

Unconfirmed



Minutes of a Meeting of the **Planning Committee North** held in the Conference Room,
Riverside, on **Tuesday, 14 December 2021 at 2.00pm**

Members of the Committee present:

Councillor Paul Ashdown, Councillor David Beavan, Councillor Norman Brooks, Councillor Jenny Ceresa, Councillor Tony Cooper, Councillor Linda Coulam, Councillor Andree Gee, Councillor Malcolm Pitchers, Councillor Craig Rivett

Other Members present:

Councillor Peter Byatt, Councillor David Ritchie

Officers present: Joe Blackmore (Principal Planner), Sarah Carter (Democratic Services Officer), Matthew Gee (Planner), Mia Glass (Assistant Enforcement Officer), Philip Ridley (Head of Planning and Coastal Management), Iain Robertson (Senior Planner), Alli Stone (Democratic Services Manager), Debbi Wicks (Assistant Planner), Ben Woolnough (Planning Development Manager)

Others present: Ryan Taylor (for item 8 as applicant)

Announcement

The Chairman advised that he was changing the order of the Agenda and would be taking items 10 and 11 first, as it was important that all Committee Members were present for the substantive items.

1 Apologies for Absence and Substitutions

There were no Apologies for Absence.

The Democratic Services Administrator advised that Councillor Rivett would be late joining the meeting.

2 Declarations of Interest

Councillor Ashdown declared a Local Non-Pecuniary Interest in Agenda item 6 - DC/19/2949/COU - Land adjoining Broadland Sands Holiday Park, Corton, and Agenda item 9 - DC/21/2592/FUL - Plot, Hall Lane, Blundeston, as being Ward Member. Councillor Ashdown further explained that as Ward Councillor for Lothingland, he had attended meetings of Corton Parish Council and was a representative, appointed by the Council, on the Corton Poor Man's Trust and the Allotments.

Councillor Brooks declared a Local Non-Pecuniary Interest in Agenda item 8 - DC/21/4253/FUL - 87 High Street, Lowestoft, as he was aware of the application in his capacity as Cabinet Member for Transport This declaration was made before discussions on item 8.

Councillor Ceresa declared a Local Non-Pecuniary Interest in Agenda item 7 - DC/21/4450/FUL as the public speaker, Mr K Garrett, Applicant's Agent, was known to her, having used his services in a business capacity in the past.

Councillor Pitchers declared a Local Non-Pecuniary Interest in Agenda item 7 - DC/21/4450/FUL - The Mission Hall, Lowestoft, as being Ward Member.

Councillor Rivett declared a Local Non-Pecuniary Interest in Agenda item 7 - DC/21/4450/FUL - The Mission Hall, Lowestoft, as County Councillor for the area, and Agenda item 8 - DC/21/4253/FUL - 87 High Street, Lowestoft, as Cabinet Member for Economic Development and Chairman of the Heritage Action Zone. This declaration was made before discussions on item 8.

3 Declarations of Lobbying and Responses to Lobbying

Councillor Ashdown declared that he had been lobbied on Agenda item 6 - DC/19/2949/COU - Land adjoining Broadland Sands Holiday Park, Corton and Agenda item 9 - DC/21/4253/FUL - Plot, Hall Lane, Blundeston, He had made no comments, other than in an advisory capacity.

4 Minutes

RESOLVED

That the minutes of the meeting held on 9 November 2021 be agreed as a correct record and signed by the Chairman.

5 Enforcement Action - Case Update

The Committee received report ES/0983 which summarised outstanding enforcement cases for East Suffolk Council sanctioned under delegated powers or through the Committee up to 29 November 2021. There were currently 10 such cases.

In response to a question relating to Pine Lodge Caravan Park, Hinton, which had been ongoing since 2010, the Assistant Enforcement Officer explained that the enforcement case was closed. The reason the case was still showing was due to the fact that the Council was seeking to recoup costs.

The Planning Development Manager updated the Committee with regard to Land at North Denes Caravan Park in Lowestoft, and advised that the appeal had been upheld with compliance by 18 August 2021. That deadline had been extended until the end of October and then a further two weeks until 15 November 2021. The necessary works had still not been carried out and the Enforcement Team were seeking internal legal advice as to how to proceed on the site.

There being no further questions, it was

RESOLVED

That the report concerning Outstanding Enforcement matters up to 29 November 2021 be received and noted.

6 DC/21/4454/FUL - Balnacraig, Stanton Close, Lowestoft

The Committee considered report ES/0988 which set out details of the planning application for the erection of a detached timber garden room within the rear garden of Balnacraig, Lowestoft. The application was before Committee as the applicant was a close relative of a Council employee.

Members received a presentation showing photographs, an aerial view and site location plan together with original and amended block plans, proposed floor plan, elevations, dimensions and visual. Photographs from within the site showed the setting of the proposed building in the rear garden and trees on the boundary.

The Assistant Planner advised that due to the re-siting of the proposed building and the tree lined backdrop, there would be limited impact on neighbour amenity with adequate space around the building. The proposal was considered acceptable and approval was being recommended.

