

## Item 7:

DC/21/3894/OUT - Outline Application - (Some Matters Reserved) for up to 5no. dwellings including means of access

Land to the rear of 1 Cullcott Close, Yoxford, IP17 3GZ



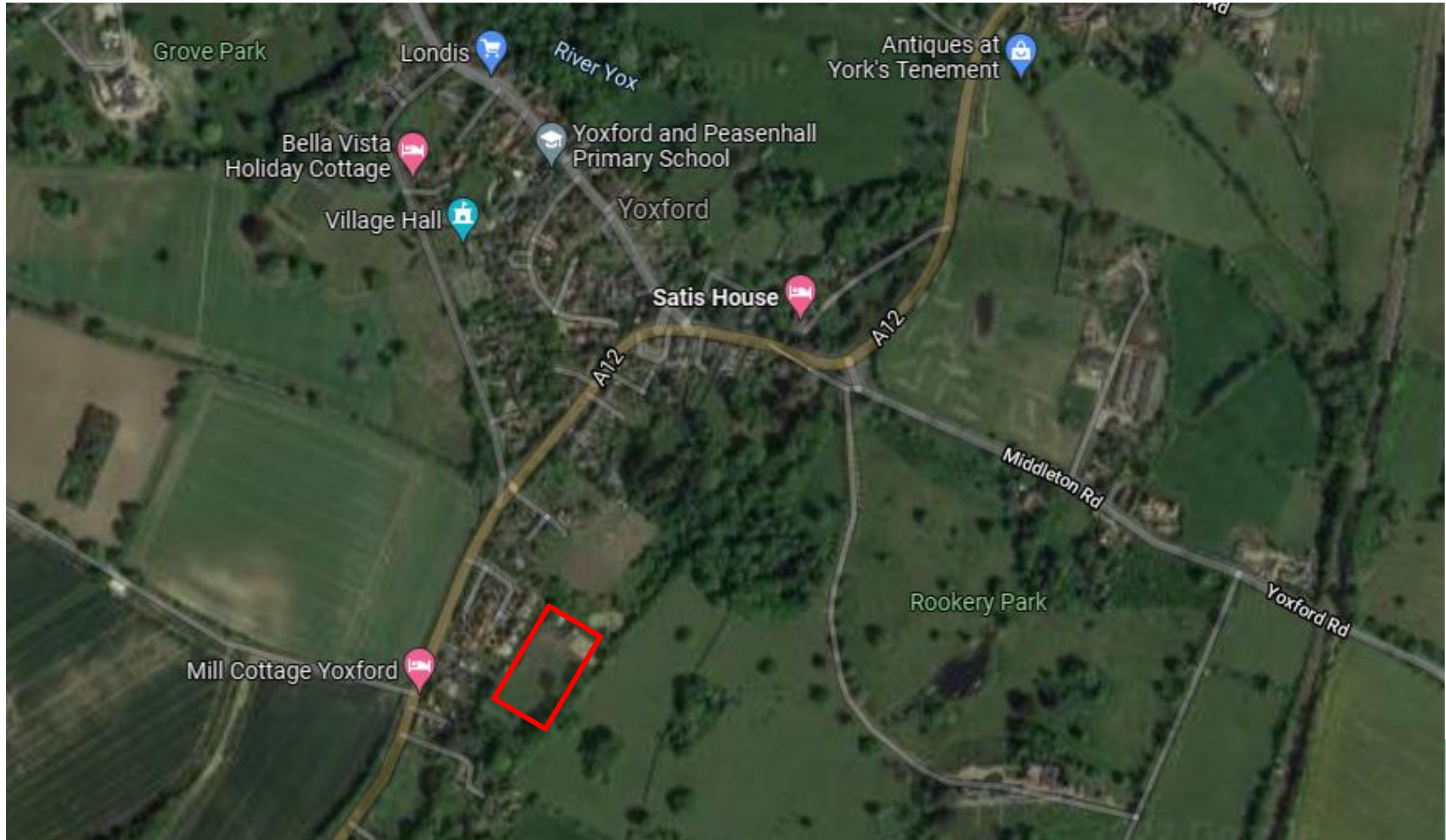
[illegible]

