

PLANNING COMMITTEE NORTH – Tuesday 8 October 2019

DC/19/1727/FUL

**Site Adjacent to Waratah, The Street,
Darsham, IP17 3QA**

EXPIRY: 20/06/2019

FULL APPLICATION

APPLICANT: M STEELE

PARISH: DARSHAM

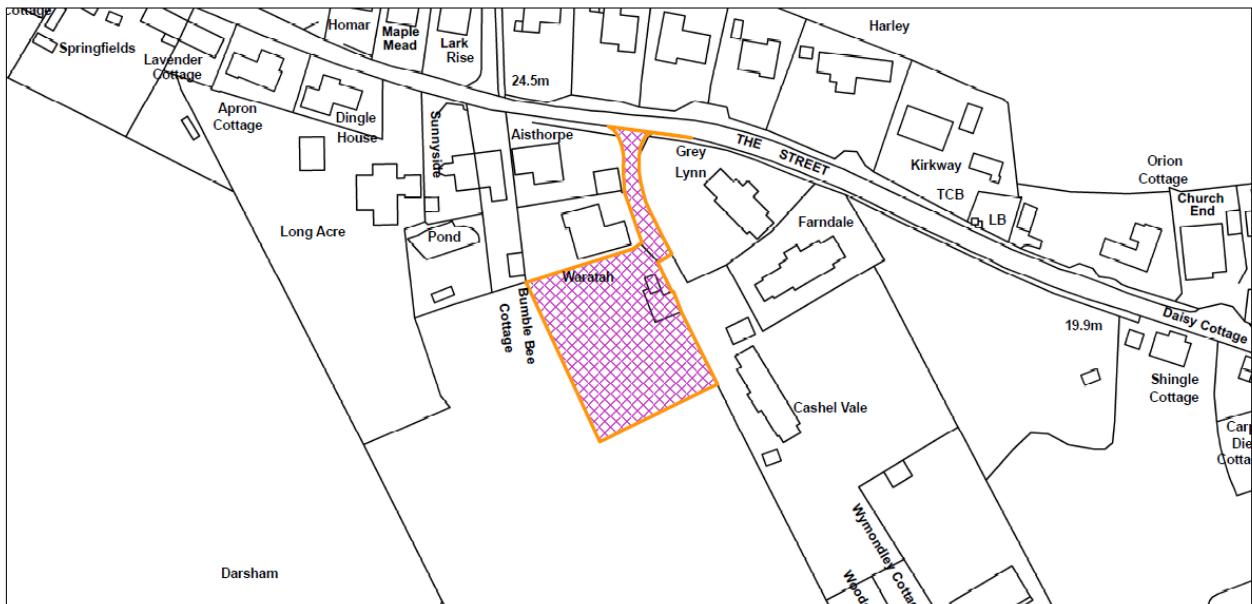
PROPOSAL: ERECTION OF SINGLE STOREY DWELLING.

CASE OFFICER:

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Scale 1:1,250
Date 19/09/2019

0 0.015 0.03 0.06 Kilometers

1 EXECUTIVE SUMMARY

The application proposes a new dwelling on a site that is partly within the Darsham settlement boundary. The application is therefore treated as a Departure from the Development Plan insofar as part of the new dwelling, and most of its residential curtilage, would be located outside the settlement boundary, contrary to the policies of restraint in the Countryside.

Officers consider that the proposal is acceptable in terms of design, residential amenity and highways safety. The fact that part of the site is outside the settlement is not of significant concern when the majority of built development would be located within the Darsham settlement boundary – a Key Service Centre under the Council’s adopted settlement hierarchy and therefore a sustainable location.

The application is recommended for authority to approve (subject to receipt of a financial contribution to fund Suffolk RAMS). As the proposal is a Departure, it has come direct to Planning Committee for determination.

