

**PLANNING COMMITTEE SOUTH – 22 October 2019**

**APPLICATION NO. DC/19/3098/COU**

**EXPIRY DATE** 30 September 2019

**APPLICATION TYPE** Full Application (Change of Use)

**APPLICANT** Mr S Allison

**LOCATION:** The Firs, The Street, Hacheston, Woodbridge, Suffolk, IP13 0DR

**PARISH** Hacheston

**PROPOSAL** Change of use of land to accommodate vehicles associated with motor home hire business

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**DC/19/3098/COU – The Firs, The Street, Hacheston IP13 0DR**

**DO NOT SCALE** SLA100019684

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## **1 EXECUTIVE SUMMARY**

- 1.1. This planning application is seeking for the change of land to accommodate six motor homes to let out as part of a business. The land is within the curtilage of The Pines, it is to the south of the host dwelling, in the Village of Hacheston and its Physical Limits Boundary.
- 1.2. It is brought to the Planning Committee through the referral panel. It had been triggered by point 1 of the Scheme of Delegation. The Parish Council has objected to the application and the Planning Officer is recommending approval. It was considered by the referral panel as it should be brought before the Planning Committee as it is retrospective planning application and should be given a hearing by the Committee.
- 1.3. Recommendation is for approval subject to conditions.

## **2 SITE DESCRIPTION**

- 2.1. This Full Planning Application is located within the Physical Limits Boundary of Hacheston. It is accessed off of The Street, which runs along the west boundary of the site.
- 2.2. To the south of the site is High Gables which is a detached two storey dwelling. To the north of the site is 'The Country Pine', which is an A1 retail unit. It is attached the main dwelling that is associated with the use of the current application site. This shop is also in the ownership of this property.
- 2.3. Further to the north of the site is Island Cottage, which is also a detached property. To the East is the River Ore. Further to the east of the site is open countryside.
- 2.4. The site is bounded to the south by mature vegetation and there are some trees on the site.

## **3 SITE HISTORY**

- 3.1. DC/19/2256/COU – Withdrawn - Change of Use of land to accommodate vehicles associated with motor home hire business

## **4 PROPOSAL**

- 4.1. The application seeks to enable the hire of motorhomes from the site.
- 4.2. Within the site is proposed to be an area of vehicle manoeuvring and turning area, this is located at the entrance to the site. Towards the southern end of the site is a space for six motor home vans that are all of a various size. One car parking space and a van position for cleaning, washing and waiting for customer collection is also proposed. There is also an area for a waste storage tank.
- 4.3. The dwelling on the site is to act as the office to collect and drop off keys to be able to hire the vehicles.
- 4.4. All of the hedges are to be retained around the site, there is no indication that there are to be changes of the boundary treatments.

- 4.5. Directly behind the Pine (the dwelling) is to be an area of amenity space available to the property, which includes an outbuilding. The parking area to the north of the shop is to be retained for its use.

## **5 CONSULTATIONS/COMMENTS**

5.1. Hacheston Parish Council:

*"Councillors object to the application on the grounds of it being inappropriate in a residential location. However, if the determining authority are minded to pass it, council would like the following conditions applied:*

- *Hours of use restricted to between 8am - 6pm*
- *No vehicles to be parked in the layby*
- *The effluent tank to be installed within 3 months of permission*
- *Vehicles must only enter the highway in forward gear*

*Still concerns on this one. If there were a fire with multiple gas cylinders etc in a residential area...(the whirlpool factory in Peterborough has just experienced this and lost about 20 lorries parked close together)"*

### Statutory Consultees

- 5.2. Suffolk County Council Highways: No objection subject to conditions
- 5.3. East Suffolk Environmental Protection: No objection subject to conditions
- 5.4. Third Party Representations – None received

## **6 PUBLICITY:**

The application has not been the subject of an advertisement in the press

## **7 SITE NOTICES**

The following site notice(s) have been displayed at the site:

| Site notice type    | Reason        | Date posted | Expiry date |
|---------------------|---------------|-------------|-------------|
| General site notice | Change of use | 16.08.2019  | 09.09.19    |

## **8 PLANNING POLICY**

- 8.1. National Planning Policy Framework (2019).
- 8.2. National Planning Policy Guidance
- 8.3. 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.

