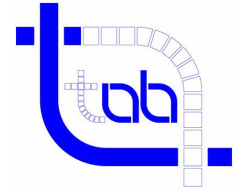


Planning, design and access statement

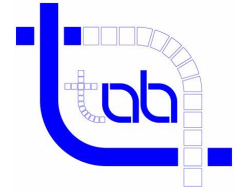
Full application for a front, rear and side extension along with the sub division of a single into two, 2 bed dwelling.

5 Aspals Close, Beck Row, Bury St Edmunds, IP28 8BB



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1.0 Introduction

- 1.1 This planning, design & access statement has been prepared on behalf of the BTP Group for the proposal to construct a small front, rear and side extension along with the sub division of dwelling. Which will comprise of 2no. Market dwellings (semi-detached) two bedroom properties, with associated parking and amenities
- 1.2 TAB will address relevant planning issues and a range of primary considerations which collectively impact upon the development of the site. The purpose of this document is to demonstrate the process of assessment and evaluation that has been undertaken in relation to the physical, social and planning context for the proposed site and surrounding area.
- 1.3 The statement must accompany planning applications for both outline and full planning permissions. The elements to be described in the statement will be the same regardless of whether the application is for outline or full planning permission, but their scope will differ.
- 1.4 The level of detail required in this statement will depend on the scale and complexity of the application, and the length of the statement will vary accordingly. Statements must be proportionate to the complexity of the application.
- 1.5 This statement helps to ensure development proposals are based on a thoughtful design process and a sustainable approach to access; they allow the applicant to explain and fully justify their proposals; and they help all those assessing the application to understand the design and access rationale that underpins them.

2.0 Application Site

2.1 The proposed site is located on the eastern edge of Beck Row and is the last residential site. The site lies approximately 3.5 miles south of Lakenheath and sum 2.5 miles north of Mildenhall. The site is located on an already established residential estate, with significant works being carried out adjacent to site. To the immediate northern boundary the residential estate along with the eastern, southern and western boundary. Further afield is RAF Mildenhall.



2.2 The site currently is a two bedroom bungalow with parking and amenity's, it is accessed via Aspals close. It can be seen that the property is in need of modernisation. The figures below clearly demonstrate the need for modernisation both externally and internally.

2.3 The landscaping and the proximity of the neighbouring properties have informed the siting of this proposal to provide a reflective and complementary development. In the proposal the client shall enhance the boundaries where possible.

2.4 Due to the nature of the application a new access will be required to access the split element of the dwelling, this can be seen on TAB891 07.

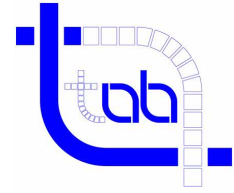
- 2.5 The bungalow is not listed, nor in a conservation area and falls within West Suffolk District Council. The surrounding area and context is made up of predominately detached bungalows and houses. The surrounding properties are all of similar architectural character and It is appreciated that any development of this site needs to make a valid contribution to the site and its surroundings.



The above images demonstrate the prominent position of the dwellings and need to be upgraded.

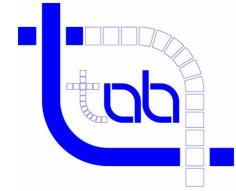
3.0 Application History

- 3.1 as per west Suffolk councils records there are no evidence of any prior applications from present to 1974

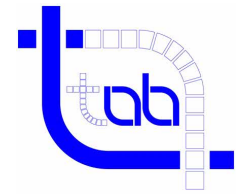


4.0 Application Proposal

- 4.1 The proposed layout of this application is for the sub division of one dwelling into two, which consists of two bedrooms, kitchen, living, dining and bathroom. Each unit will have separate access, amenity and drainage on an area of approximately 492m².
- 4.2 The intention is to extend the existing dwelling into two units, given the open space surrounding the property and minimal impact the proposed will have on the neighbouring properties. The extension(s) to the existing structure will increase the footprint by 57.7m² along with a new roof structure for storage.
- 4.3 The properties will be market dwellings consisting of two 2 bedroom properties, with dedicated access, private amenity and parking. The proposed footprint will be extended on to allow for the addition of extra amenities and can be seen on drawing TAB891/04-07.
- 4.5 Foul water and surface water drainage systems will be incorporated within the existing drainage present on site.



