



Committee Report

Planning Committee South – 28 February 2023

Application no DC/22/2984/FUL

Location

Woodside
Martlesham Road
Little Bealings
Woodbridge
Suffolk
IP13 6LX

Expiry date 4 October 2022

Application type Full Application

Applicant Mr V Leparvlo

Parish Little Bealings

Proposal Construction of one detached dwelling and garage.

Case Officer Natalie Webb

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1. Summary

- 1.1. This application seeks construction of one detached dwelling and garage at Woodside, Martlesham Road, Little Bealings, IP13 6LX.
- 1.2. This application was presented to the referral panel as officers are 'minded to approve' the application, contrary to Little Bealings Parish Council's objection. There have been no other objections from statutory consultees. The application is considered to accord with Local and National Policies and is therefore recommended for approval. The referral panel concluded that there were material planning considerations which warrant further discussion by the planning committee; the application is therefore presented to members for consideration.

2. Site Description

- 2.1 Woodside is located on the northern side of Martlesham Road. It is a detached, one and a half-storey dwelling, set within a large plot. The existing property has previously been

altered and extended over time. Consent was recently given under DC/21/4162/FUL for considerable extensions and alterations to this property. An application for the retention of the detached cartlodge with studio above as built, rather than in accordance with the plans permitted under DC/17/3824/FUL was also recently approved under DC/22/1162/FUL.

- 2.2 The site has some screening on the boundaries by existing vegetation, although glimpses of neighbouring properties on Martlesham Road and Beacon Lane to the north are visible. The site is adjacent to land which has trees protected by preservation orders, however these are not affected by the proposed development. The site is not within any designated areas nor affects the setting of a listed building. Little Bealings does not have a settlement boundary and is therefore the site is considered to be in the countryside for planning purposes.

3. Planning History

- 3.1 This application follows application DC/22/1662/FUL which sought consent for two dwellings was refused for the following reasons:

1. "This application seeks the construction of two detached single-storey dwellings at Woodside, Martlesham Road, Little Bealings, IP13 6LX. The site is located in the countryside for planning purposes, where it would not accord with any of the exemptions for residential development in the countryside; as such, the proposal does not constitute sustainable development. The proposal is therefore contrary to SCLP3.2, SCLP3.3, SCLP5.3, and SCLP5.4. The proposed development would not otherwise accord with other residential development consistent with policy on residential development in the countryside contained in the National Planning Policy Framework."

2. "The development falls within the recreational disturbance Zone of Influence for the following Habitats Sites (European designated sites) in East Suffolk, as set out in the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). Local Plan policy SCLP10.1 seeks to support regulation 63 of the Conservation of Habitats and Species Regulations (2017) (as amended) where proposals that would cause a direct or indirect adverse effect on the integrity of Habitats Sites (either alone or in-combination with other plans or projects) will not be permitted."

The applicant has failed to submit relevant information in relation to the potential disturbance caused by additional visitors to Habitats Sites as a result of the development and measures required to mitigate this. It therefore cannot be concluded that the development will not result in an adverse effect on the integrity of Habitats Sites and therefore the proposals are considered contrary to Suffolk Coastal District Local Plan (covering the former Suffolk Coastal Local Planning Authority area) policy SCLP10.1 and Section 15 of the NPPF."

4. Proposal

- 4.1 The proposed development seeks a one and a half-storey detached dwelling, with detached two bay garage (with store) located to the front of the dwelling. The dwelling will provide six bedrooms, two with ensuite, an open plan living space as well as a separate living room. Material finishes include timber cladding and render, with artificial slate roof tiles and PPC aluminium fenestration. The dwelling will have front, side and rear amenity space. Access to

the site will be provided by a new access point onto Martlesham Road, which will be constructed in accordance with the County Council's specification.

- 4.2 Revised plans were received during the application which altered the appearance of the dwelling and relocated the access point from Beacon Lane onto Martlesham Road.

