

# **Consultee Comments for Planning Application**

## **DC/25/0962/FUL**

### **Application Summary**

Application Number: DC/25/0962/FUL

Address: The Vixen Millfields Way Haverhill Suffolk CB9 0JB

Proposal: Planning application - change of use and construction of second floor extension to existing public house to create nine flats (class C3 and three commercial units (class E)

Case Officer: Amey Yuill

### **Consultee Details**

Name: Mr Terence Stocks

Address: St Edmundsbury Borough Council, St Edmundsbury House, Western Way Bury St Edmunds, Suffolk IP33 3YU

Email: Not Available

On Behalf Of: Contaminated Land And Air Quality

### **Comments**

Thank you for consulting the Environment team regarding application DC/25/0962/FUL, please see our comments below.

Contaminated land

Submissions Reviewed:

1) Phase I Site Investigation, by Castledine Environmental, dated April 2025, reference 3926D P1 Patel Construction - Haverhill.

The report by Castledine Environmental constitutes a Phase 1 Desk Study in accordance with the National Planning Policy Framework (NPPF), which requires adequate site investigation information, prepared by a competent person (paragraph 196c).

The report is generally suitable and includes a Conceptual Site Model in Section 8 which assesses the typical contaminant linkages associated with the conversion to residential of a former commercial site. The report concludes that the site is low risk in terms of contamination with no notable potential sources. As such, no further work is recommended.

The risk does appear to be very low as there is no soft landscaping in the proposed development and therefore I would agree with the conclusions. If this changes and soft landscaping is introduced this will have to be re-evaluated.

Nevertheless, there is the potential for unexpected contamination to be present and therefore the following condition should be attached to any planning permission.

1. 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

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 193, 196, 197, 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. This condition requires matters to be agreed prior to commencement since it relates to consideration of below ground matters that require resolution prior to further development taking place, to ensure any contaminated material is satisfactorily dealt with.

#### Air 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 there are not associated parking spaces.

We therefore recommend the below condition requesting electric vehicle charge points is attached to the planning consent, should planning be granted, to enhance the local air quality through the enabling and encouraging of zero emission vehicles.

#### CONDITION

Prior to first occupation, all dwellings with off street parking shall be provided with an operational electric vehicle charge point at reasonably and practicably accessible locations, with an electric supply to the charge point capable of providing a 7.4kW charge.

Reason: To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 112 and 119 of the National Planning Policy Framework and the Suffolk Parking Standards.

Many thanks