



## Committee Report

### Planning Committee North – 13 July 2021

Application no DC/21/1200/FUL

**Location**

Common Edge  
Farnham Road  
Snape  
Suffolk  
IP17 1QW

**Expiry date** 2 June 2021  
**Application type** Full Application  
**Applicant** Dan & Sophia Le Sauvage

**Parish** Snape

**Proposal** The proposal is for a 1 and a half storey 3 bay cart lodge with tourist accommodation at first floor level. Ground floor includes two parking bays and one storage bay. First floor comprise, WC, Dining/Kitchen/Living room, bedroom and ensuite.

**Case Officer** Jamie Behling  
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#### 1. Summary

- 1.1. The proposed development seeks permission to erect a two-bay cart lodge and store with above holiday accommodation within the front garden area of Common Edge, Snape. This application is submitted in parallel with DC/21/1193/FUL for extensions to the dwelling also.
- 1.2. The referral process was triggered in accordance with the Council's scheme of delegation because the 'minded to' decision of the Planning Officer is contrary to the Ward Members recommendation to refuse due to concerns relating to Design and Residential Amenity.
- 1.3. The application was therefore presented to the referral panel on Tuesday 25th May 2021 where members felt that the application should be referred to Planning Committee to enable debate to take place in relation to the new cart lodge and holiday accommodation

above which may have a harmful impact to the residential amenity of the neighbours, the visual amenity of the area and impact to the highway network.

- 1.4. The application was brought before the North Committee on 08 June 2021 for determination; however, members resolved to defer the decision on the application to enable officers to work with the applicant to secure amendments to the scheme - to include screening on the side of the external stair, and the provision of a sitting area for guests.
- 1.5. The application is recommended for approval subject to conditions, because the scheme (as amended by revised plans since the June Committee meeting) accords with the Development Plan and is acceptable in terms of all relevant material planning considerations, including visual and residential amenity, highways safety, and tourism.

## 2. **Site description**

- 2.1. Common Edge is a two-storey residential dwelling located within the countryside next to a petrol filling station to the east and a residential neighbour to the west (Christmas Cottage). The relatively large site has historically been quite open however, over the last decade, has had numerous evergreen trees planted around the side boundaries, maturing and screening views into the site. A reasonable level of vegetation has also been planted at the front of the site again screening views in from the highway. The plot is on the south side of Farnham Road with the plot also backing onto Wadd Lane to the south.
- 2.2. A two-storey side extension was approved in 2011 under ref. C/11/0493 and subsequently built out.
- 2.3. This current application has been submitted in parallel to a separate application for a number of extensions and roof terrace to the host dwelling under ref. DC/21/1193/FUL which should be considered when assessing the cumulative impact of this proposal. This separate application was approved by the North Committee and planning permission has therefore been granted.

## 3. **Proposal**

- 3.1. The proposal seeks to erect a two-bay cart lodge and store for parking and storage for the main dwelling. Proposed above in the roof space is holiday accommodation in the form of a small annexe with one double bedroom which also has two dormer windows on the front elevation. The building will be finished in clay pantiles and painted horizontal timber cladding. The building will be 6.4 metres tall, 9.15 metres wide and 6.15 metres deep. It will contain a covered area to the rear to act as a log store.
- 3.2. Since deferral, the applicant has submitted revised plans that now show a privacy screen around the top of the external staircase and a small patio area underneath for guests to sit outside if desired. The plans also now include two cycle stores, one for the family in the main house and one for the guests within the tourist accommodation. An electric charging point is also now shown within the cart lodge recommended by SCC Highways.

#### 4. Consultations/comments

- 4.1. One representations of Objection raising the following key material planning considerations:

Over development - This proposal in combination with the parallel application DC/21/1193/FUL to extend the property and C/11/0493 which previously extended the dwelling, is considered over development of the site.

Overlooking/Loss to privacy - The proposed outbuilding will overlook a number of front garden areas of neighbours along Farnham Road

Noise - Noise from visitors coming and going from plus also any noise created within the front garden from those staying at the accommodation.