2 SITE DESCRIPTION

- 2.1 The application site is in the Parish of Darsham. The site is some 0.16 hectares to the south side of The Street. The site is largely rectangular in shape but also includes the existing vehicular access that connects with The Street; this access serves existing residential properties at ‘Cashel Vale’, ‘Alsthorpe’ and ‘Waratah’. There is a field gate in the north-eastern corner of the site that facilitates vehicular access. The site is bounded to the north by the property at Waratah; and to the east by the property at Cashel Vale.
- 2.2 The site is relatively flat and mostly down to grass. There are some small, single-storey outbuildings in the north-eastern area near the field gate. The land to the south and west is essentially meadow up until it reaches existing residential properties to the north side of Low Road which are some 85+ metres south of the application site. To the west of the meadow are fields that continue west toward the A12 road.
- 2.3 The Darsham settlement boundary runs along the rear boundary line of properties to the south side of the street, it then runs south east through the application site; then across to the east; and then south-east along the front boundary of the property at Cashel Vale toward Low Road. The result is that the existing vehicular access and some 0.14 hectares in the north-eastern part of the application site is located within the Darsham settlement boundary; the remainder of the site is located outside the settlement and is therefore treated as countryside, for planning purposes.
- 2.4 The site falls outside the Darsham conservation area, although it is visible from it as the conservation area boundary runs along the rear garden line of the properties to the north side of Low Road – where it then travels northeast toward the Parish Church. The site does not fall within the setting of any listed buildings.
- 2.5 The site is not within the Suffolk Coast and Heaths Area of Outstanding Natural beauty or a locally designated Special Landscape Area.

2.6 The site is in flood zone 1.

3 PROPOSAL

3.1 The application seeks full planning permission for the erection of a dwelling on land to the south side of the property at Waratah.

3.2 The proposal would utilise the existing access drive from The Street shared with the existing residential properties. It is understood that the access drive is in the same ownership as Cashel Vale and the applicant has served notice on this landowner and completed certificate B of the application form as such.

3.3 The proposed dwelling is a contemporary dwelling formed from three asymmetrically roofed elements. The three elements are arranged to form a main living space with two perpendicular bedroom wings. The proposed dwelling is single storey in scale. The walls would be clad in a mix of materials: black Yorkshire cladding; and Sioo treated larch boarding. The roof would be covered in 'Marley' thru tone slates and an array of solar PV panels are proposed to the southern roofslope.

3.4 An additional element of the proposal is a detached garage in the north-eastern part of the site, approximately in the location of existing outbuildings. The garage would follow the style and form of the dwelling: contemporary and single storey with an asymmetrical form. Materials would match the proposed dwelling.

3.5 Forward of the dwelling and garage a vehicle parking/manoeuvring area is proposed, along with an area for the storage of domestic refuse bins.

3.6 Given that the existing site is not in residential use, and part of it is within the countryside, the proposal would also include the change of use of the land to domestic curtilage.

4 CONSULTATIONS/COMMENTS

Darsham Parish Council:

"Councillors do not support this application - there were 7 against with 2 abstentions. It is felt to be speculative, part of the land is outside the village envelope, there are plenty of new houses available in the village and there are questions over the access."

Suffolk County Council Highways:

"For Suffolk County Council to determine the application, visibility splays should be provided to ensure the sites access can facilitate the proposed intensification of use that the development would create."

Manual for Streets determines visibility of 43 metres to the nearside edge of the carriageway should be achieved in both directions (Y value), measured 2.4 metres back from the edge of the carriageway at the centre of the access (X value).

IF visibility is satisfactory, the following condition should be implemented:

Condition: The use shall not commence until the area within the site on drawing no. PL10 for the purposes of manoeuvring and parking of vehicles has been provided and thereafter that area shall be retained and used for no other purposes.

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

East Suffolk Council Head of Environment Services and Port Health:

No objections; standard ground contamination condition recommended.

Third Party Representations – four letters of objection that raise the following key issues (inter alia):

- The Council has previously given negative pre-application regarding residential development of the site;
- The proposed development is primarily outside the village settlement boundary;
- The development would require access across the lane which is in third party ownership;
- There are other residential developments ongoing in Darsham to provide housing - this is a speculative building opportunity;
- The proposal would diminish views from Waratah across the countryside;
- The drive opens onto the Village road adjacent to a blind bend and highways require further information;
- Would represent the loss of green field and local habitat for wildlife; and
- The black clad finish of the dwelling is not in keeping with the surrounding properties.

5 PUBLICITY

- 5.1 The application has been advertised in the local press as a Departure from the Development Plan.

6 SITE NOTICES

- 6.1 A site notice has been displayed at the application site (adjacent the highway) notifying the public that the proposal is a 'Departure from the Development Plan'.

