepper potted.

The Strategic Housing Team previously had concerns that the affordable mix as initially submitted did not reflect that agreed with the S106 Agreement that accompanies the outline planning permission. Further amendments have been submitted that appear now to deliver the

required mix. Comments from the Council's Strategic Housing Team are expected to be received in time for the meeting and these will be reported verbally. To confirm 2 x 1 bed flats and 2 x bungalows are now being delivered. All dwellings will meet NDSS and Part M 4(2) of the Building Regulations.

Environmental Health - Land Contamination:

"No comments to make"

Environmental Health – Air Quality:

"No comments to make"

Environmental Health – Sustainability:

It is good to see that the applicant has acknowledged the Council's Climate Emergency. The sustainability benefits of the scheme include: fabric first approach, elimination of thermal bridges, passive design and low carbon heating systems utilising air source heat pumps.

It was noted that the fabric specification for the external walls is however only marginally better than building regulations.

Whilst no EV charging points have been shown on the plans this will be secured via condition as supported by SCC Highways. As part of this we will look to secure 100% EV charging, using recessed channels and protective grills in the footways in the forecourt areas to prevent trip hazard.

Environmental Health – Pollution:

*"The report, Reference: LR01-21345-R1 dated August 2021 assessment identifies that the amenity areas of the development shall meet the WHO and BS 8223 guidance levels. However, impulsive noises from night time train passes will exceed WHO guidance levels for sleep disturbance in bedrooms closest to the railway line. A scheme of mitigation is presented within the report. I would suggest that the following is conditioned to meet those recommendations:
Residential glazing*

- A scheme of acoustic glazing and ventilation for all dwellings within the development, (identified in appendix 2) to meet the specification and performance standards as given in the table in Appendix 3 of the cass allen report, Ref: LR01-21345-R1 dated August 2021 for those facades shall be implemented prior to first occupation of the dwellings and subsequently retained. Reason - In the interest of the amenity of future occupiers, having regard to the existing background noise levels in the area.*
- Prior to first occupation of the plots identified as FS1 in appendix 3 of the report Ref: LR01-21345-R1 dated August 2021, a sample of those dwellings, the number and location of which shall be agreed by the LPA and the developer, shall be independently tested to ensure that the predicted levels are being met. If this testing does not show compliance then a method of further mitigation shall be submitted and agreed by the LPA.*

Reason: To protect the amenity of Future occupiers of the residential premises"

Officer comment:

It is reasonable to attach such a condition now that the details of layout and proximity to railway are known.

Public Realm:

“The extent and treatment of the public realm seems appropriate for this location. Officers would welcome the opportunity to comment on the provision of play equipment for the LAP in due course”

Place Services- Ecology:

Further information is required in regard to condition 8 [Land and Ecological Management Plan] as details of aftercare and management of the soft landscaping measures should also be provided. Further information is also required to satisfy condition 10 [Biodiversity Enhancement Strategy] in the form of a Biodiversity Enhancement Strategy.

It is also noted that conditions 9 [Breeding Bird Survey] and 16 [Construction Environmental Management Plan] of the outline should be discharged concurrent with the Reserved Matters and as such further information to satisfy these conditions is required. Whilst condition 25 [External Lighting] is not included for discharge, the details submitted within the Reserved Matters would sufficiently discharge the condition.

Officer comment:

Additional information has been submitted by the applicants and an updated ecological/landscape consultee response will be provided at the meeting

Arboricultural Officer:

No objection to the discharge of condition 11 [Tree Protection].

Waste Services:

“Ensure that the development is suitable for a 32 tonne Refuse Collection Vehicle (RCV) to manoeuvre around attached are the vehicle specifications. ELITE 6 - 8x4MS (Mid Steer) Wide Track Data Sheet_20131023.pdf See the latest waste guidance on new developments. SWP Waste Guidance v.21.docx

The road surface and construction must be suitable for an RCV to drive on. To provide scale drawing of site to ensure that access around the development is suitable for refuse collection vehicles.

Please provide plans with each of the properties bin presentations plotted, these should be at edge of the curtilage or at the end of private drive and there are suitable collection presentation points. These are required for approval.”

Other Consultees (Appendix 7)

Anglian Water:

“There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted. Anglian

Water has assets close to or crossing this site or there are assets subject to an adoption agreement.

Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

Foul: no comment

Surface water: a matter for the LLFA”

Suffolk Disability Forum:

“The Mid Suffolk Disability Forum notes that dwellings will meet Part M4(2) of the Building Regulations but is concerned that there appear to be only two bungalows included in the scheme”

B: Representations

At the time of writing this report at least 4 letters/emails/online comments have been received. It is the officer opinion that this represents 4 objections. A verbal update shall be provided as necessary.

Views are summarised below:

- Drainage on bridge
- Road will continue to be dangerous to pedestrians and cyclists
- Housing design and layout are not in keeping and appear more urban than village appropriate
- Highway issues
- Safeguarding of protected species
- Pressure on schools
- Pressure on health surgeries
- Coalescence between Cotton and Bacton
- Speeding along Broad Road made worse
- Over development
- Sustainability
- Affect Grade II listed building

(Note: All individual representations are counted and considered. Repeated and/or additional communication from a single individual will be counted as one representation.)

PLANNING HISTORY

REF: DC/19/00646

Outline Planning Application (All matters reserved) Erection of up to 65No dwellings with attenuation basin.

DECISION:
GRANTED
21.12.2020

PART THREE – ASSESSMENT OF APPLICATION

1.0. The Site and Surroundings

- 1.1. The 2.79ha site is bounded on the west by a railway line, the south by existing residential properties, the east by Broad Road with residential properties on the eastern side and a farm to the north, separated by a tree belt. The site is relatively flat with hedgerows around much of the perimeter including planting on the frontage to Broad Road.
- 1.2. The site benefits from an extant outline planning permission for 65 dwellings (DC/19/00646). The principle of development has therefore been established.

