



## Committee Report

**Planning Committee South – 27 October 2020**

**Application no DC/19/2513/FUL**

**Location**

Land North Of Mill Close  
Orford  
Woodbridge  
IP12 2FE

**Expiry date** 15 October 2019

**Application type** Full Application

**Applicant** Hartog Hutton Ltd

**Parish** Orford

**Proposal** Construction of 11 dwellings (resubmission following withdrawal of application DC/19/1280/FUL)

**Case Officer** Rachel Smith  
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### 1. Summary

- 1.1. The application site is located on the western side of Ipswich Road on the edge of Orford. The site is allocated for a residential development of approximately 10 dwellings in Policy SCLP12.57. The application proposes the construction of 11 dwellings served off two accesses.
- 1.2. The application was previously presented to the Referral Panel on Tuesday 26th May 2020 as, whilst the application accorded with the adopted Local Plan at the time of consideration, the Parish Council objects to the proposal.
- 1.3. Although the concerns of the Parish Council were understood, the principle of the development is established in the allocation of the site for residential development. It was considered that the proposed design and layout of the scheme was acceptable and there were no other technical reasons why the application should be refused. The Referral Panel considered that there were no significant issues to discuss that warranted debate by

Planning Committee and therefore delegated determination to the Head of Planning and Coastal Management.

- 1.4. A decision on the application has not yet been issued as works have been progressing on a S106 Agreement in relation to the proposal. Since this application was considered by the Referral Panel, the new Local Plan has been adopted and whilst the site remains allocated, the Local Plan has further requirements in some respects that were not required by the previous plan.
- 1.5. As the principle of development of the site remains in accordance with the plan and because the application was acceptable some months ago and has just been waiting on the completion of a S106 Agreement, it is considered that the application can still be recommended for approval but without full compliance with some of the details now required by the new Local Plan. The application is therefore recommended for approval.

## **2. Site description**

- 2.1. The application site is located on the western side of Ipswich Road on the northern edge of the village of Orford. The application site currently forms part of a larger agricultural field. A public right of way runs along the southern boundary of the site, beyond which is a residential development owned by Flagship. A further public right of way forms the western site boundary beyond which is agricultural land. The northern site boundary lies adjacent to the remainder of the existing agricultural field and to the east of the application site, on the opposite side of Ipswich Road are further residential dwellings.
- 2.2. The site lies wholly within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and is in a prominent location on the B1084, the main road in and out of Orford. Although the site is outside of the Conservation Area and there are no heritage assets in the immediate vicinity, there are views across the application site towards Orford Castle, a Grade I Listed Building and Scheduled Monument.

## **3. Proposal**

- 3.1. The application proposes the erection of 11 dwellings on the site. These would be served by two accesses off Ipswich Road with six dwellings being accessed off the northern access and five off the southern. The internal access roads would be designed as informal, private access drives.
- 3.2. A pedestrian footpath would be provided along the Ipswich Road frontage which would link up to the existing footway to the south of the site. There would also be a new footpath link running the full length of the northern boundary linking Ipswich Road to the existing right of way to the west with a further pedestrian link to the existing right of way from within the site.
- 3.3. The proposal includes the erection of eleven detached dwellings comprising a mix of two-storey and single-storey dwellings. There would be 2 x two bedroom dwellings, 3 x two bedroom dwellings with study, 3 x three bedroom dwellings and 3 x four bedroom dwellings. Most of the properties would have garages as well as open parking and a further three visitor parking spaces would be provided on site.

