



## Committee Report

**Planning Committee North - 18 May 2021**

**Application no** DC/20/5224/FUL

**Location**

Land Rear Of 34-48  
Old Station Road  
Halesworth  
Suffolk  
IP19 8JJ

**Expiry date** 22 March 2021 (Extension of time agreed until 14 May 2021)

**Application type** Full Application

**Applicant** Heritage Developments Ltd

**Parish** Halesworth

**Proposal** Full planning application for 21 residential units (Use Class C3), associated car parking, public open space, landscaping and ancillary works.

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### 1. Summary

1.1. The application seeks full planning permission for the development of the site for 21 residential units (Use Class C3), associated car parking, public open space, landscaping and ancillary works.

#### Case for Development

1.2. Within the current adopted local plan for the Waveney area of East Suffolk Council the site is situated outside of the settlement boundary as shown on the policies map. The site does however benefit from an extant planning permission for 15 Self/Custom Built Dwellings Ref: DC/15/3221/OUT & DC/18/0696/ARM.

1.3. That previous scheme was justified on the basis of the delivery of custom build provision to meet the needs of those registered on the Council's Self Build and Custom Build Register, in accordance with the requirements of the Self Build and Custom House Building Act 2015.

Whilst weight was given to self/custom build at the time of the outline permission, the Local Plan does now positively plan for such development via inclusion in major sites.

- 1.4. The site is located in a sustainable location on a site which has an extant permission for residential development which clearly represents the fallback for development and justification for the principle of residential use on the site.
- 1.5. There would be significant public benefits from the proposal including (but not limited to): a 21-dwelling contribution to housing supply; 30% proportion of affordable housing, short term job creation; and longer term spend in the local economy by future residents.
- 1.6. The proposal is therefore considered to represent a sustainable form of development and officers recommend that planning permission be granted.
- 1.7. The recommendation is authority to approve subject to the signing of a section 106 legal agreement to secure necessary planning obligations; along with planning conditions to secure further details as highlighted in the recommendation section of this report.

#### Reason for Committee

- 1.8. The application is before members as the proposal is a departure from the Local Plan as the site is situated outside of the settlement boundary of Halesworth.

## **2. Site description**

- 2.1. The application site comprises approximately 1.36 hectares of land to the north of Old Station Road, formerly used as managed grassland and grazing land. The site is located on the northern edge of the residential areas of Halesworth. To the west of Wissett Road is an area of land used as fishing lakes set within the valley landscape.
- 2.2. The site consists of a mixture of managed grassland and bare soil where previous development works have commenced with native species hedging to the northern and western boundaries. The access road, as approved through reserved matters permission DC/18/0696/ARM, is already partially built along the central spine of the site.
- 2.3. The site is located to the west of dwellings on Wissett Road and to the rear (north) of nos. 34 to 48 Old Station Road. The site sits on rising land to the east of the junction of Old Station Road with Wissett Road.
- 2.4. Old Station Road serves residential estate development on Fenn Close; Park Road; Chichester Road; Hillside Way and Uplands Way. Footway links are available through this estate to the Town Centre and the Primary School. The town is also on National Cycle Route 1, between Framlingham and Beccles and is also favourably located within walking distance of both Halesworth Railway Station, and a number of bus links.
- 2.5. Vehicular access along Old Station Road terminates at the railway line to the east with only pedestrian access across the railway line. The road access from the site to the town centre and to other rural settlements is via Wissett Road.

### 3. Proposal

- 3.1. The application seeks full planning permission for the development of the site for 21 residential units (Use Class C3), providing a mix of 2, 3 and 4 bed properties, associated car parking, public open space, landscaping and ancillary works.
- 3.2. Access is proposed onto Old Station Road with connection to the existing footway network and the provision of a crossing point at the entrance of the site. Provision is made for the storage of surface water within an attenuation basin incorporated into the landscaping of the site and a Local Area for Play (LAP).
- 3.3. The proposal comprises single storey properties along the southern boundary of the site with two storey properties on the northern side of the site, with a range of property sizes from 2 - 4 bedroom with a 30% provision of affordable housing.

### 4. Consultations/comments

- 4.1. Eight representations of Objection raising the following material planning considerations (inter alia) have been received:
  - Proposals have increased from 10 self-build initially to 21 properties. Insufficient space for this number.
  - Overlooking
  - Increase in traffic and disruption.
  - Impact on outlook
  - Noise
  - Strain on drainage system
  - Impact on wildlife
  - Area prone to flooding, this will be exacerbated.
  - SUDS with proven ability to handle expected runoff should be provided.
  - HGV construction traffic should be limited.
  - Highway safety concerns.
  - New wildlife survey should be provided as reptile fence has been breached.
  - No satisfactory pavement to town centre.
  - Loss of open countryside greenspace outside of the Local Plan Framework.
  - Management of open space required.

### Consultees

#### Parish/Town Council

Consultee	Date consulted	Date reply received
Halesworth Town Council	6 January 2021	13 January 2021
Summary of comments: HTC Planning Committee considered the application DC/20/5224/FUL.		

It was noted that the Committee had been concerned with the surface water and drainage issues with this site on the previous application for 15 units. The increase to 21 units was considered to be excessive and would further increase the likelihood of flooding, surface water and drainage issues. These issues may not necessarily affect the proposed new properties but could cause additional problems for the existing, neighbouring properties along Wissett Road and which are at a lower level on the western site boundary. The proposed positioning of the SuDS is at the top of the slope which runs down to the rear gardens of these properties. The Chair conceded that the developers had recognised the risk and had taken measures to design a system to contain the water for the proposed new properties.

However, although the Council was unable to assess the data without expert advice, it was confident that after the properties were built this development would have an adverse effect on other properties in the area.

There were also concerns that these additional properties meant that the increased number of residents would be likely to use the potentially dangerous rail crossing in Old Station Road.

Currently there were no satisfactory pedestrian routes into the town as the Wissett Road is not paved all the way and the few alternative routes were poorly lit and unsuitable for mobility users.

This development would add to these problems without contributing anything to the existing infrastructure.

It was then RESOLVED that the Committee recommended refusal of the application as it now stands on the basis that the increased number of units had added unnecessary additional surface water and drainage problems and increased the flood risk to other properties to the west of the site.

