

**SHADOW PLANNING COMMITTEE (NORTH) – 16 April 2019**

**APPLICATION NO DC/18/4312/FUL REP48(SH)**

**LOCATION**

Part Land West Side Of  
London Road  
Beccles  
Suffolk

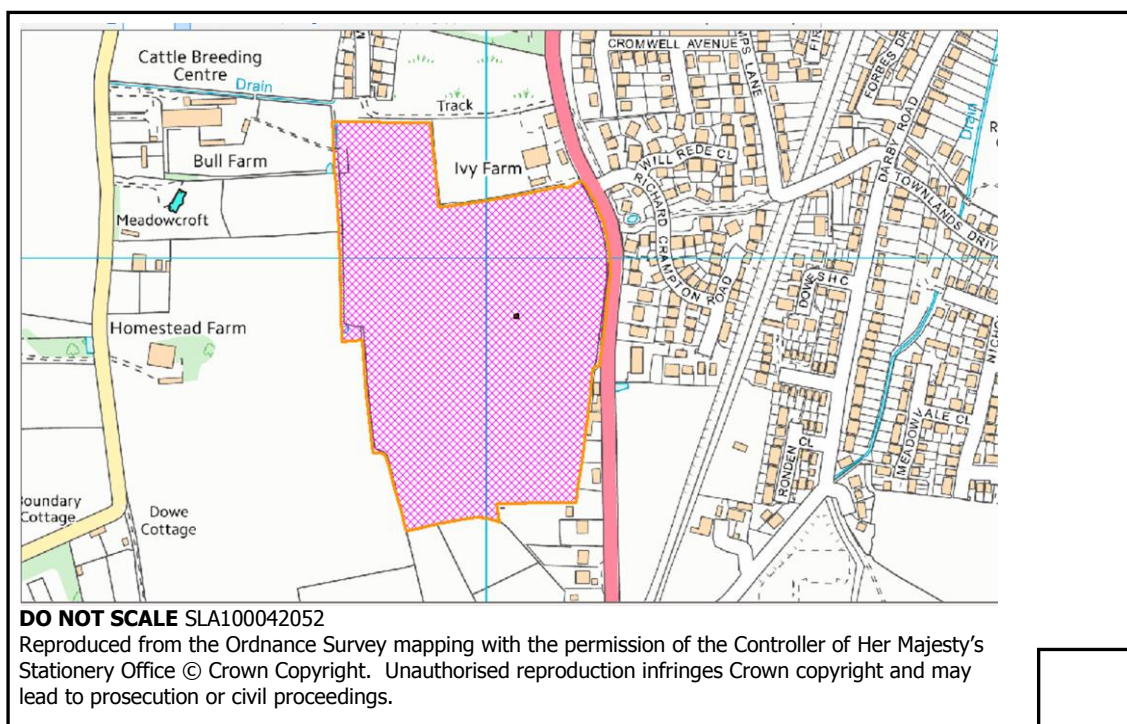
**EXPIRY DATE** 15 January 2019

**APPLICATION TYPE** Full Application

**APPLICANT** Hopkins Homes

**PARISH** Beccles

**PROPOSAL** Hybrid planning application: (i) Full planning application - Residential development of 217 dwellings (including 30% affordable dwellings) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure (ii) Outline planning application - 11 No. serviced self build plots with associated access and infrastructure



**1. SUMMARY**

1.1 This proposed development is for 228 dwellings, comprising: 152 market sale dwellings; 65 affordable dwellings (30% of the total excluding self-build homes); and 11 self-build plots (5% of the total). The site is currently outside the development limits for Beccles, however, is brought forward at a time where the emergent local plan while yet to carry full weight, is progressing towards the issue of the Inspectors recommendations now expected in March. This is a well designed scheme which addresses the policy brief with a good mix

of property and a creative use of aggregated standard types to create new groupings, strategically located within the scheme to address sense of location and legibility. Recommendation is for approval however advice is to defer until the Inspectors report is to hand, to confirm the validity of the allocation.

## 2. SITE DESCRIPTION

- 2.1 This London Road site has an area of 9.35ha and is located to the southwest of Beccles and is bound by London Road to the east Beccles Cemetery to the north and agricultural land to the west and south
- 2.2 At present the site is used for agricultural purposes, and is currently accessed via a gated agricultural access from London Road. The site is outside the settlement boundary for Beccles but is allocated for housing under Waveney Local Plan Policy WLP3.2.
- 2.3 The existing frontage along London Road comprises predominantly of a grassed verge and a hedge-line running along the site boundary. There are residential frontages along the south-eastern site boundary.
- 2.4 The site is close to footpaths and cycle paths. The London Road is a bus route.

## 3. PROPOSAL

- 3.1 The proposed development is for 228 total dwellings, comprising: 152 market dwellings; 68 affordable dwellings (30% of the total, including self-build homes); and 11 self-build plots (5% of the total);
- 3.2 This breaks down as 65 affordable plots in the full part of the application. That would be 30% of the 217 Comprising 32 Affordable Rent and 33 Shared Ownership.
- 3.3 The 11 self build plots applied for in outline in this hybrid submission shall offer three “affordable self-build plots” (sold at discount).