#### 5. Consultees

##### Parish/Town Council

Consultee	Date consulted	Date reply received
Snape Parish Council	13 April 2021	12 May 2021
<i>"Snape Parish Council object to this proposal, as it is outside the village envelope, the access on and off the site is a safety concern. The size of the development is very large as it is right to the side of the boundary."</i>		

##### Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council - Highways Department	13 April 2021	27 April 2021
Summary of comments: No objections with recommendation of standard conditions.		

##### Non statutory consultees

Consultee	Date consulted	Date reply received
Head of Environmental Services and Port Health (internal)	13 April 2021	21 April 2021
Summary of comments: No objections. Recommends that further investigation is undertaken to confirm the absence of Hydro Carbons.		

Consultee	Date consulted	Date reply received
Head of Economic Development (Internal)	13 April 2021	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Ward Councillor - Councillor TJ Haworth-Culf	N/A	4 May 2021

*"Please accept this email as my objection to the above application.*

*I concur with other objections that this application should be looked at in detail and referred to the Planning Committee as I understand that an objector wishes to speak. Time and time again we hear that the Planning Committees welcome people attending their meetings so that they can hear their residents and members of the public speak and answer quality questions, there should not be any barriers to prevent this.*

*This application should be looked at in conjunction with C/21/1193/FUL.*

*You will note from the attached photos, that this site was previously developed and enlarged.*

*Over development*

*Does not fit into the street scene*

*Severe loss of privacy*

*Severe overlooking of immediate neighbours and other properties*

*Highway and safety concerns*

*Noise*

*Sets a precedence*

*Please ensure that all of the objections are read out, in full, at the referral panel, and that the comments from the other application for the same property are read out and considered."*

Consultee	Date consulted	Date reply received
Ward Councillor- Cllr Jocelyn Bond	N/A	4 May 2021

*"I wish to OBJECT to this application on the grounds listed above, and I concur with both Snape Parish Council and also Cllr Cooper's submissions particularly in regard to Highway access. The neighbouring house would suffer over-looking, and in particular taken in conjunction with application no. DC/21/1193/FUL, the in combination effect would seem to confirm an even stronger case of over development than exists in the first application. I would respectfully ask that this submission is read together with my submission for application DC/21/1193/FUL, which remains a case of over development and over looking.*

*This newer application, if it is built out, would alter the street scene and set a strong precedent for other similar applications."*

Consultee	Date consulted	Date reply received
Ward Councillor - Cllr Tony Cooper	N/A	19 April 2021
<p><i>"This application needs to be put together with application DC/21/1193/Ful These two application are being put in separately to limit the noticeable total overdevelopment of the site and the adverse effect on neighbours.</i></p> <p><i>The applicants comments that "The scale and design of the proposal is appropriate to the nature of the site and sympathetic to the local vernacular and it will not have a detrimental impact on the setting" but this will allow overlooking of neighbours property, as outside staircase to gain entry to building, Backs onto a Petrol station and carwash and the building is in close proximity of a very busy road. I await highways comments."</i></p>		

Consultee	Date consulted	Date reply received
Ecology (Internal)	13 April 2021	No response
<p>Summary of comments: No comments received.</p>		

### **Site notices**

General Site Notice

Reason for site notice: New Dwelling

Date posted: 16 April 2021

Expiry date: 10 May 2021

## **6. Planning policy**

National Planning Policy Framework 2019

SCLP6.1 - Tourism (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP6.4 - Tourism Development outside of the AONB (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP6.5 - New Tourist Accommodation (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP11.1 - Design Quality (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