# East Suffolk Council Ownership





# Aerial Context Plan



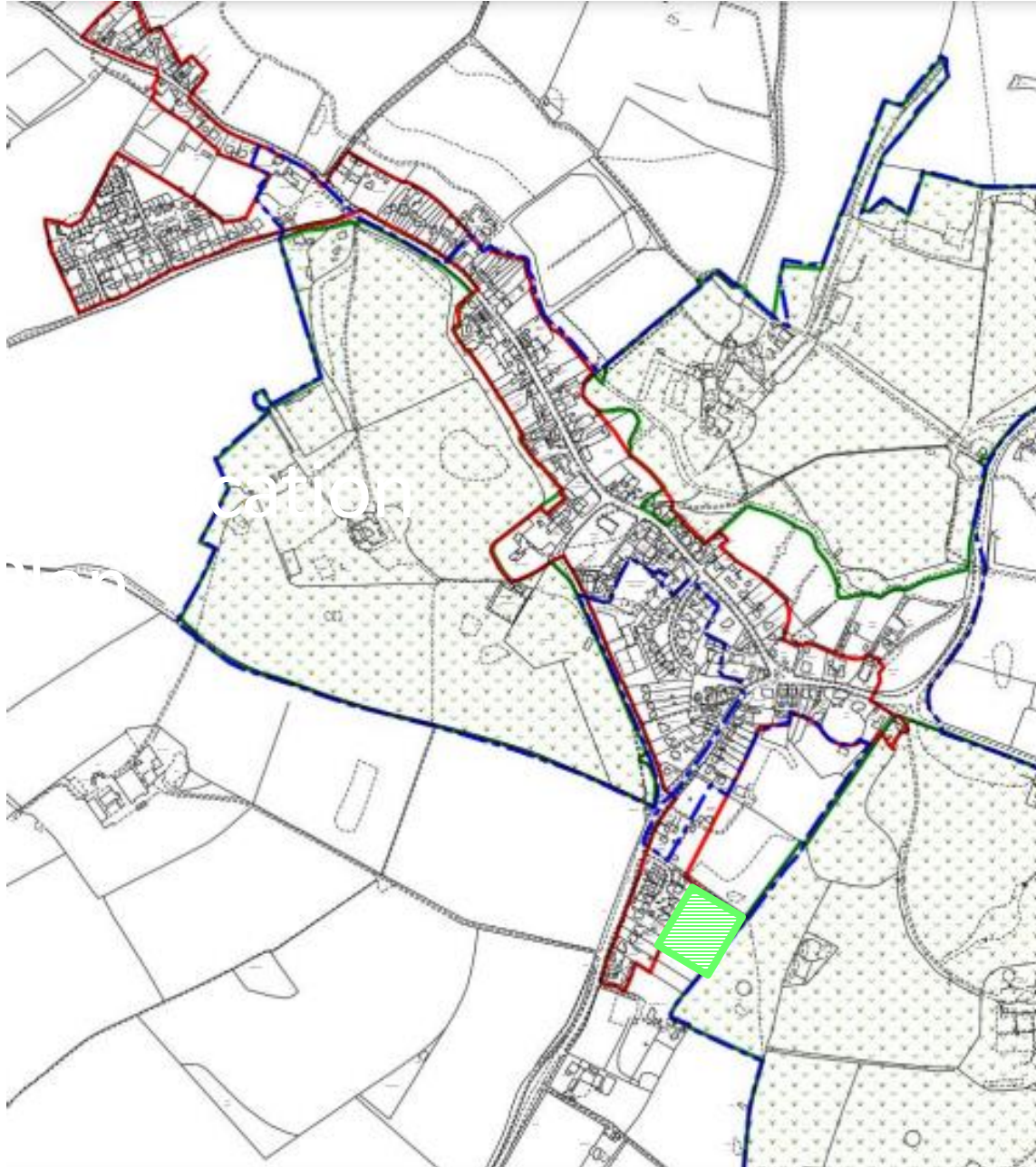






# Aerial Photograph



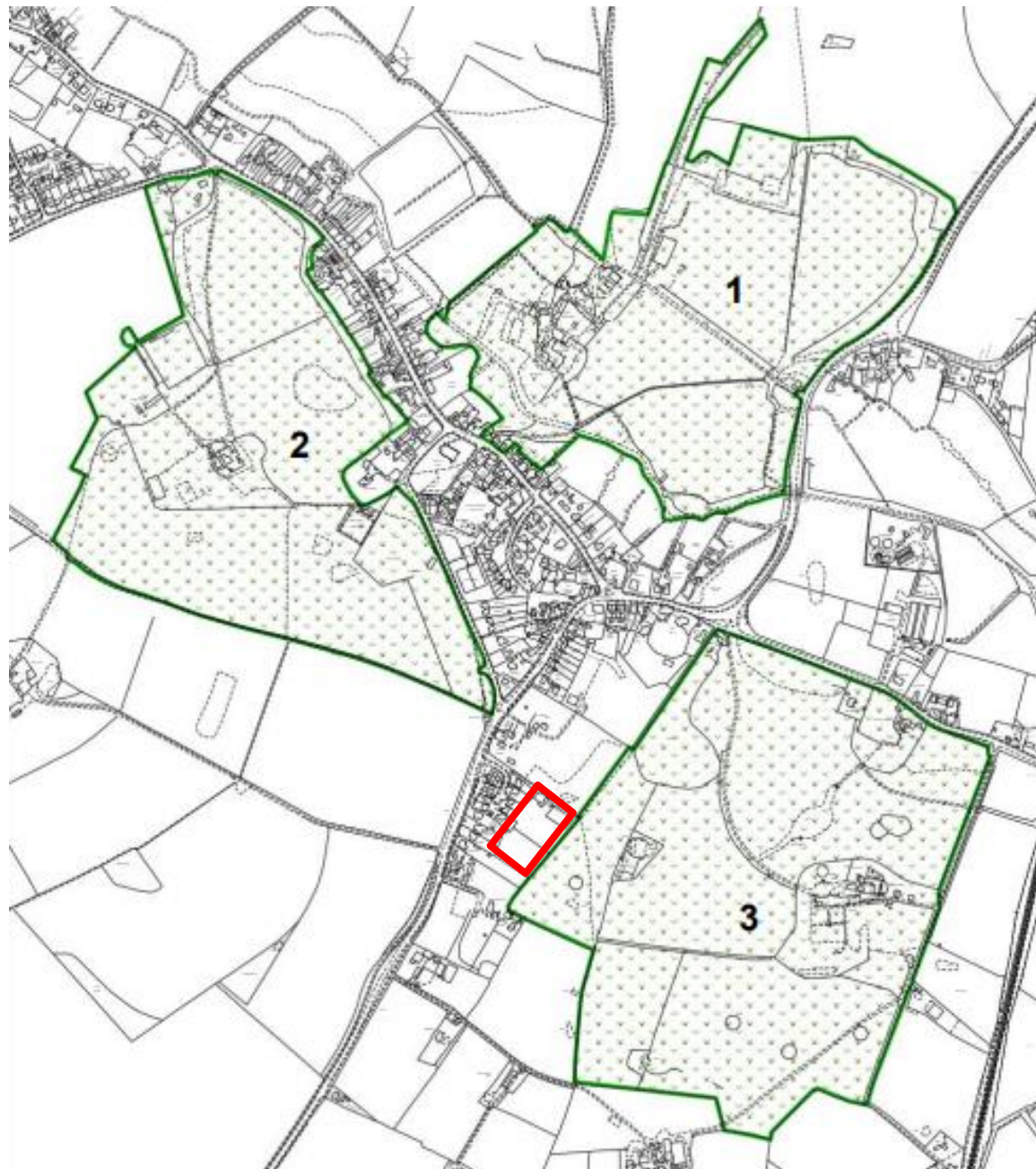


## Yoxford Policy Map (page 645)



- Key**
-  SCLP3.3 Settlement Boundaries
  -  SCLP11.5 Conservation Areas
  -  SCLP11.8 Historic Parks & Gardens
  -  Application Site