On a separate matter, if it can be demonstrated that modifications to the proposed surface water management remove any risk of surface water problems to the houses along the western site boundary, it was RESOLVED that the Town Council would expect the developers to contribute towards an extension of the pavements along Wissett Road and for additional street lighting where necessary.

### Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council Archaeological Unit	N/A	13 January 2021
Summary of comments: No objection. No works of Archaeology required.		

Consultee	Date consulted	Date reply received
Suffolk Fire and Rescue Service	N/A	12 January 2021
Summary of comments:		

General advice provided with reference to access, firefighting facilities access to water supplies and recommending the use of sprinklers.

Provision for fire hydrants is required by condition.

Consultee	Date consulted	Date reply received
Suffolk County Council Highways Authority	6 January 2021	6 April 2021
Summary of comments: No objection subject to conditions. It should be demonstrated that appropriate opportunities to promote sustainable active travel transport modes can be – or have been –taken up. Paragraphs 102 and 108 of NPPF.		

Consultee	Date consulted	Date reply received
Suffolk County Council Flooding Authority	6 January 2021	24 March 2021
Summary of comments: No objections.		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	N/A	13 April 2021
Summary of comments: No objection - Network rail noted in their response that whilst the proposed development does not create direct access to the crossing, the crossing forms a possible walking route between the development and wider amenities and facilities within Halesworth. In this instance Network Rail do not object to the application and are not seeking contributions from the development in respect of improvements to Wissett Public level crossing.		

### Non statutory consultees

Consultee	Date consulted	Date reply received
Planning Policy (Internal)	7 January 2021	No response
Summary of comments: Internal - Comment included in main report.		

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	15 January 2021	21 January 2021
Summary of comments: Internal - Comments included in main report.		

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	N/A	29 January 2021
Summary of comments: No objection - We recommend that the discharge from this site is attenuated to the Greenfield Runoff Rates wherever possible.		

Consultee	Date consulted	Date reply received
Head of Environmental Services and Port Health (Internal)	6 January 2021	5 February 2021
Summary of comments: No objection - unexpected contamination condition required.		

Consultee	Date consulted	Date reply received
Ecology (Internal)	6 January 2021	19 March 2021
Summary of comments: Internal - Comments included in main report.		

## 5. Publicity

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

<b>Category</b> Departure	<b>Published</b> 26 February 2021	<b>Expiry</b> 19 March 2021	<b>Publication</b> Lowestoft Journal
<b>Category</b> Departure	<b>Published</b> 26 February 2021	<b>Expiry</b> 19 March 2021	<b>Publication</b> Beccles and Bungay Journal
<b>Category</b> Major Application	<b>Published</b> 15 January 2021	<b>Expiry</b> 5 February 2021	<b>Publication</b> Beccles and Bungay Journal
<b>Category</b> Major Application	<b>Published</b> 15 January 2021	<b>Expiry</b> 5 February 2021	<b>Publication</b> Lowestoft Journal

## 6. Site notices

General Site Notice	Reason for site notice: Major Application Date posted: 15 January 2021. Expiry date: 5 February 2021
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## 7. Planning policy

7.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that *“where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise”*.

7.2. National Planning Policy Framework (NPPF) (2019)

7.3. National Planning Policy Guidance (NPPG)

7.4. The East Suffolk Council - Waveney Local Plan was adopted on 20 March 2019 and the following policies are considered relevant:

- WLP1.1 - Scale and Location of Growth
- WLP1.2 - Settlement Boundaries
- WLP1.3 - Infrastructure
- WLP8.1 - Housing Mix
- WLP8.2 - Affordable Housing
- WLP8.21 - Sustainable Transport
- WLP8.24 - Flood Risk
- WLP8.28 - Sustainable Construction
- WLP8.29 - Design
- WLP8.30 - Design of Open Spaces
- WLP8.31 - Lifetime Design
- WLP8.32 - Housing Density and Design
- WLP8.34 - Biodiversity and Geodiversity
- WLP8.35 - Landscape Character
- WLP8.40 - Archaeology

## 8. Planning considerations

### Background

8.1. In 2016 planning permission was granted in outline form Ref: DC/15/3221/OUT for the construction of 15 Self/Custom Built Dwellings. The subsequent reserved matters application for the infrastructure provision for the self-build plots was approved in 2018 Ref: DC/18/0696/ARM. The development has since been commenced as has been confirmed through a Certificate of Lawful Development (DC/20/4992/CLE) and remains extant. This represents the development fallback position as a key material consideration in the determination of this current application.

8.2. Since this development was permitted the land to the east of the site has been allocated for further residential development in the current local plan Policy WLP4.3 - "Land North of Old Station Road, Halesworth" for approximately 10 dwellings. Although as highlighted on the policies map this site has not been included within the settlement boundary and therefore the proposal represents a departure from the local plan; by squaring of the edge of the urban

area with this additional allocation it acknowledges the fact that the principle of residential development on the application site has been accepted.

#### Planning history

- 8.3. DC/15/3221/OUT: "Construction of 15 Self/Custom Built Dwellings together with Estate Road Access; Plot Subdivision; Provision of Open Space and Landscaping." Approved January 2018. Subsequent conditions discharged prior to approval of reserved matters application.
- 8.4. DC/18/0696/ARM: "Approval of Reserved Matters of DC/15/3221/OUT...". Approved July 2018.
- 8.5. DC/20/1552/DRC: "Discharge of Condition No 3 of DC/18/0696/ARM - Approval of Reserved Matters of DC/15/3221/OUT ...". Approved 11 May 2020.
- 8.6. DC/20/4992/CLE: "Certificate of Lawfulness Use (Existing) - Development to demonstrate that planning permission DC/15/3221/OUT and DC/15/0696/ARM granted by East Suffolk Council was lawfully implemented before it expired on 10th January 2021". Approved.