Members considered the building to be architecturally attractive and subject to the inclusion of a condition to prevent it being used for sleeping accommodation, it was

RESOLVED

That planning permission be granted, subject to the following 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 manufacturer's specification & Amended Site Layout Plan received 24th September and 2nd November 2021, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

3. The timber garden building hereby permitted, shall not be converted or used for sleeping accommodation of any kind and shall remain as a garden/sunroom for ancillary domestic use only, unless otherwise agreed by a further planning permission.

Reason: To allow full consideration of amenity impact, given the size of the structure.

4. The timber garden building hereby permitted, shall not be converted or used for sleeping accommodation of any kind and shall remain as a garden/sunroom for ancillary domestic use only, unless otherwise agreed by a further planning permission.

Reason: To allow full consideration of amenity impact, given the size of the structure.

7 DC/21/4957/FUL - Balnacraig, Stanton Close, Lowestoft

The Committee considered report ES/0989 which set out details of the planning application for a single storey front bathroom extension to facilitate accessibility for the disabled occupant at Balnacraig, Lowestoft. The application was before Committee as the applicant was a close relative of an employee and had been submitted separately to application DC/21/4454/FUL.

The Assistant Planner advised that the dwelling was one of four bungalows in a private drive and the purpose of the extension was for a disabled resident.

Members received a presentation showing an aerial view and the site location indicating that the dwelling was one of four bungalows in a private drive. Photographs showed the siting of the extension onto the bungalow and the proposed block plan, existing and proposed floor plans and elevations were also displayed.

The Assistant Planner outlined the material planning considerations and key issues and advised that it was considered to be policy compliant. No third party representations had been received and the Town Council had made no comment within the consultation period. Approval was therefore being recommended.

Members were happy to accept the officer's recommendation due to the need for the facilities and noted the proposed additional condition in the update sheet. There being no further discussion, it was

RESOLVED

That planning permission be granted, subject to the following conditions:

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

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

2. The development hereby permitted shall be completed in all respects strictly in accordance with Drawing no. 513-01A received 29th October 2021, for which permission is hereby granted or which are subsequently submitted to and approved by the Local

Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

3. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

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

4. The new window on the south elevation at ground floor level shall be glazed with opaque glass, or other appropriate screening and shall be retained in that condition, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve the amenity of adjacent property.

5. The new window on the south elevation at ground floor level shall be glazed with opaque glass, or other appropriate screening and shall be retained in that condition, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve the amenity of adjacent property.

Note: Councillor Rivett joined the meeting at 2.20pm.

8 DC/19/2949/COU - Land adjoining Broadland Sands Holiday Park, Coast Road, Corton

The Committee considered report ES/0984 which gave details of the application seeking planning permission to extend the Holiday Park at Broadland Sands across a parcel of land to the west of the existing park. The proposal was for the stationing of 159 static holiday caravans, construction of footway/cycle way, church parking area and associated works.

The scheme had been significantly amended and reduced in scale compared to a previous application DC/18/0813/COU that had been refused by the former Waveney District Council Planning Committee.

Members received a presentation showing an aerial view, the site in question compared to the Local Plan, views from Coast Road, Church Lane, Stirrups Lane and the local footpaths showing the site context and the extent of the site, the proposed master plan compared to the refused application for 250 caravans, and the highway network. Photographs also showed the proposed site access, location of the church car park and crossing, Longfulans Lane, details of the road improvements and potential signage strategy.

The Principal Planner advised that the site access would be opposite the existing entrance where visibility was good. There would be a signalised pedestrian crossing positioned near to the existing park and that together with the provision of a car park for the church were both benefits of the scheme. A transport assessment submitted with the application showed that traffic would be pushed away from Stirrups Lane as it was deemed unsuitable and install signage and other measures towards the use of Longfulans Lane. The transport

assessment predicted 43 vehicle trips in a peak period of one hour. Highway works were being proposed for the provision of passing bays and additional signage would be provided, both of which would be secured by condition.

The Principal Planner explained the planning considerations and key issues with regard to the principle of the development, the setting of the church and provision of open space that was now being proposed. Highways matters had been agreed and the proposal would bring economic benefits to the area and additional tourism. The Park was planning ahead for coastal erosion over the next 10-15 years by expanding to the west. The open space adjacent to the church and a new church car park would benefit the listed building. A RAMS contribution was to be made prior to the siting of the caravans and a response was awaited from Suffolk Highways Authority with regard to possible conditions related to highways matters. The proposed scheme was now considered to be acceptable and was therefore being recommended for approval.

The Principal Planner referred to the additional information in the update sheet and he was seeking delegated authority to the Head of Planning and Coastal Management to approve the application subject to conditions and a RAMS contribution. He advised that consultation had been undertaken with Norfolk County Council, Great Yarmouth Borough Council and both Corton and Hopton Parish Councils and an email had been received from Norfolk County and Great Yarmouth Borough Cllr Annison, the content of which he shared with the Committee.

