

Consultee Comments for Planning Application

DC/23/0012/FUL

Application Summary

Application Number: DC/23/0012/FUL

Address: Hazel Stub Depot Burton End Haverhill Suffolk CB9 9AF

Proposal: Planning application - a. conversion of existing light industrial depot building (class E) to nine apartments (class C3) b. external car and bicycle parking, refuse area and landscaping

Case Officer: Ed Fosker

Consultee Details

Name: Mr Matthew Axton

Address: West Suffolk House, Western Way, Bury St Edmunds, Suffolk IP33 3YU

Email: Not Available

On Behalf Of: Environment Team

Comments

CONTAMINATED LAND:

The application is supported by a Phase 1 Preliminary Risk Assessment, undertaken by Groundsure, reference GSP-2023-2252-1 dated 14 February 2023. The report presents a summary of the history and environmental setting of the site and surrounding area together with a findings of a site walkover survey. The report presents the findings in a conceptual site model and risk assessment. The risk assessment identifies a moderate risk as a result of historical contamination. The report recommends intrusive investigations are undertaken.

The scope and the recommendations of the report are acceptable. Given that the report recommends intrusive investigations, we recommend the standard land contamination condition is attached, should planning be granted,

PROPOSED CONDITIONS:

Standard conditions 04G, 04H and 04I

1. No development approved by this planning permission shall commence until the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

- i) A site investigation scheme,
- ii) The results of a site investigation based on i) and a detailed risk assessment, including a revised Conceptual Site Model (CSM),
- iii) Based on the risk assessment in ii), a remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions.

2. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works as set out in the remediation strategy is submitted to and approved, in writing, by the Local Planning Authority.

3. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason (for all three conditions)

To protect and prevent the pollution of controlled waters, future end users of the land, neighbouring land, property and ecological systems from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 174, 183, 184, Environment Agency Groundwater Protection: Principles and Practice (GP3), Policy CS2 (Sustainable Development) of the Core Strategy and Policy DM14 of the Joint Development Management Policy.

AIR QUALITY/ELECTRIC VEHICLES:

Paragraph 107 of the NPPF states that 'local parking standards for residential and non-residential development, policies should take into account e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.' Paragraph 112 of the NPPF states that 'applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

Air Quality Planning Policy Guidance lists mitigation measures for reducing the impact of air quality and includes the provision of "infrastructure to promote modes of transport with a low impact on air quality (such as electric vehicle charging points)."

St Edmundsbury Core Strategy Policy CS2, Sustainable Development, requires the conserving and, wherever possible, enhancing of natural resources including, air quality.

Policy DM14 of the Joint Development Management Policies Document states that proposals for all new developments should minimise all emissions and ensure no deterioration to either air or water quality.

Section 3.4.2 of the Suffolk Parking Standards also has requirements for electrical vehicle charging infrastructure, including the installation of a suitable consumer unit capable of providing 7.4kW charge in all new dwellings.

Part S of the Building Regulations requires an electric vehicle charging point to be included for new dwellings where there is an associated parking space. In this case the dwellings will have associated spaces as defined.

We therefore do not require a planning condition requiring EV charging in this instance as this will be enforced by the building regulations, however, should the layout change we would request the opportunity to review the amendments to assess whether they impact the above conclusion.