- 4.6 Existing boundary vegetation will be added and enhanced where possible or replaced with native planting and other biodiversity rich species to ensure the visual impact of the proposals are minimised whilst providing an important food or habitat resource to the local wildlife.
- 4.7 Design – There are numerous traditional techniques available to be applied on site, with the close link to the village core. Although no specific materials or details have been selected at this stage, the principle will follow the traditional vernacular. It is important when creating a new development to make reference to existing architectural styles in accordance with Policy . External materials such as render and brick along with pan tiles and plain tiles will be considered and discussed with the planning officer at a detailed design stage.
- 4.8 It is the applicant’s aspiration for the development to be constructed in a sustainable manner, using eco-friendly and sustainably sourced materials among other sustainable construction considerations.
- 4.9 The principle of development is established through the sustainable location identified. As such, this provides excellent developmental potential given the relationship to existing built development, nearby services and facilities and infrastructure which results in positive planning policy consideration.
- 4.10 The proposal adopts an appreciation for its surroundings through its proportionate extent, scale and form and is a product of such research. The design cues adopted integrate with the surrounding area, ensuring that built character is enhanced. The scheme responds well to the material constraints identified, presenting a wholly deliverable scheme in a sustainable location.
- 4.11 Acoustic values it is possible to apply objective standards to the assessment of noise and the design of new dwellings and how one should seek to achieve these objective standards. The nationally applied standard is BS 8233:2014 'Guidance on Sound Insulation and Noise Reduction for Buildings'.
- 4.12 In all cases, acceptable internal noise levels in living rooms would be achieved by the provision of a good quality standard thermal double-glazing unit (minimum sound reduction performance of $RW = 33$ dB) and improvement of the ‘coincidence frequency’.
- 4.13 This would be achieved, for example by 2 x 6mm panes of glass separated by a 20mm cavity. Sufficient background ventilation should be provided by in-frame trickle ventilators fitted with acoustic hoods, or an alternative acoustic ventilator providing the same or better acoustic performance as the glazing system.
- 4.14 Acoustic foams will be used during installation to ensure that noise cannot leak into the dwelling between the wall and the window frame. High-performance acoustic sealants will be used to prevent noise skirting around the frame.



- 4.15 Soundproof Doors add more mass which dissipates the noise, as well as preventing sound from getting around the frame and through the internal locking mechanism. doors employ the same glazing as the Soundproof windows (above), also using two different thicknesses of glass in order to combat the coincidence frequency.
- 4.16 Walls Noise Reduction Insulations i.e. acoustic membranes, rockwools and mute boards. Complementary High Mass Materials which are materials of different densities stop sounds at a greater range of frequencies. Acoustic Sealants seal up gaps that soundwaves can travel through. Walls to be a cavity wall (timber frame) with full fill CavityTherm 360 An engineered system providing added resilience against increases in wind-driven rain resulting from climate change. CavityTherm 360 is a bio-enhanced high performance composite board of enhanced PIR with a Lambda value as low as 0.020 W/mK for full fill cavity wall applications.
- 4.17 CavityTherm 360 offers all of the unique benefits of our full fill built-in wall insulation system along with pioneering environmentally sensitive features that meet both the RIBA 2030 Climate Challenge and LETI targets. When built into a traditional 110-150mm cavity using standard foundation widths, building skills and local materials CavityTherm 360 achieves U-Values down to 0.12 W/m²K. An environmentally conscious solution to low energy design, that results in traditional homes that meet the RIBA 2030 Climate Challenge targets.

CavityTherm 360 U-Values Table

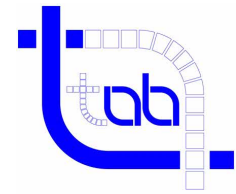
Thickness(mm)	Block Thermal Conductivity			
	1.13	0.51	0.15	0.11
105 (110mm O/A)	0.17	0.17	0.16	0.15
120 (125mm O/A)	0.15	0.15	0.14	0.14
145 (150mm O/A)	0.13	0.12	0.12	0.12

- 4.18 The roof space will be insulated with increased depth to add layers/massing to ensure adequate protection against potential noise from aircraft overhead. Within the pitched rafters will be ECO360 MA Bio-enhanced, superior performance PIR insulation suitable for sloped roofs (ventilated, hybrid or warm). ECO360 MA for roofs offers excellent insulation performance with a thermal conductivity of 0.020 W/mK. Using pioneering environmentally conscious technology, ECO360 MA in roof applications will reduce heat loss while also delivering excellent thermal bridging details.
- 4.19 This bio-enhanced insulation is lightweight, easy to install and combines high compressive strength with low thermal conductivity, providing a high performance solution for roof insulation. ECO360 MA is halogen free. The product packaging is bio-degradable and the overall packaging content has been reduced significantly

ECO360 U -Values Table

Thickness between (mm)	Thickness below (mm)	Rafter Centres	
		400mm	600mm
150	50	0.13	0.12

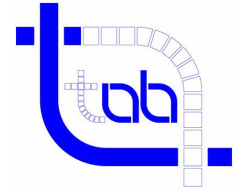
- 4.20 Along with Rockwool Rollbatt Thermal Insulation (150mm x doubled to provide 300mm total thickness) is made up of medium density stone wool insulation. The thermal insulation boasts acoustic properties in addition to being fire performance rated A1 Euroclass non-



combustible. Rollbatt is pre-split into either 2 x 600mm widths or 3 x 400mm widths. Excellent thermal insulation Outstanding acoustic protection Non-combustible – Euroclass A1 Multi-application Available as a complete roll, pre-cut widths, or pre-split, for easy installation Durability – will not sag or slump Considerably enhances thermal performance and sound reduction in, increasing energy efficiency and creating quieter spaces. As an all-round high specification option for thermal, acoustic and fire performance, Rockwool Rollbatt is the ideal insulation solution for all building types.