Members asked specific questions relating to:

- 4.3 hectares being protected as open space.
- If the anticipated highway works would be carried out before the site was developed or afterwards.
- If traffic concerns would be addressed before any occupation.
- Consideration of other access routes.
- Bus stops in the location and the bus routes.
- How many passing places were being recommended and if they would be large enough for a coach or bus.

The Principal Planner advised that the Council could not stop another application being made on adjoining land; it would, however, have to be considered on its merits and not likely to be supported by the officers. The proposed condition would secure the land for open space, which would protect the heritage asset. Full details of highway works would be subject to agreement with the Highways Authorities and likely to be before first occupation of the caravans. With difficult access via Stirrups Lane or Corton village, the proposal was to improve the existing network; no new roads would be provided. The bus shelter near the existing entrance might need to be moved and bus stops further south were all well used. He would have to check, outside of the meeting, to which towns the bus routes ran. Three additional passing places would be provided and would not be able to cater for a double decker bus.

Prior to inviting the public speakers to address the Committee, the Chairman advised that the objector who was unable to attend the meeting had not withdrawn his comments which were set out in the Minutes from 2018. Councillor Ashdown read out those comments for the benefit of those Committee Members present.

Mr P Armstrong, from Corton Parish Council, advised that their main objection was the infrastructure that had previously been mentioned. All roads were narrow and winding and not suitable for the increase in traffic. Passing points would not solve the problems. The traffic survey on arrivals and departures was not adequate and additional traffic would be generated with residents needing facilities such as food as there was minimum facilities on site. Travelling to the nearest Tesco superstore would likely use Corton Long Lane which was unsuitable. Speed cameras had caught traffic movements now with a daily volume of over 3,500 in one direction, so that would only increase. Signage might be mandated by the Highways Authorities but in the 21st century, everyone used satnav and people would follow that regardless of traffic signs. Coastal erosion was also caused by poor drainage and those issues would be exacerbated with hard standings.

In response to a Member's question relating highway network improvements that would make the scheme acceptable, Mr Armstrong was of the view that Stirrups Lane was not suitable and there would be further implications as a result of more traffic with the new garden village being proposed. He could not see any road improvements that would make the proposal acceptable. He confirmed that the buses went through Hopton to Great Yarmouth.

Mr C Ward, from Hopton Parish Council, agreed with the views of Cllr Annison. He was concerned that they had only found out about the meeting over the weekend and had not had the opportunity to express views again. In 2018, Hopton Parish Council objected to Longfurlans Lane being used as it was not suitable for extra traffic. Whilst the buses went through Hopton, the passing places were not big enough for coaches or cars towing caravans. Consideration also needed to be given to the 200 houses being built nearby which would be using the same road network. There were two resorts in Hopton and it was therefore totally unacceptable to use Longfurlans Road. It was not fit for purpose would need to be widened, so the application should be deferred as there were no highways details to be considered.

The Planning Development Manager advised that the status of applications was not automatically notified to interested parties. Public access was updated on each application and Parish Councils and the public were encouraged to register for updates on applications in their area.

As the applicant's agent, Mr Butter advised that they welcomed the officer's very comprehensive assessment of the application which had dealt with some of the issues in the 2018 application. The smaller scheme was considered acceptable and there was gain for all with highways improvements, landscaping and open space being provided. Due to coastal erosion, and with some caravans due to be removed shortly, this scheme gave the opportunity to roll back providing more accommodation for holidays in the UK which were in high demand due to Brexit and Covid. The facilities on site would be upgraded. Tourism was an important part of the area and the proposal would bring an extra £5 million into the local economy. The proposal complied with the Local Plan policies and being accompanied by the Applicant, Mr M Purdom, they were happy to answer any questions.

Members raised issues relating to:

- How many caravans would be sold off or retained.
- Where the front row of caravans were to be moved before they were lost to erosion.

- Satnav directions on the Park's website gave access via Stirrups Lane.
- Opening times and residents using their caravans for their main residence and therefore needing to pay Council Tax.
- Why the shutdown period was only two weeks per year.
- Electric charging points.
- Problems that could occur with linking into the existing sewage plant that was already failing.
- Size of church car park.
- Cycle path.

Mr Butter advised that no firm numbers had been fixed for sales, but a proportion would remain as letting caravans. The caravans would be moved to Cliff Field temporarily. The site was open from 14 February to 1 February the following year. Measures were being put in place not to allow permanent residency as the caravans were for holiday purposes only. They tried to make sure owners had a property elsewhere; it was in the company's interests to ensure no caravans were used as a residence. Some electric charging points were already on site and that number would be increased. Mr Butter confirmed that Anglian Water were satisfied that there would be no difficulties in linking to the existing sewage plant. The car park for the church would remain the same size and the cycle path would be available for Corton residents too.

The Principal Planner advised that whilst policy stated such sites would be closed for approximately six weeks per year, the Park was currently closed for two weeks per year and the proposed closure period therefore matched the existing. It was felt that that condition was appropriate for the site.

Questions to officers related to:

- Deferring the application for further discussions on highways matters.
- Significant developments on the area affecting residents.
- Traffic congestion near the church with extra vehicles at weddings and funerals.