5. Third Party Representations

- 5.1 One representation was received on the original layout and design (which included the access onto Beacon Lane) which objects to the application on the following grounds;

- Access
- Boundary issues
- Building work
- Dominating/Overbearing
- Landscape impact
- Light Pollution
- Loss of open space
- Loss of outlook
- Loss of Privacy
- Loss of view
- Noise
- Over Development
- Overlooking
- Parking
- Traffic or Highways
- Trees
- Wildlife
- The proposed new entrance to the planning of a new bungalow would be opposite the boundary of another property which is already being encroached by the number of cars, large lorries and construction vehicles using the lane. A new vehicle access into the Lane would encourage people to try to pass each other on that stretch of Lane encroaching our bank more than ever. There is also a mains electric cable running along the bank in that boundary for which the owners (the neighbours) are paid wayleave from Eastern Electric that is why they say they moved their fence in leaving a grass bank the other side if this bank is encroached any more this will cause the cable to be exposed causing dangerous consequences. The owners of Woodside have already taken out a large part of the hedge at the rear of the land and are using this as access for their construction vehicles, they have put down a hardcore base.

6. Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Little Bealings Parish Council	22 August 2022	13 September 2022
The Council considered the application at a recent meeting and after discussion it resolved to		

object to the application on the grounds that:

o the development was not sustainable

o the site was not a clearly identifiable gap in the Martlesham Road highway, but involved the creation of a new access on to private land, contrary to SCLP 5.4

o there would be an adverse impact on the streetscene and the character of the area, contrary to SCLP 5.7.

Statutory consultees

Consultee	Date consulted	Date reply received
SCC Highways Department	22 August 2022	6 September 2022
Summary of comments: No objection subject to the inclusion of conditions in respect of - parking provision in accordance with the submitted plans - details for secure and lit cycle storage to be submitted - details of EV charging to be submitted - refuse areas to be provided in accordance with the submitted plans		

Consultee	Date consulted	Date reply received
Environment Agency - Drainage	22 August 2022	No response
Summary of comments: No response received.		

Non statutory consultees

Consultee	Date consulted	Date reply received
East Suffolk Planning Enforcement Team	22 August 2022	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	22 August 2022	14 September 2022
Summary of comments: There is insufficient information in relation to arboricultural or landscape matters to be able to make an assessment of the proposal. There appears to be a number of trees marked on the		

proposed block plan and the dashed outline indicates they are to be removed. There are no statutory protections in place for these trees, however, if any of these trees are thought to be important in the local landscape then it is recommended that the below information is requested as a minimum.

Existing and proposed site plan:

The position of all trees within the site with a stem diameter of 75mm or more (measured at 1.5 metres above ground level), and any such trees adjacent to the application site within a distance of up to 12 times their estimated stem diameter;

The crown spreads and Root Protection Areas (RPAs) for any individual trees, and/or the overall extent of canopy and average RPAs for woodlands or substantial tree groups;

All trees that are to be removed and/or retained clearly marked;

Indicative or finalised soft landscaping/tree replacement details.

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	22 August 2022	26 August 2022
Summary of comments: Recommends a condition for the unexpected discovery of contamination.		

Reconsultation consultees

Consultee	Date consulted	Date reply received
Environment Agency - Drainage	5 December 2022	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
East Suffolk Planning Enforcement Team	5 December 2022	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	5 December 2022	6 December 2022
Summary of comments: The comments in my response dated 26th August 2022 still apply. I have no further comments to make in respect of this application.		

Consultee	Date consulted	Date reply received
Little Bealings Parish Council	5 December 2022	10 January 2023
<p>Summary of comments:</p> <p>The PC considered this application at a recent meeting and resolved to maintain object to the application on the grounds that:</p> <ul style="list-style-type: none"> o the development was not sustainable o there would still be an adverse impact on the streetscene and the character of the area, contrary to SCLP 5.7. 		