#### 4. Consultations/comments

- 4.1. 31 letters have been received from third parties in relation to this application. 5 of these raise comments with the other 26 objecting. There have been no letters of support. The objections and comments raised in the letters can be summarised as follows:
- no need for this type and size of homes
  - demand is for houses for locals to help support shops and services e.g. the school
  - they will become second homes or holiday lets
  - there is inadequate public transport therefore more cars and more parking problems
  - it would compromise the view of the castle on the way in to Orford
  - it would result in the extension of an urban, ribbon development in the AONB landscape
  - there would be no views through the site from Ipswich Road
  - density is inappropriate
  - design quality does not match the quality of the landscape and historic setting
  - access for large vehicles has not been considered
  - capacity concerns in relation to water supply and sewage
  - loss of natural environment, wildlife and habitats
  - adversely affecting the setting of Orford
  - no social benefit
  - increase risk to traffic safety during construction and with more dwellings using local roads

#### 5. Consultees

##### Parish/Town Council

Consultee	Date consulted	Date reply received
Parish Council	17 July 2019	13 August 2019
<p>“Orford and Gedgrave Parish Council OBJECTS to this application, for the reasons set out below. The Parish Council has decided, in the light of discussion at an Extraordinary Meeting, to object to this proposal.</p> <p>1 National Planning Policy Framework/Local Planning Policy</p> <p>o The National Planning Policy Framework para 78 states that new housing in rural areas should be located where it will enhance or 'maintain the vitality of the rural community'. Recent history of occupancy and development in Orford here clearly shows that properties of this type and range will either be second homes or perhaps for retirees, who will travel elsewhere by car for the majority of their shopping and leisure/entertainment. They will provide only marginal benefit against the harm caused by the loss of open space and other amenities, views of the castle, bio-diversity etc.</p> <p>o The applicant admits that the 'Local Plan Final Draft is 'an emerging document'. It is relevant to note that over the period during which the Local Plan has been under discussion and consultation the threat to the sustainability and vitality of the Orford community has increased greatly; rise in proportion of unoccupied properties, the loss of garage and a decline in local school pupil numbers. This development would accelerate rather than correct these trends.</p> <p>o Planning Policy SCLP 12.58 calls for a 'mix of housing that reflects local needs' which this</p>		

development clearly fails to provide. The Parish Council has consistently argued for some years that Orford does not need any increase in mid to higher range properties which will only add to the imbalance and unsustainability of the village community.

o There are frequent references in the Local Plan regarding the importance of new build complementing and responding to the needs of the local population and the right housing (SCLP 5 Paras 5.2.5.10&5.11).

o The Applicant's Design and Access Statement, Item 35 states:-

*'Strategic Policy SP3 of the SCDLP states that the Council's strategy will be to increase the stock of housing to provide the full range of size, type and tenure of accommodation to meet the needs of the existing and future population. This proposal will help to achieve that objective by providing a range of family homes'.*

The Parish Council would strongly dispute the assertion that the proposed new properties would in any way meet the needs of the existing and future population. As previously stated it is the opinion of Parish Council that smaller, affordable properties are required in the village.

## **2 Previous similar decisions**

- A previous planning application DC/19/1280/FUL was withdrawn. There have been no others.

## **3 Layout, density, design/appearance, and character**

- The site is overdeveloped, with poor design and a cramped layout. Many residents have expressed concerns that the design of the houses and density are all inimical to the character of the village, Destruction of the hedges along the Ipswich Road to allow 2 new accesses to the houses would radically change the approach into Orford.
- With regard to layout: Plot 2 is an island surrounded by access roads or the main road into Orford. Plots 1 and 3 have the main road at the front and access roads at the side. The 4 bedroom 2 storey properties will presumably be expected to attract the most affluent purchasers whilst the reduction on height of Plots 5,6,9,11 to single storey bungalows to 'preserve' the visibility of Orford Castle will be a token gesture giving the development a suburban feel. This should not be encouraged and needs to be resisted.
- The layout with footpaths to front doors at one side of each house and car parking at rear does not work. Radburn planning has been tried and it failed as people then use garden entrances.
- The applicant has stated that the houses are designed to sell at prices over between 275k-750k, the view of the Public Forum and the Parish Council is that there is ample local evidence that houses at this price will not attract families, and certainly not young families, to the village – and indeed there are already developments nearby with similarly priced and unsold houses. These are the wrong houses for the needs of the village, and the wrong houses for this site.