The Planning Development Manger advised that the statutory consultation on highways had progressed satisfactorily and further discussions would not result in any alternative route. The Principal Planner confirmed that the Parish Councils and three Highways Authorities had been reconsulted on 25 June. If Norfolk Highways had been of the opinion that other developments would have a major impact, it would have been mentioned. Whilst the parking facilities at the church might not be sufficient for all vehicles, conditions there would improve.

Further questions to the applicant related to the actual development, staff and use of the pool by local residents. Mr Purdom advised that they were putting in a substantial investment of some £10 million, providing a maximum of 40 new caravans per year resulting in the development which would take 3-4 years to complete. It was expected to employ an extra 3-4 permanent staff and up to eight seasonal workers. Mr Purdom confirmed he would be happy to discuss public use of the pool with the local parishes. There was always a member of staff on site and having owned the site since 2016, a handful of people had been removed from the site due to residential occupation.

During debate, Members expressed concerns over the highways issues but noted that the improvements should be in place prior to the first occupation. Members also had concerns

that some people might wish to live on site and could easily make arrangements to be off site for the 14 day shutdown period. The Head of Planning and Coastal Management advised that they had fully discussed the period of closure and confirmed the 14 day shutdown period gave uniformity across the whole site. An annual log of occupants submitted by the Park owner would assist the Council in undertaking any enforcement that might become necessary.

The Committee agreed that road works should be completed before the first occupation and a log of occupancy was necessary and subject to those being in place, it was

RESOLVED

That authority be granted to the Head of Planning and Coastal Management to approve the application subject to:

- per-unit RAMS contribution being secured prior to determination,
- conditions related to highways matters as recommended by Suffolk County Highways Authority and finalised by officers, and the following conditions:

1. The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

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

2. Subject to any details or amendments required by other conditions on this permission, the development hereby permitted shall otherwise be carried out in accordance with the following approved plans/drawings:

- LOCATION PLAN - RUPC.1
- Illustrative Site Layout - Rev E (LA.D.001.002.E)
- Drainage Layout (Planning) – Drawing No. 102 as detailed in the Flood Risk Assessment (FRA) (dated July 2019, ref: SHF.201.085.HY.R.01.A)
- PROPOSED ACCESS TO OFF-SITE NEW CHURCH CAR PARK (SF5050PD-001)

3. The development shall be implemented in accordance with the strategy for the disposal of surface water in the Flood Risk Assessment (FRA) (dated July 2019, ref: SHF.201.085.HY.R.01.A. The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

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

4. The development hereby permitted shall not be occupied until details of all Sustainable Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: 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 per s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk.

5. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

1. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:
 - i. Temporary drainage systems
 - ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
 - iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater.

6. Prior to the proposed development being brought into beneficial use a system of signs from the A47 to and from the proposed development site is to be approved in writing by the Local Planning Authority (LPA) and then Highway Authorities, and is to be installed within 12 months unless approved otherwise in writing by the LPA in consultation with the Highway Authorities.

Reason: To ensure that the A47 trunk road and connecting roads continuing to serve their purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.

7. No development shall take place within a phase or sub-phase of the area indicated [the whole site] until the implementation of a programme of archaeological work for that phase has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Planning Policy WLP 8.40 of the Waveney Local Plan (2019).

8. No caravans within a phase shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 7 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Planning Policy WLP 8.40 of the Waveney Local Plan (2019).

9. Prior to the siting of any static holiday caravans on the land, a colour scheme/palette for the external appearance of the static caravans shall be submitted to and approved in writing by the Local Planning Authority. All static holiday caravans sited on the land shall have an external appearance in accordance with the approved colour scheme/palette.

Reason: in the interest of visual amenity and ensuring the development is well-integrated into its rural context.

10. The approved static caravans shall be used for holiday/tourism accommodation only and for no other purpose unless express planning permission is granted by the Local Planning Authority (LPA). In a single calendar year, no caravan on the site shall be occupied between the period beginning 01 February and ending 14 February unless otherwise formally approved in writing by the LPA.

The owners/operators of the holiday units hereby permitted shall maintain an up-to-date register of all lettings, which shall include the names and addresses of all those persons occupying the units during each individual letting. The said register shall be made available at all reasonable times to the LPA.

Reason: To ensure that the development is occupied only as bona-fide holiday accommodation, delivering benefit to the rural tourism economy, in accordance with Policy WLP8.15.

11. No more than 159 static Caravans, ('Caravans' being as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 as amended) shall be stationed on the site at any time.

Static caravans shall only be sited on the parcels of land identified for such purposes on the

Illustrative Site Layout (LA.D.001.002.E).

For the avoidance of doubt, static caravans shall not be sited on the southern part of the application site denoted as 'Open Greenspace' on the Illustrative Site Layout.

Reason: to ensure that the number of caravans on site is controlled and that the open green space is retained to preserve the setting of the Listed Church, to the southeast.

12. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. Unless agreed in writing by the LPA no further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety. An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS 10175:2011+A1:2013 and CLR11) and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. Where remediation is necessary a detailed remediation method statement (RMS) must be prepared, and is subject to the approval in writing of the Local Planning Authority. The RMS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The approved RMS must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works. Following completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the LPA.