- 8.4. Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.5. The Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document has been adopted and forms part of the Development Plan. It was adopted in July 2013. Upon its adoption a number of the policies within the pre-existing Suffolk Coastal Local Plan were 'Saved,' and others were superseded or abandoned.
- 8.6. East Suffolk Council's Development Plan, consists of:
- East Suffolk Council Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013);
  - Suffolk Coastal Local Plan 2019 (Examination in public Summer-Autumn 2019);
  - East Suffolk Council Suffolk Coastal District Local Plan – Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017);
  - The 'Saved' Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations;
- 8.7. East Suffolk - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (adopted July 2013) policies:
- SP1 – Sustainable Development  
SP7 – Economic Development in the Rural Areas  
SP8 - Tourism  
SP19 – Settlement Policy  
SP27 – Key ad Local Service Centre  
DM21 – Design: Aesthetics  
DM23 – Residential Amenity
- 8.8. East Suffolk – Suffolk Coastal District Local Plan – Site Allocations and Area Specific Policies Development Plan Document (2017)  
SSP2 – Physical Limits Boundaries
- 8.9. The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate (PINS) for examination on Friday 29 March 2019, with the Examination to take place in August and September 2019. Full details of the submission to PINS can be found through this link: [www.eastsuffolk.gov.uk/localplanexamination](http://www.eastsuffolk.gov.uk/localplanexamination) . At this stage in the plan making process, the policies that 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 following policies are now considered to have some weight in determining applications; these have been referenced where applicable:
- SCLP 7.1 – Sustainable Transport  
SCLP 7.2 – Parking Proposals and Standards  
SCLP 11.1 - Design Quality  
SCLP 11.2 – Residential Amenity

## **9 PLANNING CONSIDERATIONS**

### Principle of Development

- 9.1. This proposal is located in the Hacheston Physical Limits Boundary as identified by Policy SSP2 of the Site Allocation and Area Specific Policies. Policy SP19 of the Core Strategy identifies that Hacheston Physical Limits Boundary is a Local Service Centre. Therefore, Policy SP27 is to be applied to the application. A Local Service Centre is considered to be a sustainable location for development, which Policy SP1 is concerned with and supports.
- 9.2. The proposal site is considered to be a sustainable location within the village as it is located along a main route through the village. It is demonstrated on the submitted plans to have space for the proposed vans, turning area and would allow for an amenity space to the rear of the dwelling on the site.
- 9.3. This is not considered to be an allocated employment site but is located next to another business within the village and is considered to be in an acceptable location.
- 9.4. The current local plan does not include a policy specifically relating to the provision of sites for motorhome hire. However, this development is a business use which provides employment, through a tourism related use. Therefore, Policies SP7 and SP8 are applicable.
- 9.5. Policy SP7 seeks to support economic development in rural areas, including expanding the tourism offer where it is compatible with the objectives of the environment and Policy SP8 (Tourism). Policy SP8 recognises that tourism is an important part of the local economy, and that there is potential in areas west of the A12, such as the current application site, to absorb additional tourist pressure subject to the implications for the environment including the generation of traffic.
- 9.6. This scheme provides a tourism facility through the provision of motorhomes for hire in a location west of the A12, and as set out below is considered acceptable in terms of highway safety considerations and other environmental considerations. It therefore accords with Policies SP7 and SP8.
- 9.7. The NPPF also seeks to enable "...the sustainable growth and expansion of all types of business in rural areas..." and enable "...sustainable rural tourism and leisure developments..." (paragraph 83). Whilst it is acknowledged that this development provides vehicles for private hire that are powered by fossil fuels, and thus is not the most environmentally sustainable form of development, it provides economic benefits and is located on a site in a sustainable location within the village, in an area west of the A12. Therefore, it is considered to accord with the sustainability principles of the NPPF.
- 9.8. The emerging Local Plan Policies SCLP4.5 (Economic Development in Rural Areas), 6.1 (Tourism) and SCLP 6.5 (New Tourist Accommodation) have similar aims, objectives and requirements as current policies SP7 and SP8. Therefore, for the reasons set out above and below, the scheme is also considered to comply with the emerging policy.

### Impact on the amenity of the neighbouring properties and uses

- 9.9. The nearest property is to the south, High Gables, within the site the dwelling is owned and occupied by the proposer of this business. To the north of the site Island Cottage.

There is a concern that there would be an impact on them from the coming and goings of the customers of the site. There will be a harm from noise because of the general maintenance of the motor homes.

- 9.10. On this basis it is recommended that the following conditions are applied to the application
- The number of motor homes on the site – 6 motor homes and 2 cars
  - The hours of use of the site which includes the cleaning and hiring of the vans – 8 am to 6 pm Monday – Friday, Saturday and Sundays (including bank holidays)
  - All maintenance of the vans are to be carried out off the site, as suggested by the applicant.
  - No lighting is to be installed
- 9.11. This will ensure that only the permitted business use is carried out on the land indicated for this use. There is an area of land to the east of the host dwelling that is to be retained for the amenity space of the current owner of the site.
- 9.12. There is mature vegetation that surrounds the southern boundary of the site which is considered to screen this site from the dwelling to the south of the site.
- 9.13. The dwelling to the north of the site (Island Cottage) is considered to have minimal harm to its amenity from this proposal. The amenity space for the host dwelling (The Pines) and the car parking area for the existing Shop lie between the neighbouring dwelling and the area used for motorhomes. This is considered to be an adequate buffer along with the proposed conditions.
- 9.14. It is recommended that a condition is applied to the application to ensure that the use of the site is reverted back to its original use as curtilage to the host dwelling, The Pines, once this use has ceases to exist.
- 9.15. A septic tank is being proposed within the boundary of the site, but next to the curtilage of garden that is available to the main dwelling on the site. It is recommended that a condition is applied to this application for it to be installed within 3 months of this decision being issued and will be retained in this location to be used for the motor home business. It is recommended that this does not need to be removed once the use ceases.
- 9.16. The East Suffolk Environmental Protection Officer commented on the application and have considered that they have no objection to the proposal. On the basis of these comments and the considerations set out above, it is considered that there would be no harm to the amenity of these neighbouring properties, the proposal is considered to be in conformity with Policy DM23 of the Core Strategy.
- 9.17. The emerging Local Plan SCLP 11.2 states that the amenity of the neighbouring properties are very important and should be protected. The conditions that are being proposed above are considered to mitigate and reduce the potential impact on the amenity of the neighbouring properties. Therefore, the proposal is considered to be in conformity with the emerging Policies.