## **4 Access/traffic (parking and road safety issues)**

- The application proposes two new access points onto the Ipswich Road. Many residents, with the Parish Council's support, find this unnecessary, unacceptable and a traffic hazard too close to the school.
- The supporting statement contains a number of very misleading or questionable assertions, e.g. that car use will be reduced by the bookable bus service and the 71 bus. The former advises booking two weeks ahead, its hours of service are restricted and is not of any use to commuters or schoolchildren, does not guarantee direct journeys and is unlikely to appeal to owners of properties in this bracket. The 71 service leaves at 0705 and returns at 1830, it is little used and is now under threat of closure
- The number of vehicle spaces suggest considerable congestion and would probably impact on parking problems elsewhere in the village. It is pure conjecture to suggest that residents will prefer to walk or cycle for shorter errands.

## **5 Affordable Housing**

- The New Orford Town Trust (of which the Parish Council is the Trustee) recently sought to ascertain demand in Orford for affordable housing for local people. Those who contacted NOTT confirmed that there is a need for 1-, 2- and 3-bedroom properties for single people, young couples and families who have a long-standing connection with the village. At the public forum of a recent Parish Council meeting, parishioners made clear that they objected to the proposed development on the grounds that no affordable housing will be provided, as they are acutely aware that the need for this is real and urgent. Development of the site in the manner proposed would deny the village the opportunity to build more imaginative (self build for example) and affordable homes.

## **6 Outlook/Amenity**

- The rural farmland landscape setting of Orford and its Castle in the AONB will be seriously harmed and the stated AONB goal to 'meet the need for quiet enjoyment of the countryside while having regard for the interests of those who live and work there' will be compromised.
- The Local Plan Policy SCLP 12.58 calls for a 'high quality design which reflects the importance of this gateway site into the village and its setting within the AONB'. This application totally ignores this requirement and will destroy the approach to historic Orford.
- A group of houses addressing a green or wide street space for access, parking and green area would give a social and architectural focus to the scheme which is totally absent at present.

## **7 Site History/Cumulative impact**

- We do not agree with the Heritage Assessment that the site is not within the setting of Orford Castle a Scheduled Monument. It is, and the proposed development will affect it by adding a further layer of modern development between it and the open countryside. Harm will be caused, even if the castle is still visible over the bungalows.

## **8 Sewage/Drainage**

- It appears that foul water from the development is to be disposed of through the main sewer and Anglian Water raises no objection to this. The drainage pipes seem adequate to accommodate foul water but not surface water.
- It is understood that the sewage plant on the Gedgrave Road which services the village is nearing or has reached full capacity. This must be clarified as soon as possible and before any work on any development is done. What guarantee will the developer give in view of the extra pressure from 11 new houses (in the event of Planning being approved), which would create extra pressure and could impede any affordable housing that could be built in the future.

## **Summary and final remarks**

The Parish Council feels it has a good grasp of local feeling on the general question of housing development in Orford. Residents are not against development; they welcome new residents who will become members of the village community; they understand that there have to be new houses to meet targets for East Suffolk however they are only too aware of the local need for housing which must be addressed first.

The Residents and the Parish Council also recognise that we are a key village at a crisis point in terms of age distribution, working population, school numbers and its future viability as a living community, this site represents one of the last opportunities for a development that with careful planning in conjunction with the village could provide or support long term solutions to the issues raised above and we therefore **object** to this inappropriate application on the grounds given above."

## Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council Section 106 Officer	22 July 2019	24 July 2019
Summary of comments: Comments regarding infrastructure requirements.		

Consultee	Date consulted	Date reply received
Historic England	17 July 2019	23 July 2019
Summary of comments: Do not wish to offer any comments.		

Consultee	Date consulted	Date reply received
Anglian Water	17 July 2019	No response
Summary of comments: No comments received		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	17 July 2019	7 August 2019
Summary of comments: SCC as LHA is recommending refusal as it has not been demonstrated that safe and suitable access to the proposed development can be achieved.		