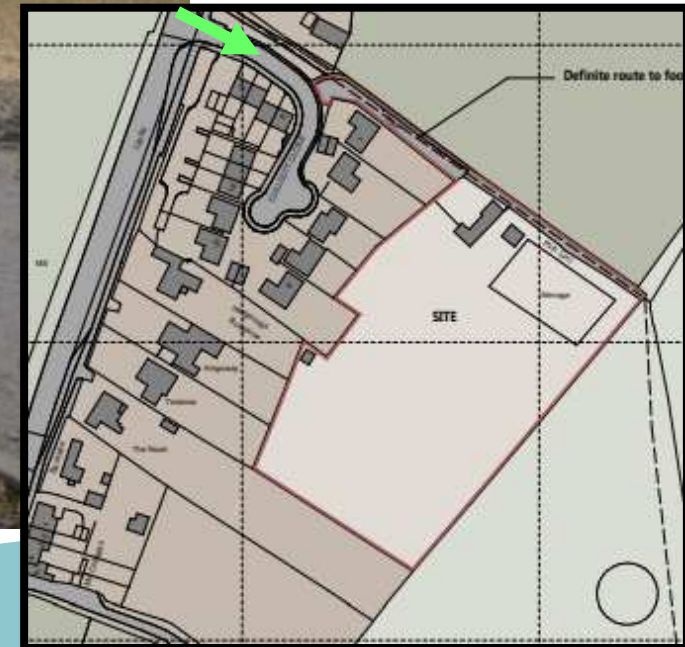
# Historic Parks & Gardens Plan (SCLP11.8)