| Affordable Rent | Offered                  | Suggested at pre-application       |
|-----------------|--------------------------|------------------------------------|
| 10              | 1 bed flats              | 10                                 |
| 3               | 2 bed flats              | 16 this provides 17 so 1 in excess |
| 2               | 2 bed Flats Over Garages |                                    |
| 8               | 2 bed houses             |                                    |
| 4               | 2 bed bungalows          |                                    |
| 4               | 3 bed houses             | 4                                  |
| 2               | 4 bed houses             | 2                                  |
| Tot. 33         |                          |                                    |

| Shared Ownership | Offered      | (intermediate ownership)     |
|------------------|--------------|------------------------------|
| 4                | 1 bed flats  | None required so 4 in excess |
| 17               | 2 bed houses | 23 requested                 |
| 11               | 3 bed houses | 10 requested                 |
| Total 32         |              |                              |

|                       |                   |  |
|-----------------------|-------------------|--|
| Self Build Affordable |                   |  |
| 3                     | Undeveloped plots |  |

Total affordable homes: **68**

- 3.4 The proposed development density is 21 dwellings per hectare over the aggregated site, however when the peripheral paths and open space area are deducted the density of the actual development site is around 28 units per hectare.
- 3.5 It is proposed to take access from London Road in the form of a priority T-junction with ghost island right turn lane. The location of the access was amended in response to comments from local residents to avoid conflict with driveways. A second pedestrian, cycle and emergency access is provided from London Road. A Toucan crossing is provided the existing pedestrian and cycle connection across London Road, benefiting new and existing residents and particularly school children on route to reach the High School. A 1.8m wide pedestrian footway is proposed along the site frontage on London Road between the site access and the Toucan crossing.

#### **4. CONSULTATIONS/COMMENTS**

##### **4.1 Parish/Town Council Comments**

Beccles Town Council has removed its objection to the planning application following a letter from them (the applicants) dated 7th February 2019, detailing how they have addressed Council's concerns over the planned development.

It is now considered that previous concerns about the number of additional pre-school places have been addressed.

It was noted that the majority of issues raised had now been addressed, though it remains to be seen how Hopkins Homes responds to the recent objection from Valley Farm on Wash Lane with concerns over potential flooding.

It was considered that the majority of the highway concerns had now been addressed.

Beccles Town Council was pleased to be informed that Hopkins Homes had agreed to its proposal to install electric car charging points on the site. However, Council was disappointed that Hopkins Homes had not agreed at this stage to provide the PV or other technology that would generate the electricity sustainably.

It was considered that the majority of the Ecology and Conservation issues raised had now been addressed.

##### **Consultees**

##### **Neighbour consultation/representations**

- 4.2 Four objections have been received raising the following points:
- The exit from Richard Crampton Road onto London Road in the direction of Beccles Town Centre as a result of the 200 additional cars that this development will yield will be more dangerous.

- Traffic exceeds the 30mph limit.
- There will be pressure at other junctions into the town causing safety issues for school children crossing London Road using the cycle track, and on foot at the Fredericks Road and Ashman's Road junction.
- The opening of the Southern Relief Road appears to have reduced heavy vehicles using London Road, but increased light vehicle traffic. This will be worse with the completion of this development.
- Increased risk of flooding if water is put into the Wash Lane ditch.
- This is unspoilt land of great visual amenity on the southern approach to the town. To approve the application will set an unwelcome precedent for large scale development of this area of the town.
- Air pollution and noise will harm residents near traffic light controlled junctions.
- Infrastructure is inadequate with too few doctors, school places and insufficient drainage, sewerage and other utilities.
- The development is close to an existing conservation area, and stylistically is out of keeping with the existing housing in that area.
- Housing is needed but should be on small scale brown sites.
- Urges installation of swift bricks.

#### **4.3 Suffolk County Council – Archaeology:**

No objection subject to conditions

#### **4.4 Suffolk County Council - Highways Department**

No objection subject to conditions. The developer will provide raised kerbs and a shelter on the western side of London Road (as shown on drawing no. 1711-124/SK001 Rev I). Therefore, in order to provide a raised kerb on the eastern side a S106 contribution of £2500 is requested.

#### **4.5 Suffolk County Council PROW:**

It is accepted that off-site Public Right of Way improvements must be requested via CIL in the Waveney district.

#### **4.6 Suffolk County Council Section 106 Officer.**

The infrastructure requirements will need to be considered by Waveney District Council and the County Council be a party to any sealed Section 106 legal agreement.

#### 4.7 **Suffolk Wildlife Trust**

Have read the ecological survey report (Hopkins Ecology Ltd, October 2018) and are satisfied with the findings of the consultant. It is however noted that the allocated “landscaped area” seems small in relation to the number of dwellings to be constructed. We request that a more substantial area is allocated for wildlife and a Landscape and Ecological Management Plan (LEMP) are secured for long term management of all green spaces for the benefit of biodiversity, as part of any consented development. Notwithstanding the above, it is requested that the recommendations made within the report are implemented in full, via a condition of planning consent, should permission be granted.

#### 4.8 **Suffolk Police Designing Out Crime Officer**

**Public and Private space:** Public spaces can make an important contribution to community safety and well-being by raising levels of activity and providing valuable local facilities for all age groups, but must have good natural surveillance to avoid the risk of vandalism and provide access to surrounding properties.

These areas must be inaccessible to vehicles by the use of planting or some boundary treatment.

The proposed children’s play area should be well secured, and signage should clearly indicate the intended use relating to a specific age group. It should be located sufficiently close to nearby properties to ensure observation but at an appropriate distance to ensure no nuisance from noise. This can be secured by condition.

**Parking:** There has been renegotiation of detail since the initial DOCO responses and in an email received 21<sup>st</sup> February 2019 the DOCO confirms that additional windows added to gable walls have improved overlooking of communal parking areas. There remains a need to light the areas but this can be secured by condition.