Consultee	Date consulted	Date reply received
SCC Highways Department	5 December 2022	14 December 2022
<p>Summary of comments:</p> <p>Following the change in position of the access, further information is required in respect of the visibility splays for the access. Holding objection until further information is received.</p>		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	5 December 2022	19 December 2022
<p>Summary of comments:</p> <p>Further to my previous consultation response, I have reviewed the most recent submissions and there remains a notable lack of information in relation to trees and hedges. The revised layout appears to have repositioned the access from Beacons Lane to Martlesham Road. The southern site boundary currently hosts a line of dense scrub/hedging vegetation which is of limited quality but does contribute to the rural character of Martlesham Road. The plans do not show what volume vegetation is to be removed to facilitate the access, and this may be substantial in order to obtain the necessary visibility splays. The Visualisation drawing '3005_700A' indicates that the whole of the southern boundary is to be cleared and, without significant mitigatory planting, this will render the erection of the new dwelling to be visually stark. Whilst it would be desirable to have minimal vegetation clearance, new planting of trees and hedging could quickly replace any lost value and help to integrate the new dwelling into the surroundings.</p> <p>It is recommended that any planning permission should include a condition to secure soft landscaping plans.</p>		

Consultee	Date consulted	Date reply received
SCC Highways Department	21 December 2022	13 January 2023
<p>Summary of comments:</p> <p>Following the submission of visibility splays, no objection subject to the inclusion of the following</p>		

conditions:

- access laid out to DM01 and surfaced in bound material for at least the first 5m from the highway
- gradients in accordance with highways specifications
- visibility splays in accordance with submitted details and removal of permitted development rights for obstructions over 0.6m in height within the splays
- details to be provided for parking provision/turning areas, cycle storage, EV charging, refuse storage and presentation areas and means to prevent surface water entering the highway

Publicity

None

Site notices

General Site Notice

Reason for site notice: General Site Notice

Date posted: 23 August 2022

Expiry date: 14 September 2022

7. Planning policy

National Planning Policy Framework 2021

SCLP3.2 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP3.3 - Settlement Boundaries (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP5.3 - Housing Development in the Countryside (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP5.4 - Housing in Clusters in the Countryside (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP7.2 - Parking Proposals and Standards (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP10.1 - Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP10.4 - Landscape Character (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

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

SCLP11.2 - Residential Amenity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

Recreational Disturbance Avoidance and Mitigation Strategy Supplementary Planning Document (East Suffolk Council, Adopted May 2021)

8. Planning Considerations

- 8.1 This part of the parish of Little Bealings does not have a settlement boundary and is therefore considered to be in the countryside for planning purposes. Local Plan Policy SCLP5.3 outlines where new residential development may be acceptable outside of the defined settlement boundaries. In this instance the application seeks to accord with SCLP5.3 criterion b; 'limited development within existing clusters (in accordance with Policy SCLP5.4)'.
- 8.2 Clusters can vary in size, and can include those settlements in the countryside which do not have the range or amount of facilities to be classed as a Major Centre, Town, Large Village or Small Village. The geography of the former Suffolk Coastal District is such that there are many small, dispersed communities and clusters of houses outside of the Towns, Large Villages and Small Villages. Whilst they do not have the level of services and facilities to support larger scale new housing development, some locations where there are existing clusters of five or more dwellings may be suitable for a small amount of development. The policy does not intend to support development which would have an adverse impact upon the natural or historic environment or the landscape, but that can integrate with an existing cluster of houses, and the scale and design of schemes will be expected to not cause harm to the character of the cluster or the surrounding landscape. As the policy is intended to support limited new development in clusters, it is important that consideration is given to cumulative impacts. In this respect, consideration will be given to whether there is an extant permission or completed development permitted under this policy, and the cumulative impact on the character.
- 8.3 In accordance with SCLP5.4, proposals for new dwellings within 'clusters' in the countryside will be supported where:
- "a) The proposal is for up to three dwellings within a cluster of five or more dwellings;
Or
The proposal is for up to five dwellings within a cluster of at least ten existing dwellings which is well related to a Major Centre, Town, Large Village or Small Village;
And
b) The development consists of infilling within a continuous built up frontage, is in a clearly identifiable gap within an existing cluster, or is otherwise located adjacent to existing development on two sides;
c) The development does not represent an extension of the built up area into the surrounding countryside beyond the existing extent of the built up area surrounding, or adjacent to, the site; and
d) It would not cause undue harm to the character and appearance of the cluster or, result in any harmful visual intrusion into the surrounding landscape.*
- Particular care will be exercised in sensitive locations such as within or in the setting of Conservation Areas and the Area of Outstanding Natural Beauty. Consideration will also need to be given to the features of Landscape Character Areas in accordance with Policy SCLP10.4. The cumulative impact of proposals will be a consideration in relation to the criteria above."*