Definitive Map of Footpath 21

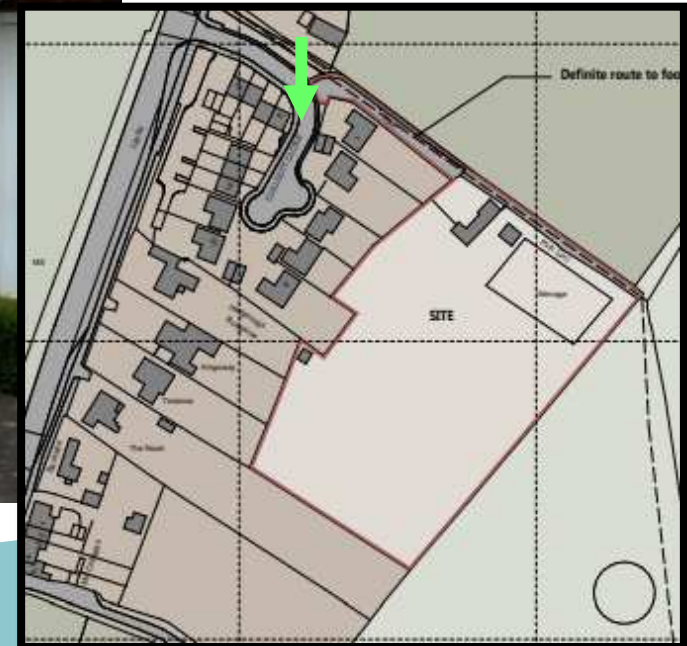


# Photographs



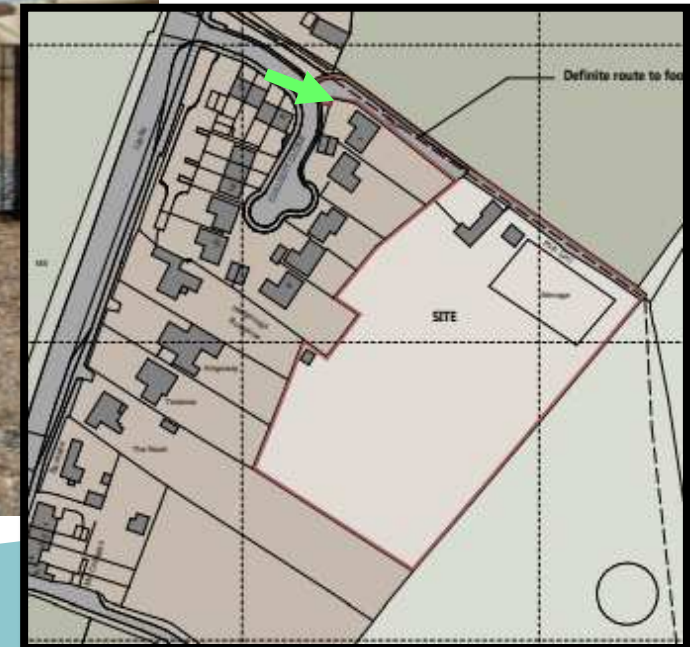


# Photographs



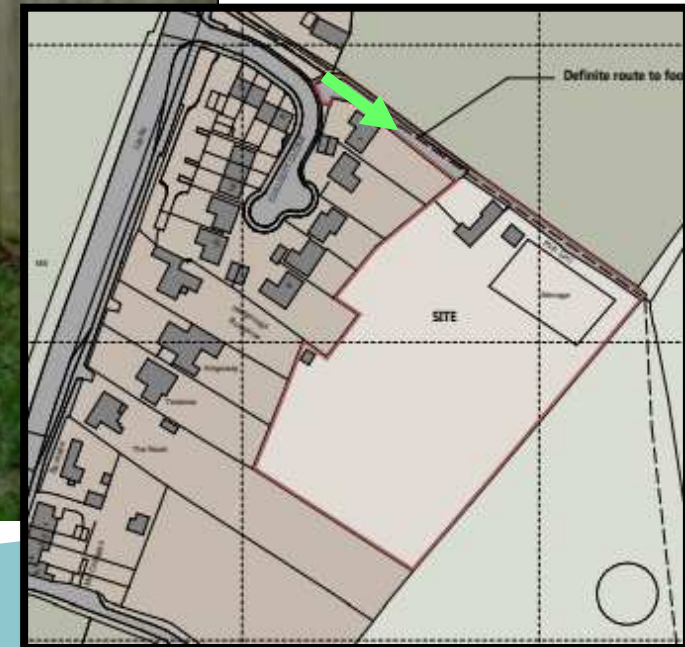


# Photographs



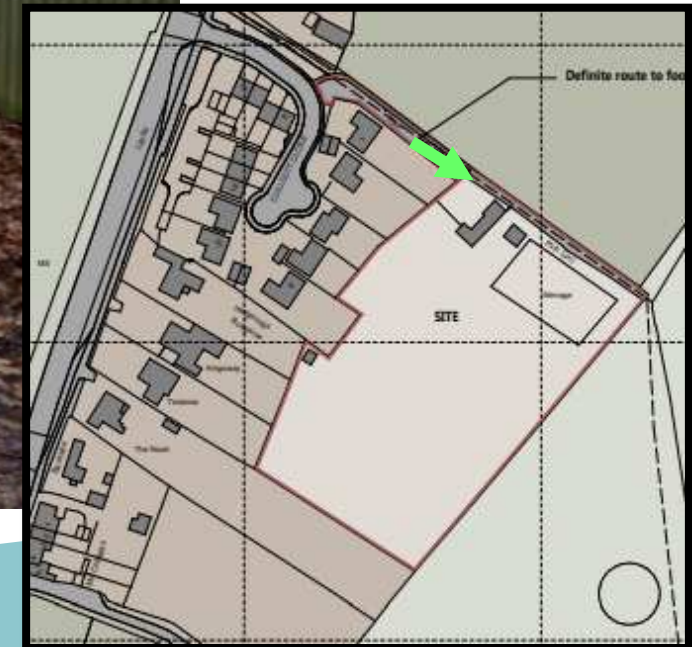


# Photographs



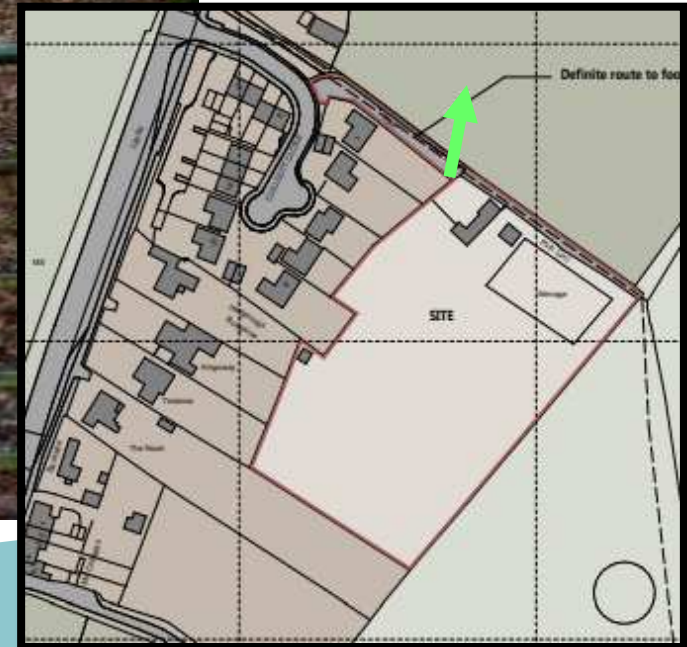


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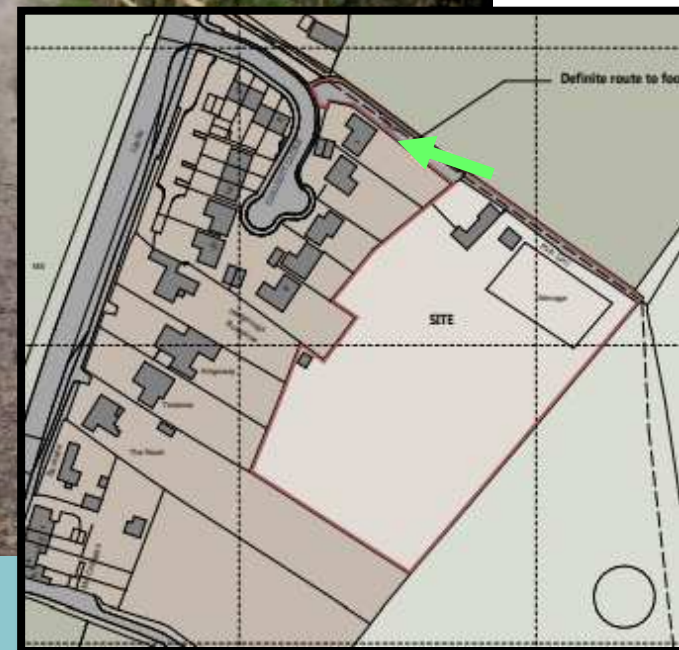