**Fences and Gates:** The gates need to be robust and secure but a condition will suffice to confirm this. While trellis atop a 1.5m fence allow surveillance and are more difficult to climb, 1.8m high fences are also acceptable and can be secured by condition.

**Sheds:** The sheds will not have windows so that issue is resolved, an underfloor anchor and door locks can be required by condition.

**Lighting:** The lighting design should incorporate the footpath/cycleway around the perimeter of the site and the communal car parking areas and all elevations on properties where there is an entrance door should have dusk to dawn lighting this can all be secured by condition.

**Planting:** A detailed landscape design should prevent shrubs that when mature might grow to compromise natural surveillance. Planting next to footpaths should be kept low with taller varieties next to walls. A maintenance plan is needed to prevent planting becoming over-grown. This can be secured by condition.

**Specific Plot Observations:** Plots 68 to 71 - The parking area is now overlooked by an additional window. The lighting condition will further assist with security. Plots 124 – 131 – This has been improved by the addition of an extra window in plot 124. Not ideal but

better. Again good lighting in this area will mitigate. Plots 73-78 – the properties that abut the open space should have some form of defensible space created by planting or a small fence. Parking to 187-196: There are 13 car parking spaces in this area accessed by an Under-croft. I would prefer to see a more conventional entrance and potentially make this area smaller by providing in-curtilage car parking to 197 and 198 in combination with a lighting scheme. Gable ends to some properties would benefit from some form of defensible space. Plots: 37, 71, 124, 123, 180, 216, 190, 196, 198, 7, 9 42/45 would benefit from low fences, which could be secured by condition.

**4.9 Head of Environmental Health:**

No objection subject to conditions

**4.10 Suffolk County Council Local Lead Flood Authority**

No objection subject to conditions

**4.11 Natural England**

Suffolk recreational disturbance RAMS: Acceptable mitigation and Appropriate Assessment Record: Natural England agrees with the conclusion of the appropriate assessment that this proposal is not likely to result in an adverse effect on any international site from recreational disturbance effects. The development is part of the Local Plan Core Strategy Site Allocations, and the proposed mitigation is in line with the agreed Suffolk Recreational Disturbance Avoidance and Mitigation (RAMS) Strategy, and Natural England's guidance (attached).

Details of Green Infrastructure provision should be in line with annex 1 of the guidance, and conditioned or included in a S106 agreement. Should the applicant wish to consult us further, they may do so through our Discretionary Advice Service.

**4.12 Head of Housing**

Support the revised offer for affordable housing type and mix.

**5. PUBLICITY**

The application has been the subject of the following press advertisement:

| <b>Category</b>    | <b>Published</b> | <b>Expiry</b> | <b>Publication</b>         |
|--------------------|------------------|---------------|----------------------------|
| Major Application, | 26.10.2018       | 16.11.2018    | Beccles and Bungay Journal |
| Major Application, | 26.10.2018       | 16.11.2018    | Lowestoft Journal          |

**6. SITE NOTICES**

The following site notices have been displayed:

General Site Notice x 4 Reason for site notice: Major Application, Date posted 19.10.2018 Expiry date 09.11.2018

## 7. PLANNING POLICY

National Planning Policy Framework (2019)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *“where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise”*.

The East Suffolk Council – Waveney Local Plan (March 2019):

WLP3.2 - Site specific policy: Land to the West of London Road.

WLP8.1 – Type and Mix

WLP8.2 – Affordable Housing

WLP8.3 – Self Build and Custom Build

WLP8.29 – Design

## 8. PLANNING CONSIDERATIONS

- 8.1 This application has been submitted as a “hybrid” application where the bulk of the proposal is applied for in detail but the self build plots are by necessity being proposed in outline given that these will be individually designed by purchasers of the plots. This means that the recommended conditions need to be split to reflect the differing requirements.

### Policy

- 8.2 This site is allocated for development in the emergent/newly adopted plan. The plan is at a very advanced stage at the time of writing the report and the Inspectors final report of 1<sup>st</sup> March 2019, at paragraphs 94 and 95: *“the allocation is, in principle, sound although for the policy to be effective, MM34 is necessary to modify the requirement in terms of a ground contamination investigation report, enabling a phased development if so desired”*. This then leads to the brief within policy WLP3.2. The policy states the site should achieve a density of 30 dwellings per hectare, and provide play space equivalent to a local equipped area for play of approximately 0.4 hectares.
- 8.3 Vehicular access should be off London Road and shall be designed to operate within the capacity generated by the development. Pedestrian and cycle connections should be provided to the foot and cycle path to the north of the site. A landscaped buffer of a minimum of 10 metres in width should be provided on the south and west boundaries.
- 8.4 Natural features on the site such as the pond, trees and hedgerows should be retained and incorporated into the layout of the development. A Transport Assessment and Travel Plan should be submitted with any planning application. Any planning application is to be supported by the results of a programme of archaeological evaluation, including appropriate fieldwork, and should demonstrate the impacts of development on archaeological remains and proposals for managing those impacts. A full site investigation report assessing the risk of ground contamination should be submitted with any planning application.

- 8.5 All the requirements of this policy brief have been met, or can be conditioned where they relate to technical matters which are normally completed after permission is secured. The travel planner has requested further details by condition, that relate to the ongoing development that any Travel plan will undergo once a site use commences.

Provision of pre-school accommodation on site.

