



East Suffolk House, Riduna Park, Station Road,
Melton, Woodbridge, Suffolk, IP12 1RT

Planning Advisory Panel South

Members:

Councillor Paul Ashdown
Councillor Jenny Ceresa
Councillor Mike Deacon
Councillor Tony Fryatt
Councillor Debbie McCallum
Philip Ridley (Head of Planning and Coastal
Management)

The Head of Planning and Coastal Management has convened a **meeting of the Planning Advisory Panel South** on **Tuesday, 14 April 2020** at **10:30 am**, or earlier/later depending on the conclusion time of the preceding Planning Advisory Panel North meeting.

The purpose of the meeting is to enable the Head of Planning and Coastal Management to consult on the determination of the applications listed below, pursuant to the authority delegated to him temporarily, in Section E of Part 2 of the East Suffolk Council's Constitution.

Due to the restrictions imposed during the COVID-19 pandemic, this consultative meeting will take place remotely via Skype/Conference call.

Agenda Items

Pages

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- | | | |
|----------|---|--|
| 1 | Apologies for Absence
To receive apologies for absence, if any. | |
|----------|---|--|

2 Declarations of Interest

Members and Officers are invited to make any declarations of Disclosable Pecuniary or Local Non-Pecuniary Interests that they may have in relation to items on the Agenda and are also reminded to make any declarations at any stage during the Meeting if it becomes apparent that this may be required when a particular item or issue is considered.

3 Declarations of Lobbying and Responses to Lobbying

To receive any Declarations of Lobbying in respect of any item on the agenda and also declarations of any response to that lobbying.

4	DC-20-0452-VOC - Land Rear of Old Post Office, Bredfield	1 - 11
5	DC-19-5062-FUL - Hillbrook, Common Lane, Bromeswell	12 - 20
6	DC-19-3497-FUL - Clopton Business Park, Debach Airfield, Clopton	21 - 48
7	DC-20-0040-FUL - 4 Hackney Terrace, Melton	49 - 60
8	DC-19-4657-FUL - Blue Farm Barn, High House Road, Otley	61 - 67
9	DC-19-4197-FUL - Pinetrees, Purdis Farm Lane, Purdis Farm	68 - 88
10	DC-20-0745-FUL - 14 Carlford Close, Martlesham Heath, Martlesham	89 - 96
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Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/20/0452/VOC

Location

Land To The Rear Of
The Old Post Office
The Street
Bredfield
Suffolk
IP13 6AX

Expiry date 30 March 2020

Application type Variation of Conditions

Applicant Mr & Mrs Tom & Lizzie Green

Parish Bredfield

Proposal Variation of Condition(s) 2 of Planning Permission DC/19/0244/FUL (Erection of new 5 bedroom detached dwelling with double cartlodge, served from existing vehicular access).

Case Officer Charlie Bixby
01394 444572
charlie.bixby@eastsuffolk.gov.uk

Summary

The proposal seeks to vary condition 2 (Plans/drawings) of the original Planning Permission DC/19/0244/FUL for the 'Erection of new 5 bedroom detached dwelling with double cartlodge, served from existing vehicular access'.

The item is before the Planning Advisory Panel, because it was due to be considered by Planning Committee 24 March 2020, prior to the cancellation of the meeting, due to Government advisory restrictions on face to face meetings resulting from Covid-19.

The application was scheduled for Planning Committee due to the applicant being employed by East Suffolk Council, the application will therefore be required to be determined by planning committee.

The recommendation is for approval.

Site description

The proposal site is an open field bounded by mature vegetation and a fence. To the north of the site is Victory House and Mallards to the south, the current access to the site also serves Victory House and passes past Post Office House and 1 and 2 Mill House. To the east of the site is open countryside.

The proposal site is located within the Physical Limits Boundary of Bredfield, the dwelling is solely located within this area. However, the rear garden, to the east of the house would be located in countryside, as defined by Policies SP19 and SP29 of the Core Strategy, and SSP2 of the Site Allocations and Area Specific Policies document.

Proposal

The proposal seeks to vary condition 2 of the original Planning Permission DC/19/0244/FUL for the 'Erection of new 5 bedroom detached dwelling with double cartlodge, served from existing vehicular access'. Condition 2 relates to the agreed plans, this variation seeks to replace existing plan PW994_PL02 with PW994_PL02revF.

The proposed changes to the plans are small changes to the fenestration on the south-east and north-east elevations, and the change in material on the external walls of the two-storey element from cedar cladding to corrugated sheeting.

Consultations/comments

No third party representations received.

Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Bredfield Parish Council	5 February 2020	6 February 2020
Summary of comments: "Bredfield Parish Councillors have been consulted about this application by email and no objection has been raised."		

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	5 February 2020	24 February 2020

Summary of comments: Suffolk County Council Highways have no objections.

Consultee	Date consulted	Date reply received
Environmental Protection (Internal)	5 February 2020	No response

Summary of comments: No comments received.

Non statutory consultees

Consultee	Date consulted	Date reply received
Ecology (Internal)	5 February 2020	No response

Summary of comments: No comments received.

Publicity

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Affects Setting of Listed Building	13 February 2020	5 March 2020	East Anglian Daily Times

Site notices

General Site Notice	Reason for site notice: Affects Setting of Listed Building Date posted: 6 February 2020 Expiry date: 27 February 2020
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Planning policy

On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore any policy documents listed below referring to "Suffolk Coastal District Council" continue to apply to East Suffolk Council until such time that a new document is published.

In addition to considering applications in accordance with the National Planning Policy Framework (NPPF 2019) and the National Planning Policy Guidance (NPPG), Section 38 of the Planning and

Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Local Planning Authority's 'Development Plan', unless material considerations indicate otherwise.

East Suffolk Council's Development Plan, as relevant to this proposal, consists of:

- East Suffolk Council Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013);
- East Suffolk Council Suffolk Coastal District Local Plan – Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017); and
- The 'Saved' Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations.

The relevant policies of the Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013) are:

SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP1a - Presumption in Favour of Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP15 - Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

XSP19 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP27 - Key and Local Services Centres (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM7 - Infilling and Backland Development within Physical Limits Boundaries (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM8 - Extensions to Residential Curtilages (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM23 - Residential Amenity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

The relevant policies of the East Suffolk Council Suffolk Coastal District Local Plan – Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017); are:

SSP2 - Physical Limits Boundaries (East Suffolk Council - Suffolk Coastal District Local Plan - Site Allocations and Area Specific Policies Development Plan Document (January 2017))

The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate (PINS) for examination on Friday 29 March 2019, the examination took place between 20th August and the 20th September 2019. Full details of the submission to PINS can be found through this link: www.eastsuffolk.gov.uk/localplanexamination .

Presently, only those emerging policies which have received little objection (or no representations) can be given more weight in decision making if required, as outlined under Paragraph 48 of the National Planning Policy Framework (2019). There are no policies of that nature relevant to the consideration of this application.

Planning considerations

Principle:

The application site is located in a sustainable location within the physical limits boundary of a settlement. It is therefore in a location where new residential development is permitted by the housing policies within the NPPF, subject to the consideration of relevant material planning considerations.

The proposed dwelling is located within but adjacent to the Physical Limits Boundary of Bredfield, which runs along the eastern flank boundary of the proposed building. Therefore, the house would be within the physical limits boundary, but the triangular shaped garden area to the east of the house would be located outside the boundary, within the open countryside.

The Physical Limits Boundary of Bredfield is identified by Policy SP19 of the core strategy, which identifies the area as a Local Service Centre, and SSP2 of the site allocations document. Therefore Policy SP27 is to be applied to the application as the proposal is considered to be within a Local Service Centre.

This policy states that development is to be permitted within the physical limits boundary, where it is considered to be reflective of the surrounding area, and meets other policies in the Core Strategy. Therefore the principle of development accords with planning policy, subject to the consideration of other planning policies and material planning considerations.

The principle of a dwelling on this site has also already been established through the granting of DC/16/2362/FUL, which is extant until 3 August 2019 and the previous consent DC/19/0244/FUL.

Local Planning Policy DM7 permits infilling of single dwellings within physical limits boundaries of villages, where they would not result in a cramped form of development, out of character with

the streetscene, would not result in tandem or similar unsatisfactory types of development that would significantly reduce residential amenity through increased noise and loss of privacy. The policy also requires that the proposal is well related to adjacent properties and not designed in isolation, and that provision is made for an appropriate sized curtilage.

As explained above the principle of a dwelling on this site has already been established through the granting of the previous planning permission. Therefore, the approximate location of the building and the access to it has already been established, as acceptable and according with Policy DM7. The other requirements of this policy are explored below.

Although the recently submitted Local Plan has limited weight at present, this proposal would also accord with the relevant policies within that document. Bredfield is defined within SCLP3.2 (Settlement hierarchy) as a 'Small Village'. The physical limits boundary defined in emerging policy SCLP3.3 (Settlement Boundary) and the associated proposals/policies map follows the same line as the existing in the area around and across the application site. Therefore, the proposed house would be within the new boundary, with its garden area to the east laying outside the boundary, in the same manner to the existing physical limits boundary arrangement.

Emerging Planning Policy SCLP5.2 (Housing Development in Small Villages) allows for a small group of dwellings of a scale appropriate to the size, location and character of the village or infill development in accordance with Policy SCLP5.7 (Infill and Garden Development), which allows for infill residential development, with similar criteria as existing planning policy DM7.

Visual Amenity, Design and Streetscene:

The previous consent agreed that the proposed dwelling would be faced in modern materials but has a traditional barn style, with a cat slide roof and a high roof space. There are large openings and other domesticated features including roof lights that are to be proposed on the dwelling.

Due to the extent of the proposed residential curtilage and its location beyond the physical limits boundary, within the countryside, any outbuildings and other ancillary developments within the garden area to the west of the house, have the potential to have a significant visual impact upon the wider countryside. The size of the proposed curtilage would be significantly larger than that permitted under the extant permission DC/16/2362/FUL.

The proposed plan incorporates changes that have been approved previously through the non-material amendment process (Applications DC/19/2714/AME and DC/19/4685/AME), the proposed changes indicated within this application are material changes that would not adversely impact the visual character of the area or design or the proposed dwelling.

Therefore in accordance with Policy DM8, it would be reasonable to remove Permitted Development Rights within this area for ancillary buildings, structures, heating fuel tanks, walls, fencing, gates and other means of enclosure, and free standing Photovoltaics and wind turbines (Classes E and D of Part A, Class A of Part 2, and parts of Classes A and H of Part 14).

This would also be supported by emerging planning policy SCLP5.14 (Extensions to Residential Curtilages) which has similar aims and objectives as existing planning policy DM8.

Residential Amenity:

The proposed residential amenity was considered acceptable at the previous application and original application stage which commented that: "there is a single storey element to the south of

the proposal site which is to be 4.4m away from the boundary of the neighbouring property, the two storey element of the proposal is to over lap the single storey element, but is 12m away from the flank boundary, when not obscured by the single storey element".

There are four proposed windows on the first floor south facing elevation, these are to face into the amenity space of the proposed dwelling and the garage to the south of the proposal site that belongs to Mallards. These are to be at an angle and would not directly look into the garden of the neighbouring property. It is agreed that there would be some perceived overlooking from bedroom two windows, which is 19m away from the common boundary, but this is not the only window for this room. Bedroom 3 is approximately 17m away, to the common boundary, this is the only window for the room. Bedroom 2 is approximately 16m away, this is also the only window for this room. The next window along is an en-suite for bedroom 1, this would be obscurely glazed.

In regards of the overshadowing to the neighbouring property it is considered that this would be minimal as the neighbouring property is to the south of the proposal site and therefore would not create any overshadowing. The bulk of the building is also considered to be set further away from the common boundary line with the neighbouring property.

The third party comments also suggest that the other dwelling that has been permitted could be built along side the current proposal. This is not considered to be the case as the footprints of the dwellings would overlap, (as detailed on the plans that have been submitted). In theory, both the garage of the previously permitted scheme and the garage of the current application could both be constructed, as their footprints do not overlap. However, due to the locations of the two buildings, the distance between them, and the boundaries of the surrounding dwellings, if both were to be constructed the cumulative impact upon visual and residential amenity would not be sufficient to warrant refusal.

Due to the location of the proposal and the orientation of the windows it is considered that there would be minimal impact on the amenity space, both internal and external, of the neighbouring dwellings. There will be no overshadowing as the proposal is located away from the boundary of the neighbouring dwellings. Therefore the proposal is considered to be in conformity with Policy DM23 of the Core Strategy, and emerging planning policy SCLP11.2 (Residential Amenity).

Habitat Regulations Assessment (HRA)

Under the previous original application reference it was determined that the 'proposal site is located within the 13km 'zone of influence' on the European Protected sites and it is for the erection of one dwelling, therefore requiring mitigation for the protection of the European Protected sites.' However, there is already an extant planning permission on the site, which predates RAMS. Therefore, in effect this is akin to a replacement dwelling, for the purposes of RAMS, and so a mitigation payment towards RAMS is not required in this instance.

Community Infrastructure Levy (CIL):

As this proposal is for a new dwelling it would be Community Infrastructure Levy (CIL) Liable. The site is within the High Zone for CIL purposes. The proposed dwelling and garage would have a floorspace of approximately 277sqm (ground floor of dwelling 140sqm, first floor of dwelling 90sqm, garage/cartlodge 47sqm). An existing building with an approximate floorspace of 33sqm is proposed to be demolished and thus would reduce the liable floorspace. There is the potential for a self-build exception or other reduction on this, provided certain criteria have been met. At this

stage no such exemption or reduction has been sought, but this can be sought any time prior to commencement of development.

Conclusion

It is considered that the principle of a new dwelling in this location is considered to be acceptable. The principle accords with planning policy and it is acceptable as there is already an extant permission on this site.

This proposal would result in an additional dwelling within a sustainable location, within the physical limits boundary of the village of Bredfield, where its occupants could provide support to local services and facilities within the village. It also has the potential to provide towards infrastructure through the CIL process, which could be of benefit to the local community.

There would be minimal harm to the amenity of the neighbouring properties, and subject to appropriate conditions, the scheme would also be acceptable in terms of visual amenity. The scheme is also acceptable in terms of highway safety. The prior to commencement conditions have been agreed with the planning agent. The scheme is therefore recommended for approval subject to appropriate conditions.

Recommendation

Recommend for approval.

Conditions:

1. The development hereby permitted shall be begun within a period of three years beginning with the date of the original permission DC/19/0244/FUL.

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

2. The development hereby permitted shall not be brought into use until it has been completed in all respects strictly in accordance with drawings PW994_PL01 received 19th March 2019 and PW994_PL02 revision F received 4th February 2020, 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 with the local planning authority.

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

4. The use shall not commence until the areas within the site shown on PW994_PL_01 for the purposes of manoeuvring and parking of vehicles have been provided and thereafter those areas shall be retained and used for no other purposes.

Reason: To ensure that facilities for on site parking are provided and maintained in order to reduce parking and manoeuvring within the highway.

5. Prior to the commencement of development any feature along the highway frontage and within the splays shown in red on the plan hereby approved shall be reduced to 0.6 metres above the level of the adjacent carriageway and thereafter shall be maintained at or below that height.

Reason: In the interests of highway safety in order to maintain indivisibility between highway users.

6. 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 DM02 with an entrance width of 4.5 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.

7. No building shall be occupied until the screen walls or fences as shown on the approved plans have been erected between each adjacent dwelling hereby permitted, and shall be subsequently retained; unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of neighbour amenity and in order to enhance the appearance of the locality.

8. 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 five 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.

9. 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. Unless agreed in writing by the LPA 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 BS 10175:2011+A1:2013 and CLR11) 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.

10. 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, Class E (outbuildings, swimming or other pools, domestic fuel tanks etc)
 - Part 2, Class A (Fences, walls, gates and other means of enclosure)
 - Part 14, Classes A and H (domestic photovoltaics and domestic wind turbines)
- of Schedule 2 of the said Order shall be carried out on the triangular shaped area of land to the east of the hereby approved dwellinghouse, 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. This area of residential curtilage is a significant expansion beyond the defined physical limits boundary, and the residential curtilage previously permitted. Any structures within this area have the potential to significantly expand the built form which could adversely affect the appearance of the locality in the countryside.

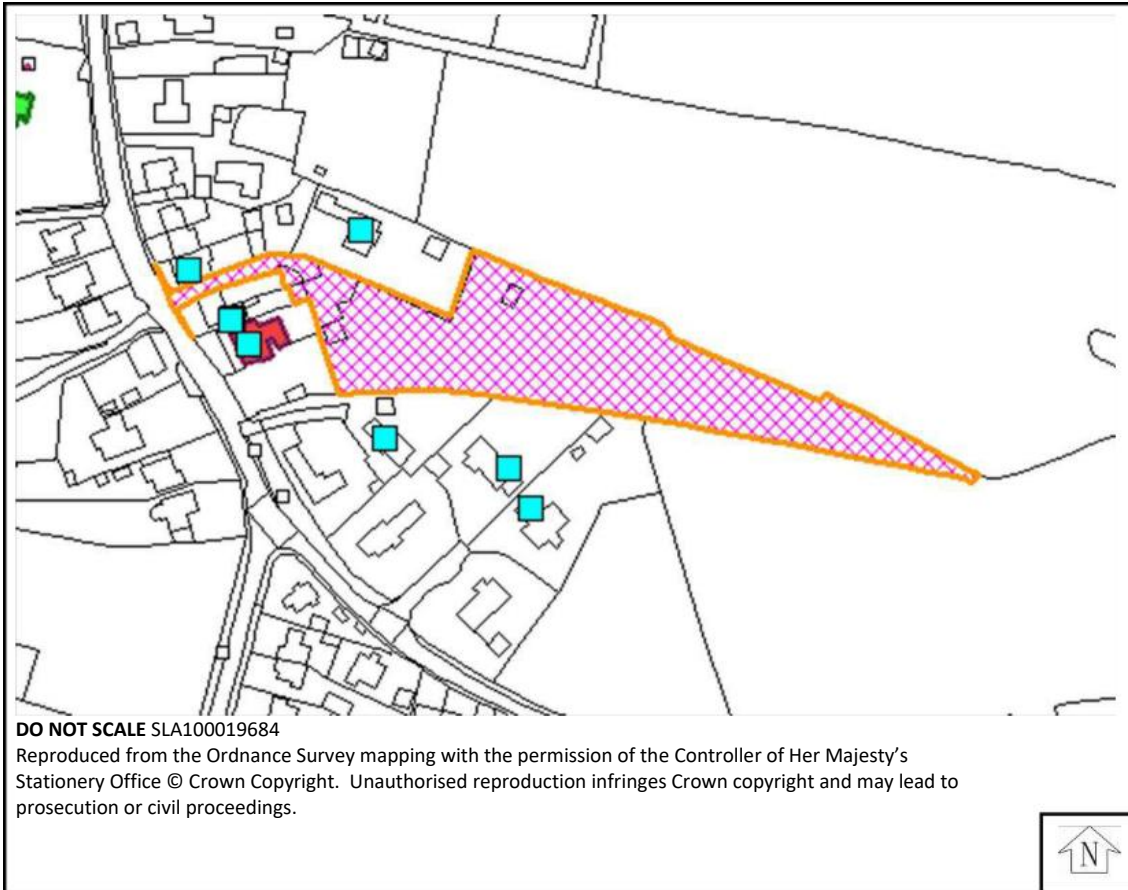
1. Informatives:

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. Background information

See application reference DC/20/0452/VOC at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q56K2QQXHJ100>

Map



Key



Notified, no comments received



Objection



Representation



Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/19/5062/FUL

Location

Hillbrook
Common Lane
Bromeswell
IP12 2PQ

Expiry date 20 February 2020

Application type Full Application

Applicant Mr & Mrs Wood

Parish Bromeswell

Proposal Erection of new outbuilding for commercial use (reflexology and financial services).

Case Officer Danielle Miller
01394 444594
Danielle.miller@eastsoffolk.gov.uk

Summary

The site is located at Hillbrook, Common Lane, Bromeswell and forms part of the front garden.

The application seeks full planning permission for erection of new outbuilding for commercial use (reflexology and financial services).

The proposal is contrary to local policies SP1; SP7 and DM21 of the local plan and recommend refusal.

The item is before the Planning Advisory Panel, because it was due to be considered by Planning Committee 24 March 2020, prior to the cancellation of the meeting, due to Government advisory restrictions on face to face meetings resulting from Covid-19.

It was due to be considered by planning committee because the Parish Council have offered their support to this application as such the committee referral process has been triggered and the application was heard by the referral panel on 4th February 2020, where it was agreed that the application should be heard before committee to enable debate of the material planning issues, including comments from the Economic Development Team.

Site description

The site is located at Hillbrook, Common Lane, Bromeswell and comprises a detached two storey dwelling, set approximately 31m back from the highway. Rectangular in form, the site measures approximately 0.2 hectares.

The dwelling to the west (Oakwood) is located a similar distance from the highway as the application property, whilst the dwelling to east (Lavender House) is located closer to the highway (approximately 16m from the edge of the highway). Within the front garden of Oakwood there is an existing outbuilding set similar distance from the highway as the adjacent Church House and its outbuilding (to the west), which are approximately 4.5 to 5m from the edge of the highway.

Bromeswell does not have a settlement boundary, and therefore this site is located within the countryside for the purposes of planning policy.

Proposal

The application seeks permission for erection of new outbuilding for commercial use (reflexology and financial services), within the front garden of the dwelling, approximately 2.5m from the front boundary of the application site at the closest point.

The proposed building would be 8.5m x 9.6m, with a height of 3m. It would be of a contemporary appearance with part render and part timber clad walls, and a flat roof set behind a parapet. The scheme also includes bi-fold doors onto a covered deck area.

The submitted plans show one main room to be used as an office space with three smaller rooms, to be used as a treatment room, a shower room with w.c., and a cupboard for storage. The total floorspace would be approximately 55 sqm.

The proposed block plan also includes the creation of a parking and turning area to the rear of proposed building, providing 3 additional parking spaces. It would be to the west of the existing driveway which provides vehicular access to the house and its existing parking/turning area.

In terms of the proposed use of the building, it is described within the submitted Design and Access Statement as being proposed to enable the applicants to operate their businesses from home rather than renting premises elsewhere. This statement also explains that the proposal is for:

“.....an office space for the financial advice business to operate, with the owner and one additional member of staff. In addition, there would be a treatment room for the reflexology business to operate.

The financial advice business would have 1-2 clients per week, whilst the reflexology business would have 4-5 clients per week. The opening hours would be 9am-5pm Monday- Friday.”

It is also declared on the application form, there would be one part time employee.

Consultations/comments

No Third Party Representations received.

Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Bromeswell Parish Council	30 December 2019	20 January 2020
<p><i>“Bromeswell Parish Council has considered this application and supports it as it is within policy to encourage development on residential property which supports business in rural localities which does not detract from the rural landscape quality or residential amenity of adjacent properties. The Parish Council is grateful to the applicants for the care they have taken in coming forward with this design which will minimise impact on the street scene and neighbouring properties.</i></p> <p><i>The Council notes that the proposal will be screened by existing established trees and hedges but is concerned that root disturbance might inadvertently lead to damage to these trees and hedges. Please can you require the applicants to ensure that attention is paid to this issue. The Parish Council would have no objection if the precise position of the proposed outbuilding needed to be slightly amended to achieve this if necessary.”</i></p>		

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	30 December 2019	16 January 2020
<p>Summary of comments: No objections raised, a condition recommended to ensure the parking area is completed.</p>		

Non Statutory consultees

Consultee	Date consulted	Date reply received
East Suffolk Council – Head of Economic Development		13 February 2020
Summary of comments: Supportive of any increase on A1, A2, A3, A4, A5, B1 or B8 floorspace, whether by means of conversion or new build, that would create room for existing businesses to expand or new businesses to move in. The economic growth ambitions outlined in the East Suffolk Growth Plan, the East Suffolk Business Plan, the Suffolk Growth Strategy and the Norfolk and Suffolk Economic Strategy. This requires suitable premises to be available in order to meet the needs of start-up businesses and growing businesses.		

Publicity

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Archaeological Site			East Anglian Daily Times

Site notices

General Site Notice	Reason for site notice: May Affect Archaeological Site Date posted: 8 January 2020 Expiry date: 29 January 2020
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Planning policy

On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore any policy documents listed below referring to "Suffolk Coastal District Council" continue to apply to East Suffolk Council until such time that a new document is published.

In addition to considering applications in accordance with the National Planning Policy Framework (NPPF 2019) and the National Planning Policy Guidance (NPPG), Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Local Planning Authority's 'Development Plan', unless material considerations indicate otherwise.

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- The ‘Saved’ Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations.

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SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP1a - Presumption in Favour of Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP7 - Economic Development in the Rural Areas (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP28 - Other Villages (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP29 - The Countryside (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM23 - Residential Amenity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate (PINS) for examination on Friday 29 March 2019, the examination took place between 20th August and the 20th September 2019. Full details of the submission to PINS can be found through this link: www.eastsuffolk.gov.uk/localplanexamination .

Presently, only those emerging policies which have received little objection (or no representations) can be given more weight in decision making if required, as outlined under Paragraph 48 of the National Planning Policy Framework (2019). There are no policies of that nature relevant to the consideration of this application.

Planning considerations

The proposed location of the building in part reflects the pattern of development along the street, with both properties to the east (Oakwood and Church Farm House) comprising similar buildings at the front extent of the site. However, these are much smaller in scale than the that proposed structure, in terms of footprint, and are not set as close to the road.

The scale of development is also of a size which could potentially attract a number of staff and customers on a daily basis, it is larger than would constitute 'working from home', and is in effect a new business unit within the countryside.

With regard to the proposed use, there is limited information in terms of the scale of the business; other than the floor area proposed is 55sqm; the application form state that an additional 3 car parking spaces will be provided and that there will be one part time member of staff employed at the site. The opening times proposed are Monday - Friday 9am-5pm.

Bromeswell is noted as an 'other village' in the settlement hierarchy where there are no physical limits boundary and limited scope for development, this settlements are noted to form part of the countryside as such new development will be subject to policies SP7; SP28 and SP29. SP7 relates to Economic development in the Rural Areas and seeks to maximise opportunities to secure employment locally; these employment opportunities relate to small scale farm and rural diversification enterprises that are compatible with objectives in respect of the environment and sustainability and that accord with the settlement hierarchy; support agricultural; and/or expand tourism.

The business noted on this application relate to reflexology and financial services, neither business in this instance is supported by policy SP7, as neither is a small-scale farm or rural enterprise compatible with objectives in respect of the environment and sustainability, not in support of agriculture or tourism.

The Economic Development team seeks to support those planning applications where the application clearly supports the economic growth and regeneration of the economy within the district. The team advise that they would be supportive of any increase in A1, A2, A3, A4, A5, B1, B2 or B8 floorspace, whether by means of conversion or new build, that would create room for existing businesses to expand or new businesses to move in. However, within their supportive comments, they state that in order to achieve the economic growth ambitions, there is a requirement for "suitable premises" to be available in order to meet the needs of start-up businesses and growing businesses.