# Photographs



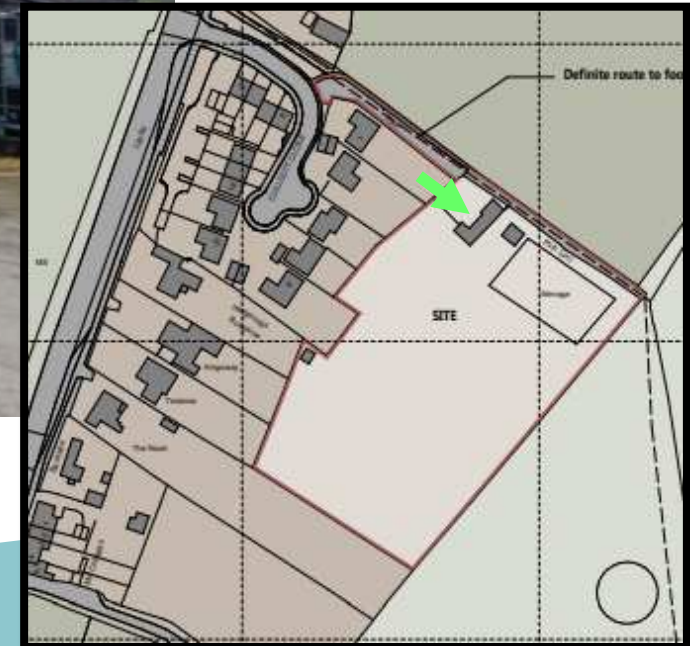


# Photographs

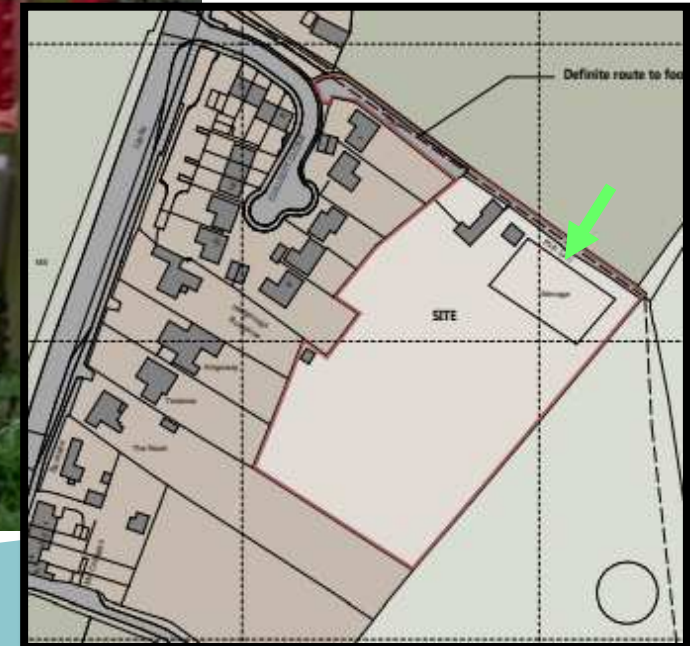




# Photographs

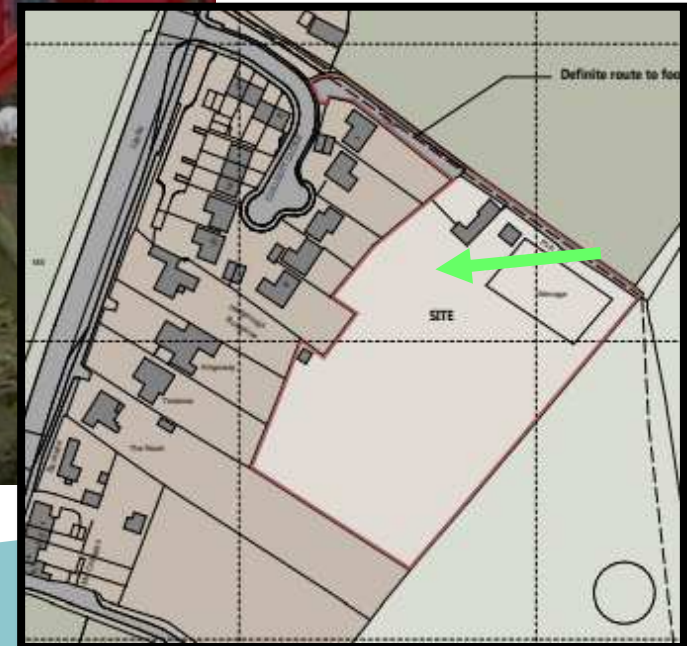


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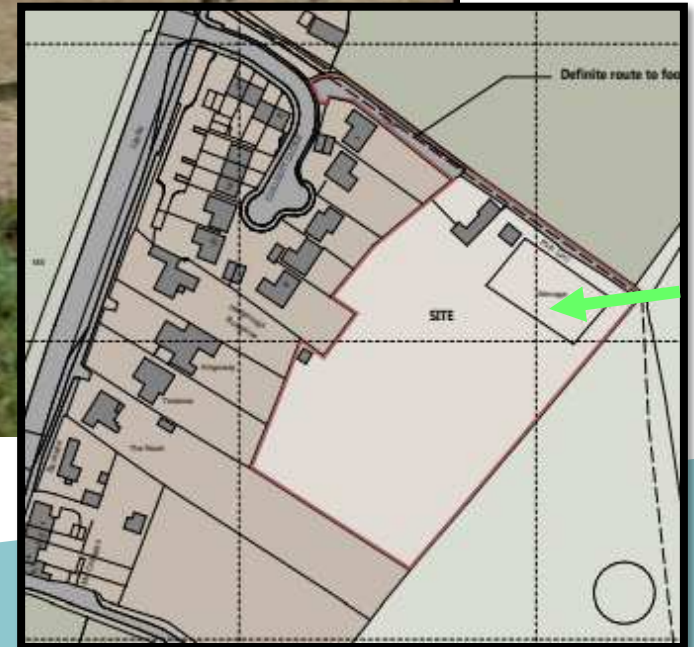


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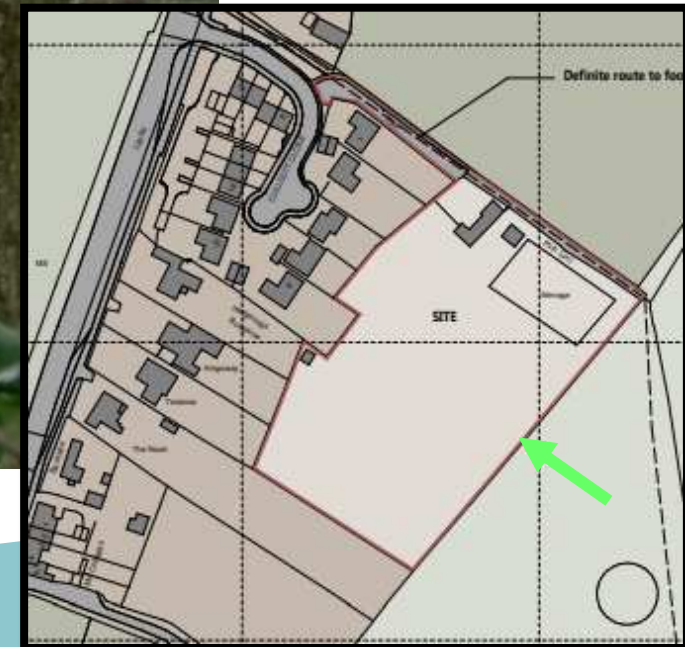


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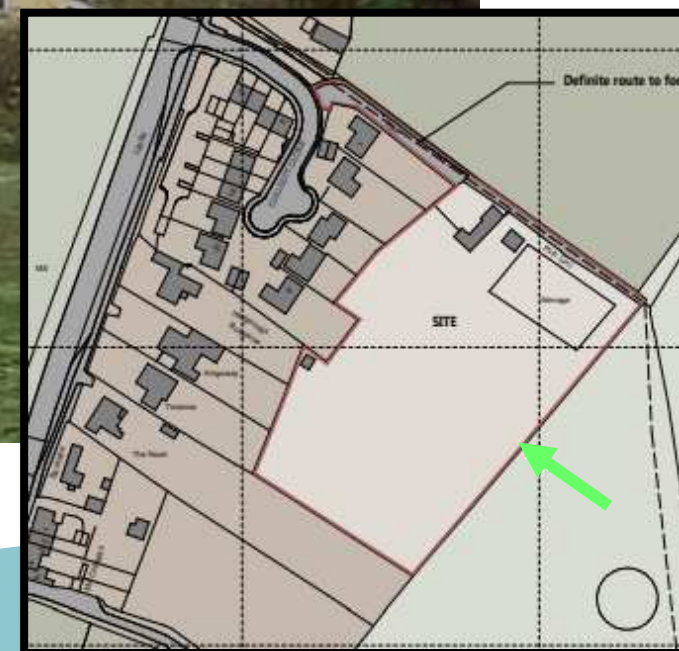