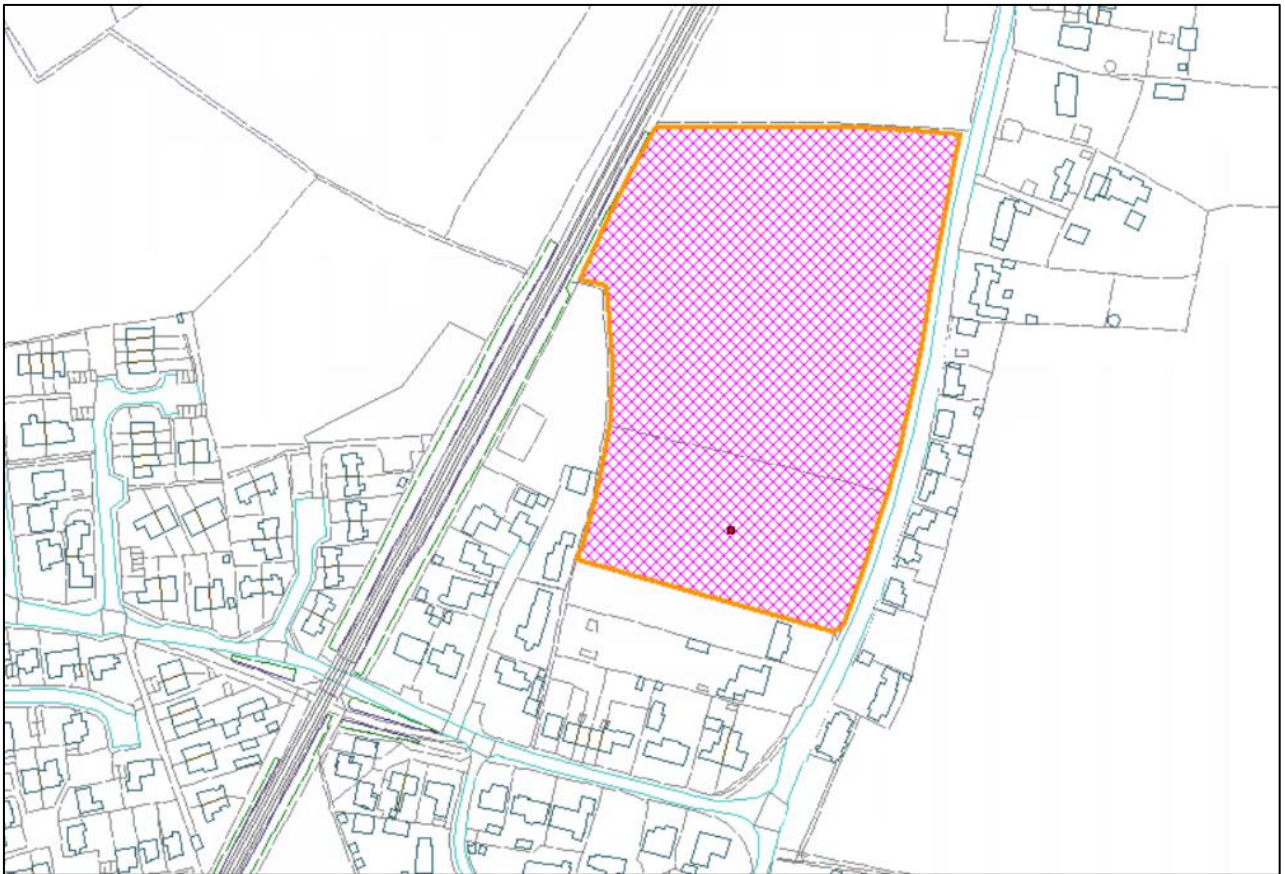


figure 3: **The site**

1.3. The site is not in or near to an area designated as having any special landscape significance nor designated heritage assets.



figure 4: The site - aerial view

1.4. Bacton is defined as a Local Service Centre within the adopted Development Plan under policy CS1.

2.0. The Proposal [Reserved Matters]

2.1. The Reserved Matters provide details (access, appearance, landscaping, layout and scale) for 65 dwellings, of which a minimum of 35% are to be affordable.

Scale

2.2. The quantum of development proposed is entirely consistent with the Outline Permission, it has been satisfactorily demonstrated that the number of dwellings proposed can be accommodated on site in relation to design, amenity, parking standards, sustainability and quality of place perspectives

2.3. It comprises a mix of 2 x single-storey and 63 x two-storey dwellings. This is consistent with the scale of development hereabouts and is therefore appropriate. There are no units with dormers in the roof.

Mix, Size and Type [relevant to discharge of condition 6]

2.4. The proposed mix and size of units are as follows:

| Number/type | Mix | Size [area] | NDSS | Tenure from column 1 of which [x] are affordable [r] rented [s] shared ownership |
|-----------------|--------|---|-------------------|--|
| 2 x bungalow | 2B, 3P | 61.29sq.m. | 61sq.m | 2 [r] |
| 2 x maisonette | 1B, 2P | 50sq.m. [gr] 61.29sq.m. [1 st] | 50sq.m 58sq.m. | 2 [r] |
| 31 x house | 2B, 4P | 79.04sq.m. | 79sq.m. | 8 [r] 4 [s] |
| 22 x house | 3B, 4P | 84.56sq.m. | 84sq.m. | |
| 4 x house | 3B, 5P | 93.87sq.m | 93sq.m. | 4 [r] |
| 4 x house | 3B, 5P | 94.312sq.m. | 93sq.m. | 2 [s] |
| 65 units | | | | 22 units 16 [r] 6 [s] |

figure 5: **Table showing mix size and conformity with NDSS**

2.5. There are no 4 and/or 5 bed units included and so there is a clear focus on delivery of small/medium sized units. This is welcomed.

- 2 x 1 bed
- 33 x 2 bed
- 30 x 3 bed

2.6. Members’ attention is drawn to the fact that following discussion with the applicants the details were amended to include two bungalows both of which will be affordable rented

and a couple of one-bedroom units, again both affordable rented – the latter in order to satisfy the requirements of the s106 Agreement associated with the outline planning permission.

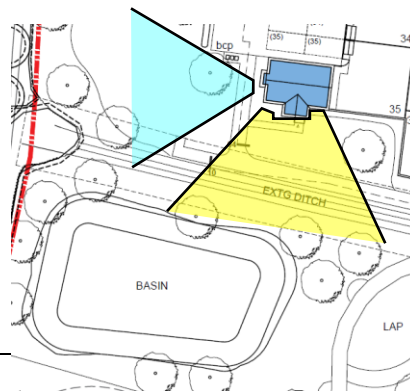
- 2.7. The applicant has confirmed that all 65 of the dwellings will meet Part M 4[2] ‘*Accessible and adaptable dwellings*’ of the Building Regulations 2015 [as amended]. This is welcomed.
- 2.8. Members will be pleased to note that all of the dwellings meet or exceed Nationally Described Space Standards [NDSS], are tenure blind and have been ‘pepper potted’ around the site, ensuring an integrated development.