It is interesting to note that the Economic Development Team have not stated that the current scheme would represent "suitable premises". As outlined above and below, in terms of planning policy, the proposed building is not considered suitable by virtue of its location, and the nature of the intended use.

Also of note is that technically the proposed use of the building would be a mixed use combining financial services and reflexology so would be *Sui Generis* and therefore as a whole not fall into any specific use class. Whilst the intended financial service element of the proposal maybe considered either a B1 or A2 use (dependant upon the specific nature of the use), the use of part of the building for reflexology would not fall into any of the classes specified as being supported by the economic development team as it falls into a D1 (Non-residential institutions).

Whilst the Parish Council notes their support for this application, the overarching aim of the councils local polices and those nationally is to promote sustainable development. Policy SP1 states that this can be achieved by reducing the overall need to travel; maintaining and enhancing a sense of place. In this instance the site is considered unsustainable in terms of its location within the countryside devoid of any local amenities which could support the business and without a local client base that could access the site on foot or via public transport.

On balance, whilst the council are generally supportive of applications which support the economic growth ambitions of the district, the site is not considered suitable for commercial use by way of reflexology/financial services business of this scale, given its unsustainable location and impact the business will have on the small residential community located within Bromeswell.

Furthermore, the scale of the unit to the front of the property is out of character with the prevailing pattern of development in terms of its overall scale, and proximity to the highway. Policies SP15 and DM21 seek to ensure that proposals relate well to the scale and character of their surroundings particularly in terms of their siting, height, massing and form. In this instance officers consider the large scale footprint of the proposed building, and proximity to the highway is out of scale with the neighbouring pattern and character of development.

Conclusion

The proposal is contrary to local polices SP1, SP7, SP15 and DM21 of the local plan and therefore refusal is recommended.

Recommendation

Officers recommend refusal.

The reasons for the decision to refuse permission are:

1. The overarching aim of the councils local polices and those nationally is to promote sustainable development. Policy SP1 states that this can be achieved by reducing the overall need to travel; maintaining and enhancing a sense of place.

In this instance the site is considered unsustainable in terms of its location within the Bromeswell devoid of any local amenities which could support the business and without a local client base which could access the site on foot or via public transport, as such the scale of business associated with the development is not considered to be of a scale or nature appropriate to the rural locality . Therefore, this proposal represents an unsustainable form of development contrary to the objectives of the NPPF, and East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013) policies SP1 and SP7.

2. The scale of the proposed outbuilding is some 55 sqm in footprint, it is located to the front of the Hillbrook, which whilst there are outbuilding within front gardens nearby, the surrounding outbuildings within front gardens are of a smaller size, ancillary to their host dwellings, and are located further from the highway than this proposal. The current proposal would create a building with the ability to function as a separate commercial entity at the

front of a private residential property, which would be of a larger scale to those surroundings buildings and be largely detached from the host dwelling with separate vehicular parking. Therefore the scale and siting of the unit is contrary to East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013) Policies DM21 and SP15, which seek to safeguard visual amenity, by requiring proposals to relate well to the scale and character of their surroundings.

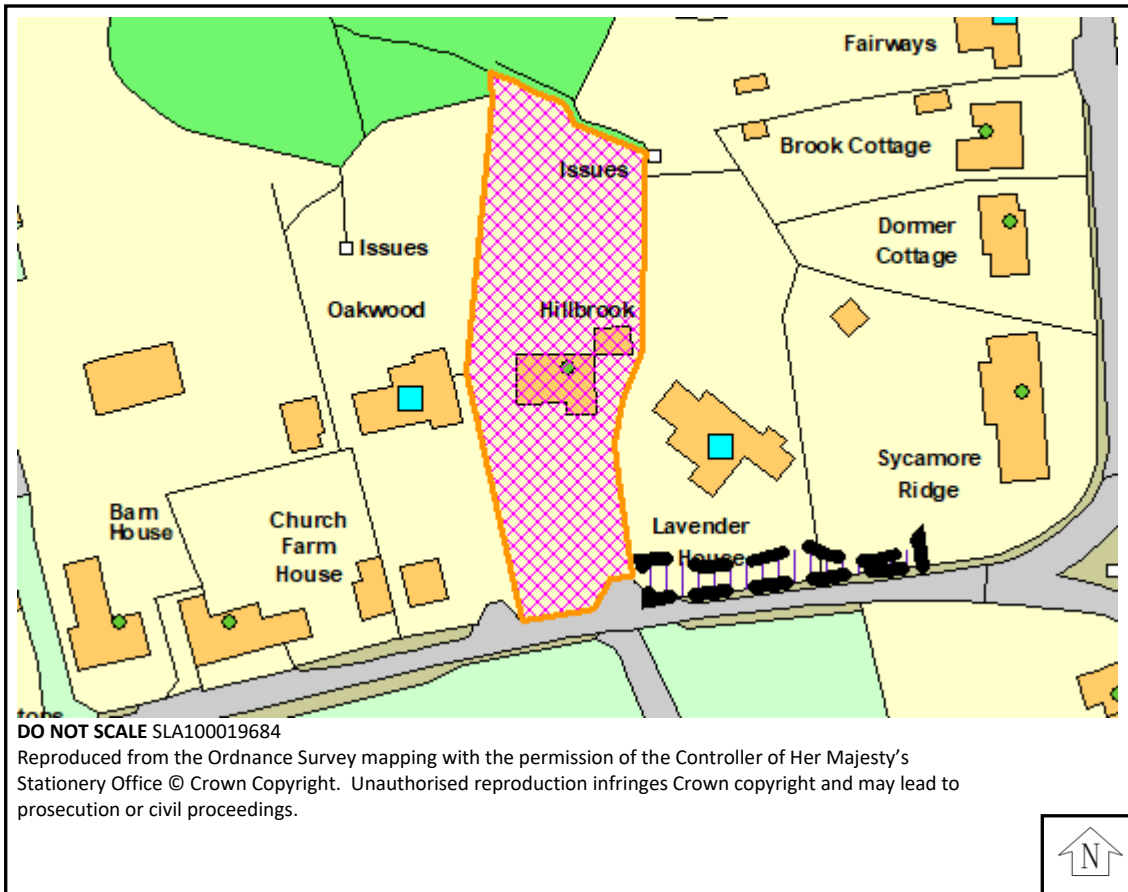
Informatives:

1. The local planning authority has identified matters of concern with the proposal and the report clearly sets out why the development fails to comply with the adopted development plan. The report also explains why the proposal is contrary to the objectives of the National Planning Policy Framework and local plan to deliver sustainable development.
2. For the avoidance of doubt drawings PW998_PL01 and PW998_PL02 have been considered in the determination of this application.





Background information

See application reference DC/19/5062/FUL at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q36KCAQXGTT00>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/19/3497/FUL

Location

Clopton Commercial Park
 Debach Airfield
 Clopton
 Suffolk
 IP13 6QT

Expiry date 4 December 2019

Application type Full Application

Applicant Oasis Property Ltd

Parish Clopton

Proposal Erection of business units

Case Officer Katherine Scott
 (01394) 444503
katherine.scott@eastsoffolk.gov.uk

Summary

This application seeks full planning permission for the erection of three buildings to provide B1 and B8 floorspace, on land between buildings 15 and 19 on Clopton Commercial Park, which is located within the designated employment area.

The item is before the Planning Advisory Panel, because it was due to be considered by Planning Committee 24 March 2020, prior to the cancellation of the meeting, due to Government advisory restrictions on face to face meetings resulting from Covid-19.

The application was due before Planning Committee for determination, as the proposal is recommended for approval contrary to the site allocation policy (SSP23). It is contrary to this policy as the scheme is in the form of new buildings rather than "*..through redevelopment or refurbishment of existing buildings...*".

The proposal is recommended for approval contrary to this planning policy on the basis of the economic benefits arising from the provision of additional employment floorspace and associated job creation, compliance with wider economic planning policies and an assessment of the planning balance identifying that the identified harms arising would not significantly and demonstrably outweigh the benefits, when assessed against the policies within the NPPF as a whole.

The application is therefore recommended for approval subject to appropriate conditions.

Site description

The application site lies within Clopton Commercial Park, which is part of the former Debach Airfield. The vehicular access to the commercial park is from the B1078 (Charsfield Road), is located 2.7km from the nearest physical limits boundary of a settlement (Charsfield, which lies to the north-east) and approximately 4.4km from Otley.

This paved access drive is shared by the various businesses that operate from the commercial park. To the west of this access drive there are two large ponds/lakes and a significant number of trees.

The existing buildings are predominantly large warehouse style structures with profiled sheet cladding. They are primarily arranged in two linear forms. The first is set on a south-south-east to north-north-west alignment, and the second element is located to the east of the first on a south-east to north-west alignment. This application relates to a section of the site between building 15 and building 19, towards the southern end of the first linear arrangement of buildings. It is C shaped wrapping around building 17. It is approximately 700m from the highway along the shared access to the northern end of the application site.

There is a public right of way running from Drabbs Lane, to the south of the dwelling known as 'Sparrows Nest', in an easterly direction into the business park, close to building 7, where it turns to run in a southerly direction before turning to a south-easterly direction, and then by building 15 turning to a more southerly direction. At this point it appears to run very close to the front of building 15 and passes through the current application site. Between building 17 and Liberator House, it turns once again to an easterly direction, before splitting with one path heading south-easterly to meet Looms Lane, Bouge, and the other south-westerly to join the wider footpath network. Therefore, the site is visible from a number of public vantage points.

The nearest residential properties to the west of the proposed buildings are Sparrows Nest, (Drabs Lane, Clopton), Hoo Lodge, (Drabs Lane, Clopton), approximately 420m to the south-west, 430m to the north-west, and Woodvilla, (Drabs Lane, Clopton) which is approximately 435m to the west.

The nearest residential properties to the east of the proposed buildings are the properties on Woodbridge Road, Debach, which are located approximately 560m to 590m to the east (e.g. Larksfield, Conifers, All Saints House)

The nearest listed buildings to the location of the proposed buildings are All Saints House, The Street, Debach, and the adjacent War Memorial at the former All Saints Church which are both Grade II Listed and located approximately 590m to the east of the edge of the current application

site. Approximately 230m to the east-south-east of All Saints House, lies The Moat House, The Street, Debach which is also Grade II Listed.

Grove Farmhouse, Drab's Lane, Clopton is also Grade II Listed. It lies approximately 730m north-west of the location of the proposed buildings.

The application site, and the wider former Debach Airfield Site are recorded on the SCC Historic Environment Records, as a military airfield, airfield, control tower, prisoner of war camp for the Second World War to Cold War Period, in use 1943-1948.

Churchyard Farm which lies to the west of the current application site is also recorded in the SCC Historic Environment Records as a site of historic interest. It is described as possibly moated and occupied during the medieval period. The area identified of potential interest is approximately 300m from the location of the proposed buildings. There are also records of pottery finds from a similar period recorded within the former airfield, on land to the east of the current application site.

Areas of the former airfield, and land beyond its former boundaries are recorded as being potential sites of land contamination, with a low priority. However, the current application site lies outside those potentially contaminated sites identified.

Relevant Planning History

The wider Clopton Commercial Park site has a number of commercial uses being operated from it with a significant planning history, relating to various business uses and the erection of buildings associated with those uses.

The units immediately adjacent to the application site (Buildings 15, 17 and 19) have been the subject of the following planning applications:

- C/98/0188 - Building 19 - "Retention of existing single-storey extension providing toilet accommodation", granted 1998
- C/05/0071 - Building 19 - "Re-construction of workshop & ancillary accommodation & formation of external storage compound", Granted August 2005
- C/06/1406 - Building 19 - "Re-construction of workshop & ancillary accommodation (minor design changes); formation of external storage compound and removal of Condition 03 of C05/0071 to allow for general industrial use (B2).", Withdrawn April 2009
- C/07/0728 - Building 17 - "Continued use of storage building (B8) as either General Industrial use (B2) or storage (B8)", granted June 2007
- DC/17/5419/FUL - Buildings 7, 17-19 "Erection of office extension to Unit 7. Erection of 6 business units Alterations to existing units 17 and 18", Granted 1 February 2018

During the past two years there have also been two applications on land to the west of the designated Clopton Commercial Park, both of which were withdrawn:

- DC/18/3763/OUT - "Outline Application (Some Matters Reserved) - Extension to business park with erection of one and two storey business units and studio/gym.", Withdrawn 20 November 2018 (On land outside the designated area)
- DC/19/1973/OUT - "Outline Application - Extension to business park with erection of one and two storey business units and studio/gym", withdrawn 31 July 2019. (On land outside the designated area)

Proposal

This application seeks full planning permission for the erection of three buildings, labelled as buildings 16, 18A and 18 on the submitted drawings. They are to be of a similar form to those already found on the wider site.

Building 16 is proposed to be to the south of building 16 and west of building 17. It would be the tallest of the three new units. It would have two pedestrian doors on the western elevation, and on the eastern elevation one pedestrian door and a large roller shutter style door. It is proposed to be B8 storage unit with a floorspace of 780sqm.

Building 18A is shown as a terrace of three smaller units (total floorspace of 290sqm), and Building 18 as a terrace of six smaller units (total floorspace of 580sqm). Each of the units within these two buildings are proposed to have a vehicular access door and a pedestrian on the front elevation (facing west on unit 18A and south on unit 18), with pedestrian doors with adjacent glazing on the rear (facing east on building 18A and north on building 18). The buildings are proposed to be B1 uses of a light industrial nature.

All three of the proposed buildings are proposed to be finished with goosewing grey colour profiled sheet cladding on the roof, with dark grey eaves and verge trims, and goosewing grey colour profiled sheet cladding on the walls with dark grey trims to the corners and window/door openings.

A yard area is proposed to be retained to the east of building 16, north of 17 and south of building 15, as a shared unfenced yard to be used by buildings 16 and 17. The Design and Access Statement explains this area is already paved, forming part of the old runway and it will be retained and repaired where necessary.

The plans also show parking bays to the west and east of the access roads that run on the east and west of the buildings. They are proposed to be set at 90 degrees to the access roads. The Design and Access Statement submitted with the application, states that car parking spaces are not proposed to be assigned specifically to each of the buildings, to enable flexibility.

The application form indicates that the proposal is intended to provide 60 full-time employment posts.

Consultations/comments

There has been one third party representation of Objection received, raising the following material planning considerations:

- The B8 use within this application will increase the heavy goods vehicles on the B1078 and other roads around the site.

- The obstruction of footpath no 5 which crosses the site. It is not available for use and therefore they believe it should be legally diverted to a convenient and enjoyable route across the entire former airfield site from east to west between Debach and Clopton.

The representation also raises concerns about the existing situation, in terms of the routes HGVs are taking, instead of adhering to a previously agreed one-way system, that meant no HGVs should be passing Clopton Corner.

Consultees
Parish/Town Council

Consultee	Date consulted	Date reply received
Parish Council	12 September 2019	27 September 2019
<p>Summary of comments:</p> <p><i>“ Objection in relation to planning application DC/19/3497/FUL</i></p> <p><i>As agreed at the Parish Council Meeting of 19th September 2019, Clopton Parish Council object to this planning application at the Clopton Commercial Park.</i></p> <p><i>The local plan only allows for planning permission to be granted at this site through re-development or refurbishment or other change of use of existing buildings. There is no provision for new buildings.</i></p> <p><i>Site Allocations and Area Specific Policies January 2017, Policy SSP23 states that: “The site is fully occupied and contains lawful uses within classes B1, B2 and B8.</i></p> <p><i>Para.3.24 states that: “The site owners have identified the need for limited flexibility to enable the existing built units to be re-furbished or replaced to provide an appropriate gap between them.” The maximum increase in site area allowed, in total between the two sites is only 1.94 ha. With the recent planning consents, the interpretation of this para has been stretched to the limit.</i></p> <p><i>Para 3.5 states: “Traffic impact on the local highway network remains the key concern in respect to this site. Applications for any change of use or other proposals that would result in an intensity of use and associated increase in traffic will need to demonstrate that their proposal is acceptable to the Highways Authority.” These policies have been taken forward into the new East Suffolk Local Plan. The major concerns along this road is speeding traffic and HGVs. The community had been promised that there would be no increase in B8 traffic following the need to introduce a one-way lorry route network to cope with the existing volume. This is a totally undesirable situation but one which the community was given no option but to acquiesce. Under no circumstances could we countenance any further increase in this traffic.</i></p> <p><i>Clopton Parish Council are therefore strongly opposed to any applications of B8 classification at the Clopton Commercial Park, CPC unanimously oppose this application because of the inclusion of the erection of a B8 storage facility. As a village Clopton suffers badly from HGV traffic on the B1078 and surrounding road systems. Any additional HGV traffic is unacceptable.</i></p>		

Clopton Parish Council have in the past agreed that despite the local plans restriction on any new buildings they are open to the possibility of additional small B1 and B2 business units but with the following restrictions and observations:

- a) Use of this extension to Clopton Commercial Park is restricted to activities falling with use categories B1 and B2 only and specifically excludes type B8;*
- b) The developer and local authorities to push for the Local Highways authority to work towards the introduction of a speed limit along the B1078 approaching Manor Road and past Shop Road;*
- c) The developer should be encouraged to incorporate a number of business starter units;*
- d) Regarding Clopton footpath number 5 which currently, crosses the site. The proposed revision to the route across the airfield, as outlined in the application, be formalised with East Suffolk Council and Suffolk County Council and the definitive map be duly updated accordingly;*
- e) The developer be encouraged to enter into a dialogue with the operators of the local bus service to facilitate access to the park using local transport services;*
- f) That the developers be encouraged to consider the installation of electric vehicle charging points and PV solar panels;*
- g) Where necessary, any potential contamination at the site is removed;*
- h) Where necessary adequate sewage treatment facilities are provided;*
- i) If required measures are taken to assess and manage any heritage assets on the site;*
- j) Where necessary, a drainage strategy is approved and implemented before development proceeds.”*

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Archaeological Unit	3 February 2020	No response
Summary of comments: No response		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	12 September 2019	20 September 2019
Summary of comments: Raise no objection to the application, subject to conditions relating to provision of: - secure cycle storage to be submitted and implemented, - details of powered two-wheeler vehicle parking to be submitted and implemented, and - provision of parking and turning areas.		

Consultee	Date consulted	Date reply received
Environmental Protection (Internal)	12 September 2019	16 September 2019
Summary of comments: No objection to the application, subject to conditions relating to: - fixed plant or machinery (e.g. heat pumps, compressors, extractor systems, fans, pumps, air conditioning plant or refrigeration plant), - no activities or processes outside the buildings, - a construction management plan,		

- delivery and removal of waste restricted to weekdays between 08:00-18:00.
 - hours of working restricted to Monday to Saturday 07:00 until 19:00, with no working on Sundays and Bank Holidays.

Consultee	Date consulted	Date reply received
Network Rail	12 September 2019	25 September 2019
Summary of comments: Have no objections to the proposals.		

Consultee	Date consulted	Date reply received
SCC Flooding Authority	12 September 2019	26 September 2019
Summary of comments: Holding Objection (response 26 Sept 2019) on basis that no flood risk assessment (FRA) or surface water drainage strategy has been submitted. A FRA was subsequently submitted in November 2019. The SCC Floods Team, subsequently responded 28 November 2019, withdrawing their objection, recommending a condition requiring the implementation of the submitted details relating to surface water drainage.		

Non statutory consultees

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	12 September 2019	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Ecology (Internal)	12 September 2019	3 October 2019
Summary of comments: Internal Planning Services Consultee - comments included within the planning considerations section of this report.		

Consultee	Date consulted	Date reply received
Disability Forum	12 September 2019	23 September 2019
Summary of comments: Comments relating to: - lack of wheelchair accessible toilet facilities, - gravel referred to as being in use for parking areas. It is not suitable for those with mobility difficulties including wheelchair users - there are no specific parking spaces for blue badge holders.		

Consultee	Date consulted	Date reply received

Suffolk Fire And Rescue Service	12 September 2019	13 September 2019
<p>Summary of comments: Comments submitted in the form of two letters received the same day. The first letter sets out their usual standard comments relating to access requirements for fire appliances, including provision of hardstanding, and a recommendation that fire hydrants and sprinklers are installed.</p> <p>The second letter also appears to be a standardised letter as it refers to if they are not consulted at the planning stage (but they have been hence the response). It recommends a condition requiring adequate provision to be made for fire hydrants.</p>		

Consultee	Date consulted	Date reply received
Police - Alan Keely Crime Reduction Beccles Police Station	12 September 2019	No response
<p>Summary of comments: No response received</p>		

Consultee	Date consulted	Date reply received
Planning Policy (Internal)	2 January 2020	27 January 2020
<p>Summary of comments: Internal Planning Services Consultee - comments included within Planning Considerations Section.</p>		

Consultee	Date consulted	Date reply received
Economic Development (Internal)	2 January 2020	13 January 2020
<p>Summary of comments: The Economic Development Team are supportive of any increase in B1, B2 or B8 floorspace, that would create room for existing businesses to expand or new businesses to move in, as it would support the economic growth ambitions outlined in both local and regional strategies. the East Suffolk Growth Plan, the East Suffolk Business Plan, the Suffolk Growth Strategy and the Norfolk and Suffolk Economic Strategy). The East Suffolk Economic Growth Plan states the importance of supporting entrepreneurs, encouraging existing businesses to grow, and attracting businesses to the area. All of this requires suitable premises to be available in order to meet the needs of start-up businesses and growing businesses. Also welcome the increase in employment and the strengthening of key sectors within East Suffolk.</p>		

Reconsultation consultees

Consultee	Date consulted	Date reply received
Suffolk County - Rights Of Way	3 February 2020	11 February 2020
<p>Summary of comments: Object</p> <p>The definitive route of the Public Right of Way crossing the site is currently obstructed and not</p>		

available for use through the site. The footprint of the proposed units would further directly obstruct the legal alignment of the footpath (no 5) and this does not appear to have been addressed in the application.

Advise that the applicant will need to apply for a public path order to divert the footpath to a suitable and convenient route to allow the public to pass through the site.

Provide further information on rights and responsibilities for owners of land over which Public Rights of Way pass.

Advise that the granting of planning permission is separate to any consents that maybe required in relation to Public Rights of Way. It does not give authorisation for structures, or the temporary or permanent closure or diversion of a Public Right of Way. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate.

Explain how an application for permission from SCC as the highway authority can be sought for works and diversion of a Right of Way.

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	5 March 2020	12 March 2020
<p>Summary of comments: Suffolk County Council as Local Highway Authority has submitted revised comments based upon a revised parking layout plan, and details of cycle storage. They raise no objection recommending a condition requiring the provision and retention of parking and turning areas for vehicles, including secure cycle storage and powered two-wheeler parking.</p>		

Publicity

The application has been the subject of the following press advertisement:

Category Departure	Published 5 December 2019	Expiry 30 December 2019	Publication East Anglian Daily Times
Category Public Right of Way Affected	Published 19 September 2019	Expiry 10 October 2019	Publication East Anglian Daily Times

Site notices

General Site Notice	Reason for site notice: Contrary to Development Plan Date posted: 29 November 2019 Expiry date: 20 December 2019
General Site Notice	Reason for site notice: In the Vicinity of Public Right of Way Date posted: 18 September 2019

Planning policy

On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (Part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore any policy documents listed below referring to "Suffolk Coastal District Council" continue to apply to East Suffolk Council until such time that a new document is published.

In addition to considering applications in accordance with the National Planning Policy Framework (NPPF 2019) and the National Planning Policy Guidance (NPPG), Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Local Planning Authority's 'Development Plan', unless material considerations indicate otherwise.

East Suffolk Council's Development Plan, as relevant to this proposal, consists of:

- East Suffolk Council Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013);
- East Suffolk Council Suffolk Coastal District Local Plan – Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017); and
- The 'Saved' Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations.

The relevant policies of the Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013) are:

SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));

SP1a - Presumption in Favour of Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));

SP5 - Employment Land (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP7 – Economic Development in the Rural Areas (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP14 – Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP15 – Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP19 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));

SP29 – The Countryside (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM11 – Warehousing and Storage (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM12 - Expansion and Intensification of Employment Sites (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));

DM22 - Design: Function (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));

DM23 - Residential Amenity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));

DM27 – Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

East Suffolk Council Suffolk Coastal District Local Plan – Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017):

SSP2 – Physical Limits Boundaries

SSP23 - Former airfield Debach (East Suffolk Council - Suffolk Coastal District Local Plan - Site Allocations and Area Specific Policies Development Plan Document (January 2017))

The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate (PINS) for examination on Friday 29 March 2019, the examination took place between 20th August and the 20th September 2019. Full details of the submission to PINS can be found through this link: www.eastsuffolk.gov.uk/localplanexamination .

Presently, only those emerging policies which have received little objection (or no representations) can be given more weight in decision making if required, as outlined under

Paragraph 48 of the National Planning Policy Framework 2019. The policies within the emerging planning policy which are relevant to the consideration of this proposal are:

- SCLP3.1: Strategy for Growth in Suffolk Coastal District
- SCLP3.2: Settlement Hierarchy
- SCLP3.3: Settlement Boundaries
- SCLP4.1: Existing Employment Areas
- SCLP4.2: New Employment Development
- SCLP4.3: Expansion and Intensification of Employment Sites
- SCLP4.4: Protection of Employment Premises
- SCLP4.5: Economic Development in Rural Areas
- SCLP7.2: Parking Proposals and Standards
- SCLP10.1: Biodiversity and Geodiversity
- SCLP10.4: Landscape Character
- SCLP11.1: Design Quality
- SCLP11.2: Residential Amenity
- SCLP12:36: Former airfield Debach

However, representations were received in respect of these policies, and therefore they can only be given limited weight at this time.

Planning considerations

Principle and Economic Considerations - Current Local Planning Policy

The principle of an employment building within the current application site was established through the granting of planning permission DC/17/5419/FUL, which granted planning permission for alterations to existing buildings and the erection of a new building to provide 6 business buildings. That building was in the approximate location of the currently proposed building 16, and had a footprint of approximately 14.6m by 40m, with an eaves of approximately 4.4m and ridge of approximately 7.8m. That consent is still live and will not expire until 1 February 2021.

The proposal is for employment uses in the countryside, outside the defined physical limits of any settlement as defined in policy SSP2. In such locations employment uses are usually only permitted in accordance with the settlement hierarchy (SP19) and the countryside planning policy (SP29). However, the site is within an area designed for employment purpose within both the currently adopted and emerging Local Plan documents.

The current general employment policies within the current Local Plan are:

- SP5 (Employment Land),
 - SP7 (Economic Development in Rural Areas),
 - DM11 (Warehousing and Storage)
- and
- DM12 (Expansion and Intensification of Employment Sites).

Within the Core Strategy and Development Management Policies (2013), Policy SP5 (Employment Land) sets out the overarching approach towards employment development across the former Suffolk Coastal area and identifies the strategy to both create new employment areas and protect existing employment areas. Policy SP7 (Economic Development in Rural Areas) is also supportive

of employment development and opportunities to maximise the potential of the rural economy, particularly where this will secure employment locally.