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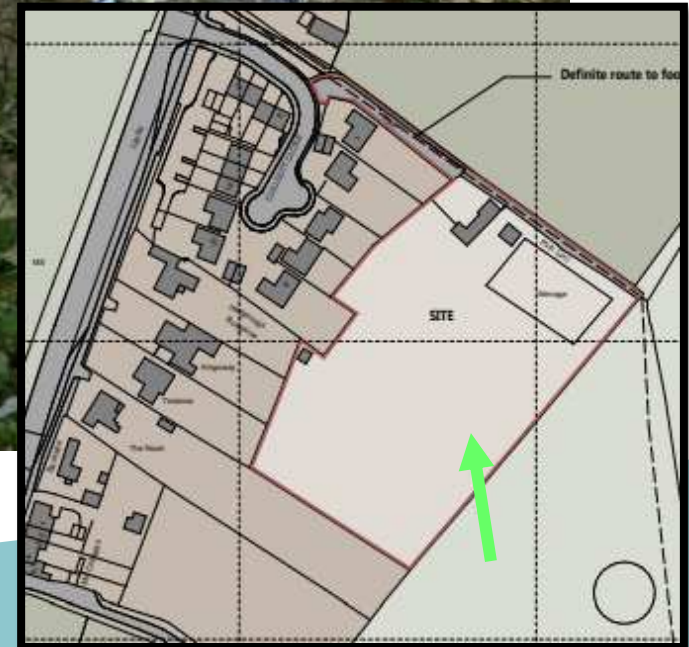


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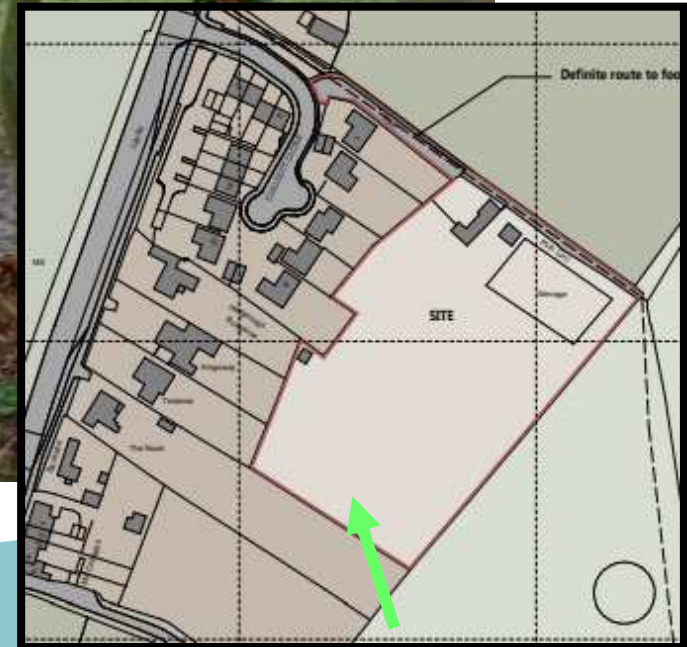


# Photographs





# Photographs





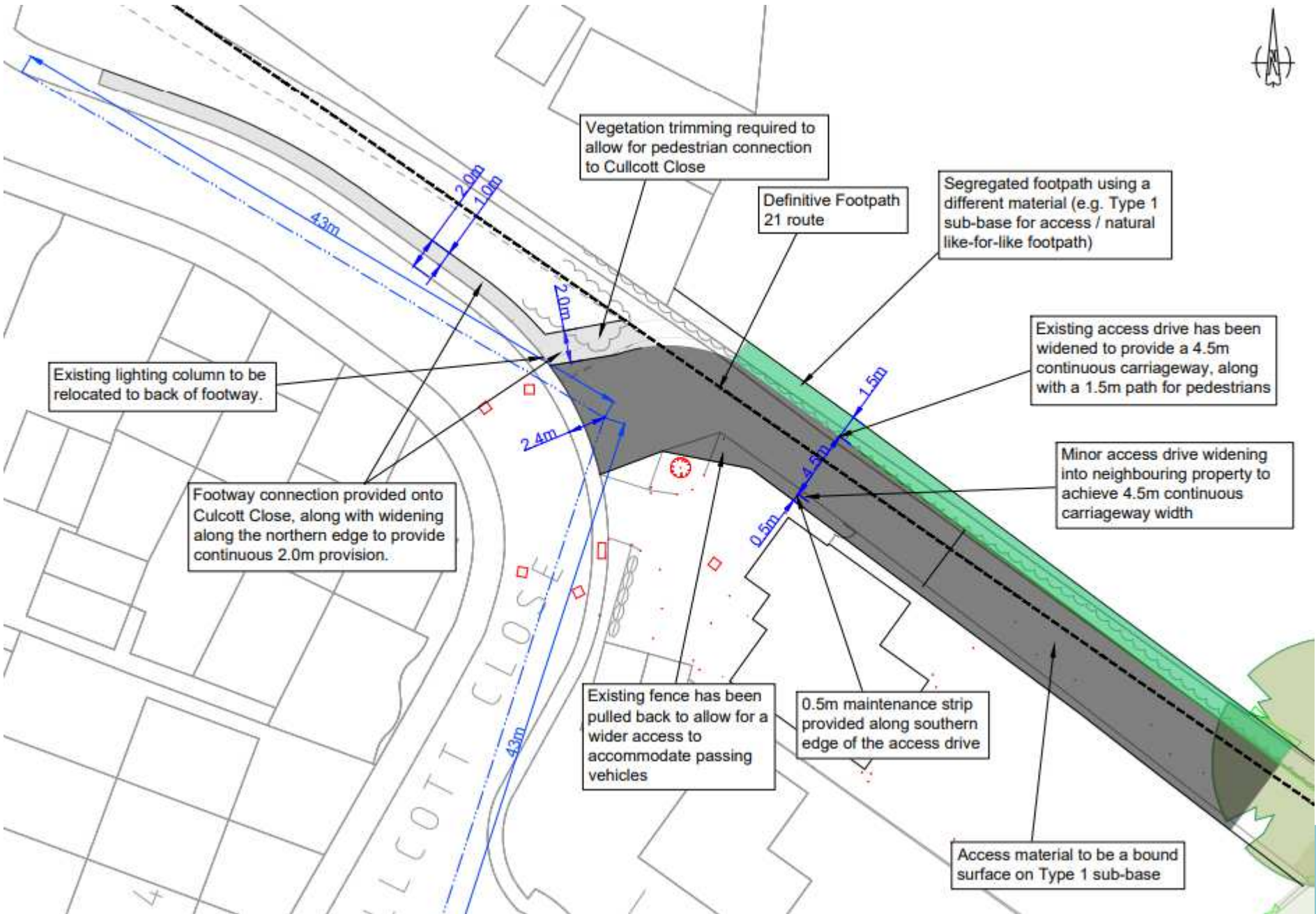
# Indicative proposed block plan and elevations