#### Principle of Development

- 8.7. In accordance with the Section 38(6) exercise, determination shall be made in accordance with the development plan unless material consideration indicates otherwise.
- 8.8. The proposal is contrary to the Local Plan as the site is outside of the settlement boundary. As highlighted in WLP1.2 - "Settlement Boundaries" as shown on the policy maps, the Settlement boundaries define the built-up area of settlements, and subject to the other policies of this Local Plan, indicate where development for housing, employment and town centre development would be suitable in principle.
- 8.9. However, there are significant material considerations that weigh in favour of the supporting the principle of residential development on this site. As has been highlighted there is an extant consent on the site for residential development, which although is lesser in number of dwellings (15) equates to a greater quantum of built development on the site which is proposed to reduce from approximately 33,500 sq. ft to 24,500 sq. ft of floor space within this current application.
- 8.10. The acknowledgement of the principle of residential development on the site resulted in the allocation of Policy WLP4.3 on land adjacent to this site for 10 dwellings at a density of approximately 20 dwellings per hectare (DPH), effectively squaring off the settlement boundary.
- 8.11. Albeit, that the previous application was justified on the basis of providing self/custom-build dwellings, a requirement of the Self Build and Custom House building Act 2015, there was no mechanism via Local Plan policies for providing self/custom build plots at the time of the outline permission to meet the needs of those registered on the Council's Self Build and Custom Build Register. The Local Plan does now positively plan for such development via inclusion in major sites which is an important change in the Development Plan policy position.

- 8.12. Although this proposal would be at the loss of 15 self-build properties as discussed, these are already planned for and this proposal would have the benefit of the provision of a housing mix which accords with the requirements set out within the Strategic Housing Market Assessment (SHMA) and a 30% level of affordable housing comprising 4 x 2-bedroom properties and 2 x 3-bedroom properties and a financial contribution for the addition, remaining, 0.3 of a dwelling.
- 8.13. Although this proposal is technically a departure from the local plan as the site is outside the settlement boundary, it is considered that the principle of residential development of this site can be supported.

#### Flood Risk/Drainage Strategy

- 8.14. The site is situated within Flood Zone 1 and is therefore at a low risk of flooding.
- 8.15. As highlighted in Policy WLP8.24 - "Flood Risk" development proposals should consider flooding from all sources and that 'developments should use sustainable drainage systems to drain surface water'. Sustainable drainage systems should be integrated into the landscaping scheme and the green infrastructure provision of the development and not detract from the design quality of the scheme. They should deliver water quality and aquatic biodiversity improvements wherever possible.
- 8.16. No surface water connections should be made to the foul system and connections to the combined or surface water system should only be made in exceptional circumstances where there are no feasible alternatives (this applies to new developments and redevelopments). Foul and surface water flows should also be separated where possible.
- 8.17. The SUDs hierarchy demands that surface water run off should be disposed of as high up the following list as practically possible:
- Into the ground (infiltration) and re-use, or then;
  - To a surface water body, or then;
  - To a surface water sewer, highway drain or another drainage system, or then;
  - To a combined sewer.
- 8.18. Suffolk County Council Lead Local Flood Authority (LLFA) initially registered a holding objection because further information relating to the Surface Water Management Strategy was required and further infiltration testing was required. This additional information was provided, and SCC LLFA confirmed that they were satisfied with the amended drainage strategy and removed their holding objection.
- 8.19. It is noted that there were a number of objections to this application relating to the adequacy of the Drainage Strategy. The additional infiltration testing has demonstrated the robustness of the proposed strategy of which the Town Council required reassurance of. It is therefore considered that the applicant has taken into account all forms of flooding (whether existing or future) as required by paragraph 155 of the NPPF and Policy WLP8.24 - "Flood Risk" of the Local plan and it has been demonstrated that the mitigation measures proposed within the drainage strategy will safeguard the site and surrounding properties from the risk associated with surface water flooding.

## Density/Housing Mix

- 8.20. Although objectors have raised concerns with the increased density of development on this site, paragraph 122 of the NPPF states that planning policies and decisions should support development that makes efficient use of land. Policy WLP8.32 - "Housing Density and Design" of the Local Plan requires that development proposals make best use of a site in a manner that protects or enhances the distinctiveness and character of the area and takes into account the physical environment of the site and its surroundings. Development proposals in and adjacent to the built-up areas of the market towns such as Halesworth should aim for urban scale development at a density of at least 30 Dwellings Per Hectare (DPH), unless local character indicates otherwise.
- 8.21. This site is 1.36 hectares in size, approximately 1 hectare of which is available for development once open space and SuDS features are taken into account. Although this only equates to 20 DPH, taking into account the characteristics of the local area, the shape of the site and the fact that the neighbouring allocated site (Policy WLP4.3) also requires this density of development suggests that the density as proposed is appropriate and in compliance with Policy WLP 8.32.
- 8.22. WLP8.1 "Housing Mix" requires 35% or 7 of the dwellings to be 1- or 2-bedroom properties. The provision within this application is 4 x 2-bedroom bungalows and 3 x 2-bedroom houses and is considered to be compliant with this policy.

## Design/Amenity

- 8.23. Policy WLP8.29 - "Design" states that development proposals will be expected to demonstrate high quality design which reflects local distinctiveness. In so doing proposals should demonstrate a clear understanding of the form and character of the built and natural environment and use this understanding to complement local character and distinctiveness. Developments should respond to local context and the form of surrounding buildings in relation to:
- the overall scale and character
  - layout
  - site coverage
  - height and massing of existing buildings
  - the relationship between buildings and spaces and the wider street scene or townscape
  - and by making use of materials and detailing appropriate to the local vernacular.
- 8.24. Within developments where affordable housing is provided Policy WLP8.2 highlights the importance of the affordable housing provision being indistinguishable from market housing in terms of the location, external appearance, design, standards and build quality and should meet all the same requirements of the design policies.
- 8.25. The linear layout of the site is similar to the previously permitted scheme and well suited to the shape of the site. The size, materials and architectural style of the properties is typical of many new build dwellings being traditional in character. Single storey dwellings have been positioned along the southern edge with rear garden backing onto the rear garden of existing bungalows, and two storey dwellings have been positioned along the northern edge of the site. Therefore, responding to the local context.