Reason: to ensure appropriate action is taken in the event of unexpected contamination being encountered on site.

13. Prior to any tree removal, the local planning authority must be provided with either: a) a licence issued by Natural England pursuant to The Conservation of Habitats and Species Regulations 2017 authorising the specified development to go ahead; or b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified development will require a licence.

Reason: to ensure that the authorised tree removal will not harm roosting bats or their habitat.

14. The approved landscaping scheme shall be implemented not later than the first planting season following commencement of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained for a period of 5 years. Any plant material removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season and shall be retained and maintained.

The approved landscaping scheme comprises the following drawings/plans/documents:

- SHF.201.085.LA.D.045.001
- SHF.201.085.LA.D.045.002
- SHF.201.085.LA.D.045.003

- SHF.201.085.LA.D.045.004
- SHF.201.085.LA.D.045.005
- SHF.201.085.LA.D.045.006
- SHF.201.085.LA.D.045.007
- SHF.201.085.LA.D.045.008
- SHF.201.085.LA.D.045.009

Reason: To ensure the submission and implementation of a well-laid out scheme of landscaping in the interest of visual amenity.

15. Prior to occupation of any Caravans, full details of the new footpath through the site, and its connection to existing public rights of way shall be submitted and approved. These details shall include, at minimum, the exact alignment, ground surface treatment and connections with existing routes. The footpath shall then be completed and made available for public use prior to occupation of 75 Caravans. Thereafter the footpath shall be publicly accessible and retained in the approved form.

Reason: To ensure the appropriate specification and timely delivery of the footpath through the site.

16. No development shall take place on a phase, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority for that phase. The Statement shall provide for:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- delivery and construction working hours.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interest of protection of the local environment during construction.

17. Prior to occupation of any Caravans, full details of the construction, surfacing, layout and long-term management of the new Church Car Park shall be submitted to and approved by the LPA. Prior to occupation of 75 Caravans on site, the Church Car Park shall be completed and made available for the approved purpose. The Car Park shall thereafter be retained for the approved purpose.

Reason: to ensure an appropriate design and specification for the Church Car Park, and that it is delivered at the appropriate stage of the development.

Note: *The meeting was adjourned from 3.47pm to 3.57pm for a short comfort break.*

Note: *Councillors Brooks and Rivett made Declarations of Interest during discussion on this item.*

The Committee considered report ES/0985 seeking planning permission for the conversion of the existing Mission Hall in Lowestoft into a single dwelling and the construction of a two-storey dwelling to the southwest with parking spaces in between for both properties.

Members received a presentation showing the site location plan, aerial view, photographs of the hall, its land, the street scene in all directions, existing and proposed block plans, and proposed street scene, wall details and floor plans.

The Planner advised that the parking in the centre of the site complied with the Suffolk County guidelines. Whilst the Mission Hall was listed as an Asset of Community Value (ACV), the process of marketing had not resulted in any proposals for the building to be brought back into community use and the application now under consideration would preserve the building. The proposal would not affect the amenity of neighbours and there was no adverse impact on loss of light to neighbours. There were no issues with highway safety and parking was being provided on the site.

The Planner explained that a RAMS contribution had been made and whilst the scheme involved a minor technical departure from the wording on policy WLP8.22 relating to assets of community value, approval was being recommended subject to conditions.

Members sought clarification that electric charging points were to be provided.

The Chairman invited the applicant's agent to address the Committee under public speaking.

Mr K Garrett was pleased that the Planners report was positive and supported the scheme. He confirmed that the applicant had followed the rules relating to ACVs and no buyer had come forward. The proposal sought to retain the Mission Hall and turn it into a family home and the new dwelling would also provide accommodation and good amenity space. It was unfortunate that the building could not be retained for the community but the property would be preserved if approval was granted. Whilst electric charging points were not shown on the drawing, Mr Garrett confirmed that they could be included.

Members supported the application which would retain the historic building and subject to the addition of the electric car charging points, it was

RESOLVED

That planning permission be granted, subject to the following conditions:

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

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

2. The development hereby permitted shall be completed in all respects strictly in accordance with:

- Site Location, Block Plan and Existing Plans, 2671.20.2A, received 24/09/2021
- Proposed Plans, 2671.20.3F, received 22/11/2021

for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

3. The materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed in writing with the local planning authority.

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

4. No development (including any construction, demolition, site clearance or removal of underground tanks and relic structures) approved by this planning permission, shall take place until a report of an intrusive site investigation (in accordance with 11.11 of the submitted AFHA Phase 1 report (CJW/20.184/Phase1) has been submitted to, and approved in writing by, the local planning authority. The report must contain:

- the locations and nature of sampling points (including logs with descriptions of the materials encountered) and justification for the sampling strategy;
- explanation and justification for the analytical strategy;
- a revised conceptual site model; and
- a revised assessment of the risks posed from contamination at the site to relevant receptors, including: human health, ground waters, surface waters, ecological systems and property (both existing and proposed).