Typical Front Elevation, 1:100



# Proposed Vehicular Access

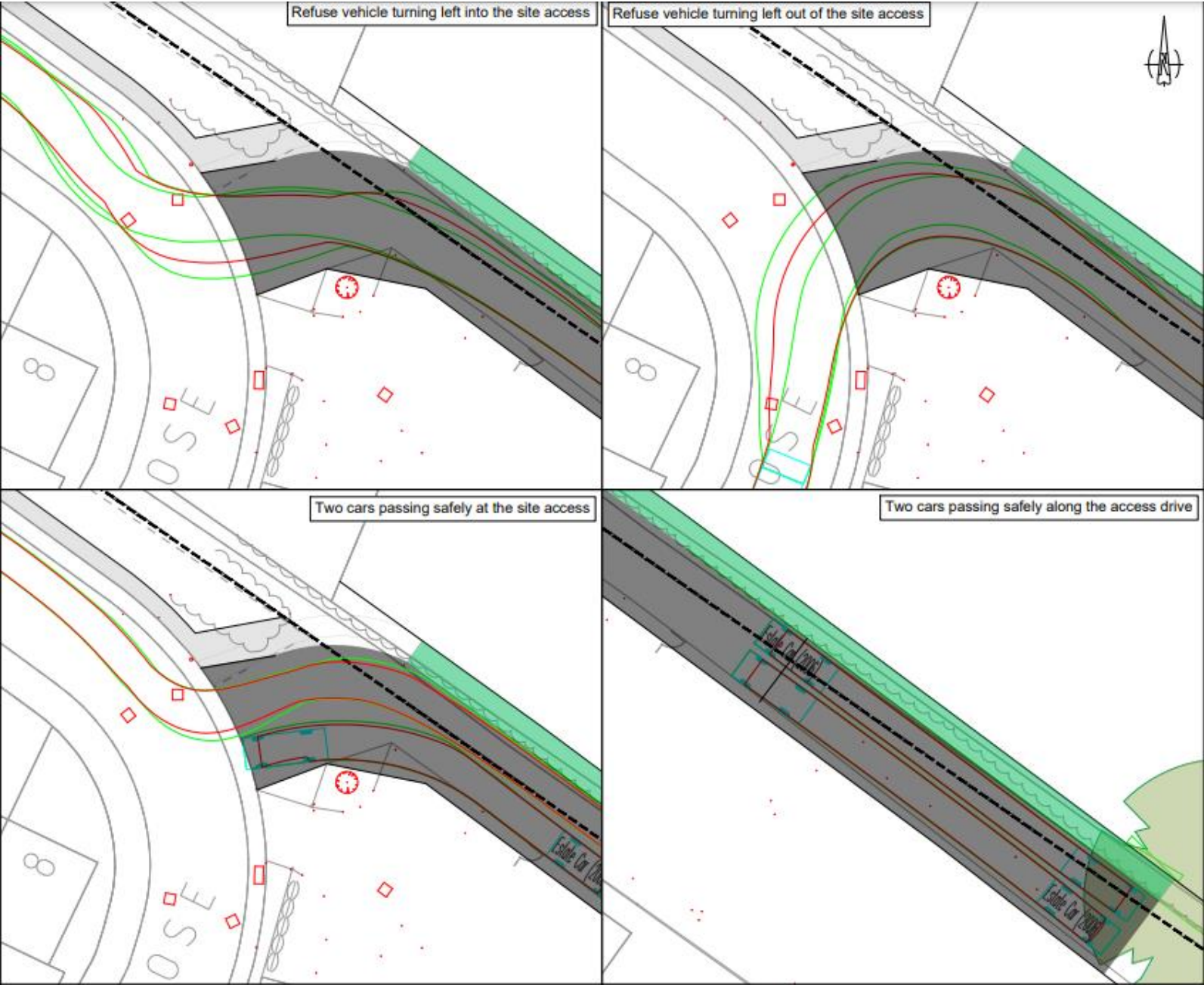


## Key

Existing	
Proposed	
Visibility Splay (2.4m x 43m)	
Proposed Access Drive	
Proposed Segregated Footpath	
Proposed Pedestrian Footway	
Definitive Footpath 21 Route	

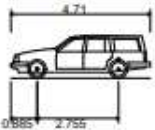


# Proposed Vehicular Access

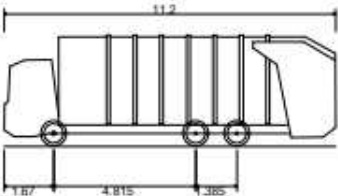


## Key

- Existing
- Proposed
- Vehicle Body
- Vehicle Wheel Track
- Proposed Access Drive
- Proposed Segregated Footpath
- Proposed Pedestrian Connection to Existing Footway