Product	Format	Thickness (mm)	Width (mm)	Length (mm)	Area (m ² /pack)	Lambda (W/mK)	R-value (Wm ² /K)
TwinRoll	Pre-split (2 x 100mm thickness), not pre-cut	200 (2 x 100)	1200	2750	6.60	0.044	2.27
Roll	Single thickness, not pre-cut	150	1200	3650	4.38	0.044	3.41
Roll	Single thickness, not pre-cut	170	1200	3200	3.84	0.044	3.86
Rollbatt	Single thickness, pre-cut	100	1200 (2 x 600)	4800	5.76	0.044	2.27
Rollbatt	Single thickness, pre-cut	100	1200 (3 x 400)	4800	5.76	0.044	2.27
Rollbatt	Single thickness, pre-cut	150	1200 (2 x 600)	3650	4.38	0.044	3.41
Rollbatt	Single thickness, pre-cut	150	1200 (3 x 400)	3650	4.38	0.044	3.41

- 4.21 Mechanical Ventilation and Heat Recovery (MVHR) system will be installed within property where internal noise levels, with windows open, would exceed the BS 8233 “reasonable” design targets for day and night. The applicant has accepted this recommendation. On this basis, MVHR systems would be installed (typically those with an external sound level above 55 dB LAeq,16hr during the day or 45 dB LAeq,8hr at night). The number and location of those properties can be determined with detailed further analysis at design and construction stage.
- 4.22 In general terms, the system typically consists of fans within the roof area of a property which extract and supply air from and to the premises via small bore ductwork built into the building. The extracts usually take air from “wet rooms” such as kitchens, bathrooms and toilets. The supply fans usually provide air to living areas and bedrooms.
- 4.23 The system may be designed such that the extracted air is filtered and treated with a percentage of the air being returned to the living areas (hence the “heat recovery”). MVHR systems are now being installed as a matter of course into buildings in order to comply with the requirements of recent Building Regulations relating to energy conservation and building air-tightness. In this respect, the system is sustainable.
- 4.24 It should be noted that the advice above is based on the worst case assessment undertaken using the scheme layout plan and is to demonstrate that an acceptable environment can be achieved. Final design specifications for acoustic treatment can be undertaken at design and construction stage. Approval of the details of such matters can be required by planning condition if felt necessary.



5.0 Planning Background

5.1 The proposal engages the tests of local and national planning policy. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, then that determination must be made in accordance with 'the Plan' unless material considerations indicate otherwise. The following documents are therefore considered relevant:

5.2 Forest Heath Core Strategy Development Plan Document (2001-2026)

Policy CS 2 - Natural Environment. Policy CS 3 - Landscape Character and the Historic Environment. Policy CS 4 - Reduce Emissions, Mitigate and Adapt to future Climate Change
Policy CS 5 - Design Quality and Local Distinctiveness

5.3 Forest Heath and St. Edmundsbury Councils Joint Development Management Policies Document (2015)

Policy DM1: Presumption in Favour of Sustainable Development

Policy DM2: Creating Places – Development Principles and Local Distinctiveness

Policy DM7: Sustainable Design and Construction

Policy DM8: Low and Zero Carbon Energy Generation

Policy DM12: Mitigation, Enhancement, Management and Monitoring of Biodiversity

Policy DM13: Landscape Features

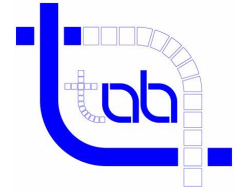
Policy DM14: Protecting and Enhancing Natural Resources, Minimising Pollution and safeguarding from hazards

Policy DM17: Conservation Areas

Policy DM20: Archaeology

Policy DM22: Residential Design

Policy DM46: Parking Standards



5.4 Supplementary Planning Guidance

Suffolk Guidance for Parking – Technical Guidance (2015)

Suffolk Design Guide (2000)

5.5 National Planning Policy Framework (2021)

2- Achieving sustainable development

5- Building a sufficient supply of homes

Particularly paragraph 80. d.

6- Building a strong, competitive economy

8- Promoting healthy and safe communities

9- Promoting sustainable transport

11- Making effective use of land

12- Achieving well-designed places

14- Meeting the challenge of climate change, flooding and coastal change

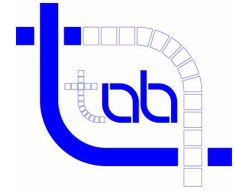
5.6 The NPPF requires that development be sustainable and that adverse impacts do not outweigh the benefits to be acceptable in principle. Paragraph 8 of the NPPF sets out three dimensions for sustainable development:

“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

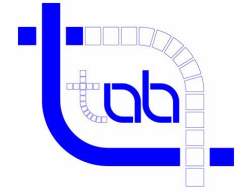
b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’

health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”.



