

CIRCULATED IN ADVANCE OF THE MEETING

ALTERATIONS AND ADDITIONS REPORT

16th October 2018

Item 9 DC/18/2231/FUL Fallowfields Oulton

Recommended highway and ecology conditions in full:

12. The northern vehicular access/estate road junction shall be completed in all respects in accordance with Drawing No. 7020-SL01-D "Proposed Site Layout"; and be available for use before occupation. Thereafter it shall be retained in its approved form. At this time the existing northern access within the frontage of the application site shall be permanently and effectively "stopped up" in a manner which previously shall have been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety to ensure the approved layout is properly constructed and laid out and to avoid multiple accesses which would be detrimental to highway safety.

13. No part of the development hereby permitted shall be occupied until the existing vehicular access/estate road junction has been improved, laid out and completed in all respects in accordance with 7020-SL01-D "Proposed Site Layout". Thereafter the access shall be retained in the specified form.

Reason: In the interests of highway safety to ensure that the layout of the access is properly designed, constructed and provided before the development is occupied.

14. The use shall not commence until the area(s) within the site shown on 7020-SL01-D for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles 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.

15. Before the development is commenced details of the areas to be provided for secure cycle storage 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 and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site secure cycle space to enable future occupiers readily use this sustainable means of transport.

Note: It appears that all the properties, even those with garages, will require 3m² area secure garden sheds, or similar, to be provided for the storage of cycles. The garages shown on the drawings are nominally 6m by 3m. The Suffolk Parking Guidance (2015) states:

Garages of size 7.0m x 3.0m are considered large enough for the average sized family car and cycles, as well as some storage space, and will be considered a parking space. Any smaller and the garage could not be considered a car parking space or count towards the parking space allocation. However, reduced minimum internal garage dimensions of 6.0m x 3.0m (internal dimension) will be deemed to count as a parking space provided that additional fixed enclosed storage of minimum size 3m² is provided.

16. Before the development is commenced details of the areas to be provided for storage, and presentation of, 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.

17. Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

18. Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing, lighting, traffic calming 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.

19. Before the development is commenced, details of the the alterations to the existing estate roads and footpaths, as indicatively shown on Drawing Number 7020-SL01-D (alterations include remove/relocate existing traffic humps; install new speed table/pedestrian crossing; intall new speed table/cycle track crossing; and alter and extend existing cycle track) 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.

20. 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.

21. All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence.

No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

Reason: To ensure satisfactory residential amenity during construction.

22. Before further works proceed, an ecological assessment shall be prepared that defines the remaining flora on the site as recommended by the Wildlife Trust in their letter of 16th July 2018. This survey shall be accompanied by an appraisal which details how development can proceed retaining and mitigating impact and enhancing the site's wildlife capacity. The report shall be submitted in writing to the local planning authority and written consent given, before further works proceed, and work shall then proceed in accordance with the report.

Reason: There remains on this site some flora of significant interest and there are opportunities to retain and enhance the site's potential in a way envisaged by policy LOW1.

Email received 16.10.18

Chris – see below from John Goldsmith re Orchids

From: John Goldsmith [<mailto:john@aurum-ecology.co.uk>]

Sent: 28 July 2018 08:59

To: 'Ed Gilder'

Cc: 'Stephen George'

Subject: RE: Former site for school Fallowfields, Lowestoft

Morning Edward,

I have had a good look at the Fallowfield site (and secured the Heras fence properly after entry).

There are **no orchids** remaining on the site. Some dead leaves or flower stems would be visible, even in these dry conditions, if any were present.

The machinery activity over the winter has brought up some subsoil and a number of plants typical of old wet fields have germinated.

Probably the most interesting observation was Common Blue butterflies (< a dozen) laying eggs on the abundant plants of Black Medick. Perhaps it might be possible to use some of the top soil with Black Medick seeds within the public area?

I did find one small group of six live Japanese Knotweed stems. There are some dead stems which may be this species, so I imagine chemical treatment has already taken place. These are situated about half way along the western boundary, and I have marked them by blue arrows on the ground, and sprayed some blue paint on the plants to make them easier to re-find. See picture.

Do you have anyone who treats issues like this for your firm, or do you want me to deal with them?

Regards,

John