7 PLANNING POLICY

- 7.1 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 referring to "Suffolk Coastal District Council" continue to apply to East Suffolk Council until such time that a new document is published.
- 7.2 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. The Development Plan comprises:

- East Suffolk Council - Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013); **“The Core Strategy”**
- East Suffolk Council - Suffolk Coastal District Local Plan – Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017); **“The SAASPD”**
- East Suffolk Council – Suffolk Coastal District Local Plan - The Felixstowe Peninsula Area Action Plan (adopted on 26 January 2017); **“The FPAAP”**
- East Suffolk Council - The ‘Saved’ Policies of the Suffolk Coastal Local Plan (Adopted 1994) (incorporating first and second alterations Adopted 2001 & March 2006); and
- Any Neighbourhood Plans in effect (there is no NP covering the application site).

The relevant policies of The Core Strategy are:

- SP1 Sustainable Development
- SP1A Presumption in Favour of Sustainable Development
- SP14 Biodiversity and Geodiversity
- SP15 Landscape and Townscape
- SP19 Settlement Policy
- SP27 Key and Local Service Centres
- SP29 The Countryside
- DM3 Housing in the Countryside
- DM4 Housing in Clusters in the Countryside
- DM7 Infilling and Backland Development within physical limits boundaries
- DM19 Parking Standards
- DM21 Design: Aesthetics
- DM22 Design: Function
- DM23 Residential Amenity
- DM27 Biodiversity and Geodiversity

The relevant policies of the SAASPD are:

- SSP2 Physical Limits Boundaries
- SSP32 Visitor Management – European Sites

7.3 The Final Draft Local Plan (covering the former Suffolk Coastal area), hereafter referred to as “The New Local Plan” was submitted to the Planning Inspectorate (PINS) for examination on Friday 29th March 2019, and the hearings are currently taking place. 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. Where relevant, emerging policy will be addressed in this report.

7.4 In August 2019, the Council published its annual housing land supply statement. This statement covers both the Suffolk Coastal and Waveney Local Plan areas of the East Suffolk District. The statement identifies sites in the Suffolk Coastal Plan area capable of delivering 7.03 years of housing land supply.

8 PLANNING CONSIDERATIONS

Principle of Development

- 8.1 The development plan spatial strategy is set in Core Strategy policies SP19, SP29 and SAASPD policy SSP2. These policies combine to identify sustainable settlements with defined physical limits boundaries where housing development should be directed to. The more sustainable the settlement is, in terms of the hierarchy, the more growth that is directed to those areas. Settlement boundaries are drawn to include any allocations for development that adjoin the previous boundary. The strategy for the countryside is in accordance with the NPPF and the development plan applies policies of restraint to areas outside the defined settlement boundaries.
- 8.2 The new Local Plan identifies settlement boundaries under Policy SCLP3.3 and again directs development to sustainable settlements.
- 8.3 The vehicular access to the site; the garage building and parking/manoeuvring area; and most of the built development proposed would be located within the Darsham settlement boundary. However, in terms of the proposed dwelling, part of the southern wing and most of the western wing of the dwelling would be located outside the settlement boundary. The majority of the residential curtilage proposed would be located outside the settlement boundary.
- 8.4 Core Strategy policy DM7 promotes some infill and backland development within the settlement boundaries where its well designed and related to its residential context, among other things. There are some 'housing in the countryside' policies in the Core Strategy such as DM3 and DM4; however, neither provides policy support for the elements of this proposal that are located outside the settlement boundary. Thus, given that some of the built development and most of the proposed curtilage would be located outside the Darsham settlement boundary, there is some conflict with the Development Plan spatial strategy to locate residential development entirely within defined settlement boundaries.
- 8.5 Darsham is categorised in the Core Strategy settlement hierarchy as a 'Key Service Centre'. In the new Local Plan, it is identified as a 'Small Village'. Thus, it is a sustainable settlement where small groups of new housing and infill development is considered acceptable in principle – and subject to compliance with other policies and considerations. Given that the site access and majority of built development is located within the settlement boundary, officers consider that the site is sustainably located and well-related to the existing village. That the site is in a sustainable location for housing development is a material consideration. Officers consider that, because the majority of the built development is located within the settlement boundary – and the new dwelling would be sustainably located – the conflict with Development Plan as described above does not make the principle unacceptable.

Design of Development

- 8.6 Chapter 12 of the NPPF recognises that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve; and that good design is a key aspect of sustainable development (para. 124). Paragraph 130 sets out that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it

functions. Core Strategy design policies DM21 and DM22 promote high-quality design that is both aesthetically pleasing and functionally sound.