- 5.7 In articulating the proposal amongst planning policy, the 'material tests' here are whether the harm caused by such development are significant enough to cause real adverse impact on the character and setting of the area, residential amenity, flood risk, ecology, and also the highways function of the site. Sequentially, regard shall also be given to the sustainability of the proposal relative to the merits of the proposal.
- 5.8 It is established that the test of isolation primarily considers two main aspects, being: The relationship to existing built development, and; The relationship to facilities and services and their accessibility In this instance, the site presents within the settlement development within a close distance of services, facilities and amenities.
- 5.9 Furthermore the Chartered Institution of Highways and Transportation (CIHT) Guidelines for Providing for Journeys on foot identifies acceptable distances for various journeys such as commuting, walking to school and recreation. The following walking distances are identified:
Desirable - within 500m
Acceptable - within 1000m
Considered - within 2000m
- 5.10 The Framework
- 5.11 With regard to promoting sustainable transport, paragraph 108 advises that in assessing "specific applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- 5.12 Paragraph 110 continues that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe."
- 5.13 Paragraphs 122 & 123 support development that makes efficient use of land.
- 5.14 Chapter 12 of the Framework highlights a need for all developments to achieve a high standard of design that is also of high-quality, as part of gaining planning permission for development proposals.



- 5.15 The Local Plan will seek and enable development that improves the economic, social and environmental objectives through the application of the following national and locally distinctive sustainable development principles:

Mitigate and adapt to climate change;

Protect and enhance the natural, built and historic environment;

Allocate and facilitate developable land that seeks to provide access to homes, employment, retail, leisure and other facilities;

Assist in the creation and maintenance of inclusive, environmentally sustainable communities making the best and most efficient use of previously developed land, buildings and natural resources

Direct jobs and growth towards the most sustainable locations contributing towards the economy and jobs in rural areas, helping to achieve the right balance throughout the District; and

Co-ordinate development with transport provision ensuring good access to existing community facilities, services and open space, together with new facilities and services where necessary.

Consideration of the cumulative impact of development, in particular, the impact on the environment.

- 5.16 “The Council will require high quality design in all development within the District that:

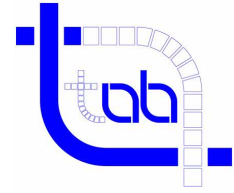
Respects and is sensitive to the character of the surrounding area and makes a positive architectural and urban design contribution to its context and location;

Contributes positively to the public realm and public spaces, protecting the high levels of amenity and quality of life making west Suffolk an attractive, successful and vibrant place for residents, workers and visitors;

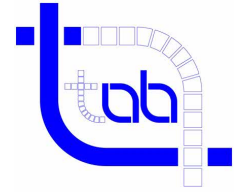
Creates high quality, safe and sustainably designed buildings, places and streets; and

Maximises connectivity within and through a development and to the surrounding areas, including the provision of high quality and safe pedestrian and cycle routes.

Innovative and contemporary design where it enhances sustainability will be encouraged and promoted across the District. Development of poor design, that does not respect or improve the character and quality of the area and the way the area functions, will be refused planning permission.



- 5.17 The design and layout will optimise the density of the development to a level which is appropriate and justified for the locality. Higher density proposals will be sought at appropriate locations, including town centres, areas with good public transport accessibility and sustainable urban extensions.
- 5.18 Proposals for housing must take appropriate account of need identified in the most up to date Strategic Housing Market Assessment with particular regards to size, type and tenure of dwellings. These needs include appropriate provision for all groups in the community such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own home.
- 5.19 Planning permission will be granted where appropriate parking provision is provided by the developer to serve the needs of the proposed development. Development should provide sufficient parking spaces to avoid inappropriate on street parking, highway safety problems and to protect living and working conditions locally. The appropriate parking provision for a development will be determined using the parking standards as a 'starting point' which may be varied to reflect local conditions such as the availability of public parking, sustainable travel modes, Travel Plan provisions and design and conservation objectives.
- 5.20 New dwellings should be designed to the highest possible standards. All new development must achieve a specification of high architectural, urban and landscape design quality and contribute to the distinctive character and amenity of the local area.
- 5.21 The Council will promote high quality design in the district by requiring that the design of new dwellings meets the following criteria:
- a. Preserves or enhances the special character of the historic environment, and complements the district's heritage assets
 - b. Integrates to a high degree of compatibility with the surrounding area, in terms of: layout, form, style, massing, scale, density, orientation, materials, and design, in order to reinforce the positive and distinctive local character and amenity
 - c. Incorporates sustainable design and durable construction, observing best practice in energy efficiency and climate change mitigation, and is accessible and adaptable to different activities and land uses and the changing needs of all, including disabled and older people;
 - d. Consists of high quality details and materials that respects or improves local character;
 - e. Responds appropriately to, and is completely integrated with, the existing layout of buildings, surrounding streets, open spaces and patterns of development. The layout of new development should create direct, recognisable, through routes that improve legibility and movement through places, and positively contribute to street frontages;
 - f. Ensures that high quality hard and soft landscaping is integral to layout and design, and opportunities to introduce green urban design solutions are optimised. Specifically, development proposals should respond to: i) landform; ii) levels, slopes and the fall from the



ground; iii) trees on and close to the site; iv) natural boundary features; v) the biodiversity of the site and its context; and vi) maximise the use of permeable surfaces;

g. Is designed to reduce opportunities for crime and antisocial behaviour, creating safe, secure and accessible environments;

h. Provides an appropriate level of amenity for buildings,

i. Provides high standards of accommodation for housing in terms of size, quality and arrangement of internal space, external private and external communal amenity space, and access to usable open space;

j. Creates clear distinctions between private and public space, and integrates building services equipment and facilities in a well-planned manner;

k. Requires development to provide appropriate facilities for refuse, recycling and servicing;

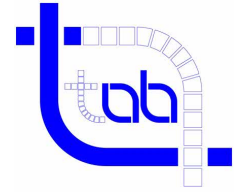
m. Does not compromise highway safety, enabling safe access for vehicles and for walking and cycling;

n. Provides adequate parking and consideration of safe storage for bicycles;

o. Development should be designed to reduce the impact on local air quality, particularly from road traffic, especially in those areas in or likely to impact on, areas identified as 'at risk' of exceeding air quality objectives.