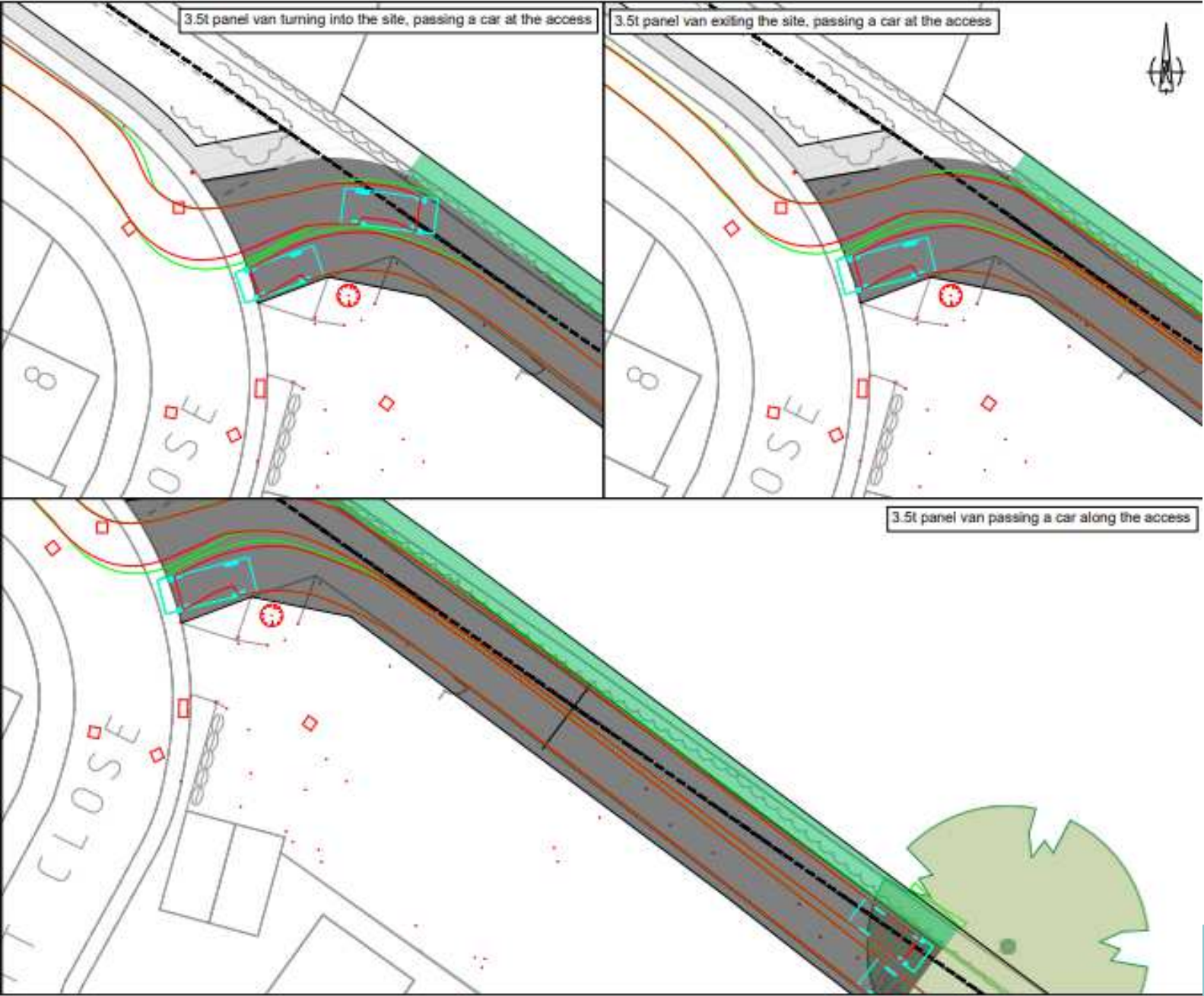
Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

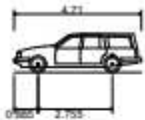


# Proposed Vehicular Access

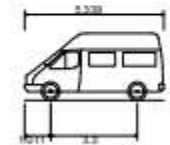


Key

Existing	
Proposed	
Vehicle Body	
Vehicle Wheel Track	
Proposed Access Drive	
Proposed Segregated Footpath	
Proposed Pedestrian Connection to Existing Footway	




Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m



# Material Planning Considerations and Key Issues

- Principle of Development
  - Design and Layout of Development
  - Proposed Access
  - Public Right of Way
  - Residential Amenity
- 
- A teal-colored decorative shape, resembling a stylized hill or a wave, is located at the bottom right of the slide.



# Recommendation

## Recommended for REFUSAL on the following grounds:

1. This application seeks outline planning permission, with only access to be considered for the erection of up to five dwellings on land to the rear of 1 Cullcott Close, Yoxford, IP17 3GZ. The site is located outside of the Settlement Boundary for Yoxford and is therefore considered to be in the countryside for planning purposes, where new housing development will only be permitted where it is supported by policies within the Local Plan or where it is considered necessary in the countryside. Having assessed the application against the adopted plan policies the principle of development is considered to be contrary to SCLP3.2, SCLP3.3, SCLP5.3 and SCLP5.4. The principle of development has not been found acceptable in this instance due to the clear conflict with the Local Plan. This policy conflict, in addition to those detailed matters of concern set out in refusal reasons two and three, far outweighs any limited benefits that the development would provide.
2. The application site is comprised of an area of approximately 0.95ha which is currently paddock land (including stables, an all weather riding arena, workshop and ancillary outbuildings) associated with no. 1 Cullcott Close. The site includes a number of trees, noted on the topographical survey plan (LDA-227-01B). Existing trees in excess of those shown on the topographical plan are shown on the indicative site layout plan so in this respect there is no clarity as to exactly what trees are on site, which are included for retention, and what condition they are in. Without any form of tree survey or arboricultural impact assessment which is to a BS5837:2012 Trees in Relation to Design, Demolition and Construction standard, it is considered that the potential tree impacts of the development cannot be fully assessed. Although indicative, the layout is likely to be relatively fixed, due to the fundamental layout principles established by the detailed proposed access arrangements. The indicative layout outlines that up to five dwellings would be erected in a backland form of development that is out of character with the area. The development would inevitably result in an inward-looking development which has poor connectivity with the existing development form, contrary to SCLP11.1.
3. The proposed development would be detrimental to the amenity of existing and future residents. Due to the changes in levels between the application site and Culcott Close/A12 the new dwellings, although indicated to be single-storey, would be overbearing and dominating to the adjoining development. This would also result in the loss of privacy, outlook and potentially loss of light to the existing dwellings adjacent to the western boundary of the site. There would also be an increase in noise from the development post construction, whilst this will predominately be noise expected from a residential development, due to the location of the access, adjacent to 1 Cullcott Close, which will run behind the existing cul-de-sac, noise from car movements may also impact amenity of existing residents. It is therefore considered that the development would be detrimental to the amenity of existing and future residents. The scheme is therefore contrary to the NPPF, and Local Plan Policy SCLP11.2 which seek to resist backland development proposals which would detrimentally affect residential amenity.