- 8.7 The proposed design is a contemporary, bespoke proposal. It is a modern take on a vernacular agricultural building that draws reference from the scale and form of the existing outbuildings on site. On receipt of the application, officers raised concerns over the appearance of the proposal on the elevation drawings which give the impression that the dwelling would comprise of long, bland elevations without depth and interest. The applicant's architect has since provided a 3D sketch perspective of the proposal that gives a much better impression of its architectural quality. In 3D, the staggered almost 'Z-like' plan form can be understood, which reduces the apparent extent of the elevations. The asymmetrical roof form is interesting and, when coupled with the modern external materials, the proposed dwelling would present as an interesting, contemporary design.
- 8.8 Whilst the design approach does not relate to any existing dwellings adjacent the site, that is not considered to be an issue when the area is characterised by a mix of buildings – of their time and varied in scale, form and construction materials. The proposed dwelling would result in a new countryside edge in this area of Darsham, thus the creation of a single-storey, timber clad building in an 'outbuilding' style is not a bad design approach.
- 8.9 Officers main concern relates to the change of use of land to domestic curtilage and the potential for adverse impact on the character and appearance of the area, which could be considered to form part of the setting to Darsham conservation area. Whilst not strictly applicable to this proposal, Core Strategy policy DM8 provides useful guidance on extensions to residential curtilages into the countryside, with the LPA seeking to ensure that: (a) the resulting size of the curtilage is reflective of the scale and location of the dwelling; (b) its use would not result in visual intrusion caused by developments ancillary to the residential use; (c) it does not remove or enclose an existing native hedgerow (unless replaced by a similar hedgerow); and (d) the proposed boundary treatment is of a form that reflects its location.
- 8.10 Applying this policy guidance, it would first be appropriate to remove permitted development rights for development within the curtilage of the proposed dwellinghouse, should planning permission be granted. That could be achieved through planning condition.
- 8.11 A site landscaping strategy has not been proposed but the applicant has agreed to a planning condition securing such a strategy, should planning permission be granted. That condition would therefore need to require that the precise means of boundary treatment is detailed and approved by the LPA (ideally a native species hedgerow, perhaps with a timber post-and-rail fence running inside).
- 8.12 In terms of the size of the curtilage proposed, it would be quite large although not disproportionate to the size of the proposed dwellinghouse, nor some of the residential properties nearby – most notably at Cashel Vale, adjacent the eastern site boundary. Such a residential curtilage would be of benefit to living conditions of future occupants of the dwelling.
- 8.13 Officers therefore consider that the design of built development is acceptable and in accordance with the NPPF and Core Strategy policy DM21. The change of use of land would need to be controlled by planning condition - both to restrict permitted development and

agree a comprehensive site landscaping strategy but, with those conditions applied, the proposal would not result in harm to the character and appearance of the area and thus the proposal would not harm the Darsham conservation area through development within its setting.

Impact on Neighbouring Living Conditions

- 8.14 Core Strategy policy DM23 (Residential Amenity) seeks to protect the living conditions of all affected by development and sets out that the Council will have regard to the following: (a) privacy/overlooking; (b) outlook; (c) access to daylight and sunlight; (d) noise and disturbance; (e) the resulting physical relationship with other properties; (f) light spillage, air quality and other forms of pollution; and (g) safety and security. Development will only be acceptable where it would not cause an unacceptable loss of amenity to adjoining and/or future occupiers of the development.
- 8.15 The proposed dwelling is single storey and therefore high-level overlooking of neighbouring properties would not occur. The southern boundary of the property at Waratah is a low fence which means that even from ground floor windows there would be some mutual losses of privacy. However, any standard height means of enclosure along that boundary would reduce that impact. In any event, the same overlooking of the low fence can occur from simply standing within the application site thus it is not considered that the proposal would have an unreasonable impact on their privacy. The rear garden of Waratah and principal rear/front facing windows would not be prejudiced by the development. The property at Cashel Vale is much farther from the proposed dwelling and intervening vegetation limits any potential overlooking.
- 8.16 It is obvious that the proposal will change the southerly outlook from Waratah from a view of undeveloped land to a new residential property. That outlook is from secondary windows on the south side wall of the dwelling. Waratah itself is a relatively modern property, with planning permission granted in 2014 (ref. DC/14/2181/FUL); thus, the development of Waratah would have changed the outlook from the older dwelling to the north at Aisthorpe – so it would be unreasonable to now restrict development to the south on the basis of preserving a view. In any event, officers consider that the principal rear outlook would be unaffected by the proposal and thus there is not justification to refuse planning permission due to loss of outlook from Waratah.
- 8.17 The proposed dwelling and garage are single storey and at least 9.5 metres from the side wall of Waratah; and 17.5+ metres from the front wall of Cashel Vale. Given the scale of the proposed buildings and separation from adjacent residential properties, the proposal would not be overbearing or unduly harmful to their living conditions.
- 8.18 For the reasons given, officers consider that the neighbour amenity impact of the development is acceptable in accordance with policy DM23.