- 8.6 The applicant had been requested to provide three of the residential plots, approximately 0.09 hectare for a pre-school but considered this unreasonable and not supported in fact by the calculation methodology. This requirement had arisen through the emergent local plan.
- 8.7 Suffolk County Council have confirmed (20 February 2019) that provision will now be made at a local primary school, while this requires Secretary of State consent for the loss of primary school land to serve the pre-school, this is characterised as low risk and the education authority agree that there is now no on site requirement to provide.
- 8.8 The applicant points out that the “phase two” former garage site could in the future provide for pre-school should the need arise when that land comes forward. This land is not currently in the control of the applicant so this offer is not particularly credible at this time. The proposal is designed to facilitate redevelopment of the garage site and this will undoubtedly be financially attractive to that landowner, but that is no guarantee that the land will come forward for housing.
- 8.9 The County have generated a need calculation of 20 pre-school spaces arising from the 228 dwellings and the extra hours provision now required as provided by government and not scheduled as delivered through Community Infrastructure levy. The County has calculated this as being a £350k contribution to be secured by the S106 agreement. The applicant had initially contested the method of calculation in response to the emergent local plan making process, but has now accepted in writing that they will sign a section 106 agreement providing the funding in the amount stated.

Affordable Housing

- 8.10 The applicant is proposing 65 affordable homes within the scheme; this represents 30% of the 217 dwellings applied for full planning permission within this hybrid application and in the latest proposal will now offer three of the 11 self build properties, as affordable. The total scheme is for 228 dwellings which should generate 68 affordable homes, now does. This now accords in terms of numbers with Waveney Local Plan policy WLP8.2 and Policy WLP8.3: Self build and Custom Build which states a 5% proportion of serviced dwelling plots available for sale to self builders or custom builders and will be supported where in compliance with all other relevant policies of this Local Plan. This wording confirms that other policy requirements need to be met, including affordable housing provision. Where the developments are large, over 100 dwellings then they will be “expected” to make this provision.
- 8.11 There is compliance also with the requested type and mix put forward by the housing team at the pre-application stage. The overall number of affordable homes being offered for rent meets the 50% (of all the affordable units) requirement and the balance of other models of affordability accords to the policy.



### Type and Mix

- 8.12 The planning statement identifies 41% of the properties within the overall development as being one or two bedrooms and therefore complying with policy WLP 8.1 which asks for 40% a figure that exceeds the old policy DM17 where 35% was required. So again notwithstanding the slight variation in affordable offer from that advised by the housing team, the overall mix is in accordance with policy.

### Development of old garage site

- 8.13 The scheme is designed to facilitate development of this site too, though this is in different ownership. The capacity of the junctions within the proposed layout and other infrastructure provision is appropriate for the combined development.

### Design

- 8.14 Policy WLP8.29 – Design requires high quality design which reflects local distinctiveness which *“Demonstrate a clear understanding of the form and character of the built and natural environment and use this understanding to complement local character and distinctiveness”* and *“Respond to local context and the form of surrounding buildings in relation to: the overall scale and character layout site coverage height and massing of existing buildings, the relationship between buildings and spaces and the wider street scene or townscape and by making use of materials and detailing appropriate to the local vernacular”* It is considered that the proposal does respect the scale of the settlement of Beccles and the urban edge by decreased scale at the edge of the proposed development with larger groups and two and a half story attic rooms type development towards the centre of the site. There is little existing landscape features but existing hedgerows are partly retained and the boundary walk feature creates new greenery where the existing features are removed. These peripheral walkways linked to the existing footpath network are considered to improve local amenity. Within the site separation distances and building placement are considered appropriate. The Designing Out Crime Officer was consulted by the developer during the application process and this has resulted in a number of changes to the proposal to enhance public safety and deter crime and disorder.
- 8.15 Three storey elements within site at principle junction will afford legibility plots 19 to 22 and 190 to 196 and 99-102. The "Circus" plots 26 to 30 are two and a half storey fronting open space, creating another set piece, imbuing legibility.
- 8.16 It is noted the open space and LEAP are placed close together, this will simplify maintenance. These features are not adopted by the Local Authority now, so securing a management company or other suitable mechanism becomes important. The applicant confirms that a management company will be constituted into which future owners will pay a contribution.
- 8.17 There are a variety of solutions applied to ensure well integrated car parking with some parking on plot and some in well surveilled private parking courts and these are considered to create a good quality public realm, without the perception of car domination.

- 8.18 Adequate space for the provision for the storage and collection of waste and recycling bins is considered to be available within the site.
- 8.19 Building for Life 12 guidelines are met via this application.

#### Residential Amenity

- 8.20 There are a number of existing residences around the site, but these are all well protected from impacts of the proposal by existing or planned landscaped perimeters. Within the site the absolute minimum back to back distance has been kept to 24m, and many of the properties have staggered or angled relationships. These distances are considered acceptable in securing privacy within the scheme.

#### Noise

- 8.21 The Council's Environmental Health Officer has reviewed the noise report and confirms and agrees that the noise assessment confirms that the dominant source of noise is the adjacent A145. Noise from the road has been assessed and standard modes of construction should sufficiently mitigate this. Noise does not need to be considered any further providing the recommendations of the report are followed.

#### Ground Water

- 8.22 There is limited capacity for the site to absorb water by infiltration and is a drinking water abstraction area, so discharge to ground would be discouraged by the Environment Agency, on that basis attenuation is to be provided by underground crates and by a lagoon to the south of the site that serves too as a landscape feature. The County Council as Local Lead Flood Authority and following negotiation and the provision of further information have recommended conditional approval.

#### Highway Considerations

- 8.23 Following the submission of revised drawings the County Council is satisfied with the highway safety and other design issues and Travel planning matters and has now recommended conditional approval. The conditions proposed are included in the officer recommendation.