- 8.26. Due to the shape of the site and in order to make best use of the area the access road is centralised within the site with development either side of the road, this does have the disbenefit of an inward-looking development, facing away from the countryside edge with back gardens facing onto it. It should be noted that the landscape management and maintenance plan does allow for a buffer between the residential gardens and the native species hedge in order that this is maintained and retained in the future to retain the rural edge character.
- 8.27. The proliferation of garages is unfortunate and adds to the built development on the site, they are at least set back allowing for spaces between dwellings to be appreciated.
- 8.28. A similar design approach has been taken to the affordable dwellings as encouraged by policy WLP8.2.
- 8.29. Policy WLP8.29 also requires that neighbour amenity is protected. Although there has been concern raised in terms of the impact on of this proposal on residential amenity, the location of single storey properties on the southern boundary will protect existing properties from overlooking. Although there will be short term disturbance during the development of the site this is not a material planning consideration.
- 8.30. This policy also requires a good standard of amenity for future occupiers of the proposed development. There is some conflict in relation to plots 11,12 and 13 and the proximity of these dwellings creating the potential for overlooking and impact on outlook of future occupiers. However, overall, the proposal allows generous garden sizes with suitable outlook providing a good standard of amenity.
- 8.31. Overall, the design quality of the proposal is acceptable and in compliance with Policy WLP8.29.

#### Highways/sustainable transport

- 8.32. There have been a number of objections to this proposal on the impact of additional traffic generation and additional households using the existing pedestrian infrastructure including the Wissett public level crossing.
- 8.33. It has been suggested that the existing footway network between the site and the Town Centre is unsatisfactory, as Wissett Road is not paved all the way and the alternative routes are poorly lit and unsuitable for mobility users. Furthermore, it has been suggested that increased dwellings will result in increased use of the potentially dangerous rail crossing in Old Station Road.
- 8.34. In terms of the on-site provision of parking, following some minor alterations to the layout of the site SCC Highways Authority are satisfied that drawing number 3812 SL01 Rev A has successfully addressed the parking layout issues (now there is no reliance on triple tandem parking to meet quantity standards and reduced risk of vehicle overhang).
- 8.35. Although the proposed road would be built to adoptable standards only the bell mouth is to be adopted, which is the choice of the developer. A condition is suggested for details of a suitable Management and Maintenance arrangement to ensure that the standard of the road

is maintained. Furthermore, the road will have to be suitable to provide access to buildings for fire appliances and firefighters meeting the requirements specified in Building Regulations Approved Document B. In addition to approved document B Suffolk Fire and Rescue Service require a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes.

- 8.36. SCC have confirmed that the turning head is acceptable and therefore vehicles such as refuse lorries and emergency services vehicles would be able to turn within the site.
- 8.37. Both Halesworth Town Council (HTC) and the SCC Highways Authority have highlighted that the development should be expected to demonstrate that appropriate opportunities to promote sustainable active travel transport modes have been explored and addressed to enable local services and facilities to be more easily accessed by foot by making the existing facilities safer and more convenient to use. This could be addressed by off-site improvement works proportionate to the scale of the development. HTC have suggested that contributions should be secured towards extending the pavements along Wissett Road and for additional street lighting where necessary.
- 8.38. Network rail noted in their response that, whilst the proposed development does not create direct access to the crossing, the crossing forms a possible walking route between the development and wider amenities and facilities within Halesworth. In this instance Network Rail do not object to the application and are not seeking contributions from the development in respect of improvements to Wissett Public level crossing.
- 8.39. Paragraph 102 (c) highlights that opportunities to promote walking, cycling and public transport use are identified and pursued and 108 (a) highlights that appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location. Policy WLP8.21 - "Sustainable Transport" of the Local Plan also states that development proposals should be designed from the outset to incorporate measures that will encourage people to travel using non-car modes to access home, school, employment, services and facilities.
- 8.40. In this case the developer has committed to providing the infrastructure for Electric Vehicle Charging (EVC) points for all dwellings which will be required by condition. Provision will be made for a dropped kerb 'pram' crossing point at the entrance to the site in order that the development will connect into the existing pedestrian network. A contribution of £2,500 is to be made to improving the nearest bus stop with DDA (Disability Discrimination Act) compliant kerbing and a £24,100 contribution is to be made towards high school transport. These financial contributions would be secured through a s.106 agreement.
- 8.41. It is noted that the footway access along Wissett Road is convoluted and requires crossing the road at points to traverse this road. The dropped kerb crossing would provide access to the existing footways on Fenn Close, which in turn facilitates pedestrian access to the existing footways on Park Road, and then those on Chichester Road and Wissett Road all of which are lit. The route described is on the main pedestrian desire line between the local facilities, set out in Table 4.1 of the Transport Statement, and the site. As such, the residents at the site would be able to access the local facilities to the south without needing to utilise the section of Wissett Road that does not have footways. It is, therefore, considered that the requests of the Town Council to improve the northern section of Wissett Road are not appropriate in the context of the development. Furthermore, in this case it is not considered proportionate for

a development of 21 dwellings to fund this level of infrastructure improvement. Particularly as this proposal only adds an additional six dwellings to the extant permission.

- 8.42. East Suffolk Council is at the early stage of producing a Cycling and Walking Strategy, which will supersede the Waveney Cycle Strategy (2016), the unsuitable nature of the footway along Wissett Road was a matter that was raised within the initial consultation exercise, from which a draft strategy will be produced with consultation expected to be in 2021.
- 8.43. It should be noted that this development will provide a significant Community Infrastructure Levy (CIL) contribution, which is discussed later in the report. If this route is considered a priority, either because it is highlighted within an adopted Cycling and Walking Strategy or within a future Neighbourhood Plan, then either District CIL and/or Neighbourhood CIL could be used to implement this.
- 8.44. In terms of cycling provision. Regional and National cycling routes pass through Halesworth of which on road access can easily be gained from this site. Suitable cycle storage provision is proposed within this scheme.
- 8.45. An objection has been received highlighting that currently school children have nowhere to assemble whilst waiting for school busses at the junction of Wissett Road and Old Station Road and that this development would only worsen the current situation. It should be noted that a contribution for secondary school transport of £24,100, will be required within the S106 legal agreement. This has been sought solely for home to school transport costs for the secondary-age pupils arising from the proposal. This is an existing situation, and this development will only provide very minimal additional need for this facility and provision of such a facility is not considered to be justified.
- 8.46. Overall, this proposal would not lead to a significant increase in vehicle or pedestrian movements. A safe and suitable access will be provided and proportionate contributions and works to encourage sustainable transport modes are proposed which are considered to meet the requirements of Policy WLP8.21 "Sustainable Transport". The proposal would not have an unacceptable impact on highway safety, and it would accord with paragraphs 102, 108 and 109 of the NPPF.