Development that does not fully address the criteria above will not be permitted.

- 5.22 All development proposals should respond to current best practice and demonstrate that they are in general conformity with the design principles set out in established urban design guidance, any subsequently produced design guidance Supplementary Planning Document adopted by the Council or other design guidance endorsed by the Council and/or through neighbourhood planning.



- 5.23 Where there are no development plan policies relevant to the application, or the policies of most importance are out of date, the Council will grant permission, unless taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the National Planning Policy Framework, or if policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed.
- 5.24 The applicant considers that the proposal has demonstrated accessibility that accords with the development plan policies (regardless of limited weight applicable through Paragraph 11(d) as engaged) and the flexible approach advocated by the NPPF and that the balance would fall in favour of this proposal.
- 5.25 “Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:
d) the development would involve the subdivision of an existing residential building”
- 5.26 The host dwelling has been deemed unviable to update. We have the opportunity to replace the exiting foot print with a new structure. By adding a minimal series of extension's will allow the proposal sufficient floor area to make two dwellings.
- 5.27 the exisiting dwelling could house up to four occupants over 3 bedrooms, this proposal seeks to retain that over 2 bedrooms whilst providing a healthy amount of amenity space throughout the dwelling.
- 6.0 Site Context
- 6.1 This section summarises the contextual analysis undertaken within the design process. It explores the site and the surrounding setting covering a range of topics such as topography, townscape, drainage, ecology and heritage. The issues raised with the analysis will help to inform the design principles and a vision to which the layout proposals will accord.
- 6.2 The village of beck row have an appropriate range of services and facilities and local infrastructure to support the level of development proposed under this planning application, as evidenced by the existing residential developments.
- Local facilities including the local shop, café, cleaners, restaurant, estate agents, beauty salon, hairdressers and car sales are within a 10 minute walk of the site including a bus stop to higher order settlements, such as mildenhall.
- 6.3 Public Right of Way – There are no PRoW within or bordering the site.
- 6.4 Tree Preservation Order – There are no TPO's on any trees on or bordering the site.

- 6.5 The site does not lie within the Conservation Area. And there are no listed or buildings of interest within close proximity to the site. Towards the south of the site is aspal close nature reserve this application will have limited no impact on the reserve.



7.0 Facilities

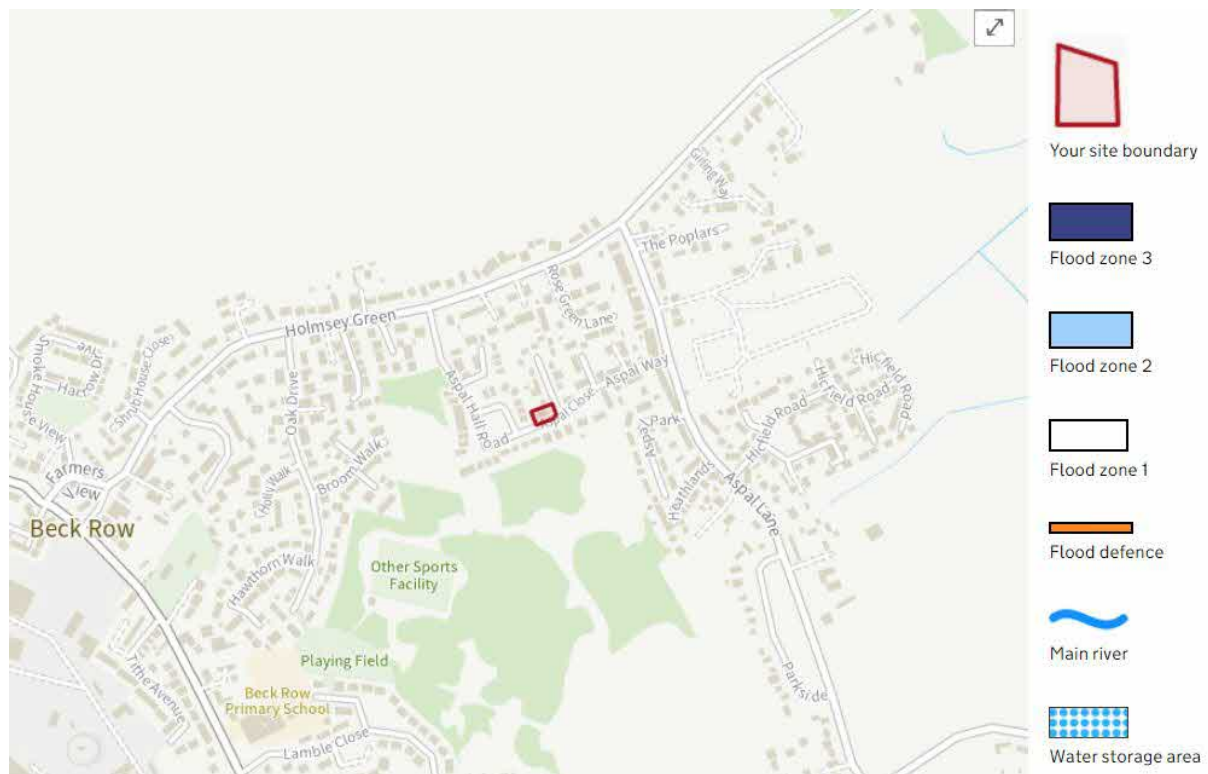
- 7.1 There are facilities onsite, given the nature of the historic development. The site is occupied with a residential dwelling.