## 7. Planning considerations

### Principle

- 7.1. The erection of a cart lodge and store in the curtilage of a residential property is acceptable in principle so long as it complied with other relevant policies in regard to design and residential amenity.
- 7.2. The Local Plan supports tourism accommodation initiatives that enhance and broaden the choice of accommodation and visitor destination facilities, which promote year-round tourism. Under policy SCLP6.1 - Tourism, proposals which improve the visitor experience and support opportunities for year-round tourism will be supported where increased tourism uses can be accommodated. The addition of a single unit with one double bed, within a residential curtilage, is not considered to substantially add to the stock of tourist accommodation within the district and therefore it is not necessary to provide biodiversity and habitat assessments or further viability assessments. Under policy SCLP6.4 - Tourism Development outside of the AONB, will be supported where it enhances the long-term sustainability of the area. The proposal is not considered to impact the long-term sustainability of the area to a significant degree due to the intensity of the use and therefore would be compliant in regard to this part of the policy. Although the proposal is not within the settlement boundary of the village and is not connected by pathways or official cycle routes, it is located adjacent to the main road between the A12 Highway and Aldeburgh to the east which remains a fairly busy direct route to either location. The scheme does not create any harmful structure that would impact the wider landscape and is of a size that reflects its surroundings. It is of a high design standard, which would not cause significant levels of light pollution.
- 7.3. In order to protect this new accommodation from being used as a separate permanent place of residence in the future a condition has been added that will ensure that the building cannot be occupied or sold as a separate permanent dwelling but shall only be used as a holiday let in connection with the use of the dwellinghouse to which it relates or for occupation by a relative, employee or parent of the householder or his/her spouse. This is due to the proposal being acceptable in conjunction with the single residential unit of the host dwelling but would not be acceptable as a separate, independent residential unit.

### Visual Amenity, Street Scene and Landscape

- 7.4. The proposed building will be positioned in the northeast corner of the site leaving a gap of approx. seven metres between its north elevation and the road. Due to the appearance of the building, it will appear ancillary to the main house and would not appear as its own independent residential unit. The overall size and scale although large, would fit into the front garden, leaving ample turning and parking space. As the ground level is slightly lower than the road, this will reduce its overall height slightly when approaching from the west. Due to the large evergreen trees forming the east boundary only the very top of the building could be seen when approaching from the east with much of the building hidden by the surrounding vegetation. Relative to the size of the main house the building would appear

subordinate especially when considered that it is located next to a petrol filling station of a much larger character. The overall appearance would not significantly harm the character of the area or the street scene and is not in a location which would impact the wider landscape. The form and character of the building is acceptable for its rural location and the size and scale is considered reasonable in relation to the size of the plot and surrounding neighbouring properties. Therefore, taking all design elements into consideration, the scheme is deemed acceptable in terms of design under policy SCLP11.1.

### Residential Amenity

- 7.5. The proposal is positioned on the east boundary shared with the petrol filling station. This neighbour is unlikely to be affected by the development due to the nature of its business and due to the evergreen trees visually separating the two sites. Due to this there is no concern over the impact of loss to light or an overbearing structure in relation to neighbours or within the site itself. The greater impact will be to the neighbours to the west who have concerns over noise, overlooking and over development.
- 7.6. The accommodation creates two new first floor dormer windows that will face east over the front garden of Christmas Cottage and beyond. These windows are positioned approx. 27 metres from the west boundary which contains some medium height vegetation as a buffer. Although the neighbours are in dispute with the applicants over the allowed height of these hedges/trees, it is the opinion of the Local Planning Authority that due to the distance from the boundary, in combination with the areas at the front of the dwellings being more open to public views than a rear private space, that the overlooking caused and loss to privacy is not substantial nor contrary to SCLP11.2. A privacy screen has been added to the external stair to limit views across the road to the north and backward into the petrol station to the east. This address member concerns from the June PCN meeting and officers are satisfied with the amended plans provided.
- 7.7. In regard to noise, the travelling of vehicles in and out of this site is not considered to cause excessive noise when it may only be potentially one or two movements a day, plus the reasoning that the site is adjacent to a busy road which has many vehicles passing by every hour which would be a far greater nuisance than that which would be created by the development. The noise also from people staying at the holiday let is also not considered to be significant. The accommodation only provides one double bed and therefore the Local Planning Authority does not believe that any significant noise would be caused by visitors within the front garden area of the dwelling. A space has been proposed for a limited number of visitors to sit out next to the building underneath the stair away from the west boundary, but it is not necessarily a location people would be willing to spend prolonged periods of time being shaded for most of the day and having vehicular traffic passing close by. However, it offers some amenity value in conjunction with the use.
- 7.8. Overall, the proposal is considered to comply with policy SCLP11.2.

### Landscaping

- 7.9. The proposal does not require significant landscaping and with only minor changes that would not require planning permission being proposed.