### Highways Matters

- 9.18. Suffolk County Council have confirmed that the access to the site is acceptable and have recommended a condition on this basis. This condition is to stop the discharge of water from the site, through cleaning the vehicles spreading out onto the highway. On this basis it is considered that the proposal is acceptable and there would be no harm to the highway.
- 9.19. SCLP 7.1 and 7.2 of the emerging local plan are considered to be applicable to the application and there would be no harm to the highway and the access to the site. There are no electric charging points on the site, but due to the nature of the site and the Policy having limited material weight at this time it is considered that there is no need for these charging points.

### Visual Amenity

- 9.20. The motor homes, when not in use, are going to be stationed into the site away from the main road and therefore would not be highly visible. The area closest to the main road is to be used for vehicle turning. Therefore, it is considered that the proposed use would not have an impact on the wider streetscape. The proposal is therefore considered to be in conformity with Policy DM21 of the Core Strategy.
- 9.21. The proposal is also considered to be in conformity with the emerging local plan policies on this basis and there would be no harm on the street and the proposal site. Therefore, the proposal is considered to be in conformity with Policy SCLP 11.1 of the Emerging Local Plan Policies.

## **10 CONCLUSION AND PLANNING BALANCE**

- 10.1. This application site is located in a sustainable location as it is within a Physical Limits Boundary of Hasketon. ,
- 10.2. The use provides employment and a facility supporting tourism. It therefore accords with economic objectives of the Local Plan.
- 10.3. The proposal site is to be located within a garden of a residential unit, which is adjacent to a current retail unit. The residential unit is to be associated with the change of use of the site and there is to be an area still available for the residential unit.
- 10.4. The amenity of adjacent residents would be safeguarded through appropriate conditions relating to the nature of the use and hours of activity.
- 10.5. It is considered that this change of use of the land is acceptable as long as it stays ancillary to the main dwelling on the site and stays contained to the areas indicated on the plans and the proposed conditions will assist in this.

## 11 RECOMMENDATION

**APPROVAL** Subject to Conditions.

### Plans

1. The development hereby permitted shall be completed in all respects strictly in accordance with DS1220, 1905/1A, 1905/2A and 1905/3A received 6<sup>th</sup> August 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.

### Business use and dwelling tied

2. This site shall only be used as a dwelling (currently known as 'The Firs') with associated land within the red line on drawing 1905/1A being used for the hiring of motorhomes business being operated by the owners and/or occupiers of 'The Firs', and for no other purpose. In the event that the motorhome hire business ceases, within 3 months, all material and equipment bought on to the site in connection with the motorhome hire business shall be removed (apart from the septic tank/water treatment system).

Reason: In the interests of safeguarding the amenity of future occupiers of 'The Firs'. The Local Planning Authority would not grant consent for this business use in such close proximity to a residential unit, unless they are interconnected.

### Number of vehicles

3. A maximum of 6 motor homes and 2 cars (8 vehicles on site) are to be located within defined parking area as defined on drawing 1905/3A at one time. No other vehicles shall be parked anywhere else on site (i.e. anywhere outside the defined parking area, within the red line on drawing 1905/1A), unless otherwise agreed with the Local Planning Authority.

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties, and in the interests of highway safety.

### Hours of Use

4. The motorhomes shall only be collected, returned, cleaned and moved within the site between the hours of 8am and 6pm each day (including bank holidays).

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.

### Use/Activities

5. The only activities to be undertaken to the motorhomes on site shall be cleaning (including emptying of chemical and grey water, washing of exterior and interior cleaning such as hoovering, changing bedding etc). No vehicle repairs or replacement of mechanical parts or vehicle sales shall be undertaken on site.

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties.



Lighting - No external

6. No external lighting shall be installed on the site or affixed to any buildings on the site unless the Local Planning Authority has first approved details of the position, height, design, angle of fittings and luminance level. The lighting shall be installed in accordance with the approved details and maintained thereafter.

Reason: In the interests of visual amenity and biodiversity

**BACKGROUND INFORMATION:**

See application ref: DC/19/3098/COU  
at [www.eastsuffolk.gov.uk/public-access](http://www.eastsuffolk.gov.uk/public-access)