#### Landscape

- 8.24 The Wildlife Trust have been critical of the quantum of open space provided, it is however in line with the site brief in the adopted plan and there is in addition considerable peripheral landscaped pathways and the sustainable drainage lagoon all providing habitat and softening of the scheme. The Wildlife Trust accepts the proposal providing the mitigation measures in the Ecology Report are applied. Hybrid planning application: (i) Full planning application - Residential development of 217 dwellings (including 30% affordable dwellings) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure (ii) Outline planning application - 11 No. serviced self build plots with associated access and infrastructure

- 8.25 The Council's Landscape and Arboricultural Officer comments that the submitted Arboricultural Impact Assessment (AIA) shows existing trees and accurately reflects their condition and value and agrees with the suggested changes. Policy WLP3.2 requires a landscaped buffer of ten metres width on the south and west boundaries. This is shown but the existing hedges have not had recent management and this would ensure their longevity, this would include trimming and infilling with new planting, perhaps some cutting back down to allow thickening. This works could precede construction providing not during the bird nesting season. It is noted that the proposed landscape areas will be looked after by a management company.
- 8.26 The landscaping species on the indicative planting schedule are satisfactory. Additional Oaks to the open spaces would offer further improvement to the scheme. Full landscaping details should be secured by condition, and should include the management plan for the boundary hedges.

#### Ecology

- 8.27 The developer is providing a contribution for off-site mitigation of impacts arising from recreational activity of new residents impacting upon specific wildlife sites. The site itself provides open space and perimeter walks and these serve the recreational needs of the occupants and other local residents to some extent. An Appropriate Assessment (AA) of the proposal has been undertaken which considers the potential impacts on European sites and whether such impacts could lead to adverse affects on European site integrity. The AA concludes that there are no recreational concerns over and above those that can be mitigated for by adherence to the Recreational Avoidance Mitigation Strategy (RAMS). A full financial contribution towards the RAMS could be secured by S106 legal agreement. Natural England has concluded that the Appropriate Assessment is sound.

#### Security

- 8.28 The applicant has worked with the police 'Designing Out Crime' Officer and made some small adjustments to overlooking surveillance. There are a number of detailed matters relating to hard and soft landscape that can be secured by conditions that can reasonably have post commencement trigger points.

#### Community Infrastructure Levy (CIL)

- 8.29 The proposed development will be liable for CIL. The 2019 Indexed CIL rate per square metre is £87.57. The affordable housing element would however be liable for CIL relief. The Town Council would receive a proportion of any CIL receipts that could be spent on anything that deals with the demands that development places on their area, such as open space, school places, cycle / pedestrian routes, strategic transport infrastructure and community facilities.

#### Benefits of the Scheme

- 8.30 A significant benefit of the proposal is the provision of housing including the provision of 30% of the dwellings as affordable homes (compliant with Policy WLP8.2). In doing so, the proposal would support both the social and economic objectives of sustainability by providing housing to meet local need and by ensuring land is available to support growth.

The proposed development will also provide a contribution towards habitat mitigation and on site open space.

- 8.31 The construction of the proposed development would also generate some economic benefits, albeit temporary, as would the addition to the local economy of the additional spending power of new residents.

## 9 CONCLUSION

- 9.1 This is a well designed scheme and is now coming to determination at a time where the proposal is in accordance with the new site allocation policies. Matters of detail initially requiring further design input have been addressed to the satisfaction of the Local Planning Authority and the proposal is recommended for approval.

## RECOMMENDATION

**APPROVE** subject to the conclusion of a Section 106 agreement for the provision of affordable housing, self build plots, pre-school education and RAMS contribution and with the following conditions:

Alternatively, if the S106 is not completed within six months from the date of resolution then permission be refused for non completion of the S106 Agreement.

For the 11 dwellings offered for self or custom builders (in outline):

1. a) Application for approval of any reserved matters must be made within three years of the date of this outline permission and then  
  
b) The development hereby permitted must be begun within either three years from the date of this outline permission or within two years from the final approval of the reserved matters, whichever is the later date.

Reason: To comply with section 92 of the Town and Country Planning Act 1990.

- 2 Plans and particulars showing the detailed proposals for all the following aspects of the development of the eleven self build plots ("the reserved matters") shall be submitted to the Local Planning Authority and development shall not be commenced before these details have been approved:
  - The siting of all buildings within their plots.
  - The design of all the buildings, including the colour and texture of facing and roofing materials. A landscape design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels.
  - Measures to minimise water and energy consumption and to provide for recycling of waste.
  - The provision to be made within each plot for the parking, loading and unloading of vehicles.
  - The alignment, height and materials of all walls and fences and other means of enclosure.

Reason: To secure a properly planned development.

For the 217 dwelling part where full planning permission is sought:

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

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

2. The development hereby permitted shall be completed in all respects strictly in accordance with the attached drawing list shown below, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