## Parking and Highway Safety

- 7.10. It is judged that the new use would potentially create the coming and going of a single vehicle, once or twice a day beyond that which a residential dwelling would usually have. In consultation with SCC Highways Authority, it has been agreed that the proposal would not have a significant impact on the road network and that ample parking provision plus turning, can and will be provided on site. The proposed new use would not create any more danger, that is significantly beyond what the access already creates.
- 7.11. Vehicle charging points and cycle storage for both the dwelling and the tourist accommodation have been added to the scheme in order to create a more sustainable site and to provide tourists the means of safe storage for a more sustainable means of transport. The scheme therefore accords with the sustainable transport and highways safety objectives of the NPPF and Local Plan.

## Pollution

- 7.12. In consultation with the head of Environmental Protection, there are concerns that hydrocarbons may have migrated from the neighbouring petrol filling station. The first-floor accommodation above the void protects occupiers from harmful vapours but there must be consideration of the buried services (water pipe being permeable to HC's) and the waste pipes being conduits for vapour. Therefore, pre-commencement conditions to supply an investigation and risk assessment and remediation in regard to land contamination are recommended to ensure that, if there is any contamination, it is properly remediated prior to the use being carried out.

## Contributions

- 7.13. The applicant has agreed to pay the appropriate contribution to the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), and therefore the impact from increased housing on European (Habitats) protected sites will have been mitigated.
- 7.14. The holiday unit will also be liable for Community Infrastructure Levy that will be required to be paid if planning permission is granted and the scheme implemented.

## **8. Conclusion**

- 8.1. The proposal is considered to be of an intensity which would not cause significant impact to the highway network or the tourism capacity of the local area. The accommodation for a single tourist unit would comply with policy and would support the Councils aim to increase the variety of tourist accommodation in the area. As the design is acceptable and as noted above there is no significant impact on neighbour's amenity, the development is therefore considered to comply with the Local Plan. There are no material considerations to indicate for a decision otherwise and, therefore, planning permission can be granted.

## **9. Recommendation**

- 9.1. Authority to Determine with APPROVAL being recommended subject to the receipt of RAMS payment and subject to the following controlling conditions.

10. **Conditions:**

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.

2. The development hereby permitted shall be completed in all respects strictly in accordance with P02b and P03b received 15/06/2021, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Reason: For the avoidance of doubt as to what has been considered and approved.

3. The materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the satisfactory appearance of the development in the interests of visual amenity

4. The development hereby permitted shall not be occupied or sold as a separate permanent dwelling but shall be used as a holiday let in connection with the use of the dwellinghouse to which it relates or for occupation by a relative, employee or parent of the householder or his/her spouse.

Reason: The development is not such that the local planning authority would be prepared to approve as a separate dwellinghouse in its own right.

5. The use shall not commence until the area(s) within the site on dwg. no. P-02b for the purposes of Loading, Unloading, manoeuvring and parking of vehicles, cycle storage and electric vehicle infrastructure has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To enable vehicles to enter and exit the public highway in forward gear in the interests of highway safety

6. The vehicular access onto the highway shall be properly surfaced with a bound material for a minimum distance of 5 metres from the edge of the metalled carriageway.

Reason: To secure appropriate improvements to the vehicular access in the interests of highway safety.

7. Prior to the commencement of development, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, investigation to include Hydrocarbons, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written

report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared if found necessary and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

9. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

10. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 7, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 8, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 9.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

11. Prior to the hereby tourist accommodation first used, a privacy screen shall be erected and retained at a height of 1.7 metres from floor level, on the external staircase of the outbuilding as shown on drawing P-03b received 15/06/2021. It shall be erected using wooden angled slats in order to reduce the outlook of the staircase while allowing daylight in. This item shall thereafter be retained in its approved form.

Reason: To avoid the possibility of unacceptable overlooking and loss of privacy to neighbouring properties.

#### **Informatives:**

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. East Suffolk Council is a Community Infrastructure Levy (CIL) Charging Authority.

The proposed development referred to in this planning permission may be chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations 2010 (as amended).

If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling, holiday let of any size or convenience retail, your development may be liable to pay CIL and you must submit a CIL Form 2 (Assumption of Liability) and CIL Form 1 (CIL Questions) form as soon as possible to [CIL@eastsuffolk.gov.uk](mailto:CIL@eastsuffolk.gov.uk)

A CIL commencement Notice (CIL Form 6) must be submitted at least 24 hours prior to the commencement date. The consequences of not submitting CIL Forms can result in the loss of payment by instalments, surcharges and other CIL enforcement action.