- 8.4 The proposal is for one dwelling in a cluster of five or more dwellings. Before considering the proposal against the above criteria, it must be established whether the site forms part of a 'cluster'. A 'cluster' in the context of this policy consists of a continuous line of existing dwellings or a close group of existing dwellings adjacent to an existing highway; and contains 5 or more dwellings. It was established in the refused application that the site would meet this definition, as it is located within a continuous line and group of more than five existing dwellings. The dwelling would comprise of infilling within a continuous built up frontage, in a clearly identifiable gap within an existing cluster and is otherwise located adjacent to existing development on more than two sides.
- 8.5 The development would not represent an extension of the built-up area as it is already surrounded by residential development. One dwelling is proposed within a single plot depth, which has an active frontage onto Martlesham Road and amenity space which is comparable to neighbouring plots is not considered to cause harm to the character and appearance of the cluster.
- 8.6 The dwelling has been revised to be a one and a half storey dwelling which is more in-keeping with the form of development immediate to the east and west of the site. The material finishes are considered acceptable and reflective of recently approved contemporary development within close proximity to the site (DC/22/0598/VOC).
- 8.7 The development would not result in harmful visual intrusion into the surrounding landscape. In considering the aforementioned approved development and the development proposed under this application, cumulatively the impact of these permissions is also not considered to be detrimental to the local and wider character of development.
- 8.8 The council's arboricultural officer has noted that the removal of the vegetation along the southern boundary (along Martlesham Road) to provide the access and visibility splays is unfortunate; whilst the vegetation is of limited quality it does contribute to the rural character of the area. It is noted that the visibility splays largely cover the frontage of the site, where the highways authority have recommended the removal of permitted development rights for any obstructions over 0.6m in height within these splays. The proposed development does however provide the opportunity for replacement planting behind these splays which would be of a better quality than the current planting. A landscaping condition has therefore been included, for details of an appropriate planting scheme to be submitted.
- 8.9 The site is located on higher land than properties to the north on Beacon Lane, however the dwelling is positioned to follow the building line of Woodside, towards the front of the site, therefore reducing any potential impact to these dwellings in terms of overlooking or loss of light. The elevation towards woodside is single-storey, with two rooflights proposed at a high level in the roof and will not provide any overlooking. To the rear (north of the dwelling) there are dormer windows on the first-floor and a glazed gable end on the single-storey section; neither of these are considered to result in adverse amenity concern, with the windows being located in a similar position to those on Woodside and a good distance from the northern boundary.
- 8.10 There were two windows proposed on the eastern gable at first-floor level serving bedrooms. The dwelling would be set behind the building line of 68 Martlesham Road, therefore these windows would be directed towards the rear amenity space of no.68.

Officers therefore requested that these windows were omitted from the proposed development, to which the plans were revised on 18 January 2023.

- 8.11 The development is not considered to adversely impact residential amenity and therefore accords with SCLP11.2. Officers have recommended the removal of permitted development rights to ensure that the amenity of neighbouring properties is protected.
- 8.12 Suffolk County Council as Local Highways Authority (LHA) have not objected to the development, provided that the conditions included at the base of this report form any grant of permission. The site provides a safe access, sufficient parking (in bay and garage form) and has space to provide the other mitigation sought by the LHA. In this respect officers consider that the proposal accords with SCLP7.2.
- 8.13 The development site is within the recreational disturbance Zone of Influence for Habitats Sites (European Sites) in East Suffolk, as set out in the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). Habitats Regulations Assessment of the Local Plan has identified that new residential growth in East Suffolk will result in increased recreational disturbance on Habitats Sites. The in-combination effect of this new growth will, in the absence of adequate mitigation measures, result in an adverse effect on the integrity of Habitats Sites in East Suffolk.
- 8.14 The Suffolk Coast RAMS provides strategic mitigation measures to address this impact. To fund this mitigation financial contributions are collected from new developments. In order to conclude that this development will not result in an in-combination adverse effect on the integrity of Habitats Sites the relevant financial contribution to the strategy is required to be secured prior to determination. Subject to securing the required contribution, it is considered that the proposal will accord with SCLP10.1.