|  |                  |                           |              |
|--|------------------|---------------------------|--------------|
| Site Layout  | Thrive           | SL.01 RevC                | January 2019 |
| Coloured Site Layout                                 | Thrive           | CSL.01 RevC               | January 2019 |
| Location Plan  | Thrive           | LP.01 RevC                | January 2019 |
| Affordable Housing Layout                            | Thrive           | AHL.01 RevD               | January 2019 |
| Boundary Materials Layout                            | Thrive           | BML.01 RevD               | January 2019 |
| Street Elevations                                    | Thrive           | SE.01 RevA                | January 2019 |
| Coloured Street Elevations                           | Thrive           | CSE.01 Rev A              | January 2019 |
| Materials Plan                                       | Hopkins<br>Homes | 010 RevA                  | January 2019 |
| Artistic Site Overview                               | Hopkins<br>Homes | 011                       | January 2019 |
| Landscape Strategy Plan                              | Aspect           | ASP03 RevB                | January 2019 |
| Pedestrian / Cycle Links<br>Connectivity Plan        | Aspect           | ASP05                     | January 2019 |
| <b>House Types</b>                                   |                  |                           |              |
| Affordable House Type 673<br>– Elevations            | Thrive           | AFFHT.673.e RevA          | October 2018 |
| Affordable House Type 673<br>– Floor Plans           | Thrive           | AFFHT.673.p RevA          | October 2018 |
| Affordable House Type 861<br>(2-Block) – Elevations  | Thrive           | AFFHT.861(2blk).e<br>RevA | October 2018 |
| Affordable House Type 861<br>(2-Block) – Floor Plans | Thrive           | AFFHT.861(2blk).p<br>RevA | October 2018 |
| Affordable House Type 946<br>(2-Block) – Elevations  | Thrive           | AFFHT.946(2blk).e<br>RevA | October 2018 |
| House Type 2067 -<br>Elevations                      | Thrive           | HT.2067.e RevA            | October 2018 |
| House Type 2067 - Floor<br>Plans                     | Thrive           | HT.2067.p RevA            | October 2018 |
| <b>Plot Drawings</b>                                 |                  |                           |              |
| Plots 2-16-17 - Elevations                           | Thrive           | P.2-16-17.e RevA          | October 2018 |
| Plots 2-16-17 - Floor Plans                          | Thrive           | P.2-16-17.p RevA          | October 2018 |
| Plots 5-7 - Elevations                               | Thrive           | P.5-7.e RevB              | January 2018 |
| Plots 5-7 - Floor Plans                              | Thrive           | P.5-7.p RevB              | January 2018 |

|  |        |                  |              |
|--|--------|------------------|--------------|
| Plots 9-10 - Elevations                      | Thrive | P.9-10.e1 RevA   | October 2018 |
| Plots 9-10 - Floor Plans                     | Thrive | P.9-10.p1 RevA   | October 2018 |
| Plots 12-15 - Elevations<br>(Sheet 1 of 2)   | Thrive | P.12-15.e1 RevB  | January 2018 |
| Plots 12-15 - Elevations<br>(Sheet 2 of 2)   | Thrive | P.12-15.e2 RevB  | January 2018 |
| Plots 12-15 - Floor Plans                    | Thrive | P.12-15.p RevB   | January 2018 |
| Plots 19-22 - Elevations<br>(Sheet 1 of 2)   | Thrive | P.19-22.e1 RevA  | October 2018 |
| Plots 19-22 - Elevations<br>(Sheet 2 of 2)   | Thrive | P.19-22.e2 RevA  | October 2018 |
| Plots 19-22 - Floor Plans<br>(Sheet 1 of 2)  | Thrive | P.19-22.p1 RevA  | October 2018 |
| Plots 19-22 - Floor Plans<br>(Sheet 2 of 2)  | Thrive | P.19-22.p2 RevA  | October 2018 |
| Plots 23-25 - Elevations                     | Thrive | P.23-25.e1 RevA  | October 2018 |
| Plots 23-25 - Floor Plans                    | Thrive | P.23-25.p RevA   | October 2018 |
| Plots 26-30 - Elevations                     | Thrive | P.26-30.e RevA   | October 2018 |
| Plots 26-30 - Floor Plans                    | Thrive | P.26-30.p RevA   | October 2018 |
| Plots 37-39 - Elevations                     | Thrive | P.37-39.e RevA   | October 2018 |
| Plots 37-39 - Floor Plans                    | Thrive | P.37-39.p RevA   | October 2018 |
| Plots 60-65 - Elevations                     | Thrive | P.60-65.e RevB   | January 2018 |
| Plots 60-65 - Floor Plans                    | Thrive | P.60-65.p RevB   | January 2018 |
| Plots 66-67 - Elevations                     | Thrive | P.66-67.e RevA   | October 2018 |
| Plots 66-67 - Floor Plans                    | Thrive | P.66-67.p RevA   | October 2018 |
| Plots 68-71 - Elevations<br>(Sheet 1 of 2)   | Thrive | P.68-71.e1 RevB  | January 2018 |
| Plots 68-71 - Elevations<br>(Sheet 2 of 2)   | Thrive | P.68-71.e2 RevB  | January 2018 |
| Plots 68-71 - Floor Plans                    | Thrive | P.68-71.p RevB   | January 2018 |
| lots 79-82 - Elevations<br>(Sheet 1 of 2)    | Thrive | P.79-82.e1 RevA  | October 2018 |
| Plots 79-82 - Elevations<br>(Sheet 2 of 2)   | Thrive | P.79-82.e2 RevA  | October 2018 |
| Plots 79-82 - Floor Plans                    | Thrive | P.79-82.p RevA   | October 2018 |
| Plots 83-85 - Elevations                     | Thrive | P.83-85.e RevA   | October 2018 |
| Plots 83-85 - Floor Plans                    | Thrive | P.83-85.p RevA   | October 2018 |
| Plots 96-98 - Elevations<br>(Sheet 1 of 2)   | Thrive | P.96-98.e1 RevA  | October 2018 |
| Plots 96-98 - Elevations<br>(Sheet 2 of 2)   | Thrive | P.96-98.e2 RevA  | October 2018 |
| Plots 96-98 - Floor Plans                    | Thrive | P.96-98.p RevA   | October 2018 |
| Plots 99-102 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.99-102.e1 RevA | October 2018 |
| Plots 99-102 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.99-102.e2 RevA | October 2018 |
| Plots 99-102 - Floor Plans<br>(Sheet 1 of 2) | Thrive | P.99-102.p1 RevA | October 2018 |
| Plots 99-102 - Floor Plans<br>(Sheet 2 of 2) | Thrive | P.99-102.p2 RevA | October 2018 |