Policy DM11 (Warehousing and Storage), of the Core Strategy and Development Management Policies Development Plan Document (2013), is supportive of B8 uses on identified employment areas. Policy DM12 (Expansion and Intensification of Employment Sites) sets out the circumstances, through criteria a)-c), under which proposals to expand or intensify existing employment sites would be supported. This application is supported in principle by Policies DM11 and DM12 due to the proposal's provision of, amongst other uses, B8 use and its location on an allocated employment site (Policy SSP23). However, consideration has not been given to whether the application complies with criteria a)-c) of Policy DM12.

The application site (with the exception of the existing access drive) lies within the area covered by Policy SSP23 of the Site Allocations and Area Specific Planning Policies Development Plan Document, which states:

"The former airfield at Debach as identified on the Policies Map comprises 10.89 hectares of employment land. The site is fully occupied and contains lawful uses within Use Classes B1, B2 and B8.

Planning permission will be granted for new employment provision, through redevelopment or refurbishment of existing buildings or any other change of use proposal that would result in an increased level of activity within the site provided that:

- *The use is restricted to activities falling within Use Classes B1, B2 and B8;*
- *Where necessary, a transport statement or transport assessment can demonstrate to the satisfaction of the Highway Authority that the scale and type of traffic generated is acceptable in terms of impact on the local road network;*
- *Where necessary investigation of potential contamination at the site has been undertaken prior to submission of any relevant planning application;*
- *Where necessary adequate sewage treatment facilities are provided;*
- *If required measures have been taken to assess and manage any heritage assets on the site; and*
- *Where necessary a drainage strategy is approved and implemented before development proceeds."*

The proposal seeks permission for 870sqm of B1 (c) Light Industrial floorspace, within the buildings to be known as building 18 and 18a, and 780sqm of B8 Storage and Distribution floorspace within the building to be known as building 16. These employment use types are permitted by the first bullet point of this policy.

However, whilst the policy does not specifically state that new buildings will not be permitted, it does state that the site is fully occupied, and includes specific reference to re-refurbishment and redevelopment. The policy does not make it clear whether the site is fully occupied in terms of all the buildings being occupied by existing businesses, or being fully occupied in terms of the number of buildings/uses within the area designed for employment by the policy.

In the text accompanying the policy (paragraph 3.24) it is explained that the site is long and narrow within limited scope for extension or intensification within the developed area, and that the currently developed area is to be increased from 8.95ha to 10.89ha through the allocation, suggesting there is scope for additional building within the designated area.

Therefore, this proposal is technically contrary to the current allocation policy (SSP23) in that it proposes new buildings and the policy specifically permits "*new employment provision, through redevelopment or refurbishment of existing buildings or any other change of use*". However, the policy is silent on new buildings, and does not specifically preclude them. Therefore, the extent to which the proposal is contrary to Policy SSP23 is debatable, and the principle accords with the other more general employment policies, so subject to the consideration of other material planning considerations and relevant planning policies is something that is in general conformity with the general economic objectives of the Local Plan.

Principle and Economic Considerations - NPPF

The NPPF is supportive of economic development, and seeks to build a strong, competitive economy.

Paragraph 80 of the NPPF explains that:

"...planning decisions should help create conditions in which business can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development...."

Paragraph 83 of the NPPF states that:

"Planning policies and decisions should enable: a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;"

Therefore, national planning policy is supportive of the erection of new buildings for employment purposes including within rural areas.

This proposal is located on an existing employment site and thus could provide opportunities for existing businesses to expand or adapt, and/or for new business to be operated, potentially with interconnectivity with the existing business uses, due to their close proximity to existing employment uses on this allocated employment site.

Principle and Economic Considerations - Emerging Local Planning Policy

The emerging Suffolk Coastal Local Plan has reached an advanced stage in its preparation, with the Final Draft Local Plan (January 2019) having been submitted for Examination in March 2019. The Examination is currently underway with hearing sessions having been carried out in August and September 2019.

The strategy for the new Local Plan, set out under Policy SCLP3.1 (Strategy for Growth in Suffolk Coastal District)', seeks to support and facilitate economic growth to enable the key economic activities to maintain and enhance their role within the UK economy and to support appropriate growth in rural areas that will help to support and sustain existing communities. The Council has sought to allocate appropriate sites across the urban and rural areas of the District to take forward this element of the strategy and to contribute towards meeting the employment need for the district over the plan period.

Policy SCLP12.34 (Strategy for the Rural Areas) sets out, under criterion a), that delivering opportunities for employment development alongside the protection of existing employment uses is a key objective of the strategy for rural areas.

Policy SCLP4.1 (Existing Employment Areas) of the Final Draft Plan sets out that employment premises for B1, B2 and/or B8 use will be protected from redevelopment and change of use to other uses.

Therefore, like the current Local Plan Policies, the general employment policies support the principle of additional employment uses of the nature proposed within areas identified as designated employment sites.

The emerging local plan identifies the former Debach Airfield (which includes the current application site) as an employment site under Policy SCLP12.36. The proposed wording has not been altered from Policy SSP23 and therefore the absence of support for or resistance against new buildings for employment development remains.

In respect of the weight to be afforded to the policies within the emerging Local Plan, Paragraph 48 of the NPPF provides a number of tests. Paragraph 48a) of the Framework sets out that the more advanced the emerging Plan in the Plan making process, the greater the weight that may be afforded to the policies within. The emerging Suffolk Coastal Local Plan has reached an advanced stage in its production, and the Final Draft Local Plan (2019) was submitted for Examination under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 in March 2019. Since the emerging Plan's submission for examination the hearing sessions have been carried out between 20 August and the 20 September 2019. In light of the potential for modifications, through the examination, to be made to the policies against which this application will be in part determined against, the weight attributed to the policies of the emerging Plan should be reduced.

Paragraph 48b) of the Framework is concerned with the extent to which there are unresolved objections to the relevant policies of the emerging Plan and dictates that the less significant the unresolved objections the greater the weight that may be attributed to such policies. While this consideration would add depth to the weight to be attributed to specific emerging Local Plan policies, consideration of criterion a) and c), to Paragraph 48, provide enough context and clarity to consider the appropriate weight to be attributed to the emerging Local Plan as a whole. Moreover, Policy SCLP12.36 is no different in wording and therefore meaning to SSP23 of the Site Allocations DPD, and thus there is no merit in considering the weight to be attributed to Policy SCLP12.36.

Paragraph 48c) of the Framework establishes that the greater the consistency of the policies in the emerging Plan to the policies in the Framework, the greater the weight that may be given. The emerging Plan was submitted for examination on 29 March 2019, which is after the 24 January 2019, and thus the test for consistency with the Framework applies to the 2019 Framework rather than the previous Framework, as per footnote 22 of Paragraph 214 in the Framework. Policy SCLP4.1 seeks to protect existing Employment Areas from redevelopment and change of use and support proposals for sustainable employment development. This is supported by Paragraph 80 of the Framework, which sets out that 'significant weight should be placed on the need to support economic growth and productivity'. These Policies also seek to achieve the ambition of the economic objective of sustainable development detailed in Paragraph 8a) of the Framework, through delivering employment growth on existing employment areas, whilst also that of the

social and environmental objectives of Paragraph 8b) and c) respectively, through consideration of the wider impacts of such proposals and how these can be minimised and mitigated. The emerging Plan, as a whole, has been produced in alignment with the Framework and thus the intention behind all policies of the emerging Plan is that they are consistent with the Framework and therefore some weight could be attributed to Policies SCLP4.1 and 4.3, as afforded by Paragraph 48c).

It may be useful to note that in appeal decision APP/D3125/W/17/3182718 the Inspector concluded that because:

"20. ... the examination [of the Emerging Local Plan] is not concluded and the consultation process on main modifications is still in progress... [and as] the Inspector has yet to produce his final report... I consider only limited weight can be given to the Emerging Local Plan".

This Decision was challenged in the High Court, under which Elvin J concluded that the Inspector had not erred in his interpretation of Paragraph 216 of the Framework (2012) (now Paragraph 48), noting that:

'57. ... I consider the Inspector's assessment of weight to be a matter for his own judgement and reject any suggestions that it might be irrational', in the Wednesbury sense. The purpose of referring to these decisions here is not to imply that the relevant emerging Plan Policies should receive limited weight, but that attributing limited weight may not be irrational."

Therefore, the proposal would accord with the general employment policies within the emerging Local Plan, but this proposal is technically contrary to the emerging allocation policy (SSP23) in that it proposes new buildings and the policy specifically permits *"new employment provision, through redevelopment or refurbishment of existing buildings or any other change of use"*. However, the policy is silent on new buildings, and does not specifically preclude them.

It is further noted that the Emerging Local Plan is at an advanced stage, but as the Inspector is yet to initiate a Main Modifications consultation the weight attributed to Emerging Local Plan policies should be reduced, as directed above in accordance with considerations detailed in Paragraph 48 of the Framework.

Principle and Economic Considerations - other documents

The East Suffolk Economic Development Team are supportive of any increase in B1, B2 or B8 floorspace, that would create room for existing businesses to expand or new businesses to move in, as it would support the economic growth ambitions outlined in both local and regional strategies (the East Suffolk Growth Plan, the East Suffolk Business Plan, the Suffolk Growth Strategy and the Norfolk and Suffolk Economic Strategy).

The Economic Growth Plan (pages 17 and 18) highlights the importance of supporting entrepreneurs, encouraging existing businesses to grow, and attracting new businesses to the area. In order to enable this to take place, suitable premises need to be available in order to meet the needs of new and growing businesses.

The East Suffolk Business Plan (pages 6-7) also seeks to support the Governments national priority for long-term economic growth. It highlights that East Suffolk *"...believes that a strong local*

economy is essential for vibrant local communities in East Suffolk...". It identifies that East Suffolk continues to face substantial challenges, one of which is lack of commercial land supply.

The Suffolk Growth Strategy details the approach that *"...local authorities in Suffolk will take to enable the growth of the county's economy..."* (in preface) and recognises the need to ensure *"...that land of the right type is available in the right places and at the right time to support growth."* (para 7.5).

The Norfolk and Suffolk Economic Strategy seeks to support economic development across the wider region.

This proposal would provide additional floorspace for B1 and B8 employment uses, and therefore is in conformity with the objectives of these strategies.

Principle and Economic Considerations – Conclusions

This proposal is in general conformity with the general economic objectives of the existing Local Plan, the emerging Local Plan, the NPPF and the economic growth ambitions within both local and regional strategies.

The extent to which is contrary to the existing site specific policy SSP23 and the emerging Local Plan site specific policy SCLP12.36 is debatable, as both policies, although specifically supporting of "new employment provision, through redevelopment or refurbishment of existing buildings or any other change of use", are silent on new buildings and does not specially preclude them.

Therefore, in accordance with overarching objectives within local and regional economic strategies, and planning policies within National and Local Planning Policy seeking to support economic growth, the principle of B1 and B8 new building units is recommended for approval subject to the consideration of other relevant planning policies and material planning considerations, which are set out below.

Highway Safety

The Parish Council and the third-party objector have raised concerns relating to traffic, particularly HGV type traffic related to B8 uses. They also both raise concerns regarding existing traffic volumes and speeding traffic.

The Local Planning Authority cannot require an existing situation to be fixed through a planning application. It can only seek to ensure that an existing situation is not exacerbated, and that an additional traffic or highway safety issue is not created.

Similarly, the Local Planning Authority cannot control the use of the public highway and the speed of users on that highway. Such issues are controlled through other legislation.

The Local Highway Authority raises no objections to the scheme, subject to the inclusion of conditions relating to secure cycle storage, the provision of spaces for Powered Two-Wheeler vehicles, and the provision of the manoeuvring and parking areas shown on the submitted layout plan. They raise no concerns regarding the potential traffic movements to/from the site or highway safety.

Therefore, subject to appropriate conditions relating to the provision of parking and manoeuvring areas, the scheme is acceptable in terms of highway safety.

The applicants have supplied a revised plan of the proposed parking spaces, and details of secure cycle storage. These are currently the subject of consultation with the Local Highway Authority. Therefore depending upon the outcome of that consultation (due to expire 19 March 2020), the wording of the proposed conditions may be altered.

Visual Amenity

The Clopton Commercial Park and the existing buildings within it are visible in public views from roads to the north (B1078), east (Woodbridge Road, Debach) and the south (Looms Lane, Boulge). Views from the west (Drabbs Lane) are limited due to the existing mature trees and farm buildings at Grove Farm, Clopton.

From these vantage points, the new buildings would be seen in the context of the existing as they would be located between Buildings 15 and 19, and adjacent to building 17. As set out in Table 1 (below), the eaves and ridge heights of the new buildings, whilst not the same as the existing would be within the general range of the heights of existing adjacent buildings to which they would be seen in the context of. Therefore, they would not have a significantly greater visual impact upon the landscape than the existing group of buildings.

		Eaves height	Ridge height
Existing neighbouring buildings (based on plans from DC/17/5419/FUL)	Building 15	5.4m	8.4m
	Building 17	5.4m	7.1m
	Building 19	4.4m	7.5m
Currently Proposed Buildings	Building 16	6.1m	8m
	Building 18	3.8m	5m
	Building 18a	5.2m	6.5m

Table 1: Approximately Eaves and Ridge Heights of the existing, proposed buildings, and previously consented building.

The buildings would also be clearly visible from the Public Rights of Way which cross the wider former airfield site and pass through the area of the buildings, including the application site. However, as explained above they would be seen in the context of the existing buildings and the built form would not expand beyond the existing group of buildings into the wider countryside.

The external finishes to the walls and roofs are also proposed to be similar to those on the existing structures. The combination of the buildings being of a similar scale and external materials to the existing and siting within the group, would mean that the buildings would be in keeping with their location and not result in a significant impact upon the wider landscape of the countryside.

The scheme would therefore be acceptable in terms of visual amenity and comply with Local Policy SP15 (Landscape and Townscape) and DM21 (Design: Aesthetics), and the objectives of the NPPF.

Rights of Way

The existing obstruction of the Public Right of Way (Footpath no 5) and its further obstruction by the buildings proposed within this application, has been raised within the objections from both the SCC Rights of Way Team and by a third party.

Whilst it is not ideal that the footpath would be further obstructed, the refusal of this application would not resolve the existing situation or remove the existing building blocking the definitive footpath route.

This proposal would still leave sufficient hard surfaced areas between the buildings, the proposed parking spaces and the edge of the application site, for the pathway to be diverted.

As stated within the representation from the SCC Rights of Way Team, by granting Planning Permission, the Local Planning Authority would not be granting consent for the diversion of the footpath, separate consent needs to be sought from the Rights of Way Team in order to divert the definitive route of the public Right of Way.

The Local Planning Authority cannot reasonably seek to refuse consent on the basis of the requirements of other legislation. Therefore, this application cannot be refused on the basis that the applicants also need to seek to divert the definitive route of the public footpath.

Heritage

Based upon the SCC Historic Environment Records, indicating medieval activity as well as the former airfield use, it appears this locality has the potential for archaeological deposits. The Archaeological Service (part of SCC) were consulted on this application. Unfortunately, they did not respond. However, given that this proposal is within the existing group of commercial buildings, it is considered that the potential for impact upon archaeological deposits is significantly reduced.

As explained in the site description of this report, the nearest listed buildings (All Saints House, The Street, Debach, and the adjacent War Memorial at the former All Saints Church) are a significant distance away from the proposal (approximately 590m away). The new buildings would also be no closer to the Listed Buildings than the existing buildings within the commercial park. Therefore, they would not result in any significantly greater impact than the existing commercial development. As a result, the setting of these Listed Buildings would be preserved. Therefore, the scheme complies with the requirements of the Listed Buildings and Conservation Areas Act (1990), which requires proposed to either preserve or enhance Listed Buildings and their settings.

On the basis of the above comments relating to archaeological deposits and the nearest Listed Buildings, the scheme would comply with section 16 of the NPPF.

Residential Amenity

Due to the distances from the nearest residential properties, and that the proposed building would be within the existing group of buildings used for employment purposes, there would be limited potential for a detrimental impact upon the amenity of the nearest residents in terms of privacy/overlooking, outlook, access to daylight and sunlight, the resulting physical relationship with other properties and matters of safety and security.

There is more potential to be impact arising in terms of noise and disturbance, light spillage, air quality and other forms of pollution. Due to the rural nature of the surroundings, there is the potential for noise generated by fixed plant and machinery to travel a significant distance, particularly if those items are located on the exterior of the building.

Therefore, it would be appropriate to include some of the conditions recommended by the Head of Environmental Protection relating to:

- the submission of details relating to fixed plant or machinery (e.g. heat pumps, compressors, extractor systems, fans, pumps, air conditioning plant or refrigeration plant) and associated noise assessment,
- no business activities being undertaken outside the buildings,
- a Construction Management Plan,
- Delivery of goods and removal of waste restricted to weekdays between 08:00 and 18:00.
- The hours of working to be 7.00 am and 7.00 pm Mondays to Saturday, with no working on Sundays or Bank holidays

The recommendation from the Head of Environmental Protection for conditions relating to hours of working and delivery hours, are understandable, and reasonable, but the hours permitted should be amended, to ensure consistency with the hours permitted on the existing adjacent buildings.

The planning permission for the B8 use within adjacent building (no 17) was granted under planning permission C/07/0728, which includes a condition on the working hours (no 3), which states:

"The working hours in connection with the uses hereby permitted shall not be other than between 7.00 am and 7.00 pm Mondays to Fridays and 7.00 am to 5.00 pm on Saturdays with no working on Sundays or Bank Holidays or outside the specified hours, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of amenity and the protection of the local environment."

That consent also includes a condition relating to working hours outside the building (no 4) which states:

"Notwithstanding what is specified in Condition 3 above, all industrial operations outside the confines of the building shall take place only between 8.00 am and 5.00 pm Mondays to Fridays, 8.00 am to 1.00 pm on Saturdays and not at all on Sundays or Bank Holidays.

Reason: In the interest of amenity and the protection of the local environment"

The current proposal includes a similar use, which is likely to require outside working in the form of loading and offloading of goods etc. and as highlighted above, such activities are already permitted on site. Therefore, it would be unreasonable to seek to prevent all outside operations as suggested within the conditions recommended by environmental health. A condition along the

lines of condition 4 of C/07/0728 but amended to add clarity in terms of deliveries and collections, would be reasonable in order to safeguard residential amenity and ensure consistency with other consents on the site.

Subject to appropriate conditions as outlined above the scheme is acceptable in terms of residential amenity and compliant with policy DM23.

External Lighting

This is a rural location, where external lighting can have a significant visual impact after dusk. A number of the existing buildings have external lighting, and conditions controlling external lighting have been imposed on previous consents, including on the adjacent building (no 17) which was granted under planning permission C/07/0728. The condition on that consent states:

“Within two months of the date of this permission, details of all existing external lighting within the application site shall be submitted in writing to the Local Planning Authority. No additional external lighting shall be installed at the site, except in accordance with details (to include position, height, aiming points, lighting levels and a polar luminance diagram) which shall previously have been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interest of amenity and the protection of the local environment.”

In the interests of amenity and protecting the local environment, it would be appropriate to include a similar condition if consent were to be granted for the current scheme.

Ecology

The council's ecologist, as advised that based on the information available the proposed development does not appear likely to result in significant adverse impacts on designated sites, protected species or UK Priority species or habitats (under Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006)). Therefore, this application is acceptable in terms of ecological considerations and complies with Local Plan Policies SP14 and DM27.

Contamination

Due to the history of this site as part of a former airfield, there is the potential for contamination on site. However, the proposed use is not classed as 'vulnerable' for the purposes of the assessment of contamination, and the scheme does not seek to undertake works which would directly affect groundwater or a watercourse. Therefore, there is no requirement for a contamination assessment as part of this application.

Drainage and Sewage

The application includes a scheme for the disposal of surface water. Therefore, subject to the implementation of this scheme, surface water would be appropriately dealt with to ensure that there are no additional surface water run-off issues created on adjacent land.

Foul water is proposed to be disposed of via package treatment plant, so will be dealt with appropriately.

Other comments raised in representations

Other matters raised within the representations from the Parish Council are not material to the determination of this application, and therefore cannot form a consideration. These include the existing speed limit on the B1078 and the facilitation of access to the park using local bus services.

A Planning Application cannot be required to resolve an existing issue, and the planning system has no control over speed limits on the public highway.

Whilst the development/applicant can be asked to seek to encourage bus service providers to offer bus routes to/from the commercial park, the Local Planning Authority cannot insist upon such.

The Parish Council also request that the developers be encouraged to consider the installation of electric charging points and PV Solar Panels. Whilst this is admirable, there is currently no planning policy requiring the provision of such features within commercial development, and therefore they cannot be required as part of this application.

Permitted Development Rights

If these buildings are granted consent, they would potentially benefit from Permitted Development Rights, enabling future changes of use to non-employment uses. As these buildings are being supported in a significant part on the basis of the economic benefits, it would be appropriate to remove Permitted Development Rights for changes of use.

Planning Balance

These proposals have significant potential for economic benefits, through the provision of additional employment floorspace.

The potential harms identified have been assessed, and subject to appropriate conditions, they can be appropriately mitigated.

Therefore, in accordance with the sustainable development principles within the NPPF, the scheme should be approved, as the adverse impacts of approving this development would not significantly and demonstrably outweigh the benefits, when assessed against the policies within the NPPF as a whole.

Conclusion

This proposal would provide additional employment floorspace on an allocated employment site. It is technically contrary to the site specific planning policy as it would be in the form of new buildings rather than "...through redevelopment or refurbishment of existing buildings...".

However, the principle of an additional building to provide an employment use on this site has been established on this site, through the granting of Planning Permission DC/17/5419/FUL, which currently remains extant.

In addition to this, the proposal would provide additional B1 and B8 accommodation on an allocated employment site, with the resulting potential benefits to the local economy by enabling additional floorspace for existing and new businesses.

Subject to appropriate conditions the proposals are also acceptable in terms of potential highway safety implications, landscape and visual amenity considerations, heritage considerations, residential amenity, ecology, contamination, surface water drainage and sewerage.

Recommendation

Approve subject to the following conditions.

Conditions:

Standard Time Limit

- 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).

Plans/Drawings

- 2) The development hereby permitted shall not be carried out other than in complete accordance with Drawing No 4472-0113 Rev P01 (Site Location Plan) and Drawing No 4472-0112 Rev P03 received 5 September 2019, and drawing no 4472-0105 Rev P08 received 14 February 2020.

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

Materials

- 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

Uses of the buildings

- 4) Building 16, shall be used for B8 and for no other purpose (including any other purpose in within the B use Classes of the Schedule to the Town and Country Planning [Use Classes] Order 1987 (as amended)) (or any Order revoking or re-enacting the said Order).

Reasons: In order that the local planning authority may retain control over this development/site in the interests of amenity, the protection of the local environment, and to ensure that the building remains available for employment purposes in the interests of the local economy.

- 5) Buildings 18 and 18a, shall be used for B1(c) (Light Industrial Use) and for no other purpose (including any other purpose in Class B1 of the Schedule to the Town and Country Planning [Use Classes] Order 1987 (as amended)) (or any Order revoking or re-enacting the said Order).

Reasons: In order that the local planning authority may retain control over this development/site in the interests of amenity, the protection of the local environment, and to ensure that the building remains available for employment purposes in the interests of the local economy.

Hours of work

- 6) The working hours in connection with the use/building[s] hereby permitted, shall not be other than between 7am and 7pm Monday to Saturday; and no work shall be carried out on Sundays, or Bank Holidays, or outside the specified hours, unless otherwise agreed by the local planning authority.

Reason: In the interests of amenity and the protection of the local environment.

Delivery/collection hours

- 7) Deliveries to and collections from the premises and vehicle movements within the site shall be between 8am and 6pm Monday to Friday, *8.00 am to 1.00 pm on Saturdays*, with none being undertaken on Sundays and Bank Holidays, unless otherwise agreed with the Local Planning Authority.

Reason: In the interests of amenity and the protection of the local environment.

Plant/extraction equipment

- 8) Prior to the installation of air conditioning, extract ventilation, refrigeration or any other fixed plant, details of the equipment, its location, acoustic housing and any vibration isolation measures, together with the projected noise levels at the boundary of the property shall be submitted to the Local Planning Authority and only approved plant shall be installed and retained in the approved from thereafter (complete with any noise approved attenuation measures).

Reason: In the interests of residential amenity and protection of the local environment.

Fire Hydrants

- 9) Prior to the commencement of development, a scheme for the provision of fire hydrants shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented in its entirety prior to the occupation of the building. It shall thereafter be retained and maintained in its improved form.

Reason: In the interests of the safety of the future occupants of the hereby approved development.

Parking and turning

- 10) The use shall not commence until the area(s) within the site shown on Drawing Ref. 4472-0105 Rev. P09 for the purposes of manoeuvring and parking of vehicles, including secure

cycle parking and Powered Two-Wheeler parking, has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

Surface Water Drainage

11) The strategy for the disposal of surface water and the Flood Risk Assessment (FRA) (as per the letter from Stroud Associates dated 25/11/2019, ref: ST509) shall be implemented as approved in writing by the local planning authority. The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained.

External Lighting

12) No external lighting shall be installed without the prior submission and approval of an external lighting scheme (including position and height of mounting features, height and angle of lights including aiming points, light fixing type, size and appearance, and the luminance levels). There after only the approved lighting scheme shall be installed and maintained in that form.

Reason: In the interests of amenity, and protection of the local rural environment.

Removal of PDRs for change of use

13) 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 3 of Schedule 2 of the said Order shall be carried out unless otherwise agreed with the local planning authority.

Reasons: In order that the local planning authority may retain control over this development/site in the interests of amenity, the protection of the local environment, and to ensure that the building remains available for employment purposes in the interests of the local economy.

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. The applicant is advised that the proposed development may require the naming of new street(s) and numbering of properties/businesses within those streets and/or the numbering of new properties/businesses within an existing street. This is only required with the creation of a new dwelling or business premises. For details of the address charges

please see our website www.eastsuffolk.gov.uk/planning/street-naming-and-numbering or email llpg@eastsuffolk.gov.uk

3. Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system.
4. The proposed site contains a public right of way (PROW): Footpath 5 Clopton. The Definitive Map for Clopton can be seen at <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Clopton.pdf> . If further clarification is required please contact DefinitiveMaps@suffolkhighways.org . Note, there may be a fee for this service.

Footpath 5 is currently obstructed and not available for use through the site. The footprint of the proposed new business units would further directly obstruct the legal alignment of Footpath 5 and this does not appear to be addressed in the application.

The applicant will need to apply for a public path order to divert Footpath 5 to a suitable and convenient route to allow the public to pass through the site and connect to the existing public rights of way network. The Applicant MUST also take the following into account:

- A) PROW are divided into the following classifications:
 - o Public Footpath - only for use on foot or with a mobility vehicle
 - o Public Bridleway - use as per a public footpath, and on horseback or by bicycle
 - o Restricted Byway - use as per a bridleway, and by a 'non-motorised vehicle', e.g. a horse and carriage
 - o Byway Open to All Traffic (BOAT) - can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolkhighways.org .

B) The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.