Design/Appearance

- 2.9. The design of the dwellings closely resembles those that were proposed by the same applicant in Old Newton as seen and endorsed by Members at the informal planning meeting of 26th January 2022.
- 2.10. In the case of the details now before Members the design improvements sought in Old Newton have already been secured.
- 2.11. For example, units that have two public faces now have fully detailed elevations with windows to add visual interest and to provide enhanced surveillance over adjoining public open space/paths.



figure 6: **Typical corner turning unit** [**✗** as initially submitted **✓** as amended]



- 2.12. House types include a variety of interesting architectural details that will lift the overall quality of the development. These include:
- exposed rafter feet
 - flat topped brick arches
 - decorative horizontal brick banding
 - blind windows with cills and arches
 - flat topped, bracketed door canopies
- 2.13. The layout includes a mix of terraced, semi-detached and detached homes. This will not only mean a broad range of unit sizes is delivered but will also ensure that monotonous townscape uniformity is avoided.

Materials

- 2.14. Materials comprise widespread use of soft red or cream bricks typical of the Suffolk vernacular or render with pantile or artificial slate [not concrete but synthetic with an authentic size, profile, colour and appearance to real slate].

Layout

- 2.15. Officers have worked with the applicants, Keepmoat, to produce a layout that has more open space than that shown on the illustrative layout approved at outline whilst retaining the general character and layout of development on the site.
- 2.16. This has resulted in a looser less regimented layout than might otherwise have been achieved and produces a more open appearance that sits comfortably on this edge of village site. Houses are arranged to provide excellent surveillance of the enlarged areas of open space.
- 2.17. The quality of amenity space for informal recreation has been improved by this enlargement and the provision of paths.
- 2.18. The means of enclosure [discussed later in this report] and layout are reflective and underpinned by the findings of a noise assessment which sought to determine the specific noise impacts that arise when trains run along the adjacent railway line. It was concluded that the noise levels within residential gardens and dwellings is below the upper noise limits set out by technical guidance [BS8233:2014 'Guidance on sound insulation and noise reduction for buildings'].

Gardens

- 2.19. Garden sizes vary from 45sq.m. [middle terraced units] to 133sq.m [bungalow]. Whilst 45 sq.m is relatively small the Council does not presently have policy describing minimum garden size standards.

Back-to-back distances

- 2.20. The layout achieves a minimum of 20 metre back-to-back distances in all relevant cases and so the Council's working practice minimum is satisfied. Reasonable privacy is therefore secured between new dwellings.

Means of Enclosure

- 2.21. There are a mixture of boundary treatments proposed, including 1.8-metre-high brickwork walls [with bricks to match adjoining house], 1.8-metre-high close boarded fencing, existing hedgerows/ trees and planting new hedgerows and trees.
- 2.22. The brickwork walls are used in the most prominent and visible locations on the site, with close boarded fencing in less conspicuous locations.
- 2.23. Existing vegetation is to be retained to the northern, western and southern boundaries. New hedgerow is to be planted along the eastern boundary following the removal of some hedgerow to accommodate the visibility splays for the access. A landscaped buffer will be created along the western boundary abutting the railway line, taking care and specifically noting the comments of Network Rail.

Landscaping

- 2.24. The majority of the landscaping comes from the retention of existing hedgerows and trees along the boundaries of the site, the SuDS and open space, alongside the planting of new trees within the site and hedgerows along the boundaries. Further landscaping details [including species and coverage etc] will be secured via condition.
- 2.25. An Arboricultural Impact Assessment was submitted and assessed by the Council's Arboricultural Officer who determined that the submitted details would ensure suitable protection is in place for the trees to be retained.

Open Space

- 2.26. The extent of open space included within the development has been increased from that included in the illustrative layout that accompanied the outline planning application. This is welcomed. Included within the open areas is a main drainage attenuation basin that also serves to pull buildings back from the site's western boundary with the railway line. This basin is fed by the surface water drainage system that includes swales and a smaller basin, which is also included in the southwest corner of the site

Play

- 2.27. An area within the open space is allocated for play purposes the details of which will be agreed with the Public Realm Team outside of the Reserved Matters and will be secured via condition. The S106 Agreement refers to delivery of a LEAP but the Council's Public Realm Manager has indicated that a LAP would be appropriate on a development of this modest size.