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|---|--------|--------------------|--------------|
| Plots 105-108 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.105-108.e1 RevA  | October 2018 |
| Plots 105-108 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.105-108.e2 RevA  | October 2018 |
| Plots 105-108 - Floor Plans                   | Thrive | P.105-108.p RevA   | October 2018 |
| Plots 109-110 - Elevations                    | Thrive | P.109-110.e RevA   | October 2018 |
| Plots 109-110 - Floor Plans                   | Thrive | P.109-110.p RevA   | October 2018 |
| Plots 111-114 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.111-114.e1 RevA  | October 2018 |
| Plots 111-114 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.111-114.e2 RevA  | October 2018 |
| Plots 111-114 - Floor Plans<br>(Sheet 1 of 2) | Thrive | P.111-114.p1 RevA  | October 2018 |
| Plots 111-114 - Floor Plans<br>(Sheet 2 of 2) | Thrive | P.111-114.p2 RevA  | October 2018 |
| Plots 115-117 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.115-117.e1 RevA  | October 2018 |
| Plots 115-117 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.115-117.e2 RevA  | October 2018 |
| Plots 115-117 - Floor Plans                   | Thrive | P.115-117.p RevA   | October 2018 |
| Plots 124-127 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.124-127.e1 RevB  | January 2018 |
| Plots 124-127 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.124-127.e2 RevB  | January 2018 |
| Plots 124-127 - Floor Plans                   | Thrive | P.124-127.p RevB   | January 2018 |
| Plots 128-131 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.128-131.e1 RevA  | October 2018 |
| Plots 128-131 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.128-131.e2 RevA  | October 2018 |
| Plots 128-131 - Floor Plans<br>(Sheet 1 of 2) | Thrive | P.128-131.p1a RevA | October 2018 |
| Plots 128-131 - Floor Plans<br>(Sheet 2 of 2) | Thrive | P.128-131.p2 RevA  | October 2018 |
| Plots 133-135 - Elevations                    | Thrive | P.133-135.e RevA   | October 2018 |
| Plots 133-135 - Floor Plans                   | Thrive | P.133-135.p RevA   | October 2018 |
| Plots 138-140 - Elevations                    | Thrive | P.138-140.e RevA   | October 2018 |
| Plots 138-140 - Floor Plans                   | Thrive | P.138-140.p RevA   | October 2018 |
| Plots 141-142 - Elevations                    | Thrive | P.141-142.e RevA   | October 2018 |
| Plots 141-142 - Floor Plans                   | Thrive | P.141-142.p RevA   | October 2018 |
| Plots 145-147 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.145-147.e1 RevA  | October 2018 |
| Plots 145-147 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.145-147.e2 RevA  | October 2018 |
| Plots 145-147 - Floor Plans                   | Thrive | P.145-147.p RevA   | October 2018 |
| Plots 152-153 - Elevations                    | Thrive | P.152-153.e RevA   | October 2018 |
| Plots 152-153 - Floor Plans                   | Thrive | P.152-153.p RevA   | October 2018 |
| Plots 163-164 - Elevations                    | Thrive | P.163-164.e RevA   | October 2018 |
| Plots 163-164 - Floor Plans                   | Thrive | P.163-164.p RevA   | October 2018 |
| Plots 177-179 - Elevations                    | Thrive | P.177-179.e RevA   | October 2018 |
| Plots 177-179 - Floor Plans                   | Thrive | P.177-179.p RevA   | October 2018 |

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| Plots 181-183 - Elevations                    | Thrive | P.181-183.e RevA  | October 2018 |
| Plots 181-183 - Floor Plans                   | Thrive | P.181-183.p RevA  | October 2018 |
| Plots 186-189 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.186-189.e1 RevA | October 2018 |
| Plots 186-189 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.186-189.e2 RevA | October 2018 |
| Plots 186-189 - Floor Plans                   | Thrive | P.186-189.p RevA  | October 2018 |
| Plots 200-202 - Elevations                    | Thrive | P.200-202.e RevA  | October 2018 |
| Plots 200-202 - Floor Plans                   | Thrive | P.200-202.p RevA  | October 2018 |
| Plots 207-209 - Elevations                    | Thrive | P.207-209.e RevA  | October 2018 |
| Plots 207-209 - Floor Plans<br>(Sheet 1 of 2) | Thrive | P.207-209.p1 RevA | October 2018 |
| Plots 207-209 - Floor Plans<br>(Sheet 2 of 2) | Thrive | P.207-209.p2 RevA | October 2018 |
| Plots 210-212 - Elevations<br>(Sheet 1 of 2)  | Thrive | P.210-212.e1 RevA | October 2018 |
| Plots 210-212 - Elevations<br>(Sheet 2 of 2)  | Thrive | P.210-212.e2 RevA | October 2018 |

Reason: For the avoidance of doubt as to what has been considered and approved.

3. The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No. 1711-124SK001 Rev I; and made available for use prior to the occupation of any dwelling. Thereafter the access shall be retained in the specified form.

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

4. No part of the development shall be occupied until details of the proposed pedestrian crossing, footways and associated highway improvements (including Bus Stop relocation and improvement) shown on Drawing No. 1711-124SK001 Rev I have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

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

5. Before the development is commenced details of the areas to be provided for storage of Refuse/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 refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

6. Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.