C) The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as

appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:

- o To apply for permission to carry out work on a PROW, or seek a temporary closure - <http://www.suffolkpublicrightsofway.org.uk/home/temporary-closure-of-a-public-right-of-way/> or telephone 0345 606 6071. PLEASE NOTE that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
- o To apply for permission for structures such as gates to be constructed on a PROW - <http://www.suffolkpublicrightsofway.org.uk/home/land-manager-information/> or telephone 0345 606 6071.
- o To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <http://www.suffolkpublicrightsofway.org.uk/contact-us/>

PLEASE NOTE that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.

E) Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.

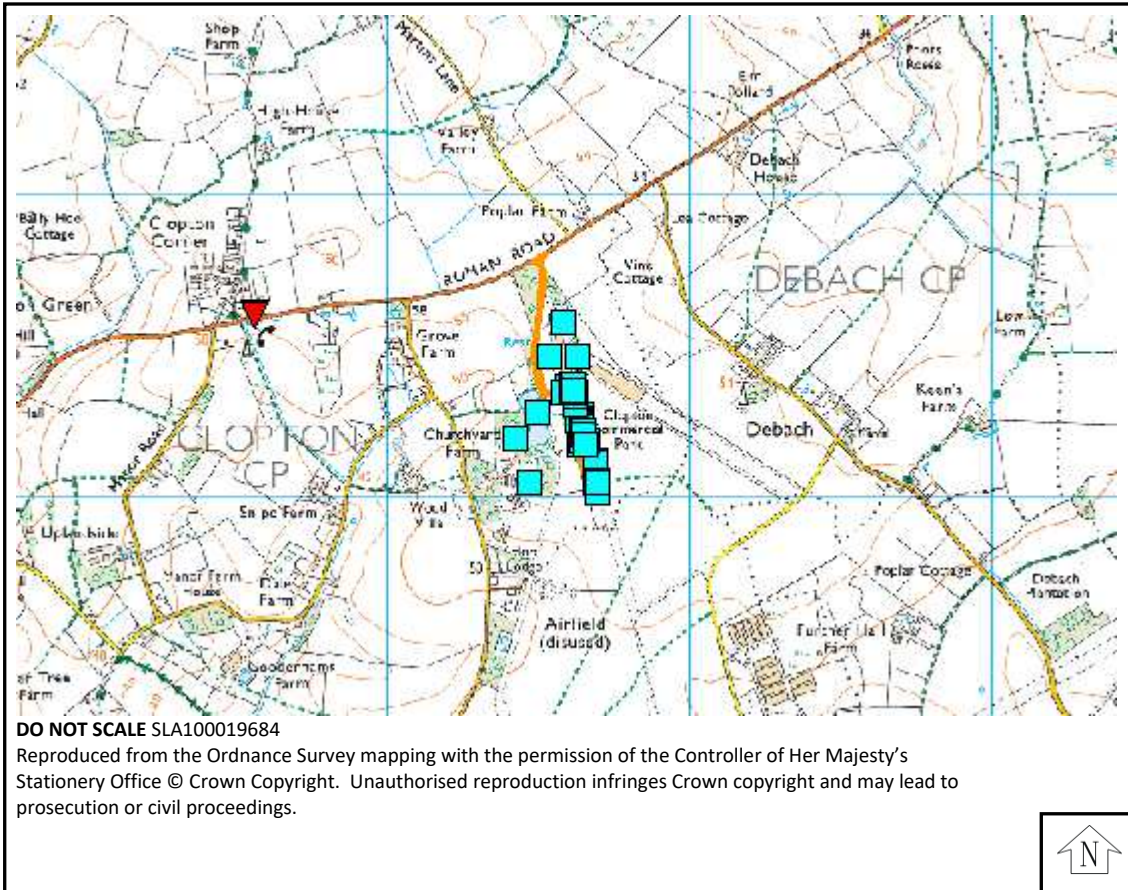
F) Any hedges adjacent to PROW must be planted a minimum of 1 metre from the edge of the path in order to allow for annual growth and cutting, and should not be allowed to obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metres from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.

In the experience of the County Council, early contact with the relevant PROW officer avoids problems later on, when they may be more time consuming and expensive for the applicant to address. More information about Public Rights of Way can be found at www.suffolkpublicrightsofway.org.uk





Background information

See application reference DC/19/3497/FUL at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PXD5I9QXMBN00>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/20/0040/FUL

Location

4 Hackney Terrace
Melton
Suffolk
IP12 1NN

Expiry date 4 March 2020

Application type Full Application

Applicant Mandy Hearle

Parish Melton

Proposal Single House residential infill development (Plot 2) to the rear garden of 4, Hackney Terrace for 1 Bed single storey house

Case Officer Danielle Miller

01394 444594

Danielle.miller@eastsoffolk.gov.uk

Summary

Planning Permission is sought for the erection of one single storey dwelling in the rear garden of 4 Hackney Terrace and the approved attached dwelling.

The item is before the Planning Advisory Panel, because it was due to be considered by Planning Committee 24 March 2020, prior to the cancellation of the meeting, due to Government advisory restrictions on face to face meetings resulting from Covid-19.

This item was heard by the referral panel on Tuesday 25th February 2020, where the panel requested it be heard at committee given the detailed history of the site and the local support including that of the Parish Council and Ward Member contrary to officers recommendation to refuse.

It is considered that the principle of developing the site in this manner is contrary to policy DM7, and further concern is raised over the design, function and amenity of the properties along with the resulting impact on the streetscene as such Officers are minded to refuse the application.

The proposal, and indeed principle of development, would in officers mind run contrary to policies DM7, DM21, DM23 and SP15 of the local plan and the NPPF, in particular paragraphs relating to poor design.

Site description

The property & site are located at the above address on the corner at the junction of Hackney Terrace & Hackney Road. The site lies to the south end of an area bounded by Melton Road & Turnpike Road.

The site is in the centre of an established built up area consisting mainly of Victorian properties. The properties are a mixture of house types, sizes and scale with larger detached houses fronting Melton Road i.e. Highfield Cottage, Burnside, Hackney Lodge etc with a mix of terraces, semidetached villas & some small houses to the rear, mainly Victorian or Edwardian.

The site is located in the Parish of Melton but within the physical limits boundary of Woodbridge. The site falls within the Melton Road Character Area Assessment (CAA) section 3. P16-P25 of the Melton Neighbourhood Plan (MNP) January 2016.

The site occupies a corner plot with Hackney Terrace and Hackney Road forming the northern and eastern site boundaries respectively. No. 4 Hackney Terrace is a two-storey end terrace property. The property currently has a detached single-storey annexe to the side/rear.

Planning History

No.4, Hackney Terrace is a 3 bedroom end of terrace house with a later built single storey rear extension for a kitchen & bathroom plus a 1 bedroom annex.

The annex is a later addition to No.4 reference Planning Permission C98/1094 of 27 October 1998 for a single storey extension to provide a granny annex.

Planning consent DC/15/3121/FUL was granted on 9th October 2015 for the erection of an end of terrace house (Plot 1) next door to No.4 Hackney Terrace and a 1st Floor rear extension for a new bathroom to No.4. The consent included the demolition of the existing 1 bedroom annex to No.4 and part demolition of the rear single storey extension to No.4 containing the existing ground floor bathroom and WC. This permission has been materially started.

Following enforcement investigations in March 2018, a temporary planning consent DC/18/2550/FUL was granted 23 August 2018 for retention of the annex for use as an independent residential unit for a period of 3 years expiring 1st September 2021. Concern was been raised by officers over the function of the annexe as a separate dwelling, give the standard of accommodation both in terms of internal and external space, as such it was agreed that a temporary consent could be granted to give the applicant the opportunity to find alternative accommodation.

Proposal

The application seeks full planning permission for a new single storey dwelling within the garden currently associated with No.4 Hackney Terrace and the attached dwelling allowed via application DC/15/3121/FUL.

The proposed dwelling would be single storey measuring 5.2 metres in width and 9.8 metres in length. The roof is proposed to be pitched with a gable end and maximum height of 4.9 metres. The property would have a gable end facing Hackney Road, with a central window facing the street. The building is proposed to be horizontal timber clad with a brick plinth. The scheme includes a large overhang of the eaves with the front door on the western side. The building proposed is one bedroom with a separate living area.

The proposal includes one parking space for both the proposed dwelling and that approved under DC/15/3121/FUL. The parking for the already approved dwelling would be an inset space to the south of the plot parallel to Hackney Terrace. The proposed plot would have provisions for one parking space to the east accessed off Hackney Terrace, neither space allows space to manoeuvre on site.

Consultations/comments

One letter of objection that raises the following key concerns:

- The proposed design relates poorly to adjacent properties and adversely affects the street scene.
- There are no other examples of this type of housing in the locality.
- The garden shapes, sizes and curtilages of the proposed plots 1 and 2 do not reflect the pattern, outline, or scale of adjoining gardens.
- The cramped nature and small curtilage of plots 1 and 2 detract from their surrounding and are out of character with the locality.
- Loss of amenity to Felbrigg Cottage
- There is no dedicated surface water drainage system in Hackney Road or Hackney Terrace.

Three letters of support that raise the following key points:

- The application will result improve the appearance of the street as the existing paraphilia at the site will be removed and the approved building will be completed.
- Consider the proposal is a very suitable building for the space available.
- Welcome the construction of an "affordable dwelling" in the neighbourhood where there are so few, if any at all. At present this site is not being used to its full potential and this proposed construction of a small house would seem to be an ideal solution.

Consultees
Parish/Town Council

Consultee	Date consulted	Date reply received
Melton Parish Council	9 January 2020	29 January 2020
<p>Summary of comments: <i>“This application was considered by Melton Parish Council Planning and Transport Committee at its meeting on 22 January 2020.</i> <i>It was resolved to recommend approval of the application, as Melton PC Planning and Transport Committee considers the application to be in line with the National Planning Policy Framework, the former Suffolk Coastal District Core Strategy and Development Management policies, the Final Draft Local Plan, and the Melton Neighbourhood Plan, and it is not aware of any objections from residents.”</i></p>		

Publicity

None

Site notices

General Site Notice

Reason for site notice: New Dwelling

Date posted: 15 January 2020

Expiry date: 5 February 2020

Planning policy

On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore any policy documents listed below referring to “Suffolk Coastal District Council” continue to apply to East Suffolk Council until such time that a new document is published.

In addition to considering applications in accordance with the National Planning Policy Framework (NPPF 2019) and the National Planning Policy Guidance (NPPG), Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Local Planning Authority’s ‘Development Plan’, unless material considerations indicate otherwise.

East Suffolk Council’s Development Plan, as relevant to this proposal, consists of:

- East Suffolk Council Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013);

- East Suffolk Council Suffolk Coastal District Local Plan – Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017); and
- The ‘Saved’ Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations.
- Neighbourhood Plans where adopted.

The relevant policies of the Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013) are:

SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP1a - Presumption in Favour of Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP15 – Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP19 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP27 - Key and Local Services Centres (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM7 - Infilling and Backland Development within Physical Limits Boundaries (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM19 - Parking Standards (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM23 - Residential Amenity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

The relevant policies of the Melton Neighbourhood Plan are:

MEL1 - Physical Limits Boundaries (Melton Neighbourhood Plan - 'Made' January 2018)

MEL17 - Character Areas (Melton Neighbourhood Plan - 'Made' January 2018)

The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate (PINS) for examination on Friday 29 March 2019, the examination took place between 20th August and the 20th September 2019. Full details of the submission to PINS can be found through this link: www.eastsuffolk.gov.uk/localplanexamination .

Presently, only those emerging policies which have received little objection (or no representations) can be given more weight in decision making if required, as outlined under Paragraph 48 of the National Planning Policy Framework (2019). There are no policies of that nature relevant to the consideration of this application.

Planning considerations

Principle of Development

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the plan unless material considerations indicate otherwise, in this instance the council are determining the application under policies listed in the Suffolk Coastal District Local Plan, Development Plan Document July 2013, and will have reference to national guidance contained within the NPPF.

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Planning applications that accord with the policies in the local plan and other relevant policy documents will be approved unless material considerations indicate otherwise.

New housing will firstly and primarily be directed to and integrated within the settlements for which physical limits boundaries have been defined or in accordance with Policy SP19.

The site is contained in the settlement boundary (as per Melton Neighbourhood Plan Policy MEL1) and thus there is a presumption in favour of development insofar that the proposal is acceptable with regards to residential amenity and responds positively to the character of the area. Principle of development within residential curtilages is also endorsed by policy DM7 of the Local Plan, subject to a series of criteria being met.

Policy DM7 allows proposals for the sub-division of plots to provide additional dwellings providing it would not result in a cramped form of development out of character with the area of street scene; would not result in unsatisfactory types of backland development that would significantly reduce the residential amenity; appropriate provision is made for a reasonable size curtilage for the existing buildings and those proposed.

In this instance the proposals fail to meet the criteria listed within DM7, as it would result in a cramped form of development which, due to the overall design and appearance of the dwellings

and parking provisions, would be out of character with the area and have a negative impact on the streetscene.

Design; Appearance and Impact on Surrounding Area

Both roads (Hackney Terrace and Hackney Road) display a strong degree of uniformity in the grouping of types of dwelling and their layout. The proposed bungalow would be most closely associated visually with Fillbrigg Cottage, a two storey Victorian property and that of the approved property under application DC/15/3121/FUL. These properties like others in the two roads are laid out in traditional plan form with dwellings on a consistent building line fronting the road, with relatively long plots and, therefore, good-sized rear gardens.

The site falls within the Melton Road Character Area as set out in the Melton Neighbourhood Plan policy MEL17. Particular issues raised by the community of Melton are the concern that infill development in particular could serve to inappropriately increase the density of development and harm the character of the neighbourhood plan area.

It is considered important that infill development, whilst generally acceptable within the physical limits boundaries, must be designed so that it sits appropriately within its surroundings. The particular issues that must be considered are Plot Width; Building Line; Visual Separation; Building Height; Daylight and Sunlight; Parking and Access Arrangements; Boundary Treatment.

In the instance of this proposal particular attention is paid to Plot Width; Building height and Visual Separation. In that new dwellings must have similar spacing between buildings to that commonly found on the street frontage, the building height should reflect the height of existing buildings and the plot must be of sufficient width to allow buildings to be sited with adequate separation between dwellings.

Officers consider that the proposal fails to meet the criteria noted in policy MEL17 in that the development does not protect the amenity of its neighbour; nor does it reflect the scale, mass, height and form of neighbouring properties and it does not contribute positively to the features of the respective character areas.

The proposed dwelling would be dissimilar in scale and appearance to the neighbouring properties, it would be sited on a significantly smaller plot than these dwellings and others in the surrounding area; included that approved adjoining No 4 Hackney Terrace. As such, its layout and position would be uncharacteristic and incongruous in the otherwise uniform setting of properties with much larger plot sizes.

The applicant refers to a number of other examples of outbuildings and other residential development in the locality, but there are none evident in the immediate area. Whilst it has been argued that the design of the property would reflect that of an outbuilding, this proposal is for a new separate dwelling which would be required to make its own street presence as such. An outbuilding design in this instance is not suitable for the proposal of a new residential property in this location.

Whilst it is acknowledged that the proposal would yield a small unit of accommodation, a one bedroom dwelling, Officers are of the view that reducing the gardens to the two existing properties (No 4 Hackney Terrace and that approved adjoining it) would have a harmful impact on the character of the area. The resulting two properties would, in Officers opinion, retain garden spaces below the size suitable for those dwellings which gives an impression of the development being cramped and the site being over-developed.

Furthermore, in a streetscene, (which at that point is characterised by two storey dwellings, with the main frontage facing the road) the insertion of a small single storey dwelling is out of character in this locality. The detailing of the building as presented does nothing to positively address the streetscene or draw on the detailing of the nearby buildings. This, therefore, would amount to an alien and unsympathetic addition in the streetscene.

The scheme is therefore contrary to Policies SP15, DM7 and DM21 of the Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document, and Policy MEL17 of the Neighbourhood Plan.

Residential Amenity

The single storey nature of the design would ensure that there would be no direct overlooking from the proposed property into the neighbouring gardens. However, there will be a degree of overlooking from the rear first floor window of no 4 into the minimal private amenity space afforded to the proposed property. The cramped nature of the development in this instance is considered by officers to create an unacceptable physical relations between No 4; and the approved Plot 1 dwelling on Hackney Terrace and Fellbrigg Cottage on Hackney Road.

In this instance officers consider that the development would cause an unacceptable loss of amenity to adjoining and future occupiers of the developments by way of reduced garden space, and an unacceptable resultant physical relationship between properties which overall create a cramped form of development in an area where the prevailing pattern of development does not match that proposed. The scheme is therefore contrary to the requirements of policy DM23 of the Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document.

Highway Safety and Parking Provision

One parking space is provided for both the proposed dwelling and that approved under DC/15/3121/FUL. Given the size of the property one parking space is considered acceptable. The approved dwelling under DC/15/3121/FUL was permitted with only one parking space as such this arrangement has already been considered suitable to the council. No. 4 Hackney Terrace would not have any off road parking. Hackney Road and Hackney Terrace are believed to be privately owned with no public right of way and un-adopted.

No. 4 Hackney Terrace does not currently benefit from any off-road parking space although it would currently be possible to provide this facility on the site if required. As Hackney Road and Hackney Terrace are not adopted, there is no restriction on on-street parking.

The Highways Authority do not have any objections in relation to the lack of on-site parking for No. 4 Hackney Terrace, or indeed the parking arrangements proposed within this application. Therefore the scheme is considered acceptable in terms of highway safety and parking provision.

Habitats Assessment

The site is within the Suffolk RAMS Zone of Influence (Zone B) and therefore a financial contribution to the scheme (or equivalent mitigation identified via a Habitats Regulations Assessment (HRA)) is required in order to mitigate in-combination recreational disturbance impacts on habitats sites (European designated sites).

The Habitats Regulations Assessment Recreational Avoidance and Mitigation Strategy (HRA RAM Strategy), hereafter referred to as 'the Strategy' is a means by which sustainable housing growth can be delivered in Ipswich Borough, Babergh District, Mid Suffolk District, Waveney District and Suffolk Coastal District, facilitating development whilst at the same time adequately protecting European wildlife sites from harm that could otherwise potentially occur because of increased recreation pressure arising from the new housing growth.

It is anticipated that such development in this area, is likely to have a significant effect upon the interest features of the aforementioned designated site through increased recreational pressure. It is anticipated that new development in this area is 'likely to have a significant effect' upon the interest features of the aforementioned designated site(s), when considered in combination, through increased recreational pressure. The applicant has not provided any information in relation to potential disturbances caused by the development on the SPA or Ramsar sites as such Officers have been unable to carry out a suitable assessment to conclude that the proposals would not have an impact or require mitigation measures, this would be a requirement under Article 6(3) of the Habitats Directive. Regulation 42 of the 2011 Regulations requires a screening for appropriate assessments to be carried out whether or not a proposal individually or in combination with other plans or projects is likely to have a significant effect on the European site, before consent could be granted.

Whilst the site does currently have permission for the existing dwelling (no 4), a new dwelling (plot 1) and an annex, that relating to the annex is temporary. There is only approval on this site for two residential units on a permanent basis. The proposal would create one additional permanent residential unit which would have a negative impact as set out above.

Local Policy DM27 seeks to support the Article 6(3) directive where proposals that would cause a direct or indirect adverse effect (alone or combined with other plans or projects) to the integrity of internationally and nationally designated areas will not be permitted unless prevention, mitigation and where appropriate compensation measures are provided such that net impacts are reduced to a level below which the impacts no longer outweigh the benefits of development,

given that no assessment has been undertaken by the applicant in this instance the proposals are considered contrary to Policy DM27 of the Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document.

Community Infrastructure Levy (CIL)

As this application is a full application for a dwelling, the development will be liable for the Community Infrastructure Levy (CIL).

The Planning Balance

The development seeks to boost the supply of housing by one small unit of accommodation, one bedroom, which would result in very minimal support for local services and facilities, both during construction and when the building is occupied, furthermore it is not proposed that this house be available on an affordable nature, it is indeed a property for the applicant, who currently resides in the annexe to move into (although it could be sold on the open market in the future).

It has been found that the proposed development would be contrary to the Development Plan in that it would result in an cramped form of development, with a negative impact on the character of the area and neighbouring amenity by way of the resultant physical relationship between the buildings. There are no other material considerations that indicate a decision should be made other than in accordance with the Development Plan.

Conclusion

It is considered that the principle of developing the site in this manner is contrary to policy DM7, and further concern is raised over the design, function and amenity of the properties along with the resulting impact on the streetscene as such the application is recommended for refusal.

The proposal, and indeed principle of development, would in officers mind run contrary to policies DM7, DM21 and DM23 of the local plan, the NPP (in particular paragraphs relating to poor design) and Policy MEL17 of the Melton Neighbourhood Plan.

Recommendation

Recommendation of refusal.

The reasons for the decision to refuse permission are:

1. Hackney Terrance and Hackney Road display a strong degree of uniformity in the grouping of types of dwelling and their layout. The proposed bungalow would be most closely associated visually with Fillbrigg Cottage, a two storey Victorian property and that of the approved property under application DC/15/3121/FUL. The proposed dwelling would be dissimilar in scale and appearance to the neighbouring properties, it would be sited on a significantly

smaller plot than these dwellings and others in the surrounding area; included that approved adjoining No 4 Hackney Terrace. As such, its layout and position would be uncharacteristic and incongruous in the otherwise uniform setting of properties with much larger plot sizes.

The resulting two properties would retain garden spaces below the size suitable for those dwellings which gives an impression of the development being cramped and the site being over-developed. Furthermore, in a streetscene, (which at that point is characterised by two storey dwellings, with the main frontage facing the road) the insertion of a small single storey dwelling is out of character. The detailing of the building as presented does nothing to positively address the streetscene or draw on the detailing of the nearby buildings. This, therefore, would amount to an alien and unsympathetic addition in the streetscene.

The proposal, and indeed principle of development, would run contrary to policies SP15, DM7, DM21 and DM23 of the local plan; Policy MEL17 of the Melton Neighbourhood Plan and the NPPF, in particular paragraphs relating to poor design.

2. The development falls within the 13km protection zone of European Designated Sites. As set out in the emerging Suffolk Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) Local policy DM27 seeks to support the Article 6(3) of the Habitats Directive where proposals that would cause a direct or indirect adverse effect (alone or combined with other plans or projects) to the integrity of internationally and nationally designated areas will not be permitted unless prevention, mitigation and where appropriate compensation measures are provided such that net impacts are reduced to a level below which the impacts no longer outweigh the benefits of development, the applicant has failed to submit relevant information in relation to potential disturbance caused by additional visitors to the European Designated Sites, or that there would be no harm or adverse impact, as such no screening assessment has been undertaken which is contrary to Regulation 42 of the 2011 Regulations which as a result the proposals are considered contrary to Suffolk Coastal District Local Plan Core Strategy and Development Management Development Plan Document Policy DM27 and Section 15 of the NPPF.

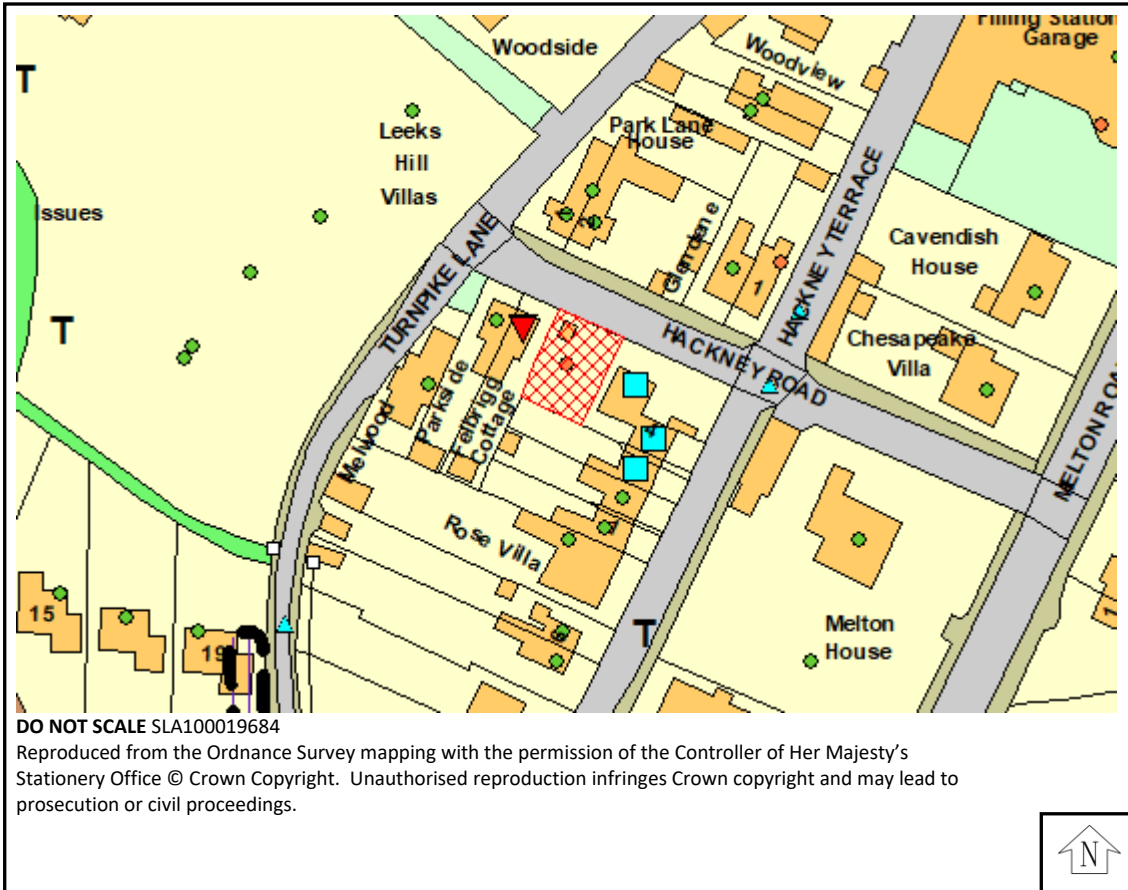
Informatives:

1. The local planning authority has identified matters of concern with the proposal and the report clearly sets out why the development fails to comply with the adopted development plan. The report also explains why the proposal is contrary to the objectives of the National Planning Policy Framework and local plan to deliver sustainable development.





Background information

See application reference DC/20/0040/FUL at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q3QJTDQXGYI00>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/19/4657/FUL

Location

1 Blue Barn Farm
High House Road
Otley
Ipswich
Suffolk
IP6 9PF

Expiry date 23 January 2020

Application type Full Application

Applicant Mr Norman Perry

Parish Otley

Proposal Change of use from Agricultural Barn to residential dwelling (Class C3) minor alterations to building including installation of gable windows behind slats; Installation of wood burning flue on north elevation; minor revisions to fenestration.

Case Officer Danielle Miller
01394 444594
Danielle.miller@eastsoffolk.gov.uk

Summary

This application seeks full planning permission for the change of use from Agricultural Barn to residential dwelling (Class C3) minor alterations to building including installation of gable windows behind slats; Installation of wood burning flue on north elevation; and minor revisions to fenestration.

The proposal site is located in the countryside, to the north of the site is the access road of High House Road, to the south are farm building and other outbuildings. To the east and west are fields.