Ecology

- 2.28. Place Services Ecology have raised no objection to this Reserved Matters but have recommended that further details are provided in relation to the landscaping scheme, this is proposed to be secured via condition. They also require further information to be submitted to satisfy the conditions on the Outline Permission, it is recommended that delegated authority be given for officers to ensure this additional information is provided to discharge the relevant conditions.

Drainage

- 2.29. The site is located within Flood Zone 1 [very low fluvial flood risk] and is also at a very low risk of surface water flooding.
- 2.30. A pumping station is proposed to the south west of the site.
- 2.31. SuDS are proposed in the form of 7 swales and 2 attenuation basins, with an existing ditch being retained. SCC Floods and Water as the Local Lead Flood Authority [LLFA] is happy with proposed SuDS and recommends an additional condition to secure details of their management, maintenance and associated landscaping.

Paths

- 2.32. The site itself is highly permeable, with seven distinct clusters of dwellings all connected by footpaths. A 2-metre-wide footpath would be created fronting the site along Broad Road.
- 2.33. A pre-commencement condition was imposed on the Outline Permission [condition 12] to secure footway improvements including along the frontage of the site on Broad Road and beneath the railway bridge on Pound Hill. Details of the Broad Road footway have been submitted under this Reserved Matters, details of the footway underneath the railway bridge would be subject to a S278 agreement with SCC Highways and will have to be submitted and agreed prior to the commencement of development.

Access and parking

2.34. It is proposed to serve the development from a singular vehicular point of access located approximately mid-way along the site's Broad Road frontage. The required 2.4m x 90m visibility splays will be provided as demonstrated on the submitted plans.



figure 7: **The access**

- 2.35. Suffolk County Council, as the Local Lead Highway Authority, is satisfied with the details of the proposed access.
- 2.36. Creation of the required visibility splays will not impact the existing hedgerow to the north of the proposed access but will require the hedgerow to the south of the access to be re-planted behind it. A hedgerow containing quick growing indigenous typical field edge species will soon re-establish a verdant natural green edge to the site's Broad Road frontage.