Consultee	Date consulted	Date reply received
Suffolk County Archaeological Unit	17 July 2019	7 August 2019
Summary of comments: Requires standard conditions regarding a Written Scheme of Investigation.		

Consultee	Date consulted	Date reply received
SCDC Environmental Protection	17 July 2019	31 July 2019
Summary of comments: Standard condition regarding land contamination.		

Consultee	Date consulted	Date reply received
Suffolk County - Rights Of Way	17 July 2019	No response
Summary of comments: None received		

Consultee	Date consulted	Date reply received
SCC Flooding Authority	17 July 2019	30 July 2019
Summary of comments: Holding objection as no details have been provided in regards to surface water drainage.		

Consultee	Date consulted	Date reply received
Network Rail	17 July 2019	2 August 2019
Summary of comments: No comments to make.		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	24 February 2020	24 February 2020
Summary of comments: The conclusion is that more information is still required before the LHA's holding objection can be lifted.		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	16 March 2020	16 March 2020
Summary of comments: The visibility splay calculations have now been checked and Suffolk County Council as Local Highway Authority can confirm that the proposed visibility splays of X=2.4m and Y=100m southbound, and Y=2.4m and Y=52m northbound, would be acceptable if achievable. There remain outstanding issues, as outlined in the 21st February 2020 Highways Response, that are yet to be successfully resolved.		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	16 October 2019	7 November 2019
Summary of comments:		

As there are no new highways related proposals, and no new highways related information addressing the issues identified in the previous highways consultation responses, the position of SCC as LHA remains as previously outlined in the DC/19/2513/FUL response of 7th August 2019. In summary, SCC as LHA is recommending refusal as it has not been demonstrated that safe and suitable access to the proposed development can be achieved.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	16 October 2019	23 October 2019
<p>Summary of comments:            Recommend a holding objection at this time because it would appear there was an error in uploading the amended FRA &amp; Drainage Strategy. The drainage strategy plan and calculations have not all uploaded correctly and therefore cannot be reviewed and commented on in full.</p>		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	9 December 2019	3 January 2020
<p>Summary of comments:            It is still the Highway Authority position that a speed survey should be undertaken to determine the appropriate Stopping Site Distances (SSDs) to be used for the Y dimensions of the visibility splays.</p> <p>In summary, SCC as LHA recommends a holding refusal until visibility splays based on observed 85%ile wet-weather speed are shown to be achievable and the pedestrian access link issue is successfully resolved.</p>		

Consultee	Date consulted	Date reply received
SCC Flooding Authority	9 December 2019	23 December 2019
<p>Summary of comments:            No objections. Suggests conditions regarding surface water drainage.</p>		

### Non statutory consultees

Consultee	Date consulted	Date reply received
Suffolk Coasts And Heaths Project	17 July 2019	6 August 2019
<p>Summary of comments:            No comments to make regards the delivery of housing.            Design - will not sit sympathetically within the landscape/AONB. The scheme is too urban in character and does not seem appropriate at this northern gateway to Orford Village or within the AONB.</p>		



The architectural design of the dwellings is very plain. We do not consider that it provides a good design or layout for the site to the north. The proposed development should offer something different in design terms. Public open space should be located centrally.

The site is particularly visible from the PROW running south west from the Ipswich/ Sudbourne Road/ Mill Broadway Interchange to the north. The site is also clearly visible from the viewing platform of Orford Castle.

The LVIA concluded no adverse impacts to the physical landscape, landscape character or tranquillity. The proposal will permanently alter land use from agricultural to residential and extend the northern built edge of Orford into the countryside and AONB.

How this site is landscaped will be important in helping to help reduce and minimise the impacts particularly the visual impacts of this scheme.

No detailed landscaping strategy or information on lighting has been submitted with the proposal. Information should be sought for both.

Consultee	Date consulted	Date reply received
East Suffolk Ecology (Internal)	17 July 2019	2 August 2019
Summary of comments: Comments included in report.		