The item is before the Planning Advisory Panel, because it was due to be considered by Planning Committee 24 March 2020, prior to the cancellation of the meeting, due to Government advisory restrictions on face to face meetings resulting from Covid-19.

The application was due to be considered at Planning Committee as it is recommended for approval as a departure from planning policy when reviewed against the local plan, given its position within the countryside.

However, the principle of using the building as a residential property is established through the class Q. Prior approval was granted for the conversion of the agricultural barn to a dwelling house under class Q reference DC/17/5205/PN3.

The potential to revert to the Permitted Development Right approval within the next year is sufficient justification to approve the changes, in this particular case, where the works requested are minor and acceptable; they do not change the character of the development or have a material impact on the surrounding landscape or residential amenity of any neighbouring properties.

Site description

The proposal site is located in the countryside, to the north of the site is the access road of High House Road, to the south are farm building and other outbuildings. To the east and west are fields.

Prior approval was granted for the conversion of the agricultural barn to a dwelling house under class Q reference DC/17/5205/PN3.

Proposal

This application seeks full planning permission for a change of use from Agricultural Barn to residential dwelling (Class C3) and minor alterations to the building including installation of gable windows behind slats; Installation of wood burning flue on north elevation; minor revisions to fenestration.

The building is proposed to be converted into a 3 bedroom dwelling with a kitchen, sitting room and dining room, this would be over two floors. Additional windows and doors are proposed on all elevations around the building. The existing mezzanine is to be utilised and extended, the current stairs are to be relocated, this work was approved under DC/17/5205/PN3.

Consultations/comments

One letter of support has been received making the following points:

- This unsightly barn is being turned into a stunning home and these minor changes will have no effect upon the neighbours or the surrounding area.
- The works would complement other works being undertaken nearby.

Consultees
Parish/Town Council

Consultee	Date consulted	Date reply received
Otley Parish Council	29 November 2019	23 December 2019
<p>Summary of comments:</p> <p><i>“Otley Parish Council have received and read the proposed applications DC/19/4656/FUL and DC/19/4657/FUL, 1 Blue Barn Farm, High House Road, Otley, Suffolk. Proposal: 'To dig out existing ground (external) at east end of barn. To provide level threshold and install retainer' Also: 'To install gable windows being slots including opening for fire exit purposes. Wood burner flue, north elevation roof. Utility door, now shown on elevation (missed on Classed Q application)'. The Parish Council have no objection to these applications.”</i></p>		

Publicity

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Departure	16 January 2020	6 February 2020	East Anglian Daily Times
Category	Published	Expiry	Publication
Departure	12 December 2019	7 January 2020	East Anglian Daily Times

Site notices

General Site Notice	Reason for site notice: Contrary to Development Plan Date posted: 15 January 2020 Expiry date: 5 February 2020
General Site Notice	Reason for site notice: Contrary to Development Plan Date posted: 4 December 2019 Expiry date: 27 December 2019
General Site Notice	Reason for site notice: General Site Notice Date posted: 4 December 2019 Expiry date: 27 December 2019

Planning policy

On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore any policy documents listed below

referring to “Suffolk Coastal District Council” continue to apply to East Suffolk Council until such time that a new document is published.

In addition to considering applications in accordance with the National Planning Policy Framework (NPPF 2019) and the National Planning Policy Guidance (NPPG), Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Local Planning Authority’s ‘Development Plan’, unless material considerations indicate otherwise.

East Suffolk Council’s Development Plan, as relevant to this proposal, consists of:

- East Suffolk Council Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013);
- East Suffolk Council Suffolk Coastal District Local Plan – Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017); and
- The ‘Saved’ Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations.

The relevant policies of the Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013) are:

SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP1a - Presumption in Favour of Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM3 - Housing in the Countryside (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM23 - Residential Amenity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP15 - Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate (PINS) for examination on Friday 29 March 2019, the examination took place between 20th August and the 20th September 2019. Full details of the submission to PINS can be found through this link: www.eastsuffolk.gov.uk/localplanexamination .

Presently, only those emerging policies which have received little objection (or no representations) can be given more weight in decision making if required, as outlined under Paragraph 48 of the National Planning Policy Framework (2019). There are no policies of that nature relevant to the consideration of this application.

Planning considerations

The principle of development for the use of this building as a residential property has been approved under a class Q permission reference DC/17/5205/PN3. The minor alterations to building which include installation of gable windows behind slats; Installation of wood burning flue on north elevation and some minor revisions to fenestration fall outside the parameters of the class Q conversion.

Class Q, Part (g) states that where the development would result in the external dimensions of the building extending beyond the external dimensions of the existing building at any given point it is not acceptable. In this instance the installation of the flue has taken the building beyond this scope of work.

The works with regards to the installation of the gable windows behind slats and the minor revisions to the fenestration do not comply with the approved drawings, as such unless reversed the class Q is invalid as the development has not been built in accordance with plan. Officers note the works are reversible back to the approved class Q documents, as such the councils fallback position remains the class Q conversion on the site.

This application is sought to regularise the changes to the original permission. Whilst it is not possible to re-apply for a class Q, given the works are underway, full permission is sought. The development is a departure from policy DM3, when reviewed against the local plan, given its position within the countryside, however, as set out above the principle of using the building as a residential property is established through the class Q. The potential to revert to the previously granted approval within the next year is sufficient justification to approve the changes, where as in this case, the works requested are minor and acceptable; they do not change the character of the development or have a material impact on the surrounding landscape or residential amenity of any neighbouring properties.

Conclusion

The works they are requesting are minor and acceptable and ultimately do not change the character of development, the councils fallback position is that of the Class Q conversion, where the development could be reversed to those approved plans if permission is refused and once built the proposed works could be undertaken under Permitted Development Rights.

Recommendation

Officers recommend approval contrary to policy for the reasons noted above.

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 Site location plan and V3 Drawing Blue Barn Farm received 28th November 2019, 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 with the local planning authority.

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

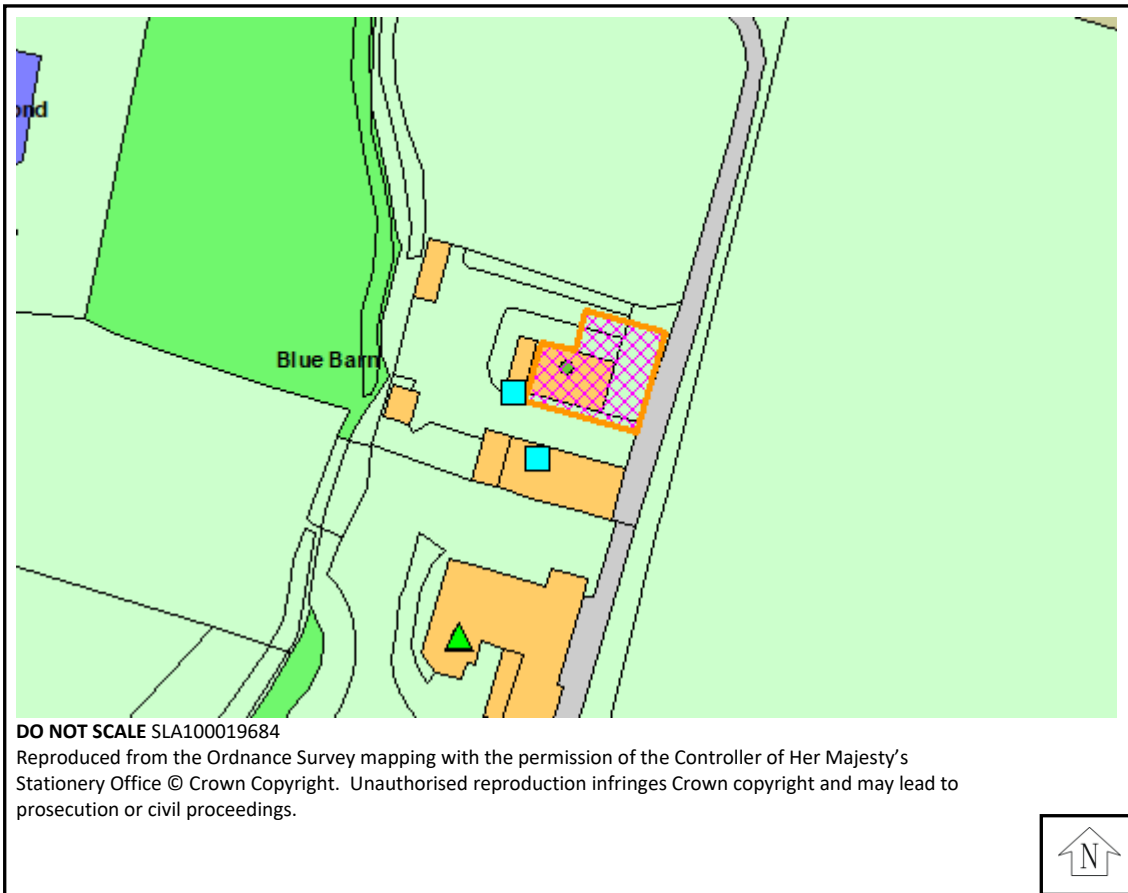
Informatives:

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.





Background information

See application reference DC/19/4657/FUL at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q10A54QX06000>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application number

DC/19/4197/FUL

Location

Pinetrees
Purdis Farm Lane
Purdis Farm
Suffolk
IP3 8UF

Expiry date

27 March 2020

Application type

Full Application

Applicant

Nicholas Homes Ltd

Parish

Purdis Farm

Proposal

Demolition of existing bungalow, construction of four new dwellings and associated garages, parking, access and landscaping

Case officer

Rachel Lambert
01394 444574
rachel.lambert@eastsoffolk.gov.uk

Summary

The item is before the Planning Advisory Panel, because it was due to be considered by Planning Committee 24 March 2020, prior to the cancellation of the meeting, due to Government advisory restrictions on face to face meetings resulting from Covid-19.

This application was due to be considered by the planning committee for determination at the request of the planning referral panel, due to the level of public interest and to enable the debate of material planning issues raised by consultees including the streetscene.

The application was due to be heard at Planning Committee on Tuesday 25th February 2020. The item was deferred prior to the committee meeting to allow Members of the Committee to undertake a site visit prior to considering the application. This was deemed necessary in order to view the site in terms of its context with particular reference to the street scene, parking and overlooking. The Planning Committee undertook a site visit on Monday 2nd March 2020.

The application seeks full planning permission for the demolition of an existing bungalow and the construction of four new dwellings (two sets of semi-detached, three storey buildings) and associated garages, parking, access and landscaping at Pinetrees, Purdis Farm Lane.

The application is recommended for approval subject to conditions.

Site description

The subject site is located on the corner of Purdis Farm Lane and Beechwood Drive and is accessed via an existing vehicle access to the north onto Purdis Farm Lane. The lane is an unmetalled road that serves as a Public Right of Way and provides vehicular access to numerous other properties.

The overall site area measures approximately 0.1 hectares. It currently comprises a detached single storey dwelling located centrally within the site, accessed via two dropped kerbs positioned between a number of large tree specimen (pine, oak, and horse chestnut) along the northern boundary.

The three Corsican pines located along the northern boundary of the site, which follow the line of Purdis Farm Lane, are covered by a Tree Preservation Order (SCDC/90/00047). Other trees within proximity of the site that are covered by this TPO include a Horse Chestnut, located to the north western corner of the site on the junction of Purdis Farm Lane and Beechwood Drive, and a Crab Apple located to the south of the site within the curtilage of 6 Beechwood Drive.

The local area comprises dwellings of a variety of sizes and forms, with semi-detached units on smaller plots to the north-west of the application site, and those to the east of a larger detached form set on more spacious plots. There are also a variety of scales, from single storey up to dwellings with accommodation set over three floors, the upper of which is contained within the roof space.

The dwelling located immediately south of the subject site is 6 Beechwood Drive, a detached dwelling with accommodation set over three floors, the upper of which is within the roof space, with a ridge height of approximately 9.8 metres. It is constructed from a variety of materials, including red brick, blue weatherboarding and yellow/beige render on the front projecting gables, and red clay pantiles. A garage is situated within the front garden.

The dwelling located immediately east is Merravay, Purdis Farm Lane. This is a detached dwelling set over two-floors, the upper of which is located within the roof and served by rooflights and dormers. The elevations are rendered, and roof is formed of brown concrete tiles.

The site is within the 13km zone of European protected sites, an ecological network of protected areas, set up to ensure the survival of Europe's most valuable species and habitats.

Planning history

Last year, a previous application (DC/19/2817/FUL) sought full planning permission for: *“Demolition of existing bungalow, construction of 4 new dwellings and associated garages, parking, access and landscaping”*. The dwellings were proposed to have four bedrooms, with accommodation on three floors, the upper of which would have been within the roof space. The scheme included a garage unit for each dwelling and an external parking bay for each dwelling.

The previous application was refused on 6 September 2019 for the following reasons:

1. *“There are material concerns regarding overlooking on the residential property to the east (Merravay) - the 15 metre boundary set back from the rear elevation does not sufficiently reduce the overall dominance of the proposed development, which would cause significant residential amenity effects to the adjoining property. This is further accentuated by the three-storey scale of the properties, which would create a sense of overbearing on the outside private amenity space of 'Merravay'. Overall, the development would cause an unacceptable loss of amenity to adjoining or future occupiers of the development, with particular regard to privacy/overlooking and the resulting physical relationship with other properties. As such, the application is deemed contrary to Policy DM23 (Design: Residential Amenity) of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document (2013).”*
2. *“The site lies in a prominent position at the junction of Purdis Farm Lane and Beechwood Drive and is positioned between a development of uniformed architectural style and the low-level detached dwellings with spacious plots along Purdis Farm Lane. The proposed facade materials and architectural form would not be in keeping with the overall style of the existing street scene. As such, the development would detract from the general character of the area and would be contrary to Policy SP15 (Landscape and Townscape) and DM21 (Aesthetics) of the East Suffolk Council - Suffolk Coastal District Local Plan, Core Strategy and Development Management Policies as well as Paragraph 127 and Paragraph 130 of the National Planning Policy Framework (2019), which seek to avoid poor designs that fail to relate to the character of their surroundings, and is not sympathetic to the surrounding built environment - failing to improve the character and quality of the area.”*
3. *“The proposal of four, four-bedroom dwellings does not meet the minimum parking standards for a development of this size. The Suffolk Guidance for Parking Technical Guidance (2015) requires a minimum of three spaces for dwellings with four or more bedrooms. These standard requirements would need to be met to ensure a scheme would not result in off-road parking along Purdis Farm Lane and other associated highways matters. As such, the application is contrary to Policy DM19 (Parking Standards) of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document (2013).”*
4. *“The application site is located within 13km of a designated European Site. The Suffolk Recreation Avoidance Mitigation Strategy ("Suffolk RAMS") identifies that new housing development within a 13km zone of influence ("ZOI") of any designated European site in Suffolk will have a likely significant effect on the interest features of those sites through increased recreational pressure, both alone and in-combination with other housing in the ZOI. To mitigate this, a per-dwelling financial contribution is required to fund the Suffolk RAMS. No planning obligation has been submitted with the application to deliver this financial contribution and, therefore, the local planning authority cannot conclude 'no likely significant effects' from the development proposal on the aforementioned European sites. The proposal is therefore contrary to the objectives of Policy SP14 and Policy DM27 of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document*

(2013), which seek to protect designated sites in accordance with The Conservation of Habitats and Species Regulations (2017)."

Proposal

This application seeks full planning permission for the demolition of an existing bungalow and the construction of four new dwellings (two sets of semi-detached, buildings) fronting Beachwood Drive. The associated garages and shared parking area are proposed to the north of the dwellings and would be accessed from Purdis Farm Lane. Each dwelling is proposed to have a garage unit, sufficient in size to accommodate a car and storage of bicycles. There are six external parking spaces proposed within the shared parking area, four of which would be directly in front of the garages – two additional spaces are proposed to the north of the garage unit.

The dwellings are proposed to have accommodation set over three floors, the upper of which would be contained within the roof space and served by dormer windows on the front roof slope and rooflights on the rear. To the rear of each of the dwellings, there is proposed to be a single-storey addition with a lean-to roof.

The ground levels within the application site are proposed to be lowered by 0.6 metres from the current site level, so that they would be lower than those surrounding the dwelling to the east (Merravay). The distance from the rear two-storey wall to the boundary with Merravay is 15 metres, and the proposed height is 1.6 metres lower than that of the previously refused scheme.

Proposed external materials comprise white rendered elevations, natural slate roof tiles, aluminium grey windows, and timber doors, with the same palette used for the separate garage unit.

Consultations/comments

A total of 20 representations of objections were received, which raised the following matters:

- Out of scale with neighbouring properties;
- Overlooking and subsequent loss of privacy;
- Access to daylight and sunlight;
- Lack of parking: Risk of on-street parking along Purdis Farm Lane;
- Orientation of housing on corner plot not in-keeping with loss on Purdis Farm Lane;
- Overdevelopment and 'town cramming' of site;
- Impact on landscape and protected trees;
- Impact of additional cars on Purdis Farm Lane;
- Limited drainage;
- Setting a precedent;
- Out of character: Not of similar architectural style or scale of the housing along Beechwood Drive;
- Not well connected to public transport; and
- Impact to local ecology.

Consultee

Parish/Town Council

Consultee	Date consulted	Date reply received
Purdis Farm Parish Council	29 October 2019	18 November 2019
Summary of comments: <i>"The Group Parish Council is disappointed that this proposal has been re-submitted with a few amendments which do little to address the numerous concerns raised by local residents. Should this development be allowed to go ahead it will be a major change to the existing street scene. It will bring an urban feel to the area with the loss of a number of trees and other vegetation which gives Purdis Farm Lane its rural feel. The applicant has made minor changes to the parking area including a smaller bin presentation area which appears to be under a tree. It is also unclear whether all the spaces shown on the plan are actually accessible or could all be used at the same time. This means that vehicle owners will be unwilling or unable to use the parking area and instead park in Purdis Farm Lane or Beechwood Drive which would be detrimental to highway safety. We totally reject the applicant's assertion that this location is highly sustainable. As a result, the occupiers of these properties are highly likely to travel to their place of employment and elsewhere by vehicle. Therefore, with no visitors' spaces or alternative suitable parking in the surrounding area the parking provision is clearly inadequate. The Group Parish Council objects to this proposal as it fails to comply with the requirements of the following development management policies DM7, DM19, DM21, DM22 & DM23. We also fully support the concerns raised by residents of Beechwood Avenue about the reduction of visual amenity, loss of privacy, overlooking, flooding and inappropriate use of a private unadopted road. For all these reasons the Group Parish Council objects to this new proposal."</i>		

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County - Rights of Way	29 October 2019	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	29 October 2019	14 November 2019
Summary of comments: No objection.		

Non statutory consultees

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	29 October 2019	22 November 2019
Summary of comments: Internal planning services consultee - comments included within the planning considerations section of report.		

Consultee	Date consulted	Date reply received
Environmental Protection (Internal)	29 October 2019	4 November 2019
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	29 October 2019	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Ecology (Internal)	29 October 2019	17 January 2020
Summary of comments: Internal planning services consultee - comments included within the planning considerations section of report.		

Publicity

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Public Right of Way Affected	7 November 2019	28 November 2019	East Anglian Daily Times

Site notices

General Site Notice

Reason for site notice: In the Vicinity of Public Right of Way Tree Preservation Order
Date posted: 18 November 2019
Expiry date: 9 December 2019

Planning policy

On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (Part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore any policy documents listed below referring to "Suffolk Coastal District Council" continue to apply to East Suffolk Council until such time that a new document is published.

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- The 'Saved' Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations.

The relevant policies of the Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013) are:

- SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- SP1a - Presumption in Favour of Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- SP19 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- SP20 - Eastern Ipswich Plan Area (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- SP14 - Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));

- SP15 - Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- DM7 – Infilling and Backland Development within Physical Limit Boundaries - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- DM22 - Design: Function (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- DM23 - Residential Amenity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
- DM27 - Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013)); and
- DM28 - Flood Risk (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013)).

The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate (PINS) for examination on Friday 29 March 2019, the examination took place between 20th August and the 20th September 2019. Full details of the submission to PINS can be found through this link: www.eastsuffolk.gov.uk/localplanexamination .

Presently, only those emerging policies which have received little objection (or no representations) can be given more weight in decision making if required, as outlined under Paragraph 48 of the National Planning Policy Framework 2019. There are no policies of that nature relevant to the consideration of this application.

Planning considerations

Principle

The site is located within the physical limits of Purdis Farm (located within the Eastern Ipswich Plan Area), where replacement dwellings and groups of infill housing development are deemed an appropriate form of sustainable development in terms of the local settlement hierarchy – as directed by Policy SP19 (Settlement Policy); Policy DM7 (Infilling and Backland Development within Physical Limits Boundaries) and the National Planning Policy Framework 2019.

The proposal for the demolition of an existing property and the development of four houses is, therefore, deemed acceptable in principle subject to meeting the criteria of all relevant planning policies and material planning considerations - as outlined below.

Aesthetics, landscape and townscape

The site lies in a prominent position at the junction of Purdis Farm Lane and Beechwood Drive, positioned between a development of uniformed architectural style and the low-level detached dwellings with spacious plots along Purdis Farm Lane. Due to the character, scale and form of the existing dwelling, the site currently forms a visual break within the street scene between the two-character areas.

The proposed demolition of the existing dwelling and construction of two pairs of dwellings has the potential to add further context and rhythm to the street scene. Although the proposed facade materials and architectural form are a visual contrast to the overall style of the existing street scene, this inclusion of a varied and contrasting material palette has the potential to add to the visual appearance of the area, drawing the eye towards the development when viewed from Bucklesham Road. It is thought that the scheme has the opportunity to enhance the diverse character of the area and would not result in the lessening of design attributes of the surrounding properties.

The proposed buildings are set further forward than the previous building line, however, this is a welcomed aspect of the design, which encourages an active interface with the street and allows for a suitably sized amenity space at the rear. The positioning of the garages in a single location minimises the dominance of garage doors and parking area within the streetscape, further maximising visual contact between the house and the street. The gable end/valley roof design of the proposed garage block reduces the overall mass of the building and provides cross-boundary sight lines.

The front aspect of each dwelling plot will have a landscaped area directly outside the principal elevation, with a 1.2-metre-wide access path leading to each plot from Purdis Farm Lane. A strip of low-level planting is proposed between the access path and Beechwood Drive, with estate rail fencing fronting the road.

The ridge height of the proposed development would be approximately 8.6 metres from street level, a reduction from the previously refused scheme of 1.6 metres, which is lower than 6 Beechwood Drive (the dwelling to the south). From a street scene perspective, the proposal is of a scale that would be similar to the existing development that fronts Beechwood Drive.

The relationship between the proposed development and the adjacent property along Purdis Farm Lane (Merravay) is not too dissimilar to the existing relationship of 6 Beechwood Drive (two and a half storey detached dwelling), which sits almost perpendicular to the adjacent site and is set back from the boundary of 123 Bucklesham Road (detached bungalow) by approximately 13 metres, as well as 4 Beechwood Drive, which is sited forward of the existing bungalow (123 Bucklesham Road) and only 8 metres from the respective boundary.

Aesthetically, the proposal is not seen as overly dominant the context of Beechwood Drive or when compared to scale of the buildings along Bucklesham Road. It is considered that the adverse effects caused by the juxtaposition with the adjacent low level dwelling is mitigated through design, with a stepped approach, allowing for a 18 metre set back from the two-storey aspect of elevation to the western elevation of the adjacent property (Merravay) - 15 metres from the two-storey elevation to the eastern boundary line.

As shown in the proposed street elevations (drawing number 3859-11-Rev. B), the reduction in ridge height from that previously proposed reduces the overall scale of the building whilst the

variation in dormer materials helps to blend the features within the roofline. These changes cumulatively reduces the overall dominance of the dwellings within the street scene and appropriately addresses concerns previously raised.

Overall, in terms of visual amenity, the proposal is deemed in accordance with Policy SP15 (Landscape and Townscape) and Policy DM21 (Design: Aesthetics) of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document 2013, which seek to achieve high quality design that does not detract from the character of the surroundings, and in areas of varied townscape quality, seeks to ensure that new proposals create a new composition and point of interest which will provide a positive improvement in the standard of the built environment.

Residential amenity

Policy DM23 (Design: Residential Amenity) sets out the material considerations relating to residential amenity as: privacy/overlooking, outlook, access to daylight and sunlight, noise and disturbance, the resulting physical relationship with other properties, light spillage, air quality and other forms of pollution, and safety and security.

The representations of objections raise concerns in relation to overlooking/loss of privacy, specifically in relation to the dwelling to the east (Merravay) and its private amenity area to the rear.

The scheme proposes the use of obscure glazing on the rear first floor level windows up to 1.7 metres above the internal floor height in order to prevent overlooking from the bedrooms on Plot 3 and Plot 4 into the private amenity area of the dwelling to the east. Views from the first-floor windows on the rear elevations of Plot 1 and Plot 2 would be towards a blank side gable and the side of the front projecting wing (comprising skylights) of Merravay. Consequently, there would be no direct views between habitable rooms between properties. The location of Merravay would also prevent direct views from the first floor rear windows of Plot 1 and Plot 2 into the rear garden of Merravay as the building, including its roof would obscure views – any views from the new windows towards this rear garden would be at such an oblique angle that they would be limited.

In terms of the amenity of future occupiers, outlook would be reduced to the first-floor level rooms on the rear elevation of Plot 3 and Plot 4 by the requirement to partially obscurely glaze the windows. Although this is not ideal, direct views out would be provided from windows serving principal living areas and habitable rooms both to the front, which overlooks the street, and to the rear. Outlook is, therefore, considered acceptable in terms of the amenity of future residents of the development.

The rooflights on the rear roof slope of all four plots would be set at an angle, which would prevent views directly down into the rear garden of the adjacent property. There are no openings proposed at first floor level or above on the southern elevation of Plot 4 (the southern plot) adjoining 6 Beechwood Drive, so there would be no overlooking of that property. The openings proposed on the front of the new dwellings would overlook Beechwood Drive and the front garden of the dwelling opposite (7 Beechwood Drive), which are already visible from the road, and 7 Beechwood Drive is set at an angle so there would be no direct views towards its front windows. There is no fenestration proposed on the northern elevation of Plot 1 (the northern most plot), so there would be no overlooking of any properties to the north. Due to the arrangement of the two pairs of semi-detached dwellings, gable to gable with no side windows, there would be no loss of

privacy or overlooking between the proposed units. Therefore, subject to the obscure glazing being secured by condition, the scheme would not result in sufficient overlooking or loss of privacy of existing neighbouring dwellings or to future occupiers of the development to warrant refusal.

Concerns were raised by neighbouring residents that the bulk, size and design of the proposal would result in a contrast of character that would appear overdominant and overbearing when viewed from the adjacent site (Merravay). However, it is considered that the separation distances between the properties and the use of restrictive fenestration would preclude an unacceptable loss of outlook or visual dominance effect. Whilst an occupant of Merravay would be aware of the proposal, it would not unduly interfere with the living conditions to the extent that the proposal would be overbearing or overdominant or give an unacceptable sense of enclosure. On this issue, the council finds that the proposal would not cause unacceptable living conditions for the occupants of Merravay with regard to loss of outlook or sense of space.