#### Open Space

- 8.47. Policy WLP1.3 - Infrastructure states that "Open space should be provided on residential development sites of 1 hectare or more in size and be based on the needs identified in the Waveney Green Infrastructure Strategy and Open Space Needs Assessment".
- 8.48. The Open Space Needs Assessment identifies that Beccles, Bungay and Halesworth all have less open space provision per person than the District average. Halesworth has 3ha of open space per 1000 population Therefore, provision of a proportionate area of open space is important and to be secured through the S106 agreement.
- 8.49. The proposal for the development of the site will provide 0.21ha of public open space and includes the provision of a high quality landscaped and equipped local area of play (LAP) which will help address some of the deficiency in provision highlighted in the Council's Open Space Needs Assessment.

- 8.50. A detailed landscaping plan has been submitted within the application together with a Landscape Maintenance and Management Plan, adherence to this will be required by condition.
- 8.51. The provision of open space within this application is considered to meet the requirements of Policy WLP1.3. The Landscape and Management Plan will also ensure that important landscape features such as existing hedgerows are protected within the strategy highlighted.

#### Affordable Housing

- 8.52. Policy WLP8.2 - "Affordable Housing" states that all new housing developments on sites with a capacity of 11 dwellings or more must make provision for a proportion of the total dwellings to be affordable housing as follows:
- Housing developments in the Lowestoft and Kessingland area (excluding Corton) must provide 20% affordable housing;
  - Housing developments in the Southwold and Reydon area must provide 40% affordable housing; and
  - Housing developments in the remainder of the District must provide 30% affordable housing.
- 8.53. The proposal is for 21 dwellings of which 30% equates to 6.3 dwellings. The proposed provision is therefore 6 dwellings on site in a mix of 3 x 2 bed house, 2 x 3 bed house and 1 x 2 bed bungalow and the locations of the properties are acceptable. The homes must be split by tenure to include 50% affordable rent and 50% shared ownership/discount market sale. The remaining 0.3 of a dwelling to take this to 30% will be provided by a commuted sum of £27,000. The affordable housing provision will be secured within the S106 agreement and would thus accord with WLP8.2.

#### Sustainable Construction

- 8.54. Policy WLP8.28 "Sustainable Construction" of the Local Plan requires that proposals for major residential development of 10 or more houses and commercial development schemes of 1,000sqm or more of floorspace should demonstrate through the submission of a sustainability statement that, where practical, they have been incorporated. This should include matters such as:
- Improved efficiency of heating, cooling, and lighting of buildings by maximising daylight and passive solar gain through the orientation and design of buildings.
  - Sustainable water management measures such as the use of sustainable drainage systems, green roofs and/or rainwater harvesting systems.
  - Locally sourced and recycled materials.
  - Renewable and low carbon energy generation into the design of new developments. Larger schemes should explore the scope for District heating.
  - Minimising construction waste, including designing out waste during the design stage, selecting sustainable and efficient building materials and reusing materials where possible.
  - Accessible and unobtrusive sustainable waste management facilities such as adequate provision of refuse, recycling and composting bin storage.

- A show home demonstrating environmentally sustainable options which can be purchased and installed in homes bought off-plan.

8.55. A revised sustainability and energy statement (V4.1 - 20 March 2021) has been provided which seeks to address the requirements of this policy. Additional measures have been committed to such as the use of PV panels within the development and overall, it is considered that the measures highlighted address the requirements of Policy WLP8.28.

#### Lifetime design

8.56. Policy WLP8.31 - Lifetime Design requires that where appropriate proposals for development should demonstrate that the design supports the needs of older people and those with dementia.

8.57. All new housing developments on sites of 10 or more dwellings must make provision for 40% of all dwellings to meet Requirement M4(2) of Part M of the Building Regulations for accessible and adaptable dwellings. Dwellings that meet Requirement M4(3) of Part M of the Building Regulations will be supported and can count towards the requirement above.

8.58. Within the submitted site plan 3812 SL01 Rev C Plots 1 - 8 will be highlighted to meet this requirement which is considered to be acceptable.

#### Ecology

8.59. Policy WLP8.34 "Biodiversity and geodiversity" states that development will be supported where it can be demonstrated that it maintains, restores or enhances the existing green infrastructure network and positively contributes towards biodiversity through the creation of new green infrastructure and improvement to linkages between habitats.

8.60. The application is supported by the Reptile and Hedgerow Survey report (The Landscape Partnership, May 2018); the Results of Reptile Translocation report (The Landscape Partnership, January 2019) and the Addendum to Construction Environmental Management Plan and Reptile Translocation report (The Landscape Partnership, March 2020). The Council are satisfied with the findings of the consultant. Further to the representation made which suggest that the reptile fence around the site may not have been fully maintained since the translocation took place, confirmation has been provided that the site has been maintained in a condition unsuitable for reptiles since the time of the last survey visit.

8.61. Furthermore, a Landscape and Ecological Management Plan setting out the proposed aftercare and long-term management of the receptor site still has been submitted and agreed with ESC previously. This information has been provided within this planning application to support the current proposals.

8.62. Amended drawing (2501-00-10-Rev C) now shows that the northern and western boundary hedgerows are to be fenced outside of the new gardens with a buffer strip for maintenance. This is a welcomed measure to protect the existing hedgerows and associated biodiversity allowing hedgerow management as part of the landscape management plan for the site.

- 8.63. Conditions to require works to be carried out in accordance with the measures stated within the Ecology report and the submission of an Ecological Enhancement Strategy will be required.
- 8.64. In addition to the above, the site is within the Suffolk RAMS Zone of Influence (Zone B - within 13km of the Minsmere-Walberswick SPA; the Minsmere-Walberswick Ramsar Site; the Minsmere-Walberswick Heaths and Marshes SAC and the Benacre to Easton Bavents SPA) 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). This will be secured either by a S111 upfront payment or included within the S106 agreement.
- 8.65. Through the new landscaping and creation of public open space, the development provides for an opportunity to achieve a net gain in habitat and biodiversity quality for the locality; and is considered to comply with the requirements of Policy WLP8.34.