Consultee	Date consulted	Date reply received
Development & Policy (SCDC)	17 July 2019	No response
Summary of comments: No comments received		

Consultee	Date consulted	Date reply received
Suffolk Fire And Rescue Service	17 July 2019	19 July 2019
Summary of comments: Comments regarding Building Regulations, fire hydrants and automatic sprinklers.		

Consultee	Date consulted	Date reply received
CIL Team	17 July 2019	No response
Summary of comments: None received		

Consultee	Date consulted	Date reply received
Design And Conservation (Internal)	17 July 2019	No response
Summary of comments: Comments included in report		

Consultee	Date consulted	Date reply received
Economic Services (SCDC)	17 July 2019	8 August 2019
Summary of comments: No comments		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	17 July 2019	No response
Summary of comments: None received		

### Reconsultation consultees

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	7 February 2020	22 June 2020
Summary of comments: No objections – suggest standard conditions		

### Publicity

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

Category	Published	Expiry	Publication
Archaeological Site	25 July 2019	15 August 2019	East Anglian Daily Times

### Site notices

General Site Notice

Reason for site notice: May Affect Archaeological Site  
In the Vicinity of Public Right of Way  
Major Application  
Date posted: 25 July 2019

## **6. Planning policy**

6.1. In addition to considering applications in accordance with the National Planning Policy Framework (NPPF 2019) and the National Planning Policy Guidance (NPPG), Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Local Planning Authority's 'Development Plan', unless material considerations indicate otherwise.

6.2. East Suffolk Council's Development Plan, as relevant to this proposal, consists of Suffolk Coastal Local Plan, Adopted September 2020. There is no Neighbourhood Plan relating to this area of the district.

6.3. The relevant policies of the Suffolk Coastal Local Plan, Adopted September 2020 are:

Policy SCLP3.2 - Settlement Hierarchy (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP3.3 - Settlement Boundaries (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP3.5 - Infrastructure Provision (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP5.1 - Housing Development in Large Villages (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP5.8 - Housing Mix (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP5.10 - Affordable Housing on Residential Developments (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP7.1 - Sustainable Transport (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP7.2 - Parking Proposals and Standards (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP8.2 - Open Space (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP9.2 - Sustainable Construction (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP9.5 - Flood Risk (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP9.6 - Sustainable Drainage Systems (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP10.1 - Biodiversity and Geodiversity (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP10.4 - Landscape Character (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP11.1 - Design Quality (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP11.2 - Residential Amenity (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP11.3 - Historic Environment (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP11.4 - Listed Buildings (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP11.7 - Archaeology (Suffolk Coastal Local Plan, Adopted September 2020)

Policy SCLP12.57 - Land North of Mill Close, Orford (Suffolk Coastal Local Plan, Adopted September 2020)

## **7. Planning considerations**

### Principle of Development

- 7.1. The site was allocated in the Site Allocations and Area Specific Policies Development Plan Document (January 2017). Policy SSP11 of this document set out that the site, comprising 0.86ha of land north of Mill Close, Orford, is identified for residential use for approximately 10 units. A number of criteria are set out that must be met to comply with the policy and these satisfying the following criteria:
- A high quality scheme which reflects the importance of this gateway site into the village and its setting within the AONB
  - A Landscape Visual Impact Appraisal is required and if necessary, appropriate mitigation should be provided;
  - Ensure that views through to the castle are retained for anyone entering Orford via Sudbourne Road;
  - A financial contribution will be sought towards affordable housing provision;
  - Provision of direct access to the public footpath which forms the western boundary to the site;
  - An archaeological investigation will be required;
  - Demonstrate there is adequate capacity in the foul sewerage network and WRC (Gedgrave) or that capacity can be made available; and
  - Surface water disposal must be in accordance with the water management hierarchy.
- 7.2. Policy SCLP12.57 of this document carries the allocation forward, again identifying the site for the development of approximately 10 units. In addition to the criteria required by Policy SSP11, the proposed policy also requires:
- A mix of housing that reflects local housing needs and a predominance of smaller homes and bungalows;
  - A site-specific Flood Risk Assessment.