CIL forms can be downloaded direct from the planning portal:

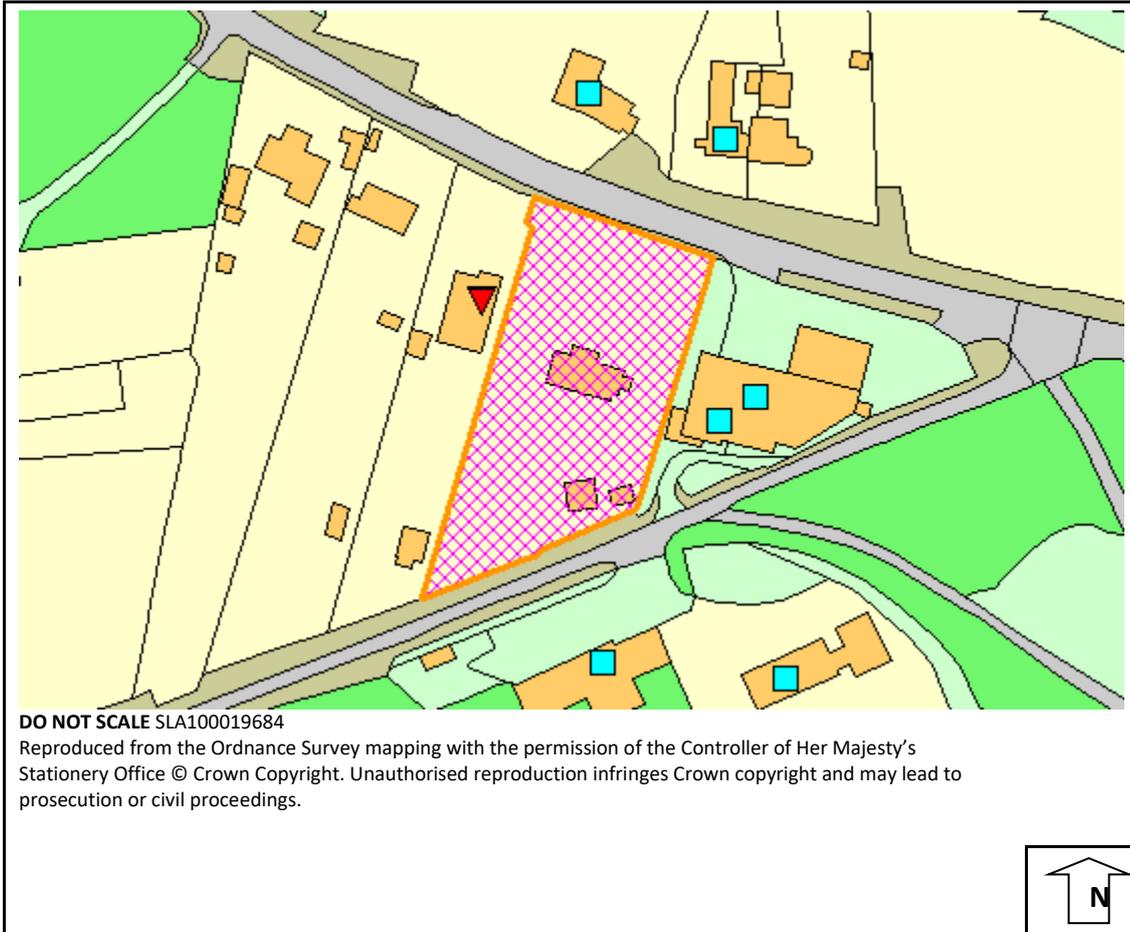
[https://www.planningportal.co.uk/info/200136/policy\\_and\\_legislation/70/community\\_infrastructure\\_levy/5](https://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy/5)

Guidance is viewable at: <https://www.gov.uk/guidance/community-infrastructure-levy>

## **Background Papers**

See application reference DC/21/1200/FUL on [Public Access](#)

## Map



## Key



Notified, no comments received



Objection



Representation



Support