#### Archaeology

- 8.66. The proposed development site lies within an area of archaeological potential, on the northern edge of Halesworth, overlooking a tributary of the River Blythe. Such sites have been shown to be preferred sites of human occupation throughout history and prehistory.
- 8.67. Halesworth is a settlement of Medieval or earlier origins. Several significant archaeological sites from the vicinity of the proposed development site are recorded on the Suffolk Historic Environment Record (HER), including cropmarks of pre-modern field systems and enclosures (WSS014) and a scatter of Roman pottery and slag (WSS006) indicative of Roman occupation and industrial activity. In addition, deep deposits of peat of 12th century or earlier date (WSS016) have been identified within 70m of the proposed development site, suggesting potential for good preservation of organic artefacts and palaeo-environmental information, particularly towards the west end of the site.
- 8.68. Standard conditions were imposed on the original planning permission DC/15/3221/OUT for the implementation of a programme of Archaeological work and post investigation assessment.
- 8.69. This work has already been carried out on the site and those conditions satisfied as confirmed by Suffolk County Council Archaeological unit within the subsequent application for reserved matters Ref: DC/18/0696/ARM.
- 8.70. No further archaeological works are required, and the works of archaeological investigation carried out to date comply with the requirements of Policy WLP8.40 "Archaeology".

#### Financial contributions

- 8.71. Paragraph 56 of the NPPF is clear that planning obligations should only be sought where they meet all the following tests:
- Necessary to make the development acceptable in planning terms.
  - Directly related to the development; and
  - Fairly and reasonably related in scale and kind to the development.

- 8.72. Within the responses from SCC Highways Authority a contribution of £2,500 has been requested to improve the nearest bus stop to the site with the installation of DDA compliant kerbing.
- 8.73. SCC who are responsible for education and have requested £24,100 for secondary school transport.
- 8.74. The affordable housing provision of 6 dwellings falls just below the 30% requirement (0.3 of a dwelling) of Policy WLP8.2. Therefore, a commuted sum of £27,000 is also required to bring the development to a policy compliant 30%.
- 8.75. In this case the requirement for a total contribution of £53,600 would meet the three tests within paragraph 56 of the NPPF. The request is related to the development and is reasonably related in scale and kind to the development and will therefore be sought through S106 agreement.

#### Community Infrastructure Levy (CIL)

- 8.76. Policy WLP1.3 "Infrastructure" requires developers to consider the infrastructure requirements needed to support and service the proposed development. All development will be expected to contribute towards infrastructure provision to meet the needs generated.
- 8.77. The Community Infrastructure Levy (CIL) is "a charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use them to help deliver infrastructure needed to support development in their area".
- 8.78. When referring to CIL, that means both District CIL and Neighbourhood CIL (the 15-25% which the Town Council receive).
- 8.79. This development will be liable for CIL for the whole of the permitted Gross Internal Area (GIA), chargeable at Zone 3 rate, which at 2021 indexed rates equates to £89.20 per sqm.
- 8.80. Affordable housing relief may be granted for any on site affordable housing where the criteria in the CIL Regulations is met.
- 8.81. SCC have set out within their response details of the impact on local infrastructure serving the development relating primarily to education and pre-school provision but also libraries and waste.
- 8.82. In terms of education East Suffolk Council are now advanced in discussions with Suffolk County Council (SCC) on Edgar Sewter Primary School and Bungay Secondary School expansion projects, which will largely be funded through CIL. SCC are also exploring opportunities for a new pre-school in the area utilising CIL funding to deliver a new facility.
- 8.83. Given the level of development that Halesworth will see within the plan period it is very important that we ensure the right amount of infrastructure is being delivered at the right time to support that growth. Smaller unallocated sites such as this provide an important contribution towards these CIL funding projects as set out in the Infrastructure Delivery Framework produced as part of the Local Plan which was adopted in 2019.

## 9. Conclusion

- 9.1. Although the site is not within the settlement boundary of Halesworth, it is adjacent to it and benefits from an extant permission for residential development and has suitable access to local services and facilities.
- 9.2. The proposed increase to 21 dwellings is considered to make better use of the land whilst maintaining a low density of development characteristic of the surrounding pattern of development.
- 9.3. Whilst not providing self-build dwellings as originally intended, this demand is addressed within the larger housing sites allocated within the Local Plan. This proposal would have the benefit of a better housing mix which accords with the needs highlighted within the Strategic Housing Market Assessment (SHMA) and a 30% provision of affordable housing.
- 9.4. Within the application a detailed drainage strategy has been provided, of which further infiltration testing has been carried out within the course of the application in order to demonstrate that a robust approach has been taken to flooding with the provision of an acceptable SuDS system which will meet the requirements of the Local Plan and NPPF.
- 9.5. It has been demonstrated to the satisfaction of officers and Suffolk County Council as highways authority that safe and suitable access to the site has been proposed for all users and that the onsite provision for car parking is suitable and in accordance with SCC standards. The increase in traffic generation will not be of such significance to have an unacceptable impact on highway safety. Appropriate opportunities proportionate to the scale of development have been taken up to promote sustainable transport modes.
- 9.6. Whilst local objection to the increased number of dwellings on this site are noted and have been duly considered, officers are of the view that significant material harm would not arise from this proposal. The proposal would also give rise to significant public benefits including (but not limited to): a 21-dwelling contribution to housing supply, with a 30% provision for affordable homes; contribution towards local infrastructure requirements, short term construction job creation and longer term spend in the local economy by future residents.
- 9.7. Therefore, the proposal is considered to represent a sustainable form of development and officers recommend that planning permission be granted.

## 10. Recommendation

- 10.1. Authority to Approve with conditions as set out below and subject to completion of a S106 agreement securing:
  - Affordable housing provision and commuted sum.
  - Provision of open space.
  - A financial contribution towards bus stop improvements.
  - A financial contribution towards secondary school transport.
  - Contribution towards RAMS (either S106 or S111)

11. **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 the following plans and documents; 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.