All site investigations must be undertaken by a competent person and conform to current guidance and best practice, including BS8485:2015+A1:2019, BS10175:2011+A2:2017 and CLR11.

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.

5. If a remediation method statement (RMS) is required following the site investigation, no development (including any construction, demolition, site clearance or removal of underground tanks and relic structures) approved by this planning permission, shall take place until a detailed remediation method statement (RMS) has been submitted to, and approved in writing by, the LPA. The RMS must include, but is not limited to:

- details of all works to be undertaken including proposed methodologies, drawings and plans, materials, specifications and site management procedures;
- an explanation, including justification, for the selection of the proposed remediation methodology(ies);
- proposed remediation objectives and remediation criteria; and
- proposals for validating the remediation and, where appropriate, for future

maintenance and monitoring.

The RMS must be prepared by a competent person and conform to current guidance and best practice, including BS8485:2015+A1:2019 and CLR11.

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.

6. Prior to any occupation or use of the approved development the RMS approved under condition 6 must be completed in its entirety. The LPA must be given two weeks written notification prior to the commencement of the remedial works.

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

7. A validation report must be submitted to and approved in writing by the LPA prior to any occupation or use of the approved development. The validation report must include, but is

not limited to:

- results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met;
- evidence that the RMS approved under condition 6 has been carried out competently, effectively and in its entirety; and
- evidence that remediation has been effective and that, as a minimum, the site will not qualify as contaminated land as defined by Part 2A of the Environmental Protection Act 1990.

The validation report must be prepared by a competent person and conform to current guidance and best practice, including BS8485:2015+A1:2019, CIRIA C735 and CLR11.

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.

8. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. Unless agreed in writing by the LPA no further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety.

An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS8485:2015+A1:2019, BS 10175:2011+A2:2017 and CLR11) and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Where remediation is necessary a detailed remediation method statement (RMS) must

be prepared, and is subject to the approval in writing of the Local Planning Authority. The RMS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The approved RMS must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works.

Following

completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the LPA.

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

9. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no hedge, fence wall or other means of frontage enclosure shall exceed 0.6 metres in height above the level of the carriageway of the adjacent highway in the frontage area of the site.

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

10. The use shall not commence until the area(s) within the site shown on drawing no. 2671.20.3D for the purposes of loading, unloading, manoeuvring and parking of vehicles and secure cycle storage have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

Reason: To ensure that sufficient areas for vehicles to be parked are provided in accordance with Suffolk Guidance for Parking 2019 where on-street parking and or loading, unloading and manoeuvring would be detrimental to the safe use of the highway.

11. The first floor hall and bathroom windows on the proposed side elevations shall be glazed with opaque glass and shall be retained in that condition, unless otherwise approved in writing by the Local Planning Authority.

Reason: To preserve the amenity of adjacent property.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order), the existing windows, doors and stone plaques on the front and side elevations of the building shall be retained.

Reason: To protect the special historical interest of the building.

10 DC/21/4253/FUL - 87 High Street, Lowestoft

The Committee considered report ES/0986 seeking planning permission for the restoration of the existing shop frontage, demolition of the existing rear single storey extension and the

addition of a new two storey extension to provide an additional unit of residential accommodation whilst still retaining the retail premises at 87 High Street, Lowestoft. The property was currently in a dilapidated condition, in a prominent location in the town centre and Lowestoft Conservation Area, and the proposed works would represent a considerable enhancement to the area. A residential unit would also be provided in a sustainable location with pedestrian access only and enable the building to be brought back into a viable use.

The application was before Committee as the Council was both the applicant and landowner.

Members received a presentation showing the site location, aerial view and block plan, photographs of the street scene, rear of the application site and the building from Malsters Score, existing and proposed elevations and floor plans showing the layout of the residential accommodation and shop front.

The Senior Planner advised Members of the benefits of the proposal to the building and Conservation Area and confirmed that Historic England was fully supportive. The building was in a sustainable location and there was no impact on neighbour amenity. No parking would be available but that was the existing situation with the premises. A bin store was to be provided at the rear which would require the occupiers to move bins to the road which would involve negotiating a few small steps up from the Score. However, that would be no different to the current situation. The intensification of the use was considered to be very minimal and the proposals would be an enhancement to the area. Accordingly, approval was being recommended.

In response to a question from Councillor Brooks, the Democratic Services Officer advised that as Cabinet Member his interest was similar to that of a Ward Member and it would not be necessary for him to leave the meeting.

The Chairman invited the applicant to speak.

Mr R Taylor advised that the application was giving an opportunity not only to create a good impact on the frontage and an energy efficient property, but it would also bring the building back into use. The existing street scene would be retained and they had used housing needs information to decide on layout and size of the residential accommodation being provided. It was considered to be a good quality design making best use of an under-utilised building, with the two flats being added to the Council's housing assets.

In response to a Member's question regarding housing stock, Mr Taylor confirmed that the premises would not be sold off but retained as part of the HRA stock. With regard to the rear extension, he confirmed that the ground floor had windows whilst the lower ground floor had access via doors.