9. Conclusion

- 9.1 For the reasons given above and subject to conditions as recommended by consultees, it is considered that the development accords with local plan policies SCLP3.2, SCLP3.3, SCLP5.3, SCLP5.4, SCLP7.2, SCLP10.1, SCLP10.4, SCLP11.1 and SCLP11.2.

10. Recommendation

- 10.1 Approve Planning Permission, subject to the conditions outlined below:

Conditions:

1. The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

Reason: This condition is imposed in accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out other than in complete accordance with Drawing No's 3005_050A, 3005-200A, received 18 January 2023,

3005_055A, 3005_056A received 09 January 2023, 3005-100A, 3005-101A, 3005-102A, 3005-300A, 3005-700A, 3005-701A, 3005-702A and 3005-703A received 30 November 2022.

Reason: For 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 by the local planning authority.

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

4. No other part of the development hereby permitted shall be commenced until the existing vehicular access has been improved, laid out and completed in all respects in accordance with DM01; and with an entrance width of 3 metres. Thereafter the access shall be retained in the specified form.

Reason: In the interests of highway safety to ensure that the layout of the access is properly designed, constructed and provided before the development is commenced.

5. The gradient of the vehicular access shall not be steeper than 1 in 20 for the first five metres measured from the nearside edge of the adjacent metalled carriageway.

Reason: To ensure that vehicles can enter and leave the public highway in a safe manner.

6. The access driveway shall be constructed at a gradient not steeper than 1 in 8.

Reason: To ensure that vehicles can enter and leave the public highway in a safe manner.

7. Prior to the dwelling hereby permitted being first occupied, 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, in accordance with details previously submitted to and approved in writing by the local planning authority.

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

8. Before the development is commenced details shall be submitted to and approved in writing by the County Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway

9. Before any development above slab level is commenced details showing an adequate car turning space within the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To avoid unacceptable safety risk from vehicles reversing on highway by enabling vehicles to enter and exit the public highway in forward gear. This is a pre-commencement condition because it must be demonstrated that the development can accommodate sufficient turning space within the site before any construction makes this prohibitive and in the interests of highway safety.

10. Before any development above slab level is commenced details of the areas to be provided for the secure, covered and lit cycle storage including electric assisted cycles and details of the infrastructure to be provided for electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To promote sustainable travel by ensuring the provision at an appropriate time and long term maintenance of adequate on-site areas and infrastructure for the storage of cycles and charging of electrically assisted cycles in accordance with Suffolk Guidance for Parking (2019) and in the interests of sustainable travel provision and compliance with Local Plan Sustainable Transport Policies

11. Before the access is first used visibility splays shall be provided as shown on the drawing named 'Visual Splays' with an X dimension of 2.4 metres and a Y dimension of 59 metres [tangential to the nearside edge of the carriageway] and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

Reason: To ensure drivers of vehicles entering the highway have sufficient visibility to manoeuvre safely including giving way to approaching users of the highway without them having to take avoiding action and to ensure drivers of vehicles on the public highway have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary.

12. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. No further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety.

An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS10175:2011+A2:2017 and the Land Contamination Risk Management (LCRM)) 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.

Where remediation is necessary a detailed remediation method statement (RMS) must be prepared, and is subject to the approval in writing of the Local Planning Authority. The RMS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The approved RMS

must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works.

Following completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the LPA.

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.

13. No removal of hedgerows, trees or shrubs, or works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: To ensure that nesting birds are protected.

14. Within 3 month(s) of commencement of development, precise details of a scheme of landscape works (which term shall include tree and shrub planting, grass, earthworks, driveway construction, parking areas patios, hard surfaces etc, and other operations as appropriate) at a scale not less than 1:200 shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.

15. The approved landscaping scheme shall be implemented not later than the first planting season following commencement of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained for a period of 5 years. Any plant material removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season and shall be retained and maintained.