The proposal would also be separated from the neighbouring dwellinghouse of 2 Beechwood Drive, and would not, therefore, cause an overbearing impact upon that property.

The scheme is also considered acceptable in terms of access to daylight and sunlight, due to the reduction in ridge height of the scheme from that previously considered, the separation distances and the orientation in relation to neighbouring properties. A shadow diagram was submitted as part of the proposal, which demonstrates any potential impacts on neighbouring properties in terms of sunlight shadowing, in particular to 'Merravay'. These are shown on the winter solstice, the spring equinox and the summer solstice at 09h00, 12h00 and 17h00. The analysis shows that there would be minimal to no impact throughout the day, with any overshadowing to the rear amenity space caused in the evenings during spring and autumn, during which there is already some shadowing from existing features.

On the summer solstice, the shadows at 17h00 would only extend part way down the gardens of the new dwellings, not reaching the boundary with Merravay. As such, it is considered that the effect on access to sunlight for the principal living areas within the adjacent site (Merravay), would be limited to 17h00 onwards during spring and autumn when daylight hours are limited. As such, it is considered that there would be no detrimental effect on access to daylight/sunlight for the principal living areas within the adjacent site. The impact upon daylight and sunlight would be insufficient to warrant the refusal of the scheme.

Considering the residential nature of the proposal and surrounding environment, there are no concerns in relation to adverse impacts to residential amenity caused by noise/disturbance and other potential sources of pollution.

Whilst the creation of a parking court, rather than on plot parking is not normally encouraged, the proposed shared parking area and garage block would be clearly visible from public vantage points within the street and is, therefore, acceptable in terms of safety and security considerations. The layout also results in the rear gardens being side by side and directly adjoining existing rear gardens, without rear access alleyways or similar features, which is advantageous in terms of safety and security considerations.

The plots are also considered appropriate in terms of the level and location of outdoor amenity space. The dwellings would be positioned close to the street to allow for a reasonably sized rear gardens, measuring approximately 95 square metres, each comprising a patio area, lawn section,

a 6ft timber shed on concrete base for cycle storage, and bordered by timber fences. Boundary treatments to the side and rear of each plot include 1.8-metre-high fencing, with black metal estate fencing to the front and low-level planting along the front - allowing for passive surveillance of the street. Accessed via a side gate, each plot has a defined area for the storage of bins for refuse/recycling. It is considered that each plot benefits from a suitably sized outside amenity space.

Overall, the submitted scheme provides quality on-site residential amenity for residents and would not cause unacceptable loss of amenity to adjoining occupiers or future occupiers of the development. As such, the application is considered in accordance with Policy DM23 (Design: Residential Amenity) of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document 2013.

Function and parking standards

Provision is to be made for two spaces per dwelling in the form of tandem parking, with one allocated within a garage unit. Tandem parking (one vehicle behind the other, including one within a garage or car port) is generally acceptable on-plot within the curtilage of a dwelling but is usually sought to be avoided in areas which offer general access, e.g. parking courts. In this instance, due to the proximity of the garages to the dwellings and its relationship with the street scene, the provision of tandem parking is deemed acceptable.

Allowance has been made for onsite vehicle manoeuvring and there are designated areas for bin storage/presentation, which would help alleviate demand for on-street parking. Moreover, the layout has been designed to ensure vehicles do not overhang and cause an obstruction or danger to those using Purdis Farm Lane. Minimum covered cycle storage requirements are met, with a shed in each garden providing space for two bicycles. Refuse/recycling management is indicated on the proposed plans, with bin storage located to the rear of each property (accessed via a side gate), and the presentation area shown in the corner of Purdis Farm Lane/Beechwood Drive (accessed via a paved pedestrian access route).

As set by the Suffolk Guidance for Parking - Technical Guidance 2019, the proposed scheme requires a total of 13 car parking spaces (including one visitor space) and one designated visitor space for two-wheeled vehicles. The proposal fails to provide the minimum required parking space for a development of its size, with a shortfall of three spaces as well as a designated space for powered two-wheeled vehicles, although there is provision of two grassed spaces, which are accessed via an additional vehicle crossing north of the garage units outside the main parking court. Allowing the grassed spaces would reduce the shortfall to one. Taking into the account the sustainable location of the site, which benefits from access to two nearby bus routes into Ipswich, and the provision of on-site cycle parking provisions, the council are minded to except the deviation from the required standards.

Suffolk County Council as Local Highways Authority was formally consulted and have raised no objections, stating that the proposal is unlikely to have any impact on the highway network in terms of vehicle volume or highway safety. Overall, the proposal is deemed in accordance with Policy DM19 (Parking Standards) of East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document 2013 and Paragraph 109 of the National Planning Policy Framework 2019.

Trees

An Arboricultural Impact Assessment and Preliminary Method Statement (by Arboricultural Association dated 26 June 2019) was provided as part of the submission. The report concludes that three of the mature Pines on the northern boundary have been badly pruned in the past to the extent that their current limb structure is not sustainable in the long term. It is proposed that they be removed, along with a minor non-protected birch tree that conflicts with the proposed building footprint.

It is accepted that the Pines are in a potentially poor structural condition and that there is not a strong case for their retention, replacement planting of two advanced nursery stock Pines is considered an acceptable proposal, as outlined in the arboricultural assessment. The root zones of the retained trees have been calculated/plotted and the proposed new building line is designed to fall outside their extent. However, the site access and driveway will fall within the root zones and as a consequence, specialist driveway construction methods are proposed to avoid significant risk of root damage, methods detailed within the respective reporting are deemed acceptable.

Overall, it is considered there would be no adverse impact on trees (including those covered by the Tree Preservation Order), provided that the described arboricultural method statement and tree protection proposals are implanted as described. This will be secured by condition.

Biodiversity and geodiversity

A Preliminary Ecological Appraisal (PEA) (by Skilled Ecology dated January 2020) has been provided and reviewed by an East Suffolk Council ecologist, with no objections raised. Mitigation measures outlined in the report that are to be implemented, will be secured by condition to ensure that ecological receptors are adequately protected and enhanced as part of the development. Additional conditions advised by the ecologist will also apply regarding the existing hedgerow and vegetation to ensure nesting birds are protected, along with a request for lighting strategy to ensure that impacts on ecological receptors from external lighting are prevented.

The Suffolk Recreation Avoidance Mitigation Strategy ("Suffolk RAMS") identifies that new housing development within a 13km zone of influence ("ZOI") of any designated European site in Suffolk will have a likely significant effect on the interest features of those sites through increased recreational pressure, both alone and in-combination with other housing in the ZOI. To mitigate this, a per-dwelling financial contribution is required to fund the Suffolk RAMS. As a financial contribution has been submitted with the application the local planning authority can conclude 'no likely significant effects' from the development proposal on the designated site(s). The proposal is, therefore, in accordance with the objectives of Policy SP14 (Biodiversity and Geodiversity) and Policy DM27 (Biodiversity and Geodiversity) of the Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document 2013, which seek to protect designated sites in accordance with The Conservation of Habitats and Species Regulations 2017.

Flood risk

The subject site is located within Flood Risk 1 zone, which the Environment Agency defines as having a low probability of flooding. Due to the associated low risk, no further assessment is required. However, it has been identified that the site is located within an area prone to surface water flooding. It is acknowledged that the scheme has included soakaways as a means of mitigating any adverse effects. However, to prevent an increase in the risk of flooding to the proposed development and elsewhere and ensure a suitable sustainable drainage system

approach is adopted for the management of surface water, a detailed surface water strategy for the site is to be submitted prior to commencement of development by way of condition.

Community Infrastructure Levy (CIL)

The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations 2010 (as amended). An informative will be added to a permission outline the requirements regarding liability.

Conclusion

The proposal for the construction of four new dwellings (two sets of semi-detached, three storey buildings) and associated garages, parking, access and landscaping on the subject site is deemed acceptable in principle and a sustainable form of development.

The site is of a size that would suitably accommodate the scale of development proposed without causing harm to outlook, access to daylight/sunlight and overlooking of neighbouring properties, which are of a scale not entirely dissimilar from the surrounding Beechwood Drive development.

The proposal suitably incorporates elements within the overall design that respects the scale of neighbouring properties, whilst ensuring any residential amenity effects are less than minor. Although the proposed facade materials and architectural form are a visual contrast to the overall style of the existing street scene, any concerns regarding the variation in design are not considered to outweigh the benefits of the provision of four new houses within a sustainable location.

The application adequately addresses the refusal reasons on the previous application relating to aesthetics, townscape, residential amenity and parking. A financial contribution towards Suffolk Coast Recreation Disturbance Avoidance and Mitigation Strategy (RAMS) has been paid upfront.

Recommendation

Approval subject to conditions.

Conditions:

1. The development hereby permitted shall begin no later than 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 the following drawings:
 - Location plan (3859-01-Rev. D) - received on 28 October 2019;
 - Proposed site plan (3859-10-Rev. C) - received on 28 October 2019;
 - Proposed street elevations (3859-11-Rev. B) - received on 28 October 2019;
 - Proposed floor plans and elevations (3859-12-Rev. C) - received on 28 October 2019;
 - Proposed street elevation 2 (3859-14-Rev. A) - received on 28 October 2019;
 - Section/elevation (3859-20-Rev. A) - received on 28 October 2019;

- Proposed garage floor plans and elevations (3859-21) - received 27 January 2019;
- Sun shading diagrams (3859-200-Rev. A) - received on 28 October 2019;
- Render 1 (3859-205-Rev. D) - received on 30 October 2019;
- Render 2 (3859-206-Rev. D) - received on 30 October 2019; and
- Render 3 (3859-207-Rev. A) - received on 30 October 2019.

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 development shall commence until a detailed method of construction statement has been submitted to and approved by the local planning authority. This statement shall set out hours of construction/activity on site, the location of parking areas for construction vehicles and delivery hours for materials and equipment to the site before and during construction. Thereafter, the approved construction statement shall be adhered to throughout the construction of the development.

Reason: To reduce the potential impacts of noise pollution and additional vehicular movements in the area during the construction phase of the development.

5. No development shall commence until a detailed surface water strategy for the site has been submitted to and approved by the local planning authority. The approved scheme shall thereafter be implemented in its entirety thereafter.

Reason: To prevent an increase in the risk of flooding to the proposed development and elsewhere and ensure a suitable sustainable drainage system (SUDS) approach is adopted for the management of surface water.

6. No development shall commence until there has been a management plan for maintenance of the access drive, parking areas and associated landscaped areas, submitted to and approved by the local planning authority. The maintenance plan should include, long term design objectives, management responsibilities and a scheme of maintenance for both the hard and soft landscaped areas for a period of at least 20 years. The schedule should include details of the arrangements for its implementation. The development shall be carried out in accordance with the approved management plan.

Reason: To ensure the access drive and landscaping areas are properly maintained in the interest of visual amenity.

7. No development shall take place before details of the proposed finished floor levels; ridge and eaves heights of the buildings hereby approved have been submitted to and approved by the local planning authority. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of surrounding property. The development shall be carried out as approved.

Reason: To ensure a satisfactory relationship between the various components of the development and between the site and adjoining land. To ensure that construction is carried out at a suitable level having regard to drainage, access, the appearance of the development, any trees or hedgerows and the amenities of neighbouring properties.

8. 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 Class A, Class B, Class C, Class D, and Class G, Part 1 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.

9. The hereby approved Arboricultural Impact Assessment and Preliminary Method Statements (by Arboricultural Association dated 26 June 2019) shall be implemented in its entirety.

Reason: To safeguard protected trees in accordance with Policy SP15 of the East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (2013).

10. All windows on the rear elevation at first floor level serving the bedrooms on Plots 3 and 4, shall be fitted and remain fitted with patterned/obscured glass to 1.7 metres above finish floor level, details of which shall be submitted to and approved by the local planning authority before the glazing is installed.

Reason: In the interest of residential amenity.

11. All windows on the rear elevation at first floor level serving the en-suite shall be fitted and remain fitted with patterned/obscured glass, details of which shall be submitted to and approved by the local planning authority before the glazing is installed.

Reason: In the interest of residential amenity.

12. In the event that contamination which has not already been identified to the local planning authority is found or suspected on the site it must be reported in writing immediately to the local planning authority. Unless agreed in writing by 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 BS 10175:2011+A1:2013 and CLR11) 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 must be prepared and is subject to the approval in writing of the local planning authority. The remediation method statement must include detailed methodologies for all works to be undertaken, site management procedures,

proposed remediation objectives and remediation criteria. The approved remediation method statement 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 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.

13. Notwithstanding the hereby approved layout plan, no gate shall be erected across the shared access driveway.

Reason: To avoid the creation of a 'gated community' which would discourage the integration of the development with the wider locality.

14. The use shall not commence until the area(s) within the site shown on the proposed site plan (3859-10-Rev. C) for the purpose of loading, unloading, manoeuvring and parking of vehicles has been provided. Thereafter the area(s) shall be retained and used for no other purpose.

Reason: To ensure that sufficient space for the onsite parking of vehicles is provided and where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

15. The areas to be provided for storage of refuse/recycling bins as shown on drawing number 3859-10-Rev. C shall be provided in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

16. Within three 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 by the local planning authority.

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

17. The landscaping scheme as approved under Condition 16 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 five 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.

18. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Preliminary Ecological Appraisal (PEA) (by Skilled Ecology dated January 2020).

Reason: To ensure that ecological receptors are adequately protected and enhanced as part of the development.

19. No removal of hedgerows, trees or shrubs 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.

20. Prior to first occupation, a "lighting design strategy for biodiversity" for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:

a) Identify those areas/features on site that are particularly sensitive for biodiversity likely to be impacted by lighting and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that impacts on ecological receptors from external lighting are prevented.

21. Prior to occupation the "estate Rail fence to western boundary fronting road", shall be erected on the alignment specified on drawing "proposed site plan (3859-10-Rev. C)" received on 28 October 2019. The estate rail fence shall be metal railings with a black finish and same design as that erected on the frontage of the adjacent dwelling (2 Beechwood Drive), unless otherwise agreed by the local planning authority.

Reason: In the interests of visual amenity.

1 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 (2019) and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. The applicant is advised that the proposed development will require approval under the Building Regulations. Any amendments to the hereby permitted scheme that may be necessary to comply with the Building Regulations must also be approved by the local planning authority in order that any planning implications arising from those amendments may be properly considered.
3. The applicant is advised that the granting of planning permission for the hereby approved development does not override any other legislation, private access rights or land ownership issues which may exist. The onus rests with the owner of the property to ensure they comply with all the necessary legislation (e.g. building regulations and acts relating to environmental protection) and it is the applicants/developers responsibility to ensure that comply with all the necessary legislative requirements, and obtain all the necessary consents/permits.
4. The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act (2008) and the CIL Regulations (2010) (as amended).

Please note: The Council will issue a Liability Notice for the development once liability has been assumed. Liability must be assumed prior to the commencement of development. Failure to comply with the correct process as detailed in the regulations may result in surcharges and enforcement action and the liable party will lose the right to pay by instalments. Full details of the process for the payment of CIL can be found at <http://www.eastsuffolk.gov.uk/planning/community-infrastructure-levy/>

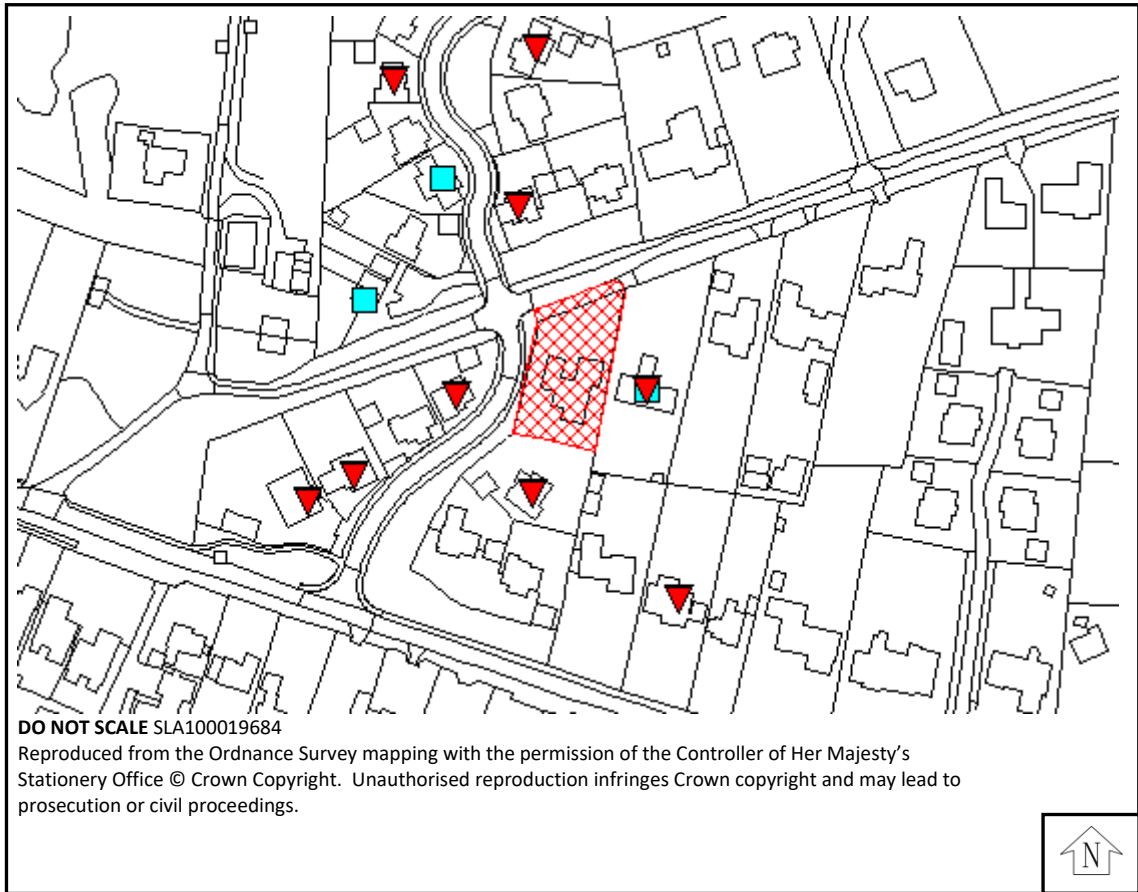
5. This planning permission contains condition precedent matters that must be discharged before the development approved is commenced, or any activities that are directly associated with it. If development commences without compliance with the relevant condition(s) you will not be able to implement the planning permission & your development will be deemed unauthorised. An application under Section 73 of the Town & Country Planning Act 1990 will be required to amend the relevant condition(s) before development continues. You are strongly recommended to comply with all conditions that require action before the commencement of development.
6. The applicant is advised that the proposed development is likely to require the naming of new street(s) and numbering of new properties/businesses within those streets and/or the numbering of new properties/businesses within an existing street. Please contact the Property Information Team (01394 444261), which is responsible on behalf of the Council for the statutory street naming and numbering function.
7. The applicant is advised that a public right of way adjacent to the application site (E-435/001/0) and nothing in this permission shall authorise the stopping up, diversion or

obstruction of that right of way. The applicants should apply to East Suffolk Council if they want the public right of way to be diverted or stopped up. It is an offence under the Highways Act 1980 to obstruct the route or damage/alter the surface of the right of way without the prior written consent of the Highway Authority, either during the construction of the development or beyond. If any development work conflicts with the safe passage of pedestrians or other users of the right of way, the applicants will need to apply to the Highway Authority for a temporary closure of the right of way.





2 Background information

- 2.1 See application reference DC/19/4197/FUL at:
<https://publicaccess.eastsuffolk.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/20/0745/FUL

Location

14 Carlford Close
 Martlesham Heath
 Martlesham
 Suffolk
 IP5 3TB

Expiry date 19 April 2020

Application type Full Application

Applicant Ms Susan Blything-Smith

Parish Martlesham

Proposal Front ground floor extension; rear two-storey extension; roof extension to form chalet bungalow.

Case Officer Bethany Rance

bethany.rance@eastsoffolk.gov.uk

Summary

The application is at the Planning Advisory Panel because the 'minded to' decision of the Planning Officer is contrary to comments received from the Parish Council and hence the requirement to undertake the committee referral process.

There is considered no significant public interest; or significant impact that requires direct referral to Members; and the applicant or landowner is not East Suffolk Council and the applicant, or agent, is not an East Suffolk Councillor or an East Suffolk Council employee, or close relative of a Councillor or employer

The application proposes front ground floor extension; rear two-storey extension; roof extension to form chalet bungalow.

This application is recommended for approval.

Case for Development: The proposal would not cause significant harm to the residential amenity of neighbouring/adjoining properties regarding overlooking, access to daylight, or loss of privacy, thereby complying with Policy DM23 - Residential Amenity of the Local Plan and MAR4 of the Martlesham Neighbourhood Plan. It does not constitute overdevelopment of the site, and will not cause significant harm to the character of the locality or the streetscene, thereby complying with Policies DM21 and MAR4. Several non-material objections were raised in the representations.

Site description

The site comprises a modest bungalow set back from Carlford Close. The existing dwelling is a two-bedroom bungalow set in an unusually shaped plot, with a one bay detached garage set to the north-east of the dwelling, forward of the bungalow. The dwelling is cream rendered with concrete interlocking tile roof.

The site is bounded to the west by Eagle Way, and to the north, south, and east by residential dwellings comprising Carlford Close. The neighbouring and adjoining properties are mostly two-storey detached and semi-detached dwellings. The locality is characterised by a mix of bungalows, terraced houses, two-storey detached and semi detached dwellings, of a mix of sizes, forms, and materials.

The site lies within Martlesham Physical Limits and within the Martlesham Neighbourhood Plan area. Martlesham Heath is classified as a 'Major Centre', as defined in the Suffolk Coastal Core Strategy.

Proposal

The application proposes front ground floor extension to the north elevation, rear two-storey extension to the south elevation, and roof extension, essentially forming a chalet bungalow.

Proposed materials are red facing brick (plinth and corner piers) to match the existing. The upper walls are proposed to be fibre cement cladding in iron grey. Red concrete interlocking tile is proposed to match the existing roof. Grey PVCU is proposed for windows and doors. Two dormer windows are proposed, one each on the east and west elevations, proposed to be Hardieplank fibre cement horizontal exterior cladding in iron grey. Two sets of patio doors are proposed on the rear elevation. The proposed eaves height is approximately 2.2m, and ridge height is approximately 6.9m.

It is also proposed to remove the existing gate and frame to the north of the dwelling, and to install new block paving around the proposed extension on the northern side of the dwelling.

The scheme has been revised from the original plans. Following concerns of overlooking, the proposed first floor window on the rear elevation has been changed to a high-level window, positioned 1.7m minimum from the floor.

Consultations/comments

Five representations of objection have been received. Comments are summarised below:

- Overlooking and loss of privacy; existing neighbours are not overlooked by no.14
- Loss of view from 2 storey rear element

- Parking; increase from 2 to 3 bedrooms likely to attract more vehicles
- Not compliant with the Martlesham Neighbourhood Plan
- Loss of sunlight/daylight
- Environmental impact on wildlife from reduction of garden space
- Increase in noise
- Overbearing and out of character
- Removal of a bungalow would decrease mix of housing
- Loss of an affordable bungalow
- Loss of a disability accessible bungalow
- Vibration/Noise from construction

Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Martlesham Parish Council	25 February 2020	17 March 2020
Summary of comments:		

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Archaeological Unit	25 February 2020	No response
Summary of comments: No response received		

Publicity

None

Site notices

General Site Notice

Reason for site notice: General Site Notice

Date posted: 3 March 2020

Expiry date: 24 March 2020

Planning policy

MAR4 - Residential Design and Amenity (Martlesham Neighbourhood Plan - 'Made' July 2018)

National Planning Policy Framework

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

Planning considerations

The site has no relevant planning history.

Relevant planning policies are DM21 (Design: Aesthetics) and DM23 (Residential Amenity), supplemented by the guidance in SPG16: House Alterations and Extensions, and the guidance provided by the Martlesham Neighbourhood Plan.

Design

Policy MAR4: Residential Design and Amenity of the Martlesham Neighbourhood Plan outlines the expectations for development, and requires proposals to respond to and integrate with local surroundings and the local landscape context as well as the existing built environment, respect the scale and character of existing and surrounding buildings; retain the established building line and be in keeping with the existing arrangements of front gardens, walls, railings and hedges. Within MAR4, point 6 states that new buildings should not adversely affect the residential amenity of neighbouring properties by virtue of overshadowing or impinging on privacy. While this application does not propose a new building, considerations of loss of light and privacy are covered by policy DM23 of the Local Plan. Point 7 of Policy MAR4 requires good quality materials that complement the existing palette of materials of surrounding properties.

Policy DM21 states for extensions to existing buildings to be considered acceptable, they should normally respect the plan form, period, style, architectural characteristics and, where appropriate, the type and standard of detailing and finishes of the original building. Further, the extension shall be visually 'recessive' and its size and design shall be such that the original building will remain the more dominant feature on the site.

The proposal effectively turns the existing modest bungalow into a chalet bungalow meaning very little of the original dwelling will be visible in the proposed development, so the proposal would not read as an extension in the traditional sense. It will read as a chalet bungalow, not as an extended bungalow.

As the locality is a mix of bungalows and two-storey dwellings, it is not considered the increase from a bungalow to a chalet bungalow would be out of character for the area or would become overbearing. The overall height of the development would remain lower than the adjoining two-storey dwellings. Given the mix of dwelling types and sizes, the increase to a chalet bungalow is considered acceptable, and it is considered the development would integrate into the surrounding area.

The design keeps a sufficient level of amenity space to the rear and therefore does not appear as over development of the plot, and will not create a cramped form of development. The existing building line will be retained, as will the arrangement of front garden and setback from the road.

Proposed materials are considered acceptable. There is a mix of materials in the vicinity of no. 14. Several other dwellings in the locality have similar materials; rendered lower walls with wooden clad upper walls. Several properties have black/brown cladding on the upper levels, so the proposed iron grey cladding is not considered out of character or out of keeping with the locality.

The surrounding area is not uniform in terms of form, material, or architectural styles and there is no clear established character to the area. The proposal would be visible in the streetscene from Carlford Close, but it is considered the proposal would not have a significant detrimental effect given the lack of uniformity of buildings along the road.

Overall, the proposal is considered to be acceptable in terms of design and therefore comply with policies MAR4 and DM21.

Residential Amenity

Policy DM23 requires consideration of the impact of new development on residential amenity regarding privacy/overlooking, outlook, access to daylight/sunlight, noise and disturbance, the resulting physical relationship with other properties, pollution, and safety/security.

The extension to the north of the property is one-storey, and the extension on the rear (south) elevation is proposed to be two storeys. The one-storey extension will be somewhat screened from the northern adjoining neighbour by the boundary treatment of close-boarded fencing.