Reason: To ensure that roads/footways are constructed to an acceptable standard.

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

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

8. Before any works commence including the delivery of any materials other than those required to construct safe access into the site, the further details for the construction of the access either in full or on a temporary basis shall be submitted in written and drawn form and the agreement in writing of the Local Planning Authority obtained. The work shall be undertaken to form the access before any other works are commenced and shall include the areas of verge for vision splays being cleared, in advance of other activity on the site.

Reason: To ensure a safe access to the site is provided before other works and to facilitate off street parking for site workers in the interests of highway safety.

9. The occupation of any dwelling within the site shall not commence until the area shown within the site, depicted on Drawing No. HOPK180527 SL01 Rev C for the purposes of loading, unloading, manoeuvring and parking of vehicles and secure cycle storage, for any dwelling that is to be occupied has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

10. Before the access is first used visibility splays shall be provided as shown on Drawing No. 1711-124/SK001 Rev I with an X dimension of 2.4 metres and Y dimensions of 90 and 120 metres and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

11. Prior to the occupation of any dwelling the Travel Plan dated December 2018 and its requirements must be implemented in full.

Reason: In the interest of sustainable development as set out in the NPPF, and Policy CS15 of The Approach to Future Development in Waveney to 2021 - Core Strategy Development Plan.

12. Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a Residents Travel Pack (RTP) in accordance with the requirements in the Travel Plan (dated December 2018). Not less than 3 months prior to the first occupation of any dwelling, the contents of the RTP shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and shall include walking, cycling and bus maps, latest relevant bus and rail timetable information, car sharing information, personalised Travel Planning and a multi-modal travel voucher.

Reason: In the interest of sustainable development as set out in the NPPF, and Policy CS15 of The Approach to Future Development in Waveney to 2021 - Core Strategy Development Plan.

13. On occupation of the 100th dwelling a revised (or Full) Travel Plan must shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority, which is based on the Travel Plan (dated December 2018). This Travel Plan must contain the following:

- Baseline travel data based upon the information provided in the Transport Assessment and the residents living on the site, with suitable measures, objectives and targets identified targets to reduce the vehicular trips made by residents across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met
- The full contact details of a suitably qualified Travel Plan Coordinator to implement the Travel Plan
- A commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority for a minimum period of five years, or one year after occupation of the final dwelling (whichever is the longest duration) using the same methodology as the baseline monitoring
- A suitable marketing strategy to ensure that all residents on the site are engaged in the Travel Plan process
- A Travel Plan budget that covers the full implementation of the Travel Plan
- A copy of a residents travel pack that includes a multi-modal voucher to incentivise residents to use sustainable travel in the local area

The approved Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Travel Plan and shall thereafter adhere to the approved Travel Plan.

Reason: In the interest of sustainable development as set out in the NPPF, and Policy CS15 of The Approach to Future Development in Waveney to 2021 - Core Strategy Development Plan.

14. Further details of soft landscape shall be submitted and agreed in writing by the Local Planning Authority before work proceeds beyond installation of the floor slabs for the properties.

Soft landscaping shall follow the recommendations made by the ecology report and should include a range of native plant types to provide a range of resources for wildlife in accordance with. Drawing 6535/LM ASP03 revision C. The landscape buffer areas and the

attenuation lagoon, should use native hedgerow species in accordance with the ecology report. Feature trees should accord with the recommendations of the ecology report. Ornamental planting and grassland areas of the open spaces should accord with the ecology reports suggestions.

The additional measures to support ecology suggested in the report shall be further detailed.

Reason: To mitigate impacts on wildlife and ecology and further promote ecology.

- 16 The strategy for the disposal of surface water and the Flood Risk Assessment (FRA) (originally dated July 2018, with Addendums dated December 2018 and January 2019) shall be implemented as approved in writing by the local planning authority. The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained

17. The development hereby permitted shall not be occupied until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act.

18. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

- a. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-
  - i. Temporary drainage systems
  - ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
  - iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan

- 19 No development shall take place until a site-specific Construction Environmental Management Plan has been submitted to and approved in writing by the LPA. The plan must demonstrate the adoption and use of the best practicable means to reduce the affects of noise, vibration, dust and lighting. The plan should include, but not be limited to:

- Arrangements for liaison with the Council's Environmental Protection Team
- Mitigation measures as defined in BS 5228: Parts 1 and 2: Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for the emergency deviation of the agreed working hours.

- Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air - borne pollutants.

Thereafter the development shall be conducted in accordance with the approved Plan.

Reason: In the interests of residential amenity and to ensure that the development can be carried out safely without unacceptable risks to neighbours and other offsite receptors.

20. Prior to first occupation, all dwellings with off street parking shall be provided with an operational electric vehicle charge point at safe, accessible and convenient locations, with an electric supply to the charge point capable of providing a 7kW charge.  
Prior to first occupation, at least 10% of car parking spaces in private communal parking areas shall be provided with an operational electric vehicle charge point at reasonably and practicably accessible locations. The Electric Vehicle Charge Points shall be retained thereafter.

Reason: To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and enhance local air quality in line with the National Planning Policy Framework (NPPF) paragraphs 105 and 110.

#### **ADDITIONAL NOTES**

#### **BACKGROUND INFORMATION:**

See application ref: DC/18/4312/FUL at  
[www.eastsuffolk.gov.uk/public-access](http://www.eastsuffolk.gov.uk/public-access)

#### **CONTACT**

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