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1. Site description and context

- 1.1. The site is occupied by a two-storey end of terrace dwelling located on the junction of Hamlet Road and Elmhurst Close in Haverhill. The existing dwelling is constructed using buff face brick walls and vertical plain tile hanging, white framed windows and plain roof tiles. The side of the site features a good sized garden together with a detached garage accessed off Elmhurst Close providing off-street parking for at least two vehicles. The surrounding area is residential in character comprising a variety of housing types.
- 1.2. The site is located within the Housing Settlement Boundary and is excluded from the Haverhill Conservation Area. The existing dwelling is not listed however, 25m west to the site on the opposite side of Hamlet Road is a Grade II* listed building known as Anne of Cleves House.
- 1.3. This submission comprises the following documents
 - Application Form
 - Certificate A
 - Site Location and Block Plans as existing
 - Existing Site Plan
 - Proposed Site Plan
 - Proposed plans and elevations
 - Biodiversity Checklist
 - Water consumption statement
 - This statement

2. Proposed development

- 2.1. This application is informed by planning consent DC/23/1203/FUL dated 29 February 2024.
- 2.2. This application seeks planning consent for the construction of an almost identical extension externally but with the accommodation amended to provide 2no apartments. The proposed apartments will continue the existing terrace, fronting Hamlet Road. The site is located within the settlement boundary of Haverhill where the principle of new dwellings is acceptable subject to design, impact on amenity and impact on the highway network.
- 2.3. This development accords with LPA policy DM2 as the proposal respects the character and appearance of the immediate and surrounding area, and does not cause an adverse impact upon residential amenity and highway safety. Along with LPA policies CS5 and DM2 this development will conserve the character and local distinctiveness of the area

3. Planning Policy

- 3.1. In 2019 Forest Heath District Council and St Edmundsbury Borough Council were replaced by a single authority, West Suffolk Council. The development plans for the previous local planning authorities were carried forward to the new council by regulation. The development plans remain in place for the new West Suffolk Council and, with the exception of the Joint Development Management Policies document (which had been adopted by both councils), set out policies for defined geographical areas within the new authority. Therefore the following policies set out in the plans produced by the now dissolved St Edmundsbury Borough Council will be applicable.
- 3.2. Policy DM1 Presumption in Favour of Sustainable Development
- 3.3. Policy DM2 Creating Places Development Principles and Local Distinctiveness
- 3.4. Policy DM10 Impact of Development on Sites of Biodiversity and Geodiversity Importance
- 3.5. Policy DM11 Protected Species
- 3.6. Policy DM12 Mitigation, Enhancement, Management and Monitoring of Biodiversity
- 3.7. Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- 3.8. Policy DM15 Listed Buildings

- 3.9. Policy DM17 Conservation Areas
- 3.10. Policy DM22 Residential Design
- 3.11. Policy DM46 Parking Standards
- 3.12. Vision Policy HV1 - Presumption in Favour of Sustainable Development Vision Policy HV2 - Housing Development within Haverhill
- 3.13. Core Strategy Policy CS1 - St Edmundsbury Spatial Strategy
- 3.14. Core Strategy Policy CS2 - Sustainable Development
- 3.15. Core Strategy Policy CS3 - Design and Local Distinctiveness
- 3.16. Core Strategy Policy CS7 - Sustainable Transport Local Plan
- 3.17. The NPPF was revised in December 2024 and is a material consideration in decision making from the day of its publication. Paragraph 232 is clear however, that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the Framework; the greater weight that may be given. The policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provision of the 2024 NPPF that full weight can be attached to them in the decision-making process.

4. Planning Assessment

4.1. Planning history

- [Planning application - a. two dwellings with vehicular access and parking b. additional parking for 19a Hamlet Road](#) Ref. No: DC/21/0203/FUL | Status: Application Refused
- [Planning application - one dwelling \(following demolition of side extensions to 19A Hamlet Road\)](#) Ref. No: DC/23/1203/FUL | Status: Application Granted
- [Planning Application - Erection of detached bungalow and gar age with alteration to existing vehicular access](#) Ref. No: E/94/3119/P | Status: Application Refused
- [ERECTION OF FRONT PORCH](#) Ref. No: E/80/2097/P | Status: Application Granted
- [ERECTION OF UTILITY ROOM AND BAY WINDOW EXTENSION](#) Ref. No: E/77/2818/P | Status: Application Granted
- [Development Appeal](#) Ref. No: E/94/3119/P | Status: Appeal Dismissed of the development

4.2. Impact upon amenity

With regard to the extant planning consent, in terms of loss of privacy and overlooking towards No. 53 Elmhurst Close, the LPA considered the position of the approved dwelling satisfactory as it follows the existing pattern of development. The LPA were of the opinion that the overlooking impact will not worsen as a result of the approved proposal. This will also apply to the current application.

Policies DM2 and DM22 seek to ensure that new development does not have a detrimental impact on residential amenity, nor the amenities of the wider area. The policy states the amenities of adjacent areas by reason of noise, smell, vibration, overlooking, overshadowing, loss of light or other pollution (including light pollution, or volume or type or vehicular activity generated), must be considered.

The proposal building would not project beyond the front elevation of the host dwelling although it would extend beyond the rear wall of the host dwelling. However, with the height of the new building remaining two storey and the ground floor rear/side extensions being modest in their scale, the proposed development will not result in an adverse impact upon the neighbouring amenity of any of the nearby residents to a level which would be considered harmful. With regard to privacy, the proposed front and rear windows would provide similar views as the existing windows shown along the neighbouring properties on Hamlet Road.

Both the host dwelling and the proposed building contain adequate garden areas.

Therefore, the development complies with policies DM2 and DM22.