8.0 The Need

- 8.1 The effect of small scale schemes such as this can make an important contribution to housing supply, and smaller sites are often more readily developable than larger strategic sites where there may be significant infrastructure issues to address.
- 8.2 The acceptability of the site for development has been thoroughly considered to meet an identified housing need, namely that of two bedrooms with Part M accessible design.

9.0 Physical Context

9.1 The extract below shows that the site is located within Flood Zone 1, the lowest risk flood zone.



9.2 The site's physical context together with the aspiration of our client to deliver a sustainable development has influenced the access, layout, scale, appearance and landscaping of the indicative proposals. This context includes the location and setting, existing site boundaries including trees, layout and density of existing housing and topography.

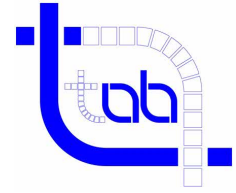
10.0 Access

10.1 Vehicle access will be provided in accordance to highway guidelines, this can be seen on TAB891-07. The original access for 5 Aspals close will be removed and made good to allow for two new vehicle access to be proposed, allowing for occupants for each dwelling to safely park off the road.

10.2 There is then a hierarchy with shared surfaces providing access to individual properties and their parking spaces, ensuring the development is not car-dominated.

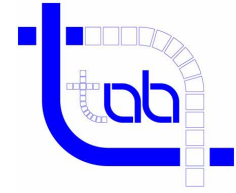
10.3 Refuse vehicles will not enter site, residents will wheel the bins to the roadside for collection as per existing.

10.2 The proposed dwellings will be accessed via the existing road surface of aspals close. Parking will be provided adjacent to each of the proposed dwellings, using a sustainable porous surface to minimise any impact on the existing ecology. The nature of the new development

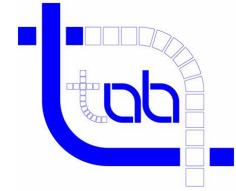


using a new approved access will ensure that all traffic movements will be of a slow speed and kept to a minimum.

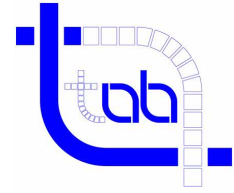
- 10.3 Access in and out of the dwellings will be in accordance with LABC – building regulations Part M Cat.01 compliant, unless further criteria is required (Cat.02 & Cat.03).



- 11.0 Amount
- 11.1 It is proposed to develop a sustainable development through the sub division of the existing property at 5 Aspals close into two, 2bed dwellings.
- 12.0 Layout
- 12.1 The proposed layout has evolved from an initial feasibility study as being an appropriate location to site the new dwellings to both minimise and mitigate any detrimental impact on the surrounding environment and ecology and existing land use.
- 12.2 The general proposed layout and sitting of the dwellings is illustrated on the accompanying plans drawing No. TAB891 04-06. The layout, orientation and siting of the new dwellings have been derived from a number of influencing factors. Primarily the key factors determining the layout proposals are the site constraints; site orientation, reducing potential overlooking and the aspiration of creating energy efficient buildings that utilise passive solar gain and natural ventilation and solar energy to its advantages.
- 13.0 Landscaping
- 13.1 The site has no existing landscaping /fencing. New landscape features such as cherry trees or native hedging (or similarly approved vegetation) to enhance the ecology onsite will be used.
- 13.2 The layout of the proposals therefore seeks to create spaces within the site that have a good relationship and also relate to the required orientation for sustainable aspirations and to provide healthy environments for the end users.
- 14.0 Scale
- 14.1 The scale of the proposals has been further carefully considered restricted to single storey structures relating to the site context and neighbouring structures. The scale and mass are proportionate to the site area with the resulted pattern of development being of an appropriate scale and unobtrusive to the setting and any neighbouring amenity. The built form would not be of a scale as to not detriment the characteristics or setting.
- 15.0 Appearance
- 15.1 The proposed layout of this application is for 2 dwellings, with associated access, amenity space and drainage systems on an area of approximately 492m².
- 15.2 The external appearance of the proposal reflects the character of the area, and is intently focused upon core design policies in this regard.
- 15.3 Arguably, the scheme could adopt a more expressive form, however the applicant considers it appropriate for the scheme to settle and blend within its immediate vicinity. Certainly, the visual appearance of the proposal would not be uncharacteristic, offering a degree of uplift to that currently established, through the application of blended materials and finishing.