Reason: To ensure the submission and implementation of a well-laid out scheme of landscaping in the interest of visual amenity.

16. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking or re-enacting the said Order] no development of any kind specified in Part 1, Classes A, AA, B, C, D, E and Part 2, Class A of Schedule 2 of the said Order shall be carried out unless otherwise agreed with the local planning authority.

Reason: In order that the local planning authority may retain control over this particular form of development in the interests of amenity and the protection of the local environment and the amenity of adjoining residents.

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

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

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

3. Note: It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

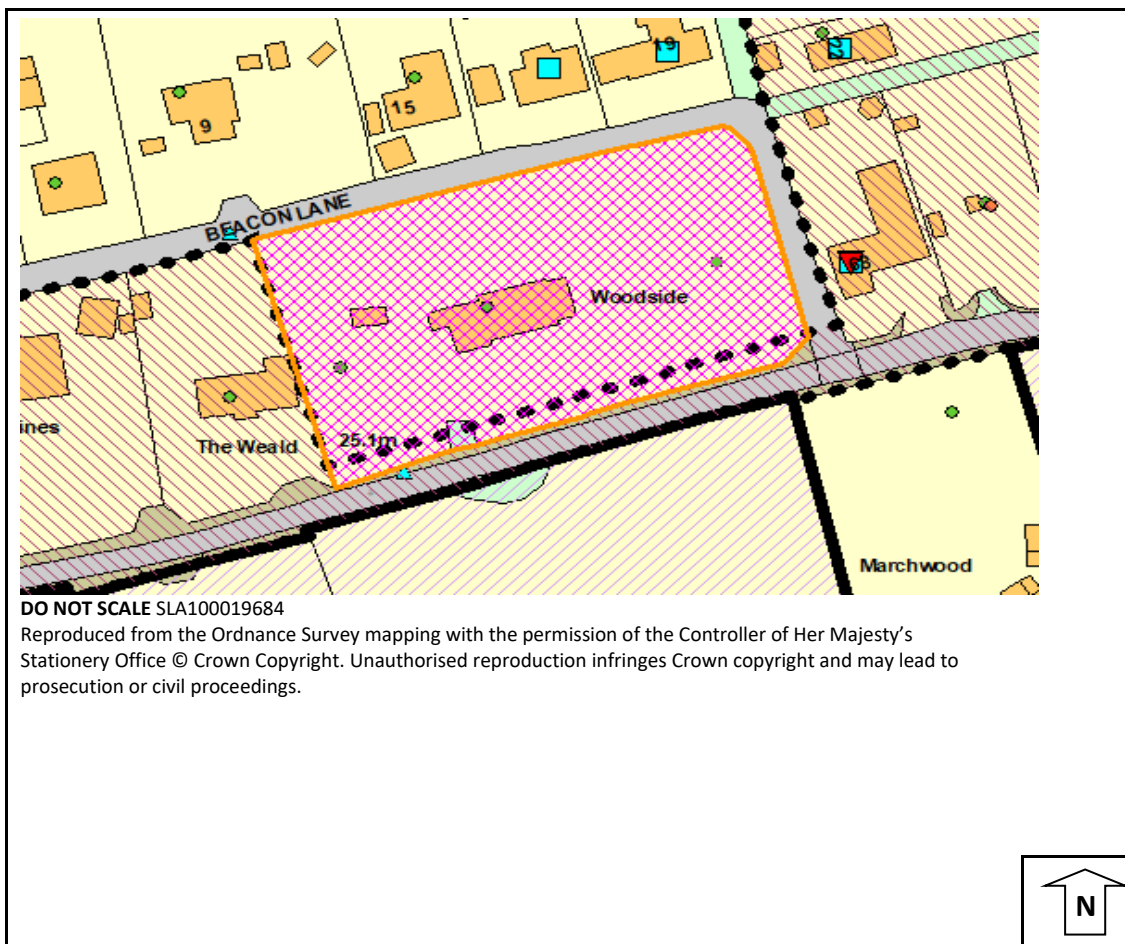
The County Council's East Area Manager must be contacted on Telephone: 01728 652400. Further information can be found at: www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

Background information

See application reference DC/22/2984/FUL on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support