The Committee supported the proposal which would result in a great improvement to the building and area and bring the property back into use with retail space and much needed accommodation. It was unanimously

RESOLVED

That permission be granted, subject to the following conditions:

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

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

2. The development hereby permitted shall be completed in all respects strictly in accordance with drawing nos. PL-100 Rev B and PL-200 Rev C received 04 November 2021 and PL-001 Rev B received 09 September 2021 for which permission is hereby granted, or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

3. The materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed in writing with the local planning authority.

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

4. Details in respect of the following shall be submitted to and approved in writing by the Council as Local Planning Authority before the work is begun. The work shall be carried out in accordance with such approved details:

- Joinery details for the shopfront further to the reuse of existing materials where possible.
- Sectional drawings (vertical and horizontal) of the first-floor window
- Full details of all external facing and roofing materials

Reason: In order to safeguard the special architectural or historic interest of the building.

5. The areas to be provided for storage of refuse/recycling bins as shown on drawing number PL-001 Rev B 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 adequate facilities for storage are provided in the interest of highway safety.

6. Details of the areas to be provided for secure, covered and lit cycle storage including electric assisted cycles 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 promote sustainable travel by ensuring the provision at an appropriate time and long-term maintenance of adequate on-site areas and infrastructure for the storage of cycles and charging of electrically assisted cycles in accordance with Suffolk Guidance for Parking 2019.

7. No removal of hedgerows, trees, shrubs, brambles, ivy and other climbing plants, or works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: To ensure that nesting birds are protected.

8. Full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include hard surfaced areas, new boundary treatments such as gates fences and walls. Soft landscape works shall include planting plans; written specifications, schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation programme. Any planting shall be completed in the autumn (October - December) planting season following completion of the development, 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.

9. No development (including any construction, demolition, site clearance or removal of underground tanks and relic structures) approved by this planning permission, shall take place until a site investigation consisting of the following components has been submitted to, and approved in writing by, the local planning authority:

a) A desk study and site reconnaissance, including:

- a detailed appraisal of the history of the site;
- an inspection and assessment of current site conditions;
- an assessment of the potential types, quantities and locations of hazardous materials and contaminants considered to potentially exist on site;
- a conceptual site model indicating sources, pathways and receptors; and
- a preliminary assessment of the risks posed from contamination at the site to relevant receptors, including: human health, ground waters, surface waters, ecological systems and property (both existing and proposed).

b) Where deemed necessary following the desk study and site reconnaissance an intrusive investigation(s), including:

- the locations and nature of sampling points (including logs with descriptions of the materials encountered) and justification for the sampling strategy;
- an explanation and justification for the analytical strategy;
- a revised conceptual site model; and
- a revised assessment of the risks posed from contamination at the site to relevant receptors, including: human health, ground waters, surface waters, ecological systems and property (both existing and proposed).

All site investigations must be undertaken by a competent person and conform with current

guidance and best practice, including: BS10175:2011+A2:2017 and the Land Contamination Risk Management (LCRM).

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

10. No development (including any construction, demolition, site clearance or removal of underground tanks and relic structures) approved by this planning permission, shall take place until a detailed remediation method statement (RMS) has been submitted to, and approved in writing by, the LPA.

The RMS must include, but is not limited to:

- details of all works to be undertaken including proposed methodologies, drawings and plans, materials, specifications and site management procedures;
- an explanation, including justification, for the selection of the proposed remediation methodology(ies);
- proposed remediation objectives and remediation criteria; and
- proposals for validating the remediation and, where appropriate, for future maintenance and monitoring.

The RMS must be prepared by a competent person and conform to current guidance and best practice, including the Land Contamination Risk Management (LCRM).

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.

11. Prior to any occupation or use of the approved development the RMS approved under condition 10 must be completed in its entirety. The LPA must be given two weeks written notification prior to the commencement of the remedial works.

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

12. A validation report must be submitted to and approved in writing by the LPA prior to any occupation or use of the approved development.

The validation report must include, but is not limited to:

- results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met;
- evidence that any RMS approved in pursuance of conditions appended to this consent has been carried out competently, effectively and in its entirety; and
- evidence that remediation has been effective and that, as a minimum, the site will not qualify as contaminated land as defined by Part 2A of the Environmental Protection Act 1990.

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

13. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority.

No further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety. An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority.

The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS10175:2011+A2:2017 and the Land Contamination Risk Management (LCRM)) and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Where remediation is necessary a detailed remediation method statement (RMS) must be prepared, and is subject to the approval in writing of the Local Planning Authority. The RMS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The approved RMS must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works.

Following completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the LPA.

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

Informatives:

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.

11 DC/21/2592/FUL - Plot, Hall Lane, Blundeston, Lowestoft

The Committee considered report ES/0987 relating to an application seeking planning permission for the construction of a dwelling, garage, drive access, materials and fencing on a plot at Hall Lane, Blundeston. The site was situated in the countryside for planning

purposes albeit adjacent to the Local Plan defined settlement boundary for Blundeston.