- Landscape Plan - 2501-00-10-C - Received 22 March 2021
- Site layout Plan - 3812 SL01 Rev C - Received 22 March 2021
- Landscape management and maintenance Plan 2501-60-30 Rev A - Received 22 March 2021
- Sustainability and Energy statement V4.1- Received 22 March 2021
- 3812 PL03 Rev A - Bungalow Type B Plots 6 and 8 - Received 16 March 2021
- 3812 PL04 Rev A Bungalow Type C Plots 4 (H) and 7 - Received 16 March 2021
- 3812/RevA/RS01 - Refuse Strategy - Received 16 March 2021
- 3812 SS01 Rev A - Street scenes - Received 16 March 2021
- 3812 PL09 - Bungalow Type A - Plot 5 - Received 16 March 2021
- 2501-00-20 Rev A - Planting Plan 1 of 2 - Received 22 December 2020
- 2500-00-21 - Planting Plan 2 of 2 - Received 22 December 2020
- 3812 PL02 - Bungalow Type A plots 2 and 3 - Received 22 December 2020
- 3812 PL01 - House type A Plots 19, 20 and 21 - Received 22 December 2020
- 3812 GO1, G02 and G03 - Garage types - Received 22 December 2020
- 3812 PL05 - bungalow Type D plot 1 - Received 22 December 2020
- 3812 PL06 - House type B Plots 9 (H), 12, 13 and 16 - Received 22 December 2020
- 3812 PL07 - House type D Plots 10 ,11(H), 14 and 15 - Received 22 December 2020
- 3812 PL08 - House type D Plots 17 and 18 - Received 22 December 2020

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

3. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Reptile and Hedgerow Survey report (The Landscape Partnership, May 2018) and the Addendum to Construction Environmental Management Plan and Reptile Translocation report (The Landscape Partnership, March 2020) as submitted with the planning application and agreed in principle with the local planning authority prior to determination. Management of new and existing landscape features must be undertaken in accordance with the approved Landscape Management and Maintenance Plan.

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

4. The surface water drainage related to the development hereby permitted shall be constructed in all respects strictly in accordance with documents listed below, 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:

- 1) EVANS, Flood Risk Assessment, Ref. 1444/RE/06-15/01 Revision A, November 2020.
- 2) Surface Water Exceedance Flows, Drawing C150, Rev 01, 16/12/2020.
- 3) S104 Drainage Details, Drawing Ref. C114 Rev 01, 23/11/2020.
- 4) SuDS Features Management & Maintenance Plan, Ref 16N0372-CA-01-MMP01, Rev 01, 16/12/2020.
- 5) Armstrong Elliot, Highway & Drainage GA Sheet 01 of 02, Drawing No. C100 Rev 04, 22-03-2021
- 6) Armstrong Elliot, Highway & Drainage GA Sheet 02 of 02, Drawing No. C101 Rev 04, 22-03-2021
- 7) Armstrong Elliot, Construction Surface Water Management Plan, Ref 16N0372-CA-01-CSWMP01, 16th December 2020
- 8) Armstrong Elliot, Drainage Strategy Statement, Ref 16N0372-CA-02-C0001, Rev 01, 16th December 2020
- 8) A F Howland Associates, Ground Investigation Report, ref. ADB/15.266, 16th March 2021
- 9) Armstrong Elliot, Infiltration Testing & Pollution Mitigation Index Assessment, ref. 16N0372/CA/07, 18th March 2021

Reason: To secure a properly planned development with surface water drainage that will be effective.

5. Within 28 days of practical completion of the last dwelling, surface water drainage verification report shall be submitted to the Local Planning Authority, detailing and verifying that the surface water drainage system has been inspected and has been built and functions in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks, in an agreed form, for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

6. Details of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority before development commences. Development shall be carried out in accordance with the approved details.

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

7. The approved landscaping scheme shall be completed in the autumn (October -December) planting season following completion of the last building shell, or such other date as may be

agreed in writing with the Local Planning Authority. Any trees or plants which die during the first 5 years shall be replaced during the next planting season.

Reason To ensure a satisfactory appearance within the landscape

8. Prior to construction above DCP level details of the infrastructure to be provided for electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with the Suffolk Guidance for Parking and paragraph 110 of the National Planning Policy Framework.

9. Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved management plan shall be adhered to throughout the construction period. The Management Plan shall provide details of:

- a. Loading and unloading of plant and materials;
- b. Storage of plant and materials used in the construction of the development;
- c. Materials/plant delivery times;
- d. Construction times;
- e. Parking for construction workers and visitors;
- f. Wheel washing facilities; measures to control the emission of dust and dirt during construction;

Reason: In the interests of amenity and highway safety due to the potential conflict between construction traffic, new residents and the users of the leisure centre.

10. No other part of the development hereby permitted shall be commenced until the proposed access including associated alterations to kerb and channel lines on Old Station Road has been laid out and completed in accordance with Drawing Number 16N0372-C020-REV-02. Thereafter, it shall be retained in its approved form.

Reason: In the interests of highway safety to ensure the approved layout is properly constructed and laid out and available for use at an appropriate time.

11. No other part of the development hereby permitted shall be occupied until suitable pram crossing facilities have been provided across Old Station Road, on the walking route from the development to Wissett Road footway via Fenn Close, to details previously approved in writing by the LPA.

Reason: In the interests of highway safety to ensure a suitably safe and convenient pedestrian route, between the development and the footway on Wissett Road, is properly constructed and available for all users.

12. Before the access is first used visibility splays shall be provided in accordance with details previously approved in writing by the Local Planning Authority and thereafter shall be retained in the approved form. Notwithstanding the provisions of Part 2 Class A of the Town

& Country Planning (General Permitted Development) Order 2015 (As amended) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

13. The use shall not commence until the area(s) within the site shown on Drawing 3812-SL01-REV- C for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles 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.

14. Before the development is occupied details of the areas to be provided for the secure, covered and lit cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: In the interests of highway safety and to promote sustainable travel, to ensure the provision and long-term maintenance of adequate on-site space for the storage of cycles in accordance with Suffolk Guidance for Parking.

15. Prior to construction above DCP level exact details of the size, location and appearance of the PV panels indicatively shown within drawing no. 3812 SL01 Rev C shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and shall only be removed when they cease to function.