Highways Impact and Vehicular Access

- 8.19 Core Strategy Policy DM22 promotes design that is functionally successful and Chapter 9 of the National Planning Policy Framework (NPPF) provides guidance on considering development proposals:

Paragraph 108 - "it should be ensured that... (b) safe and suitable access to the site can be achieved for all users"; and

Paragraph 109 - "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

- 8.20 Suffolk County Highways are a statutory consultee. They have commented that:
"For Suffolk County Council to determine the application, visibility splays should be provided to ensure the sites access can facilitate the proposed intensification of use that the development would create.

Manual for Streets determines visibility of 43 metres to the nearside edge of the carriageway should be achieved in both directions (Y value), measured 2.4 metres back from the edge of the carriageway at the centre of the access (X value)."

- 8.21 At the time of writing this report, officers have not been provided with a drawing that precisely identifies the extent of visibility from the existing highways access point that the development would utilise. It should, however, be noted that the County Highways response does not include any formal objection or recommendation that the application be refused on highways safety grounds.
- 8.22 It is important to note that the existing highways access is in use by three residential properties. The proposal would intensify the use of it but, from a single dwelling, that intensification would not be substantial. Furthermore, this area of The Street is predominated by residential properties that all feed onto the highway. It is likely that in this part of the village vehicle speeds are quite low due to The Street being relatively narrow within an obviously residential environment.
- 8.23 In assessing the proposal on-site officers stood within the existing vehicular access and, in order to visit the site, drove a vehicle in-and-out of this access. Although precise visibility splays are not given within the application, officers consider that visibility from the vehicular access is acceptable in both directions. The bellmouth of the access is fairly wide allowing vehicles exiting the site to be positioned on the west side of the access allowing better visibility in the easterly direction where vehicles would be travelling on the near side of the carriageway. This is the critical splay and the frontage hedgerow of the property at 'Grey Lynn' is also set back from the highway meaning that the easterly splay is not obstructed.
- 8.24 Officers have requested a visibility splay drawing. Should that be provided then it will be reported to members via the update sheet and within the content of the officer presentation. However, based on the information provided and the officer assessment of the proposal, it is considered that this proposal would not result in an adverse impact on highway safety. This is an existing highways access and the proposal would not substantially intensify its use. Visibility is also good - and not dissimilar to other vehicular accesses onto the highway in this part of the village. It is not considered that planning permission should be refused on highways safety grounds.
- 8.25 Local residents are concerned about the proposal utilising the existing access drive which is in third party ownership. Land ownership and any easement or right-of-way is a civil matter and not a material planning consideration. The applicant has properly notified the landowner and completed certificate B on the application form thus the planning

requirement has been fulfilled. It is acknowledged that during construction there would be some disruption from construction vehicles accessing the site; although, that would be limited in extent and duration: a short-term impact that would not justify a refusal of planning permission.

- 8.26 The proposal includes a detached garage with cycle storage and an area for the parking and manoeuvring of vehicles. This is considered acceptable to allow on-site parking/cycle storage. Vehicles will also be able to exit the site in a forward gear.
- 8.27 For the reasons given, officers consider that the development is acceptable in highways terms in accordance with the NPPF and Core Strategy Policy DM22 (Design: Function).