- 7.3. The requirement to demonstrate there is adequate capacity in the foul sewerage network and WRC (Gedgrave) or that capacity can be made available is removed from the new policy.
- 7.4. As the site is allocated for approximately 10 dwellings, it is considered that the principle of 11 dwellings on the site is acceptable. An earlier application (DC/19/1280/FUL) was submitted and later withdrawn. This application proposed the erection of 10 dwellings however the applicant was advised to carry out further work in relation to the technical objections to that application, address some of the concerns raised and that increasing the number of dwellings on the site to 11 would be in compliance with the policy requirement of 'approximately' 10 and also provide for a slightly higher density and therefore some smaller dwellings.

#### Design and Layout

- 7.5. A number of meetings were held with the Agent and Architect in which the design and layout were discussed and amendments were made to address the concerns raised. One of the issues was the proposed two accesses and the implications that this had on the layout however it was explained that the scheme was designed to provide accesses that complied to the requirements for a shared drive and not for a major development (of 10 or more dwellings) which requires a much larger and more engineered access layout. It was considered that this approach was therefore acceptable on this edge of settlement location as it would be less visually dominant and have a softer appearance more in keeping with its rural character.
- 7.6. The proposed layout includes three detached dwellings fronting Ipswich Road. These three dwellings would be the three, four-bedroom properties and would be one and a half storey in scale with dormer windows in the roof and have a maximum ridge height of 7.7 metres. They would be of a traditional design constructed in red stock brick under a clay pantile roof. They would each have an L-shaped plan form with a rear 'wing' extending into their gardens.
- 7.7. Moving into the site from each entrance, to the rear of Plots 1-3, the site opens up and provides a parking and turning area with open green space provided centrally at the front of Plots 7 and 8. Plots 4 and 10 are the next properties in the site on the southern and northern boundaries respectively. These properties are partly two-storey in scale and partly single storey. The design concept for these is drawn from The Quay in Orford and the style of buildings there including a square shaped 'tower' including vertical boarding under a pyramidal roof. These properties face into the site with Plot 10 also responding to the public footpath to the north. The single-storey element of these dwellings is located to the eastern side of the site with the western part being single-storey. The change in scale of the dwellings towards the centre and rear of the site is to acknowledge the views of the castle possible across the field to the north when approaching the village. Retaining single-storey dwellings to the centre and rear of the site will reduce any impact on these views.
- 7.8. In the centre of the site, plots 7 and 8 are detached bungalows. The shared drives through the site are designed to have a similar character and appearance to some of the lanes found in the centre of the village. At the rear of the site on the southern boundary, plot 5 faces into the site towards the access drive and a pedestrian link through to the public right of way to the west. The properties at the rear of the site, Plots 6 and 9 face out towards the west. Plot 11 on the northern boundary fronts the proposed new footpath.

7.9. The proposed design and layout is considered to be an acceptable concept and provides a good quality of design. The links through to the existing public rights of way ensure that the site has good permeability for residents within the site and for other pedestrians either accessing the centre of Orford or the surrounding countryside. The properties at the front of the site are of a traditional design and character with more modern elements included within the properties to the rear. Overall it is considered that the proposed design and layout is acceptable, would provide good links with surrounding rights of way.