Highways and access

- 4.3. No objections were raised by Highways to the previous consent subject to conditions relating to subject to conditions in relation to visibility splays, access, gradients, surfacing, parking electrical vehicle charging, cycle storage, and bin storage and presentation areas.
- 4.4. LPA Policy DM46 states that all proposals must comply with Suffolk Parking Guidance. LPA policy DM2 of the Joint Development Management Policies Document seeks to ensure that proposals maintain or enhance the safety of the highway network.
- 4.5. This proposal involves the extension of an existing vehicular access with a driveway to accommodate three off-street parking spaces located to the side of the dwelling, accessed off Elmhurst Close. The existing garage and driveway serving the host dwelling are retained. Sufficient cycle storage units and refuse storage areas serving

both the host dwelling and the new dwelling are located to the side and rear boundaries.

4.6. As this proposal is very similar to the extant consent, the visibility splays, access, gradients, surfacing, parking electrical vehicle charging, cycle storage, and bin storage all comply with with LPA policies.

4.7. 2 x 2metre pedestrian visibility splays have been indicated on the site plan.

Biodiversity

4.8. Please see attached questionnaire

4.9. The previous consent contained a condition relating to Biodiversity Enhancement.

4.10. As a “self-build”, this application complies with The Biodiversity Gain Requirements (Exemption) Regulations 2024, clauses 8 (1)a, b and c.

5. Sustainability

5.1 The building will be constructed to the latest building regulations regarding energy efficiency

5.2 Electric car chargers have been indicated.

5.3 A water consumption statement has been included.

6. Design, access and Heritage statement

6.1. Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the decision maker to have special regard to the desirability of preserving or enhancing the character or appearance of a Conservation Area. The site is outside the Haverhill Conservation Area.

6.2. However, Policy DM17 states that proposals within, adjacent to or visible from a Conservation Area should preserve or enhance the character and appearance of the Conservation Area.

6.3. This proposal involves the creation of a building comprising 2no flats following from the demolition of existing side extensions served to the host dwelling. The proposed boundary measures approximately 4.9m (w) x 7.9m (l) x 7.5m (h). The proposed boundary will have an ‘L’ shaped single storey lean to side/rear extension measuring 7.6m (w) x 6.1m (l) x 3.65m (h).

6.4. From a design perspective, the proposed building continues the existing terrace of properties and is slightly narrower than the width of dwellings along this terrace, while 19C Hamlet Road at the other end of the terraced has been heavily extended. The proposed external finishes will match the existing i.e., buff facing bricks and vertical plain tiled walls, profiled concrete interlocking roof tiles with white Pvc-u window and door frames. The proposed building will have a pitched roof similar to the others in the

area therefore assimilating with the roofscape of the area. Although this proposal is situated on a corner plot that is highly visible from Hamlet Road and Elmhurst Close, due to its moderate height and being set back from the road and side boundaries, this proposal will not appear unduly prominent.

- 6.5. The Planning (Listed Buildings and Conservation Areas) Act 1990 (under Section 66) requires the decision maker to have special regard to the desirability of preserving or enhancing a listed building or its setting or any features of special architectural or historic interest which it possesses. DM15 states that development affecting the setting of a listed building will be permitted where it is not detrimental to the buildings character, architectural or historic features that contribute to its special interest.
- 6.6. The proposed building would be sited approximately 30m from Anne of Cleves House, a Grade II* listed building. As the proposed building would be constructed to a similar scale, orientation, and would have materials to match the host dwelling, it is not considered to have a detrimental impact on the Conservation Area or the Grade II* Listed Building, therefore complying with DM15. Furthermore, Historic England were consulted on the previous consent and raised no objections. This proposal is therefore considered acceptable in this regard.
- 6.7. With regard to the site plan, the proposed layout accommodates sufficient landscaping in terms of presenting a building set back within its plot in order to maintain the grassed area which is currently associated with 19A. Both 19A and the proposed building maintain satisfactory amenity space as the large area of amenity space to the side and rear of the dwelling will remain, ensuring the site retains its spacious character. The site plan also demonstrates that there is sufficient room to manoeuvre cycles as well as bins.
- 6.8. Taking the above into account, it is considered that the proposed development would not have a detrimental impact on the character and appearance of the existing dwelling or the surrounding area. Therefore, the proposed development complies with policies DM2, DM17, DM22 and CS5.

7. Transport Statement

- 7.1. Policy DM46 states that all proposals must comply with Suffolk Parking Guidance and Local Planning Authorities will seek to reduce over-reliance on the car and to promote more sustainable forms of transport.
- 7.2. Furthermore, policy DM2 of the Joint Development Management Policies Document seeks to ensure that proposals maintain or enhance the safety of the highway network.
- 7.3. The proposal involves the extension of an existing vehicular access together with a driveway to accommodate three off-street parking spaces located to the side of the dwelling, accessed off Elmhurst Close. The existing garage and driveway served for the host dwelling would be retained. Sufficient cycle storage units and refuse units served to both the host dwelling and the new dwelling are located to the side and rear boundaries, and were the subject of a condition on the previous consent.

- 7.4. The Highway Authority raised no objections raised to the earlier proposal, subject to conditions in relation to visibility splays, access, gradients, surfacing, parking electrical vehicle charging, cycle storage, and bin storage and presentation areas all of which are now shown on the site plan.
- 7.5. This proposal therefore complies with the relevant guidance and policy DM2 and DM46 in this respect.
- 7.6. The application site is located within a sustainable location, a short walk away from Haverhill Town Centre and the bus station.

8. Land Contamination

- 8.1. From the previous consent the Environment Team acknowledged “that the risk from contamination on site is low and did not recommend any conditions”.

9. Conclusion

- 9.1. I believe that these revised proposals accord with policy .