The proposed east-facing dormer will serve a bathroom, which is proposed to be obscurely glazed and will be conditioned to be so, and also to be restricted opening, to minimise the potential overlooking. The west-facing dormer will overlook Eagle Way, and at a substantial distance, houses along Broomfield. As such, there will be no significant impact on overlooking or loss of privacy as a result of the proposed dormer windows. A new window at first floor level is proposed on the front elevation, but will be 1.7m minimum from the floor and be obscurely glazed. The revised fenestration on the rear elevation to be a high level window 1.7m minimum from the floor minimises the potential for overlooking from no.14 to the adjoining properties.

No. 14 Carlford Close is overlooked from nearly all directions by two-storey dwellings (nos. 16, 20, and 22 are two-storey dwellings with clear lines of sight into the rear amenity space of no. 14).

It is therefore not considered that the proposal would cause serious harm to the amenities of the neighbouring and adjoining properties.

Overall, the proposal is considered acceptable in terms of its impact on residential amenity, therefore complying with policies DM23 and MAR4.

Concerns have also been expressed in relation to the loss of a view which is not a material planning consideration.

Concerns have also been raised about the impact on Martlesham's housing mix as a result of the increase from a two-bedroom bungalow to a three-bedroom chalet bungalow. Within the Neighbourhood Plan, Policy MAR5: Residential Mix, recommends residential developments should provide two and three bedroom properties. As such, while the proposal is for extensions to a single dwelling and not a residential development and therefore the policy is not relevant, the

proposal is still considered to be in line with its objective as it proposes one additional bedroom, three bedrooms in total.

Concerns were raised about parking; existing vehicular access arrangements to the site remains unchanged and parking provision on the site is considered to remain sufficient; provision in the form of a driveway and detached garage. In terms of the Suffolk Parking Standards the level of provision (two spaces) required for a two bedroom property is the same as a three bedroom property. Point 5 of Policy MAR4 states development proposals are expected to provide suitable and safe access, and it is considered that this application complies with policy MAR4 as well as the Suffolk Parking Standards.

In summary, it is not considered the proposed development would have an unacceptable impact on the residential amenity of adjoining properties. The design of the proposal is considered acceptable and it is considered there will be no adverse impact on the streetscene. The concerns expressed by the Parish Council and other representations have been addressed within this report.

Conclusion

Five representations of objection were received. Martlesham Parish Council objected to the application.

The application is considered acceptable in terms of design and residential amenity, and is considered to comply with policies DM21 and DM23 of the Local Plan, and the Martlesham Neighbourhood Plan. Conditions will be attached to obscurely glaze and restrict the opening of the dormer window on the first floor of the east elevation, to impose a minimum sill height of 1.7m for the first floor window on the rear elevation, and to remove PD rights for windows and dormers.

Therefore, on balance, the application is recommended for approval, with conditions.

Recommendation

This application is recommended for approval, with conditions.

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;

drawing no. 1941-10 (Site Plan), received 20 February 2020,
drawing no. 1941-02 Revision A (Plans, Elevations, and Section as Proposed), received 10 March 2020,

;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 dormer window on the east elevation of the first floor shall be fitted and remain fitted with obscured glass, which shall have an obscurity of level 3 on the Pilkington Obscured Glazing Range (or equivalent by an alternative manufacturer) and have brackets fitted to prevent the windows from opening more than 45 degrees except in the case of an emergency. These items shall thereafter be retained in their approved form.

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

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 [or any Order revoking or re-enacting the said Order] no new windows or openings shall be inserted/added into the first floor level, unless otherwise agreed in writing with the local planning authority.

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

6. The window on the rear elevation of the first floor shall have, and retain, a minimum sill height of 1.7m.

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

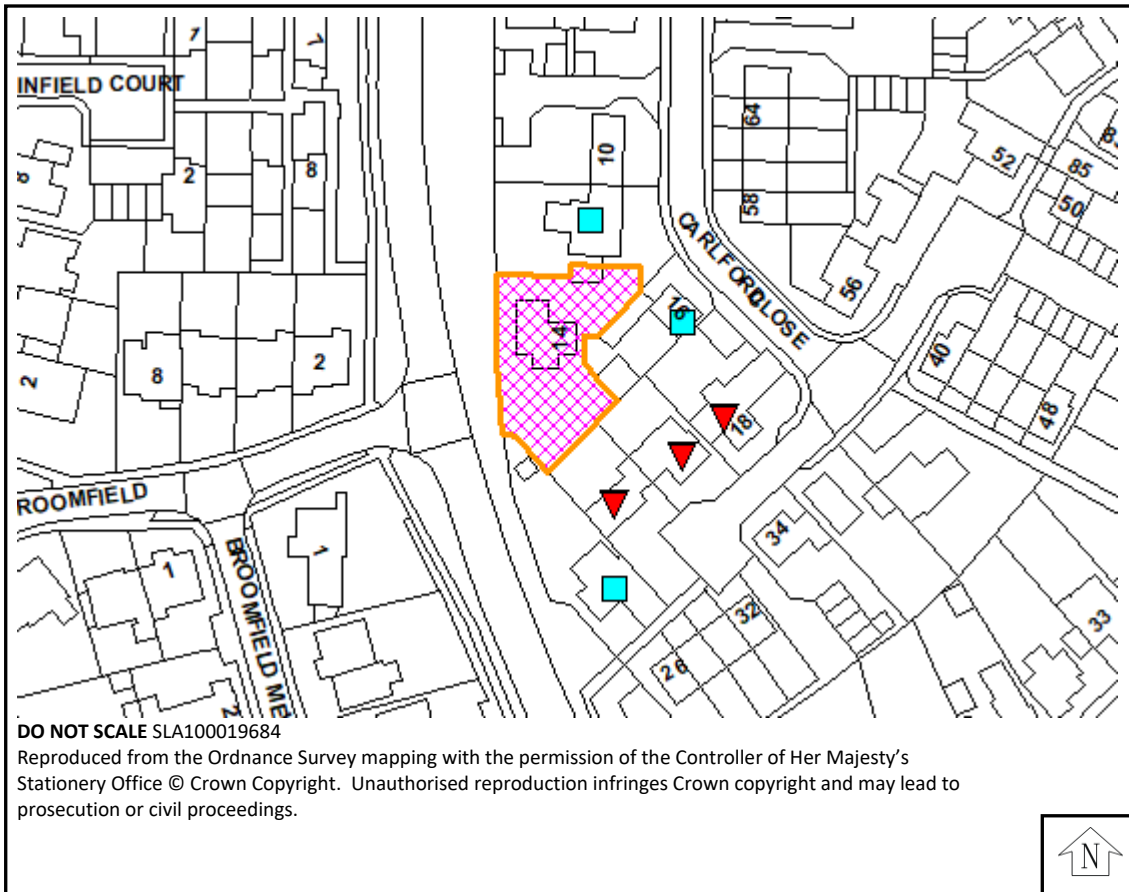
Informatives:

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.





Background information

See application reference DC/20/0745/FUL at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q5ZTD0QX06000>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/19/3623/VOC

Location

Land West Of Ferry Road Residential
Centre
Ferry Road
Felixstowe
Suffolk

Expiry date 15 December 2019

Application type Variation of Conditions

Applicant Generator Optima (Ferry Road) Ltd.

Parish Felixstowe

Proposal Variation of Condition 1 on Application DC/16/3776/ARM (Submission of reserved matters pursuant to outline planning permission DC/13/3069/OUT for the creation of 197 no. one, two, three and four bedroom houses and apartments, plus associated roads, paths, driveways, car parking, landscaping and public open space.)

Case Officer Jamie Behling
01394 444412
Jamie.Behling@eastsuffolk.gov.uk

Summary

The proposal seeks to vary Condition 1 of DC/16/3776/ARM pursuant to outline planning permission DC/13/3069/OUT to regularise plots 115-153 which includes the resizing of footprints and repositioning of dwellings and the removal of windows on the side elevation of flat block E. Also to reposition the fence on the southern boundary inward to the site and to alter the roof structures of plots 142-143 and 145-146 from gabled to hipped.

This application is to be considered at the Planning Advisory Panel in accordance with the scheme of delegation, as the officer's recommendation is contrary to the recommendation of objection from the Town council and a statutory consultee (SCC Highways) commenting they have had

insufficient reassurances to support, which was subsequently sent to Highways but no further comments have been received.

The application accords with planning policy, the applicant is not an elected member or member of staff or close relative, the land is not owned by the district council. The ward members have not commented.

Officer recommends approval.

Site description

Land west of Ferry Road Residential Centre is a construction site for the erection of 197 dwellings which consists of a mix of housing and apartments. The site is a new estate built on the northern boundary of Felixstowe town with open countryside to the north and west and residential houses to the south and east. The site is part way through the construction building up the roadside frontage to the west first and has recently reached the point where development has reached the south-east corner of the site where the proposed plots meet onto the boundaries of the residential properties of Estuary Drive and Brinkley Way.

A significant amount of amendments have been made to the scheme since its first approval, many submitted through non-material amendments slightly altering the overall design each time.

An enforcement case ref. ENF/2019/0514/COND was raised over concerns the structures were being built to close to the boundaries of these adjoining properties altering the relationship they would have. Upon investigation the developer was building the affordable housing to a specification slightly larger than what had been approved through planning system, trying to meet Nationally Described Space Standards. Since this finding the developer has submitted amended non-material amendments for plots 184-197 as these would not have caused any material harm as the increased size was directed toward the centre of the site rather than toward the boundaries. This is the final part of the remediation aimed to regularise all contradicting structures on site to the existing approved plans.

Proposal

The proposal seeks to vary condition 1 of application DC/16/3776/ARM in conjunction with DC/13/3069/OUT to alter the roof forms, from gabled to hipped, on plots 142, 143, 145 and 146.

Consultations/comments

One representation of Objection from Ferry Road Campaign Group raising the following material planning considerations:

- Harm to neighbouring Amenity
- Non compliance with plans
- Inaccurate plans

Consultees
Parish/Town Council

Consultee	Date consulted	Date reply received
Felixstowe Town Council	20 February 2020	9 March 2020
<p>Summary of comments: Felixstowe Town Council "Committee recommended REFUSAL on the basis that the proposed changes to the design is contrary to policy DM23 as follows:</p> <p>(a) in respect of the changes to the windows to Block E in contravention to DM23(c), and:</p> <p>(b) concerns about the reduction in the length of the gardens for plots 137-148 in contravention of DM23(e) where it relates to the resulting physical relationship with other properties.</p> <p>For those reasons Committee requests the applicant to submit a full planning application for the development site."</p>		

Consultee	Date consulted	Date reply received
Parish Council	20 September 2019	9 October 2019
<p>Summary of comments: Felixstowe Town Council Superseded "Committee welcomed the proposed change to roof design in response to local neighbourhood concerns. However, the Committee greatly regrets the simplification of the design features - notably the brickwork pattern - which will result in a diminished street scene quality. We request that the District Council explore with the developer the possibility of retaining the brickwork pattern. Notably this would underline the long-standing policy that affordable housing should not be overtly identifiable in mixed-use development."</p>		

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	20 February 2020	25 February 2020
<p>Summary of comments: SCC Highways comment they have insufficient assurances that the submitted plans reflect what has been approved in the past. A following email was supplied by the applicant which SCC</p>		

Highways has not responded to with further comments.

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	20 September 2019	11 October 2019
Summary of comments: Superseded No Objections.		

Publicity

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Major Application	27 February 2020	19 March 2020	East Anglian Daily Times

Category	Published	Expiry	Publication
Major Application	26 September 2019	17 October 2019	East Anglian Daily Times

Site notices

General Site Notice
Reason for site notice: Major Application May Affect Archaeological Site in the Vicinity of Public Right of Way
Date posted:
Expiry date:

General Site Notice
Reason for site notice: Major Application May Affect Archaeological Site in the Vicinity of Public Right of Way
Date posted: 23 September 2019
Expiry date: 14 October 2019

Planning policy

SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP1a - Presumption in Favour of Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP15 - Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

National Planning Policy Framework

Planning considerations

Officers Considerations - Visual Amenity, Landscape

The alteration to the southern boundary fence set 700mm within the site than previously positioned is unlikely to cause any significant harm to the visual amenity of the landscape providing further space to the rear of neighbouring properties to preserve the existing vegetation and create any additional screening if desired by these neighbours.

The alterations to the roof layouts of plots 142-143 and 145-146 are consistent with other roof layouts within the street scene sympathetically mirror the design and style of plots 133-138. The changes made would have no harmful effect to the character of the street scene or the wider landscape. There is already a precedent set for hipped roofs within the vicinity with the addition of similar unlikely to significantly harm the visual amenity of the area.

The removal of the windows, serving the kitchen/living rooms of the three flats on the west side of Flat Block E, would not create any significant harm to the overall character of this part of the building or the wider development, with the windows holding no crucial design requirement to make the scheme acceptable. The loss of the windows is unfortunate however due to the positioning of plot 120, the windows are unlikely to be seen and provide no views other than of a blank brick wall of the adjacent two-storey dwelling.

The resizing and repositioning of plots 115-120 and 127-153 are of the original design and style, only the size and scale would be marginally changing. As the character of the buildings is being retained and the location is the same within the site, the overall look of the landscape and street scene will not be noticeably changing from the original vision of the proposal and therefore the visual amenity of the area will remain more or less the same.

As the proposed alterations are only considered minor when seen within the overall scheme from a design point of view when considered within the wider development, the S73 application is considered to comply with policies SP15 and DM21.

Residential Amenity

The repositioning of the southern boundary fence will provide 700mm of space between the rear of the neighbouring properties and the site. This is to allow any existing vegetation to be retained on the boundary of the site without having to cut it back or remove it. It is considered that this alteration would not cause any harm to the amenity of neighbouring properties due to the development being reduced in scale and brought inward away from neighbours.

The changes to make the roofs hipped on plots 142-143 and 145-146 reduce the massing and bulk of the buildings more in line with similar plots on the same street. The reduced scale would mean that the impact and sense of overbearing to the neighbours to the south would be lessened without too much harm to the design. The new design would improve the relationship the new

dwelling would have with the existing neighbours and allow better access to light and reduced shadowing. Therefore, this element of the application is considered acceptable.

The omission of the windows from Block E would mean less overlooking to plot 120 however this is a blank brick side wall of a dwelling which is positioned close to the block of flats. No views are lost and currently the design appears poorly thought out with windows in badly designed positions. The rooms losing the light have large French doors that service the kitchen/living room and can provide ample levels of natural light to the dwellings even through the loss of these openings.

The plots that require the dwellings to slightly increase in size and scale range from plot 115-153 and increases do not exceed 1 metre in any direction. Plots 143-159 are extending to the rear to the west towards community allotments, causing relatively minor concern to neighbouring amenity due to their relationship and boundaries with residential sites. Plots 127-132 the developer has repositioned the wall, that had been previously built, to keep this row of houses in line with the original plans, extending the houses forward into the site rather than backward toward neighbours. The plots that cause the higher concerns are plots 137-148 which extend outward to the south toward neighbouring properties. Plots 139-148 extend a further 0.65 metres and plots 137-138 extend 0.88 metres to the rear, encroaching toward the neighbours to the south. These plots had nearly been finished once it was found the working drawings did not match the approved planned drawings, so it would not have been a straight forward fix to realign the dwellings with the approved plans and thus this application was presented to regularise the plots. It is regrettable that this oversight was discovered so late into the development and it is the local planning authorities preference to try to protect the amenity of neighbouring properties as much as it can, however due to the minor changes to the dimensions of being less than a metre, it is likely this would not of made the development unacceptable at the original approval and therefore it is considered that these alterations cannot be refused on the grounds of impact to residential amenity and therefore comply with policy DM23.

SCC Highways

Highways have concerns over the soft landscaping around the boundaries of the site and whether these are likely to change to a situation that was not agreed within the developers' S278, and S38, legal agreements with the highway authority. These are currently still conditioned to comply with the original Landscaping plan Master Plan E16850-TLP-001 rev. G and the Landscape Hardworks and Boundaries Strategy E16850-TLP-003 rev. G under condition 1 of DC/16/3776/ARM and approved again to discharge condition 6 under DC/17/5394/DRC. Assurances have been given from the applicant that no changes are proposed to the landscaping other than those required to make the minor adjustments for the proposal. Also drawing number 14-2370-002 rev. X is an up to date representation of all amendments and applications subsequently approved since the initial submission under DC/16/3776/ARM in 2017. Fresh confirmation of compliance with condition 6 on the approval of reserved matters will be obtained after the decision, and it is considered that the submitted drawings reflect the current road layout approved and that the assurances SCC Highways has requested have been given.

Conclusion

As the proposal causes minimal harm to the visual amenity of the area and no significant harm to residential amenity of neighbouring properties the proposal is considered acceptable.

Recommendation

Approve subject to appropriate conditions.

Conditions:

1. Outline Permission - Condition 4
No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least basecourse level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.
Reason: To ensure that satisfactory access is provided for the safety of residents and the public.
2. Outline Permission - Condition 5
Details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles including secure cycle storage shall be as approved by the Local Planning Authority under DC/17/5394/DRC on the 04/04/2018. The approved scheme shall be retained thereafter and used for no other purpose.
Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety.
3. Outline Permission - Condition 6
Details of the areas provided for storage of Refuse/Recycling bins shall be as submitted to and approved in writing by the Local Planning Authority under DC/17/5394/DRC on the 04/04/18 and amended under DC/17/5197/AME on the 22/12/2017.
The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.
Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.
4. Outline Permission - Condition 9
The mechanism approved under DC/19/2764/DRC on the 03/09/2019, that ensures householders are being provided with appropriate information on sustainable means of transport in the wider area shall be provided to all residents as agreed unless otherwise approved in writing by the Local Planning Authority.
Reason: To ensure that future residents are provided with sufficient information to enable them to use alternative modes of transport other than the private car in the interests of sustainability.
5. Outline Permission - Condition 11
The surface water drainage scheme approved under DC/17/5394/DRC on the 04/04/2018 shall be implemented in accordance with the approved details before the development is completed.
Reason: To prevent an increase in the risk of flooding to the proposed development and elsewhere, and ensure a suitable SUDS approach is adopted for the management of surface water.

6. Outline Permission - Condition 12
The permission hereby granted shall be carried out in complete accordance with recommendations made within the approved Ecological Survey.
Reason: To ensure appropriate planting and biodiversity enhancements.

7. Outline Permission - Condition 13
The Construction Management Plan approved under DC/18/3736/DRC on the 29/11/2018 shall be implemented in its entirety.
Reason: In the interest of residential amenity

8. Reserved Matters - Condition 1
The development hereby permitted shall be constructed in accordance with the approved drawings listed below (or those which are subsequently submitted for determination) for which permission is hereby granted or which are subsequently submitted to and approved in writing by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Location Plan OLP002-01-01 rev. B

Site Layout 14-2370-002 rev. W

Massing Plan 14-2370-003 rev. F

SK100A submitted with application DC/13/3069/OUT

Refuse and Cycle Store Strategy Plan 14-2370-004 rev. F

Boundary Treatment Plan 14-2370-005 rev. G

Material Plan 14-2370-006 rev. G

Fire Strategy Plan 14-2370-007 rev. F

Affordable Allocation Plan 14-2370-008 rev. G

Public Right of Way 14-2370-010 rev. H

Landscape Masterplan E16850-TLP-001 rev. G

Planting Strategy E16850-TLP-002 rev. G

Landscape Hardworks and Boundaries Strategy E16850-TLP-003 rev. G

Drainage Strategy 666646-DWG-SBU-C005 rev. P7

Levels Strategy 666646-DWG-SBU-C010 rev. P5

Ground Condition Sections (Sheet 1 of 2) 666646-DWG-SBU-C020 rev. P1

Ground Condition Sections (Sheet 2 of 2) 666646-DWG-SBU-C021 rev. P1

Street Scenes (Sheet 1 of 2, Views A to D) 14-2370-020 rev. D

Street Scenes (Sheet 2 of 2, Views E to H) 14-2370-021 rev. B

House Type B, Floor Plans and Elevations 14-2370-102 rev. B

House Type D, Floor Plans and Elevations 14-2370-106 rev. G

House Type D Variant, Floor Plans and Elevations 14-2370-107 rev. F

House Type F, Floor Plans and Elevations 14-2370-112 rev. D

House Type G, Floor Plans and Elevations 14-2370-114 rev. G

House Type G Variant, Floor Plans and Elevations 14-2370-115 rev. B

House Type H, Floor Plans and Elevations 14-2370-116 rev. G

House Type K, Floor Plans and Elevations 14-2370-120 rev. D

House Type L, Floor Plans and Elevations 14-2370-122 rev. B

House Type M, Floor Plans and Elevations 14-2370-124 rev. F

House Type N, Floor Plans and Elevations 14-2370-126 rev. E

House Type N Variant, Floor Plans and Elevations 14-2370-26.1

House Type P, Floor Plans and Elevations 14-2370-128 rev. C

House Type 4B, Floor Plans and Elevations 14-2370-130 rev. G

House Type 3B, Floor Plans and Elevations 14-2370-132 rev. D
 House Type 2B, Floor Plans and Elevations 14-2370-134 rev. D
 House Type 2B Bungalow, Floor Plans and Elevations 14-2370-136 rev. F
 House Type 1B FOG, Floor Plans and Elevations 14-2370-142 rev. D
 House Type 1B FOG Variant 2, Floor Plans & Elevations 16-2370-144 rev. A
 House Type 1B FOG Variant 3, Floor Plans & Elevations 16-2370-145 rev. B
 Garages, Floor Plans and Elevations 14-2370-146 rev. A
 Bin and Cycle Store, Floor Plans and Elevations 14-2370-147
 Flat Block A, Floor Plans and Elevations 14-2370-150 rev. C
 Flat Block B, Floor Plans and Elevations 14-2370-151 rev. B
 Flat Block C, Floor Plans 14-2370-152 rev. D
 Flat Block C, Elevations 14-2370-152.1 rev. A
 Flat Block D, Floor Plans and Elevations 14-2370-153 rev. D
 Flat Block E, Floor Plans and Elevations 14-2370-154 rev. D
 Proposed Plots 54- 57, 94 and 96 15-2432-3100
 Existing House G Repositioned Plot 90 15-2432-3112
 Surface Water Drainage Strategy 666646-DWG-SBU-C007 rev. P2
 CIL Additional Information Form
 Design and Access Statement (dated August 2016)
 Phase 2 Geo-environmental Assessment Report (dated August 2015)
 Statement of Community Engagement (dated September 2016)
 Drainage Statement (dated 01 November 2016)

Reason: To secure a properly planned development.

9. Reserved Matters - Condition 2

Development shall be carried out in accordance with the approved materials submitted under DC/18/4666/DRC on the 29/11/2018. .

Reason: To ensure the satisfactory external appearance of the development.

10. Reserved Matters - Condition 3

All development shall be undertaken in complete accordance with the badger survey approved under DC/17/2792/DRC on the 25/07/2017.

Reason: To ensure that appropriate investigation of a protected species is undertaken.

11. Reserved Matters - Condition 4

The definitive line of the public right of way across the site must be physically marked out on site at the start of the development, and remain open, unobstructed and undisturbed for as much of the construction phase as possible. If crossed by construction traffic, then that crossing point must be maintained in a good state of repair and be safe and fit for use at all times.

Reason: In the interests of the amenity of the public

12. Reserved Matters - Condition 5

The scheme detailing how all areas of public open space will be managed and maintained shall be as approved under DC/18/0379/DRC on the 02/02/2018.

Reason: In the interest of visual amenity

13. Reserved Matters - Condition 6

The detailed planting scheme submitted to and approved in writing by the local planning authority under DC/18/0379/DRC on the 02/02/2018 shall be carried out in its entirety.

Reason: To ensure that there is suitable and appropriate landscaping of the site

14. Reserved Matters - Condition 7

Swift boxes as agreed by the local planning authority under DC/19/1355/DRC on the 09/05/2019 shall be installed and retained in the approved locations.

Reason: To secure ecological enhancements to the site.

Informatives:

1. The existing street lighting system may be affected by this proposal. The applicant must contact the Street Lighting Engineer of Suffolk County Council, telephone 01473 264929, in order to agree any necessary alterations/additions to be carried out at the expense of the developer.
2. The Local Planning Authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.
3. The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.
4. Public Utility apparatus may be affected by this proposal. The appropriate utility service should be contacted to reach agreement on any necessary alterations which have to be carried out at the expense of the developer.
5. Suffolk County Council's highway apparatus appears to be affected by this proposal. The applicant must contact the East Area Manager, telephone 01728 403000 agree any necessary alterations to be carried out at the expense of the developer.
6. 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/

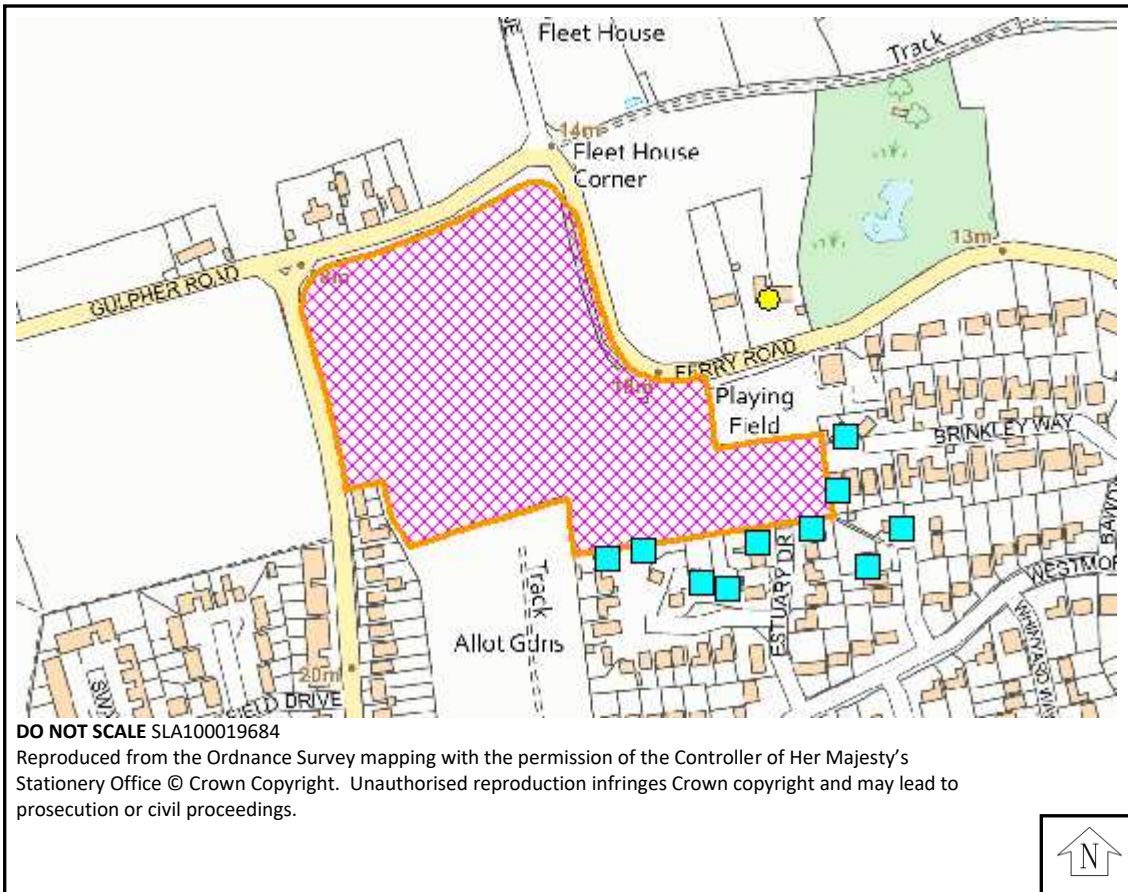
A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

7. 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.
8. The applicant is advised that the proposed development may require the naming of new street(s) and numbering of properties/businesses within those streets and/or the numbering of new properties/businesses within an existing street. This is only required with the creation of a new dwelling or business premises. For details of the address charges please see our website www.eastsuffolk.gov.uk/planning/street-naming-and-numbering or email llpg@eastsuffolk.gov.uk
9. 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.