Members received a presentation showing the site location and aerial view, photographs of the street scene, application site from various directions, block plan and proposed elevations and floor plan as submitted and as amended.

The Planner advised that the amended proposal fitted well in context particularly with the planting proposed. Whilst the development was outside the settlement boundary and therefore a departure from policy WLP8.7 in the Local Plan, the site was walking distance to the village and formed a gap between existing development without extending into the countryside. The principal of the development was considered acceptable and the design in keeping with the street scene. There would be no adverse amenity impacts with adequate separation distance, on-site parking was being provided and a RAMS contribution would be made. Approval was therefore being recommended.

Members questioned:

- Planting and vehicles projecting onto the footpath when leaving the proposed dwelling.
- Vehicles exiting on a bend.
- Height of apex to garage.
- Content of the Neighbourhood Plan.

The Planner advised that Highways had no objection to the proposal and the garage height to apex was 4.2m. The Planning Development Manager advised that the settlement boundaries were quite tight but the proposal fitted in well without setting a precedent. It was confirmed that Blundeston did not have a Neighbourhood Plan in place.

The Chairman invited the applicant's agent to address the Committee in according with public speaking rules.

Mr K Garrett advised that all points had been covered by the officer's report and presentation. Whilst the site was outside the settlement boundary, the proposed dwelling of 1 ½ floors with staggered frontage would complete the street scene. The applicant was already a resident in the village and wished to build his own property so as to stay in the village. Mr Garrett hoped Members would support the application.

Members asked questions relating to:

- Any possible modifications to improve visibility when existing from the driveway.
- The dwelling being in front of the general building line.

Mr Garrett advised that a car leaving the site had good visibility, better perhaps than pedestrians, and it might be possible to remove some hedging from the left hand side when facing the plot. The Planning Development Manger advised that Highways' standards were measured from the edge of the highway not the pavement; however, they would explore opportunities with the applicant on that aspect. The Chairman advised that there were no issues with the building line due to the curvature of the road.

Members supported the proposal for the dwelling and subject to negotiations on the hedge being satisfactorily undertaken, it was

RESOLVED

That planning permission be granted, subject to the following 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 2560.19.3H, and 2560.19.4A received 22/10/2021, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

3. The materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed in writing with the local planning authority.

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

4. No other part of the development shall be commenced until the new vehicular access has been laid out and completed in all respects in accordance with Drawing No. DM03; and with an entrance width of 3m and been made available for use. Thereafter the access shall be retained in the specified form.

5. The gradient of the vehicular access shall not be steeper than 1 in 20 for the first five metres measured from the nearside edge of the adjacent metalled carriageway.

Reason: To ensure that vehicles can enter and leave the public highway in a safe manner.

6. The access driveway shall be constructed at a gradient not steeper than 1 in 8.

Reason: To ensure that vehicles can enter and leave the public highway in a safe manner.

7. Prior to the dwelling hereby permitted being first occupied, the vehicular access onto the highway shall be properly surfaced with a bound material for a minimum distance of 5 metres from the edge of the metalled carriageway, in accordance with details previously submitted to and approved in writing by the local planning authority.

Reason: To secure appropriate improvements to the vehicular access in the interests of highway safety.

8. Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

9. Before the access is first used visibility splays shall be provided as shown on Drawing No. 2560.19.5 and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) 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 in order to take avoiding action.

10. The use shall not commence until the area(s) within the site on dwg. no. 2560.19.3H 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 enable vehicles to enter and exit the public highway in forward gear in the interests of highway safety.

11. Before the development is commenced details of the areas to be provided for secure cycle storage and electric vehicle infrastructure 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 the provision and long term maintenance of adequate on-site space for the secure storage of cycles and charging of electric vehicles in accordance with Suffolk Guidance for Parking (2019) and to promote sustainable transport methods.

12. The areas to be provided for storage of Refuse/Recycling bins as shown on drawing number 2560.19.3H 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.

13. The hedge along the front boundary of the site shall be retained as shown on drawings 2560.19.3H, and the proposed hedging shall be planted within first planting season following occupation of the dwelling, hereby permitted. Within the first 5 years, any dead or dying plant shall be replaced within the first planting season thereafter.

Reason: To protect the character and appearance of the area, and protect biodiversity.

14. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. No further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety.

An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS10175:2011+A2:2017 and the Land Contamination Risk Management (LCRM)) and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Where remediation is necessary a detailed remediation method statement (RMS) must be prepared, and is subject to the approval in writing of the Local Planning Authority. The RMS

must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The approved RMS must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works. Following completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the LPA.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised.

Informatives:

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.

2. 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@eastsoffolk.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

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

3. The applicant is advised that the proposed development may require the naming of

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

4. 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.

Further information can be found at: <https://www.suffolk.gov.uk/roads-andtransport/parking/apply-for-a-dropped-kerb/>

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.

Public Utility apparatus may be affected by this proposal. The appropriate utility service should be contacted to reach agreement on any necessary alterations which have to be carried out at the expense of the developer.

The meeting concluded at 4.54pm.

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Chairman