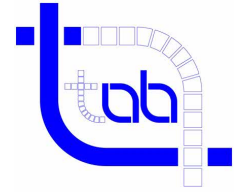


- 15.4 The proposal responds favourably to Policies CS5, DM2, DM13, DM22, and Paragraphs 127 and 130 of the NPPF. There is little before the LPA to suggest the scheme should be refused upon design and layout grounds.
- 15.5 Policy DM2 seeks to safeguard amenity of existing and future occupiers of the development and surrounding area with good shared amenity space, proportionate to the size of the dwelling. The proposal responds well to these policies, in conjunction with earlier design policies discussed. Paragraph 127 of the NPPF also holds regard to the protection and preservation of residential amenity, which the scheme wholly delivers.
- 15.6 Whilst nobody has a right to keep the existing view from their home, the applicant acknowledges that the LPA will consider the effect the dwelling may have on the outlook from principal windows of neighbouring property. The design emphasis here avoids undue intrusion to windows that make an important contribution to the domestic enjoyment of neighbouring dwellings.
- 15.7 Subsequently, the proposal does not result in unacceptable overlooking from private vantage points. The proposed openings have been carefully considered with neighbouring domestic land nearby in mind. However door and window elements can be obscurely glazed if the LPA consider it necessary. Given the nature of the plot and adjoining land uses, overlooking is extremely limited, therefore residential amenity for immediate neighbours is retained.
- 15.8 Given the single storey element no new opening formed will result in undue residential amenity harm. The scheme does not present any overlooking concern.
- 15.9 The scale, form and layout of the proposal responds well to residential amenity requirements of inter-alia policies. The real extent of material residential amenity harm caused is negligible.
- 15.10 The proposal responds favourably to Policy DM2 and Paragraph 127 of the NPPF. There is little before the LPA to suggest the scheme should be refused upon residential amenity grounds.
- 15.11 Existing boundary vegetation will be retained and enhanced where possible or replaced with native planting and other biodiversity rich species to ensure the visual impact of the proposals are minimised whilst providing an important food or habitat resource to the local wildlife.
- 15.5 Design – There are numerous traditional techniques available to be applied on site, with the close link to the village core. Although no specific materials or details have been selected at this stage for each individual property, the principle will follow the traditional vernacular. It is important when creating a new development to make reference to existing architectural styles in accordance with Policy . External materials such as render and brick along with pan tiles and plain tiles will be considered and discussed with the planning officer at a detailed design stage.