Background information

See application reference DC/19/3623/VOC at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PXXG2FQXMJE00>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/20/0432/VOC

Location

Mickey's Field
School Road
Waldringfield
Suffolk

Expiry date 29 March 2020

Application type Variation of Conditions

Applicant Lewis Culf LTD

Parish Waldringfield

Proposal Variation of Condition No. 2 of DC/18/4880/FUL - New dwelling on vacant freehold land - Replace drawings of ground floor plan, first floor plan, proposed elevations and sections contained within the design and access statement and drawing numbers 6179/2 and 6179/3 with new drawing numbers 6179/6 and 6179/7

Case Officer Grant Heal
01394 444779
grant.heal@eastsuffolk.gov.uk

Summary

A Variation of Condition no.2 (approved drawings) is sought in relation to DC/18/4880/FUL: New dwelling on vacant freehold land known as Mickey's Field, Waldringfield.

With due consideration given to all relevant material planning matters, the proposal is deemed sustainable and therefore recommended for approval in-line with planning policy.

Notwithstanding, 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 Parish Council's recommendation to refuse permission.

The application is therefore presented to the Planning Advisory Panel on 14 April 2020.

Site description

The site is a parcel of virgin land with frontage onto School Road. It is bound by residential properties on all sides, including The Bays (south), Cragside (north), High Elms (east), Sandcliff (south-east) and those on the opposite side of the street. The approved access utilises an existing private driveway off School Road, which serves High Elms. The site is located within the AONB.

Proposal

The proposal seeks to vary the approved drawings in the following ways:

1. The introduction of additional skylight windows on the west facing elevation;
2. The removal of the approved chimney;
3. The introduction of a black painted flue on the east-facing elevation;
4. The introduction of a single storey rear extension with bi-fold doors and skylights;
5. The introduction of a privacy screen at the eastern end of an approved terrace.

Consultations/comments

Two third-party representations of objection have been received which raise concerns relating to the following material planning matters:

- Dominating/overbearing;
- Light pollution;
- Overdevelopment;
- Overlooking;
- Scale.

Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Waldringfield Parish Council	4 February 2020	17 February 2020

Summary of comments:

*“ Waldringfield Parish Council **objects** to this application.*

The site is in close proximity to the neighbouring property, Cragside. The site has a significant slope from the street level to the back of the plot. The ground levels on which the new, partially-built house now sits, have been raised to be level with that of the street. This means that the ground floor and terrace areas are several feet higher than those of the neighbouring property, Cragside. This VOC seeks to extend significantly the ground floor area and terrace beyond the footprint of the approved application DC/18/4880/FUL.

The new drawings show that most of what is labelled the east elevation of the extended ground floor would be given to new fenestration/bifolds, rather than the single doorway as currently permitted. This directly faces the neighbouring property and, given the raised ground levels, will

cause overlooking of the neighbours' main sitting-out area, causing loss of residential amenity, as will the extended raised terrace.

The applicant proposes to erect a series of 1800mm-high frosted glass panels along the eastern perimeter of the terrace, and 900mm-high frosted glass panels along part of the northern perimeter of the terrace. We do not think that this will provide effective screening and will not overcome the overlooking issue. Waldringfield Parish Council also considers that such glass screening is particularly unattractive and of poor design. It is not sympathetic to the style of the approved dwelling or that of the neighbouring properties.

The permitted original application for this site (DC/18/4880/FUL) stated that no trees or hedging would be removed or pruned and these were shown in the design and access statement. The subsequent VOCs have asked only for changes to the physical aspects of the building. The Parish Council therefore seeks assurance that damage caused by the development to the original hedge will be rectified and hedging replaced where necessary.

The Parish Council believes that this VOC application does not comply with the following Suffolk Coastal Policies and should therefore not be approved:

DM23 - Residential Amenity, a) privacy/overlooking b) outlook

DM21 - Design: Aesthetics

SP15 (Landscape and Townscape)

These policies seek to resist proposals which comprise poor design and layout which detract from the character of their surroundings and quality of the Area of Outstanding Natural Beauty.”

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Archaeological Unit	4 February 2020	No response
Summary of comments: No comment.		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	4 February 2020	20 February 2020
Summary of comments: Do not wish to restrict the grant of planning permission.		

Non statutory consultees

Consultee	Date consulted	Date reply received
Ecology (Internal)	12 February 2020	No response
Summary of comments:		

No comment.

Consultee	Date consulted	Date reply received
Suffolk Coasts And Heaths Project	4 February 2020	No response
Summary of comments: No comment.		

Consultee	Date consulted	Date reply received
Environmental Protection (Internal)	4 February 2020	11 February 2020
Summary of comments: No comment.		

Publicity

None

Site notices

General Site Notice

Reason for site notice: General Site Notice

Date posted: 7 February 2020

Expiry date: 28 February 2020

Planning policy

National Planning Policy Framework

SP1a - Presumption in Favour of Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

XSP19 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP27 - Key and Local Services Centres (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP15 - Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

Planning considerations

Planning history:

*DC/19/3135/VOC: Variation of Condition 2 of DC/18/4880/FUL (New dwelling on vacant freehold land). Variation to replace drawings of ground floor plan, first floor plan, proposed elevations and sections contained within the Design & Access Statement with new Drawing Nos. 6179/2 & 6179/3 at plot Adjacent To High Elms And Craggs, School Road, Waldringfield - permitted 11 November 2019. This application included the reconfiguration of the internal layout and the inclusion of additional living accommodation over the garage, facilitated by increasing the attached garage's ridge height to provide greater internal head clearance. The introduction of an additional ground floor window was also approved to the dwelling's east-facing elevation.

*DC/18/4880/FUL: New dwelling on vacant freehold land at Mickey's Field , School Road, Waldringfield - permitted 4 March 2019.

Principle:

The site falls within the physical limits boundary (SP19: Settlement Policy) of Waldringfield, where the planning principle for small scale infill development is considered acceptable in accordance with SP27 (Key and Local Service Centres) of the Suffolk Coastal District Core Strategy and Development Management Policies Document. The principle is therefore acceptable, subject to a satisfactory assessment of other material planning considerations, as set out below.

Visual amenity:

Considered against the relevant provisions of the NPPF and local policies DM21 (Design: aesthetics) and SP15 (Landscape and townscape), the proposed omission of an approved chimney and replacement with a black painted flue on the east-facing elevation is not considered to undermine existing amenity since it would only protrude approximately one metre above the ridge height of the host dwelling and, as such, would otherwise be permissible without consent if it were not for the prevailing AONB designation. The flue's position on the east-facing elevation would also restrict its visibility within the street scene and would therefore only have a very limited impact on the area's visual amenity.

The proposed single-storey rear extension would be sited towards the western elevation of the approved dwelling and away from the neighbouring property of Craggside (North). It would appear subservient to the host dwelling and would not result in a disproportionate amount of development relevant to the overall plot size. The proposed privacy screen would also be hidden from view and would not appear in the street scene. It is thus unlikely to erode existing visual amenity.

Residential amenity:

Given that the proposed extension would be positioned away from the closest neighbouring property (Craggside) and adjacent to a shared private access track, it is considered unlikely that such an arrangement would undermine the physical relationship between properties or result in any undesirable outlook.

While it is appreciate that the proposed bi-fold doors; positioned on the proposed extension's east-facing elevation, presents the potential to degrade neighbouring amenity from increased overlooking (due to the proposed extension's finished floor level being elevated approximately 0.65 metres higher than the ground level of Cragside's garden), the proposed opaque glass panel positioned at the eastern end of the terrace would provide sufficient screening, such that no direct lines of sight would be gained by the occupants towards the neighbours rear sitting out area. As such, that potential overlooking issues have been sufficiently addressed.

With reference to additional glazing included within the proposed extension; which would undoubtedly increase the potential for light spill within the immediate vicinity, it is considered that the dwelling's location within the built-up area of Waldringfield means that impacts would be congruent with the character of the surrounding residential development. As such, it's potential to introduce additional light spill within open countryside and the wider AONB would be limited.

It is also noted that a rear extension could theoretically be constructed as permitted development (subject to appropriate detailing etc).

Conclusion

With due consideration given to all relevant material planning matters, the proposal is deemed sustainable and therefore recommended for approval in-line with planning policy.

Recommendation

Approve subject to conditions

Conditions:

1. The development hereby permitted shall be begun not later than the expiration of three years from the date of 4 March 2019.

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 the following approved drawing(s):
 - Site plan (Received 26 November 2018);
 - 6179 7 (Elevations (Revised scheme));
 - 6179 6 (Detail plans and sections (Revised scheme)).

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

3. The materials, finishes and landscaping (hard and soft) 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. The officer confirms that information submitted within approved application DC/19/2813/DRC, including the following documents, was sufficient to enable the discharge of condition 4:
 - 'Written scheme of Investigation for Archaeological Evaluation' issued by John Newman;
 - 'Brief for a Trenched Archaeological Evaluation' issued by Hannah Cutler;
 - 'Archaeological Evaluation Report' issued by John Newman.
5. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 4 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Strategic Policies SP1 and SP 15 of Suffolk Coastal District Council Core Strategy Development Plan Document (2013) and the National Planning Policy Framework (2012).

6. The officer confirms that information submitted within approved application DC/19/2813/DRC, including that contained within the submitted Phase 1 Contaminated Land Assessment (dated 8 July 2019), was sufficient to enable the discharge of condition 6.
7. The officer confirms that information submitted within approved application DC/19/2813/DRC, including that contained within the submitted Phase 1 Contaminated Land Assessment (dated 8 July 2019), was sufficient to enable the discharge of condition 7.
8. Prior to any occupation or use of the approved development the RMS approved under condition 7 must be completed in its entirety. The LPA must be given two weeks written notification prior to the commencement of the remedial works.

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. A validation report must be submitted to and approved in writing by the LPA prior to any occupation or use of the approved development. The validation report must include, but is not limited to:
 - results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met;
 - evidence that any RMS approved in pursuance of conditions appended to this consent has been carried out competently, effectively and in its entirety; and

- evidence that remediation has been effective and that, as a minimum, the site will not qualify as contaminated land as defined by Part 2A of the Environmental Protection Act 1990.

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 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. Unless agreed in writing by the LPA 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 BS 10175:2011+A1:2013 and CLR11) 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.

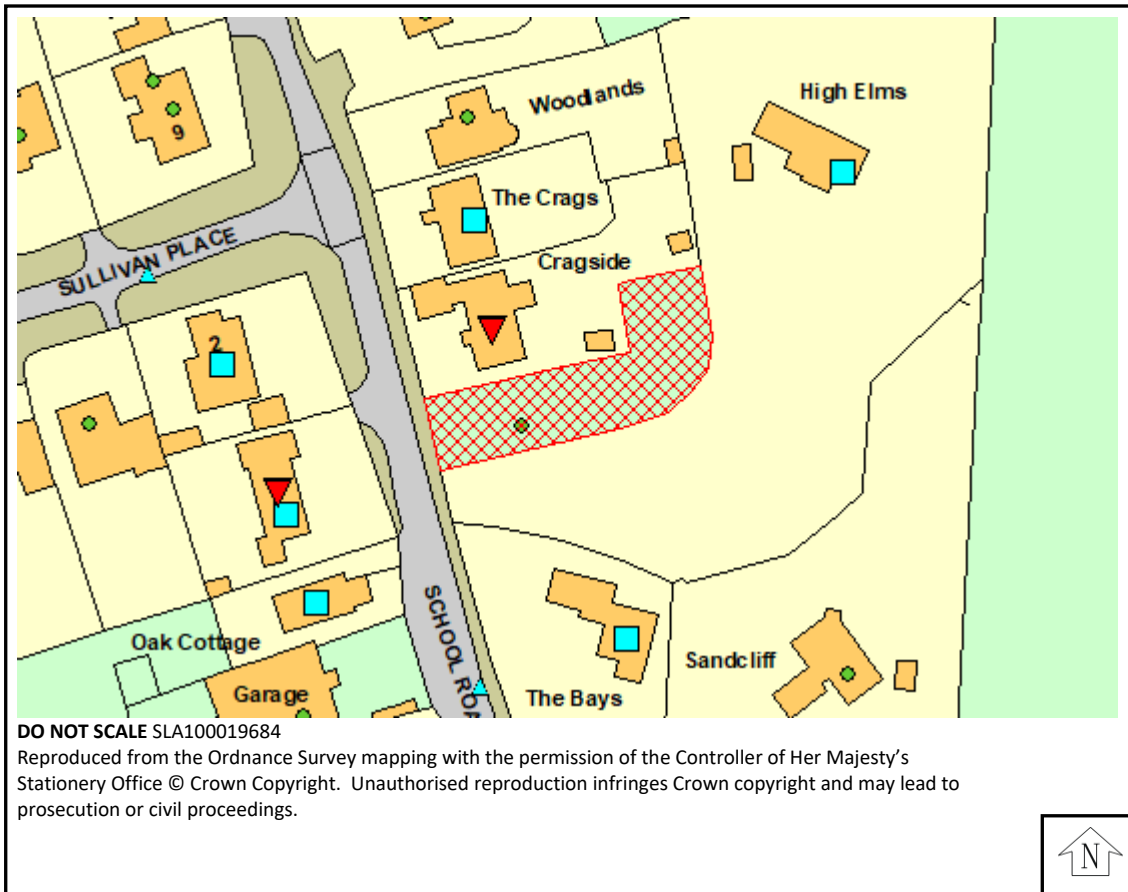
Informatives:

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.





Background information

See application reference DC/20/0432/VOC at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q54SMHQX07400>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support



Planning Advisory Panel – SOUTH (14 April 2020)

Delegated Report

Application no DC/18/4196/FUL

Location

Bawdsey Radar Trust Transmitter
Block
Bawdsey Manor Estate
Bawdsey
Woodbridge
Suffolk
IP12 3BA

Expiry date 20 February 2019
Application type Full Application
Applicant Suffolk Superfast Broadband CIC

Parish Bawdsey

Proposal Installation of a 24 metre lattice tower onto which radios will be affixed to enable improved internet connectivity in the surrounding area. The tower will have mains power to a cabinet on a concrete base on which the tower will be bolted. The tower will be enclosed by a 2 metre tall security fence.

Case Officer Michaëlle Coupe
(01394) 444440
michaëlle.coupe@eastssuffolk.gov.uk

Summary

This application was considered by the Referral Panel at its meeting on 17 March 2020 because the recommendation to approve was contrary to the statutory consultee Historic England's recommendation to refuse. The Panel recommended that the application be determined by the Planning Committee.

The item is before the Planning Advisory Panel, because it was due to be considered by Planning Committee in April 2020, prior to the cancellation of Planning Committee meetings for the

forseeable future, due to Government advisory restrictions on face to face meetings resulting from Covid-19.

The proposal is to install a 24m high lattice mast for improved internet connectivity in the surrounding area. The site lies within the Bawdsey Manor Estate, a registered Park and Garden that is listed Grade II.

Historic England objected on heritage grounds because of the high level of harm that the introduction of a structure of this type would cause to the significance of the historic landscape and the listed buildings.

The case for the development is that there is a clear and convincing justification for the mast and that the public benefit of improved internet connectivity would outweigh the harm to the significance of designated heritage assets and would thus comply with paragraphs 194 and 196 of the NPPF. The economic and social benefits of reliable broadband outweigh the visual impacts on the landscape.

Site description

The site lies within the historic parkland of the Bawdsey Manor Estate, and is listed, Grade II.

The landscape is on Historic England's at risk register. The site lies at the eastern end of the registered landscape, which has a strong parkland character and includes the eastern drive entrance to the estate. It lies a short distance from the transmitter block, a Grade II* listed building, an important building because of its associations with the development of radar technology when the Estate was occupied by the military. There were a number of radar transmitter towers in the east park, the last of these were demolished in 2000. Adjacent to the transmitter block is a lattice mast used by the coastguard.

The site lies within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty.

Proposal

The proposal is to install a 24m high lattice mast for improved internet connectivity in the surrounding area. The applicant is a community interest company (CIC), a not for profit entity focused on improving Broadband speeds and reliability in the Suffolk Coastal area. It is intended to provide coverage for residents that will not benefit (without significant cost) from improvements in the centre of the village as they are too far from the cabinet and remain at the end of old copper wires. They highlight that Government schemes accept there will be a four or five per cent of residents that will receive a superfast Broadband service. This application is thus seeking to fill this gap.

The mast will have line of sight to the Foxhall Tower at Martlesham to provide wireless connection. An existing wireless provision from an antenna on Hollesley Church delivers broadband to outlying properties on the Deben Peninsula, but the requirement for line of sight connection necessitates transmission from an additional high point to the south for further areas to receive the service. In the absence of any other building of a suitable height the mast is proposed.

Consultations/comments

No third part representations have been received.

Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Parish Council	6 November 2018	26 November 2018
Summary of comments: No objections		

Statutory consultees

Consultee	Date consulted	Date reply received
Historic England	28 December 2018	18 January 2019
<p>Summary of comments:</p> <p>Historic England object on heritage grounds because of the high level of harm that the introduction of a structure of this type would cause to the significance of the historic landscape and the listed buildings. The previous existence of radar towers does not justify the construction of modern towers. This area has a strong parkland character and the proposal would introduce a modern, utilitarian structure which would become a focal point, because of its height, detracting from the sweeping open character of the landscape.</p> <p>Whilst it is recognised that improving internet connectivity is a public benefit, Historic England's remit is to consider the impact on the historic environment. Whilst it is for the authority to assess the public benefit and weigh the harm against this, it is unclear as to whether this improvement to the internet service could be delivered in a less harmful way. It is considered the application does not meet the requirements of the NPPF, particularly paragraphs 189, 192 and 194.</p>		

Consultee	Date consulted	Date reply received
The Gardens Trust	28 December 2018	No response
Summary of comments: No response received		

Non statutory consultees

Consultee	Date consulted	Date reply received
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Design And Conservation (Internal)	N/A	30 January 2019
Summary of comments: Incorporated into officer report		

Publicity

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Affects Setting of Listed Building	10 January 2019	31 January 2019	East Anglian Daily Times

Site notices

General Site Notice
Reason for site notice: General Site Notice
Date posted: 2 January 2019
Expiry date: 23 January 2019

General Site Notice
Reason for site notice: Affects Setting of Listed Building
Date posted: 2 January 2019
Expiry date: 23 January 2019

Planning policy

National Planning Policy Framework

SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP15 - Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SP18 - Infrastructure (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM22 - Design: Function (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

DM23 - Residential Amenity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

SSP37 - Parks and Gardens of Historic or Landscape Interest (East Suffolk Council - Suffolk Coastal District Local Plan - Site Allocations and Area Specific Policies Development Plan Document (January 2017))

Planning considerations

The Local Plan and the NPPF recognises that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. This is especially important to rural communities where there is limited public transport and services and facilities. The emerging local plan has a specific policy relating to Digital Infrastructure, Policy SCLP8.4 which encourages provision providing no significant detrimental impact on the surrounding area and a need is proven. The adopted and emerging Local Plan also attach great weight to preserving and enhancing landscape and scenic beauty of the AONB's, notably policies SP15 of the adopted plan and Policy SCLP10.4 of the emerging plan. Also relevant are adopted policy SSP37 and emerging policy SCLP11.8 relating to historic parklands which encourages their preservation and enhancement.

Given the concerns raised by Historic England (HE) there has been extensive and prolonged discussions/negotiations with the applicant to secure a clear and convincing justification for the mast, and clarify there is no alternative sites that could be used. In recognition of the harm identified to heritage assets by HE it is for the Council to decide, in accordance with paragraph 196 of the NPPF, if there are public benefits that outweigh the harm.

There are improvements being made to broadband provision in Bawdsey but this still poses difficulties for the more remote properties away from the village centre. It is stated in the submission around 100 will benefit from a wireless connection via the proposed mast. The benefits would be higher speed broadband and reliability. Connection via phone lines breaks down, speeds are slow such that actions such as banking or successful streaming cannot be relied upon.

The applicants also state that Wireless connectivity via the mast is an important factor in the proposals to refurbishment the nearby Tin Chapel, a listed building on the Bawdsey Manor estate which is listed as 'at risk'. A partnership of the East Suffolk Buildings Preservation Trust, the Deben Estuary Partnership and Peninsula Villages Community Land Trust is moving ahead with plans to bring the chapel back into appropriate use as an Environmental and Coastal Resource Centre acting, not only as a local space to share the importance on the AONB and local cultural and historic assets, but also as a place for learning with live links to other centres and the capacity to bring research projects alive through active interpretation. The Deben Estuary is the subject of many research projects by universities, including monitoring changes in beach levels, wave patterns and rate of coastal erosion. A weather station is being installed by the community that will allow weather information to be accessed as required and cross referenced with changing beach conditions. The community through the Deben Estuary Partnership would like to tap into these projects to enhance local understanding of estuarine processes. Thus, being able to transmit large amounts of data quickly is essential and the wireless provision could achieve this. A camera is also proposed to be added to the mast to be able to provide a comprehensive picture of the changing coastal conditions at the mouth of the estuary, and help to inform future strategies.

The applicant confirms other options have been explored such as utilising the existing coastguard mast, and locating the mast on adjoining land, but these options have not been accepted by the owners. Sharing the facilities of the landowner PGL is not possible because of potential security risks. In the absence of any other tall structures the mast option was considered the most appropriate option.

Based on the information submitted it is considered there would be significant benefits to the residents and businesses of Bawdsey from good reliable broadband connectivity. It would potentially improve the quality of life for those living in this quite remote rural area. Given that the proposed Resource Centre in the Tin Chapel would be a beneficiary of this proposal it is effectively helping to support its restoration, which given that it is a listed building, on the Council's at risk register, is critically important. Its contribution towards helping monitor coastal erosion along the Bawdsey Manor frontage could also be beneficial in providing information engineers require to protect the Manor from falling into the sea.

In terms of visual/landscape impact there is historic precedence for the use of masts in the parkland. Several masts did exist when the site was occupied by the military. The last one of these was removed in the 1990's. Given the height of the mast and its siting and design it would not be as intrusive as the existing coastguard mast. There are various belts of trees and woodland in the area that will reduce visual prominence in the wider landscape, and thus would not significantly harm the visual qualities of the AONB landscape. Given the specific location needs of the mast a location outside the AONB would not be feasible. A condition would be necessary to ensure the structure is removed and the land restored if no longer required for the purpose of broadband provision.

Conclusion

In conclusion it is considered that there is a clear and convincing justification for the mast and that there are public benefits, as identified above, that would outweigh the harm to the significance of designated heritage assets and would thus comply with paragraphs 194 and 196 of the NPPF. The economic and social benefits of reliable broadband outweigh the visual impacts on the landscape.

Recommendation

Approve subject to conditions.

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 plans and supporting documents submitted with the application received 09/10/18 and additional information received 06/03/19 and 22/01/20, 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. Within 3 months of the cessation of the use of the equipment hereby permitted, the mast shall be dismantled and completely removed in its entirety from the site and the site made

good in accordance with a restoration scheme which shall first be agreed in writing by the local planning authority. Only the approved scheme shall be implemented.

Reason: In the interests of visual amenity and protection of the local environment and heritage assets.

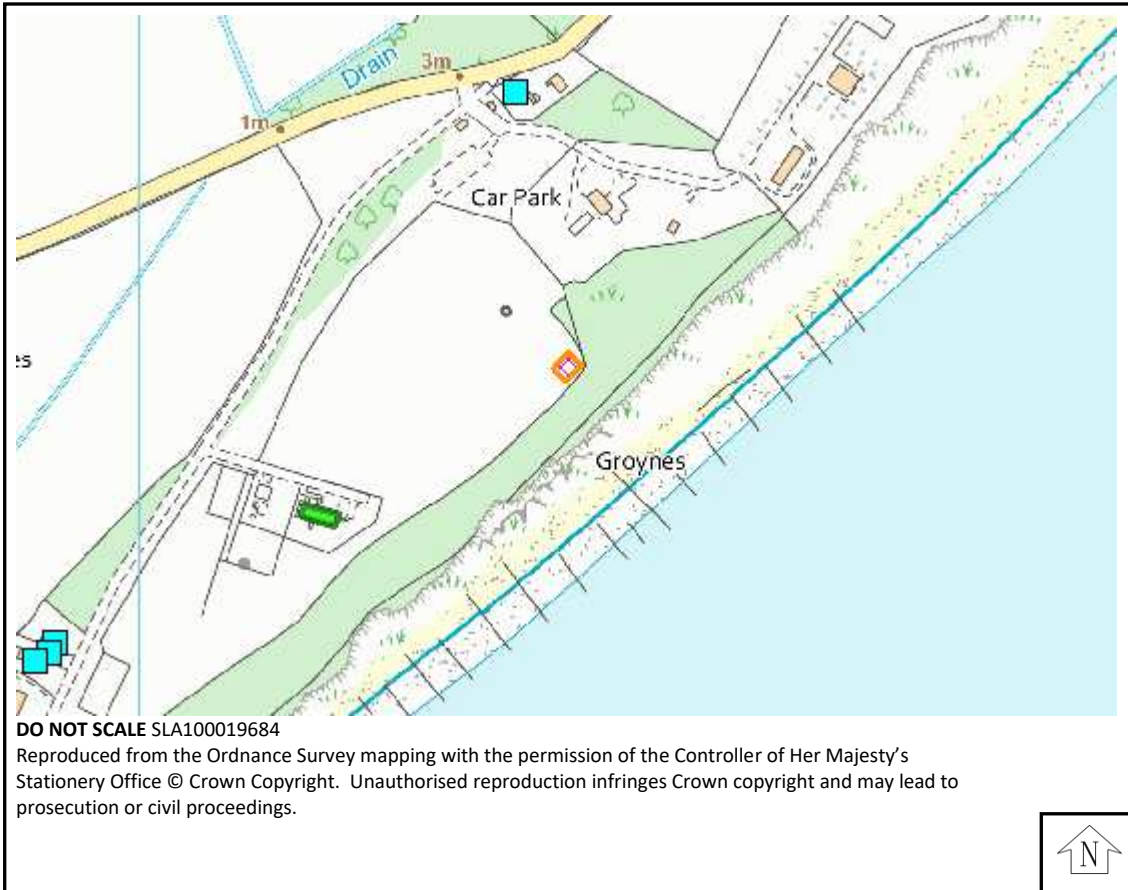
Informatives:

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.





Background information

See application reference DC/18/4196/FUL at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PGDL5DQX0IH00>

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support