Ecology

- 8.28 The application site is down to grass, kept short in length, so there is not likely to be any significant ecological value to the site that would require assessment.
- 8.29 The Conservation of Habitats and Species Regulations 2017 (“Habitats Regulations”) sets the legislation on the conservation of natural habitats and of wild fauna and flora. The Habitats Regulations require the competent authority (in this instance, the Council) to determine whether the development is likely to have a significant effect on the interest features of European sites protected under the legislation and, if there would be, to carry out an Appropriate Assessment of the implications of the proposal for the site’s conservation objectives in accordance with the regulations. The application site falls within a 13km buffer Zone of Influence (ZOI) of habitat sites designated for their international importance.
- 8.30 Development Plan policies SP14 and DM27 (Biodiversity & Geodiversity); and SSP32 (Visitor Management – European Sites), set out the Council’s approach to safeguard the integrity of designated European sites through ensuring that planned growth throughout the district is properly mitigated. To this end, the Suffolk Recreational Avoidance Mitigation Strategy (RAMS) is a collaborative project between East Suffolk Council, Babergh Mid Suffolk Councils and Ipswich Borough Council to help prevent additional recreational pressure on European designated sites on the Suffolk Coast, in part due to residential development in the area. The need for a RAMS project was first identified in the Appropriate Assessment carried out for the Suffolk Coastal Core Strategy (2013) and it has since been recognised as a strategy for mitigation in other Development Plan documents in the area. RAMS contributions have been calculated based on a study of the potential impact of increased recreational use on Suffolk Coast European Sites, which are protected for their international habitat and species value. The Suffolk RAMS, therefore, provides a strategic and streamlined approach to mitigation, enabling housing development within the identified 13km zone of influence (ZOI).
- 8.31 Should this proposal otherwise be acceptable to members, officers would seek a per-dwelling contribution of £321.22 to fund the Suffolk RAMS. This could be achieved by the applicant completing a form under Section 111 of the Local Government Act (1972) and making the required payment prior to any grant of planning permission. With RAMS payment mitigation secured, officers would consider there to be 'no likely significant effects' from the development proposal on the integrity of European sites within the 13km ZOI in accordance with the nature conservation objectives of policies SSP32, SP14 and DM27.

Other Matters

- 8.32 The application site is in flood zone 1 and is therefore suitably located for residential development, in terms of flood risk. The application is also supported by ground contamination investigation documents which have been reviewed by the Council's Environmental Protection Team; they have no objections subject to a standard planning condition recommending action/remediation in the event unexpected contamination is found on site.

9 CONCLUSION

- 9.1 As some of the proposed development (mostly residential curtilage) would be located outside the settlement, there is some conflict with the spatial strategy of the Development Plan that weighs against the proposal. However, officers consider that the principle of development is acceptable due to the majority of built development being located within the settlement and that the site is generally a sustainable location. The proposal is well-designed and impact arising from the change of use of land can be properly controlled and mitigated by use of planning condition. There is not considered to be any significant adverse impact on the living conditions of neighbouring residents. There is also not considered to be reason to refuse the application on highways safety grounds.
- 9.2 The proposal would provide a single dwelling contribution to housing supply in a sustainable location where residents would have access to local shops, services and facilities – which they would likely support. There would also be a minor short-term economic benefit from creation of construction jobs.
- 9.3 For the reasons given officers consider that, on balance, this is a sustainable form of development in accordance with the Development Plan and NPPF. Planning permission should therefore be granted.

10 RECOMMENDATION

- 10.1 **AUTHORITY TO APPROVE**, subject to officers securing a per-dwelling financial contribution toward the Suffolk RAMS to mitigate recreational impact on European habitat sites; and subject to the following planning 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 carried out in accordance with the following plans and documents: Drawing No. PL10 revA, received 25 June 2019; and Sketch Perspective Drawing (The Meadows – Dated 2019), received 18 June 2019.

Reason: To secure a properly planned development.

- 3) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include means of enclosure; hard surfacing materials; planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the local planning authority.

Reason: To secure a comprehensive site landscaping strategy in the interest of good design and preserving the character and appearance of the area.

- 4) The use shall not commence until the area within the site on drawing no. PL10A for the purposes of manoeuvring and parking of vehicles has been provided and thereafter that area shall be retained and used for no other purposes.

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

- 5) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that risks from land contamination are minimised, in the event that unexpected contamination is found.

- 6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) [or any order re-enacting or revoking that order with or without modification] no development within the curtilage of the dwellinghouse under Part 1 Classes E and F (incidental buildings and hard surfacing), or Part 2 Class A (gates, fences, walls etc.) shall take place unless express planning permission is granted for such development.

Reason: To control ancillary development within the new curtilage in the interest of preserving the character and appearance of the countryside.

BACKGROUND INFORMATION:

See application ref: DC/19/1727/FUL
at www.eastsuffolk.gov.uk/public-access