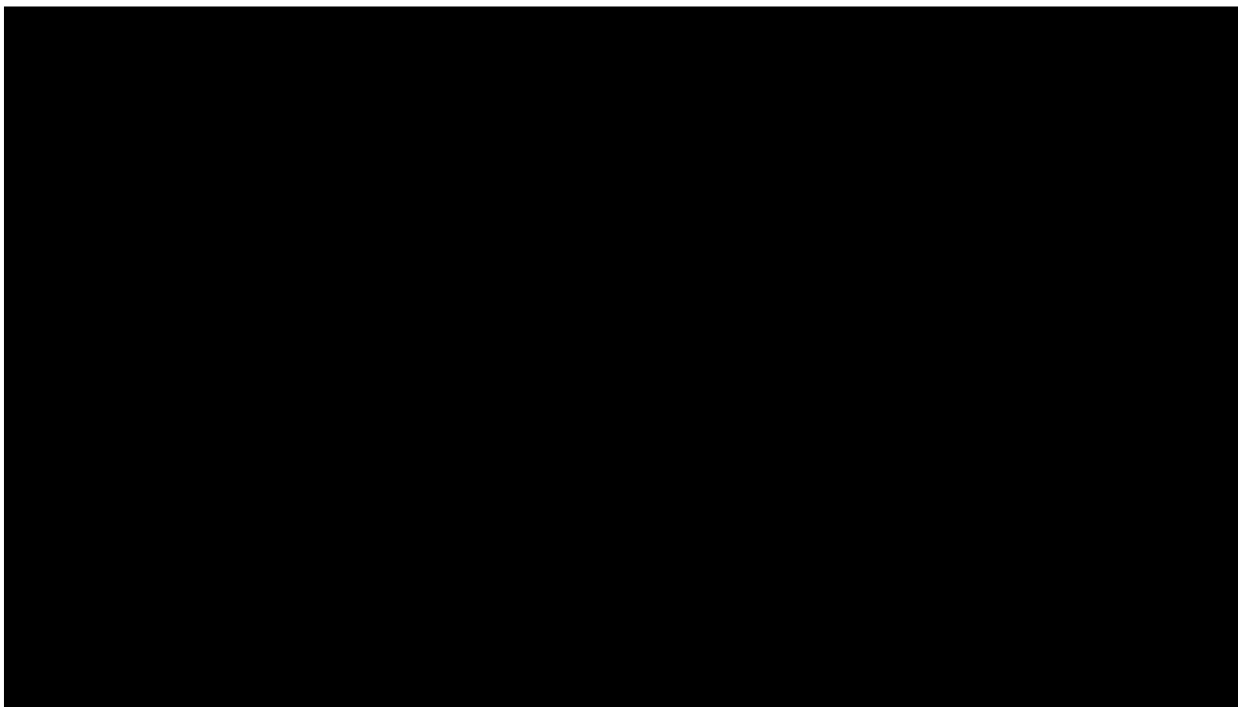
16.0 Sustainability

- 16.1 Development of any form is an environmental responsibility, where we have to look to reduce energy consumption and construct new buildings in a sustainable manner. Our client's aspirations for this project at the outset will be to promote sustainability through good quality design incorporating where appropriate established sustainable design principles together with additional sustainable technologies and material selection to optimise the developments overall sustainability credentials and minimise embodied energy and maximise recycled content and reuse.
- 16.2 Air source heat pumps would be considered for the proposal for heating and cooling systems. This would also significantly reduce the carbon footprint. Sustainably sourced timber, blockwork, brick and pre-fabricated systems, which are made off-site in a factory are all viable options to consider. Eco-friendly insulating materials include materials such as sheep's wool, cellulose or wood fibre. These can be reused and recycled and are fully biodegradable. Thermally efficient double or triple-glazed windows and doors will offer high thermal performance. The installation of photovoltaic panels would also reduce the dwellings carbon footprint.

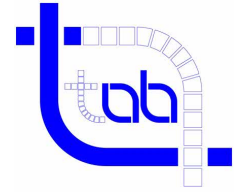


17.0 Environmental / Ecology Impact

- 17.1 The site, together with the proposed siting of the dwellings on the site, has been carefully considered to mitigate any environmental impact.
- 17.2 Land Contamination - Investigative checks have indicated that the site is not considered to present risk to future owner / occupiers through land contamination. The site presents a nugatory contamination risk, and would not provide reason for refusal.
- 17.3 Mitigation measures and enhancements for all aspects of ecology will be adopted and utilised to ensure the site works simultaneously with its surroundings.

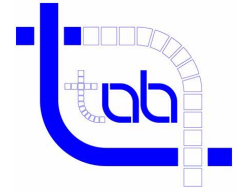


- 17.8 There have been no recordings of any bat activity directly onsite to date. However, the presence of bats are likely, it is recommended as a part of the application we introduce good quality roost boxes see appendix 2.
- 17.9 A soft landscaping plan for the Development should incorporate planting of native species scrub and/or trees to provide nesting and foraging habitat for birds. The provision of integrated bird and bat boxes, please see appendix C into new buildings should be considered to deliver a positive outcome for biodiversity in overall terms.
- 17.10 In this instance the small-scale of the proposed development (less than 50 units), and the distance from this and other designated sites, precludes any significant impact on the SSSI.



18.0 Conclusions

- 18.1 This statement is for the sub division of an existing property into two, 2 bed dwellings and has been developed in accordance with planning policy and in response to the constraints and opportunities. It establishes the ability for a high quality design solution to be provided at a detailed stage to provide new family homes.
- 18.2 The detailed access proposals accord with the adopted standard allowing safe access and egress to the site and enhancing the current arrangement. The indicative layout demonstrates an ability to provide sufficient parking.
- 18.3 The site is also sustainably located to allow for alternatives to the private car with good access to local facilities within 10 minute walking distance including bus stops providing regular services to higher order settlements such as Mildenhall, Newmarket and Bury St Edmunds.
- 18.4 The planning application and layout demonstrates a scheme that will be in keeping with its context. Scale and massing are proportionate to the surrounding area with the resulting pattern and density of development being appropriate and unobtrusive to the setting and neighbouring properties.
- 18.5 The site is generally surrounded by residential properties. Other potential sources of noise in the vicinity of the site are residential properties.
- 18.6 There are no significant constraints on the development site in relation to noise, beyond a medium risk from aircraft noise associated with RAF Lakenheath and RAF Mildenhall, for which a mitigation strategy is set out, and will be subject to a future detailed acoustic design statement.
- 18.7 Given the existing footprint of the property, the decision to extend upon the property to offer 2 properties proves to be the best way to be economically viable.
- 18.7 Building Regulations – The proposed works will require Building Regulations approval, for which the applicant intends to direct to the Council's Building Control Team and ensuring the project complies with the current values and guidelines. This is entirely separate from the Planning system, but is included for completeness and assurance.
- 18.8 Delivery – The applicant is keen to deliver the proposal. The LPA may therefore wish to capitalise on the implementation of the sought planning permission, by imposing a more finite time limit for commencement.
- 18.9 In conclusion the proposals provide a high quality design response to the site and we look forward to progressing this planning application with West Suffolk Council.



Appendices

Appendix 2



This Improved Roost-Maternity Bat Box. A large 3 crevice box. Suitable for larger roosts or maternity groups of the small British crevice-dwelling bats - the Pipistrelles, Soprano Pipistrelles and Barbastelle's. These species make up over three quarters of UK bats.