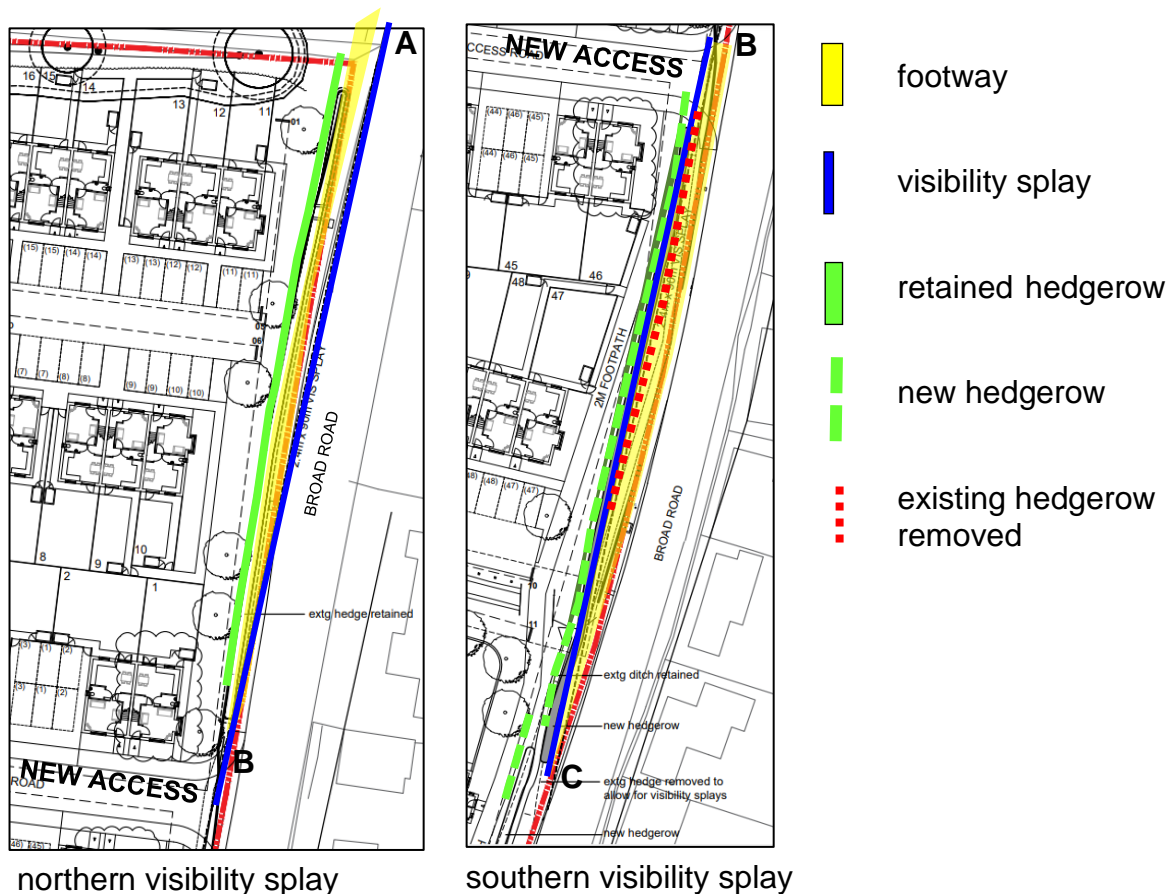


Figure 8: Visibility splays

- 2.37. In developing the layout, the applicant has taken care to avoid resorting to any on-plot triplex parking, conscious of Members' view that such arrangements tend not to be convenient and invariably lead to pressure for on-street space [or worse haphazard/dangerous parking on verges, pavements and /or open space]. Provision is made for visitor parking off the estate roads [totalling 17 spaces] and allocated forecourt spaces [totalling 48] are included for some residents where on-plot parking is not achievable.
- 2.38. A refuse strategy plan has been provided to demonstrate that there is sufficient space for refuse vehicles to access and travel into the site. Bin presentation areas have also been

shown on this plan, with formalised areas of hardstanding used to denote communal bin collection points where on plot bin presentation areas are not feasible.

Storage/Cycle parking

2.39. All dwellings will be provided with secure cycle parking/storage in the form of a shed. All secure cycle storage is convenient for future users, with clear and short routes created between the storage and the cycle paths within the estate as demonstrated on submitted plans.

3.0. Planning Obligations / CIL

3.1. A S106 Agreement was secured as part of the Outline Permission. For Member's ease, this secured the following:

Affordable Housing

Affordable Rent:

- 2 x 1 bedroom 2-person flats (maisonettes for the purposes of this Reserved Matters)
- 2 x 2 bedroom 3-person bungalows
- 8 x 2 bedroom 4-person houses
- 4 x 3 bedroom 5-person houses

Shared Ownership:

- 4 x 2 bedroom 4-person houses
- 2 x 3 bedroom 5-person houses

Open and Play Space

- Open and play space plan has been submitted as part of this Reserved Matters (further details to follow Reserved Matters in regard to the provision of a LEAP)

Education

- Primary Education Contribution
- Secondary School Transport Contribution

PART FOUR – CONCLUSION

4.0. Planning Balance and Conclusion

4.1. The principle of development for 65 dwellings was established under DC/19/00646. This application therefore solely relates to the access, appearance, scale, layout and landscaping. The quantum of development accords with the outline approval.

- 4.2. The access, appearance, scale, layout and landscaping are all considered to be well designed, sympathetic to the site and immediate locality and would not result in any unacceptable residential amenity, landscape, ecological, character and highway harm. The proposed scheme is sustainable when assessed against paragraph 8 of the NPPF.
- 4.3. The application complies with the Development Plan viewed as a whole. There are no material considerations which indicate a decision should be taken other than in accordance with the plan.

5.0 RECOMMENDATION

That:

- (1) Authority be delegated to the Chief Planning Officer to resolve to his satisfaction any outstanding issues in relation to ecology conditions relating to the specified conditions.**

THEN

- (2) Once satisfied that (1) has been achieved the Chief Planning Officer be delegated to DISCHARGE THE SPECIFIED CONDITIONS and PART DISCHARGE 7 (parts a to f)); and,**
- (3) In the event of (1) and (2) above being satisfied then: the Chief Planning Officer be delegated to APPROVE the RESERVED MATTERS subject to conditions that shall include:**
- **Approved plans**
 - **Full details of materials, window reveals and external glazing bars**
 - **Full landscape details- across the site**
 - **Details of boundary means of enclosure alongside the railway line**
 - **Sustainability scheme- water, energy and resource efficiency measures**
 - **SuDS- management, maintenance and landscaping**
- and such other conditions as the Chief Planning Officer may deem appropriate and reasonable**