Reason: To ensure that the development makes adequate provision for renewable and low carbon energy generation as required by Policy WLP8.28 "Sustainable Construction"

16. The areas to be provided for storage of Refuse/Recycling bins as shown on drawing number 3812REVA/RS01/REFUSE STRATEGY 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.

17. No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course 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

18. Prior to occupation of the development details of the provision for the installation of fire hydrant(s) shall be submitted to and agreed in writing by the Local Planning Authority. The

approved fire hydrant(s) shall be installed as permitted and retained thereafter for the lifetime of the development.

Reason: In the interest of the safety of the occupiers of the properties.

19. The landscaping and Local Area for Play shall be managed in accordance with the Landscape Management + Maintenance Plan document Ref: 2501-60- 30 Rev A.

Reason: To ensure the provision of amenity afforded by appropriate landscape design and maximise the long term biodiversity value of the landscaping.

20. Prior to any above ground works an Ecological Enhancement Strategy, addressing how ecological enhancements will be achieved on site, will be submitted to and approved in writing by the local planning authority. Ecological enhancement measures will be delivered and retained in accordance with the approved Strategy.

Reason: To ensure that the development delivers ecological enhancements.

21. Prior to occupation of any dwelling details of a management and maintenance plan for the private drive shall be submitted to and agreed in writing by the Local Planning Authority. The approved Management and Maintenance Plan shall thereafter be adhered to in accordance with the approved details.

Reason: In the interest of highway safety and the visual appearance of the development.

22. In the event that contamination is found or suspected at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be completed in accordance with a scheme to assess the nature and extent of the contamination on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Where remediation is necessary a detailed remediation scheme must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not

qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme must be carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

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

23. Details shall be submitted to the Local Planning Authority for approval demonstrating how plots 1-8 shall be designed to meet requirement M4(2) of Part M of the Building Regulations for accessible and adaptable dwellings. The development shall thereafter be carried out in accordance with the approved details unless otherwise approved in writing.

Reason: in accordance with the lifetime design objectives of policy WLP8.31 of the East Suffolk (Waveney) Local Plan.

### **Informatives:**

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

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

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

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](http://www.eastsuffolk.gov.uk/planning/street-naming-and-numbering) or email [llpg@eastsuffolk.gov.uk](mailto:llpg@eastsuffolk.gov.uk)
3. East Suffolk Council is a Community Infrastructure Levy (CIL) Charging Authority.

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

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

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

CIL forms can be downloaded direct from the planning portal:

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

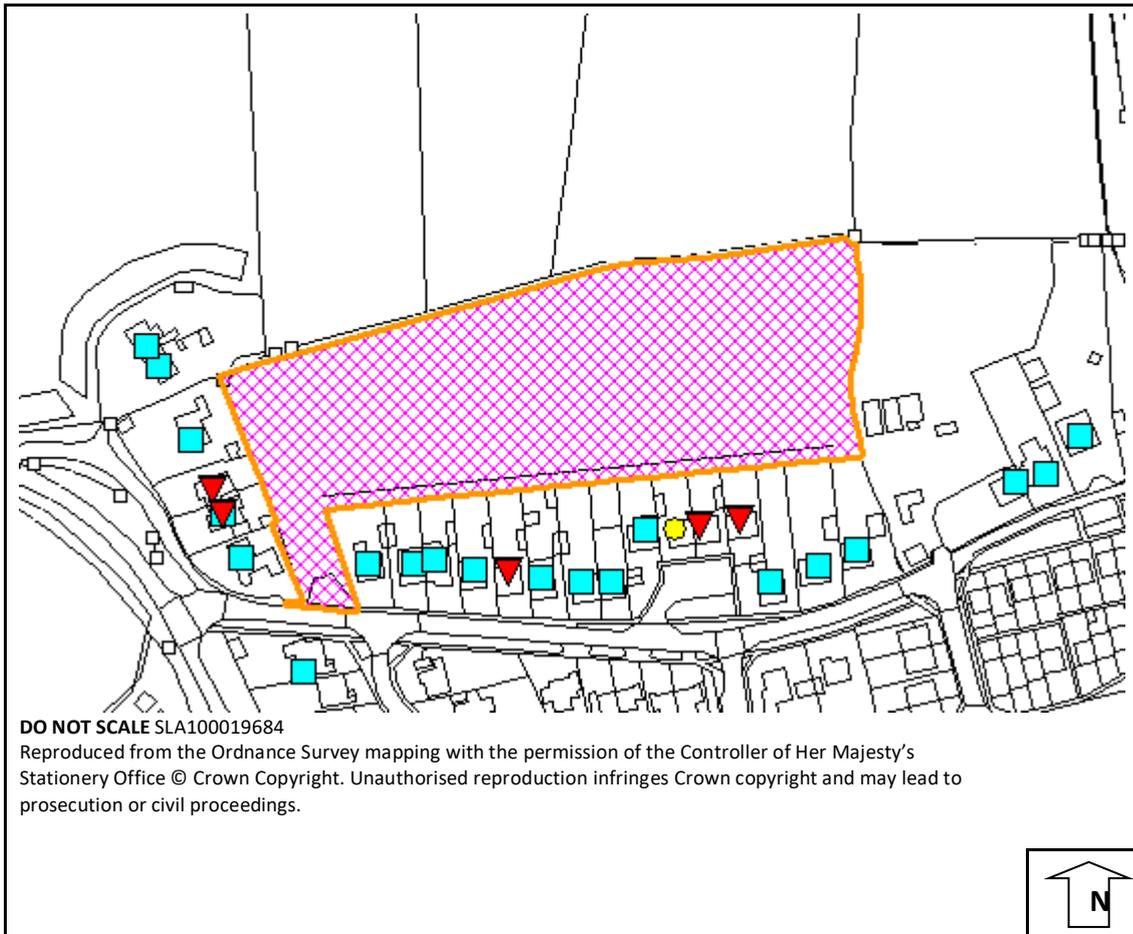
Guidance is viewable at: <https://www.gov.uk/guidance/community-infrastructure-levy>

4. 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 Papers**

See application reference DC/20/5224/FUL on [Public Access](#)

## Map



## Key



Notified, no comments received



Objection



Representation



Support