#### Landscape

- 7.10. The site, and surrounding area, lies wholly within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) which is a nationally recognised landscape designation. The aim of the designation is to conserve and enhance the natural beauty of the AONB. The site and its surroundings are flat and lie on a plateau at the edge of the existing settlement. The site is bordered by agricultural land to the north and west and existing residential dwellings to the south and east. The proposed development would not extend significantly further north along Ipswich Road than the existing residential development on the opposite side of the road.
- 7.11. The site lies within the Estate Sandlands landscape character type as set out in the Suffolk Landscape Character Assessment. Generally, these Sandland landscapes have limited capacity for new development without adverse effects on their character. The assessment comments that new development and incursion from domestic curtilage has the potential for profound effect on the character of the landscape, unless it is screened. As the principle of the development of this site has previously been accepted, any proposal should seek to minimise the visual impact of this by means of a high-quality landscaping scheme, therefore achieving the required screening.
- 7.12. The AONB Unit has objected to the proposal. Whilst they acknowledge that the principle of housing is established given the allocation, they are concerned that the scheme would not sit sympathetically within the landscape/AONB commenting that the design is too urban in character. A comment is made in relation to the Mill Close development to the south, stating that this is cramped with high levels of hard landscaping, little open space and a 'plain' design and does not provide a good design or layout for the application site which should offer something different in design terms to suit its function as a gateway to the settlement.
- 7.13. Officers disagree with these comments considering that the proposed design would be of a good quality. Although the proposed dwellings would be of a traditional form and appearance, particularly those fronting Ipswich Road, and therefore would not provide a unique approach as a gateway site, they are considered to be of a relatively high design quality and to improve the entrance to the settlement, particularly compared to the current 'gateway' site which is those properties in Mill Close.
- 7.14. It is also not considered to result in a cramped or 'urban' development. Again, comparing the site to Mill Close to the south, the site is larger (0.93Ha, compared to 0.42Ha for Mill Close) and would provide the same number of dwellings. Although the size and type of dwellings proposed on this site are different to Mill Close, it is a low-density development (approx. 12 dwellings per hectare) which is therefore considered to respect its rural, edge of village location. The proposed accesses and layout including a shared driveway

arrangement with a relatively informal layout is also considered to be much less formalised and 'urban' than what would be required if a single access was proposed to serve a 'major' development, as in the Mill Close development.

- 7.15. The application includes a Landscape and Visual Appraisal. This document assesses the impact of the development on the local landscape and the AONB. It concludes that there would be no harm to the physical landscape as there would be an overall gain in planting of hedgerow. Although there would be some harm to the landscape character by the loss of agricultural land, it would not result in any impact on the identified features of this landscape character. In terms of tranquillity, the increase in vehicle movements is not considered to be significant, particularly during summer months when Ipswich Road can be busy. The impact of lighting is raised as a concern and this can be controlled by requiring details of any external lighting to be submitted and agreed.
- 7.16. The site will be prominent in views when accessing Orford from the north. An important consideration which is highlighted by the allocation policy is to ensure that views through to the castle are retained. The layout of the site with all first-floor accommodation being provided towards the eastern side of the site is considered to achieve this. Although the development would be slightly more prominent than Mill Close from these views due to its proximity, its scale is not considered to affect the long-distance views of the castle from the public rights of way around the site including Ipswich Road, Newton Broadway and the PRoW to the west.
- 7.17. In terms of the visual impact, there would be a moderate impact on views of the site from near-by vantage points. The visual impact in longer distance views would be less noticeable with both reducing over time as vegetation becomes established. In conclusion, the proposed development has moderate impacts only in a very close-range, localised area, while the impacts further afield are negligible. The location of the site benefits from enclosure from the existing housing stock and surrounding mature vegetation, which contains longer-ranging views. Given time, all impacts will reduce as the site becomes enclosed in a belt of native hedge and tree planting forming an appropriate strong new village edge.
- 7.18. The proposal does not threaten any of the special landscape features mentioned in the Suffolk Coastal Landscape Character Assessment and does not affect remnant heathland or woodland and the straight, hedged site boundaries will be in character with the surrounding field boundary patterns. So, although the sandlings landscape is intrinsically sensitive, it is considered that, with appropriate mitigation, it will be able to absorb this development without any significant long-term adverse effects. It is therefore considered that the low density development with a relatively informal layout served off private driveways with a large proportion of single-storey dwellings is appropriate on this gateway site and it would result in an attractive design that would not harm the character of the AONB, subject to details of landscaping and lighting being controlled by condition.

#### Residential Amenity

- 7.19. The site provides a low density development with a good level of open space to the west, backing on to the surrounding countryside. The majority of properties are single-storey in scale and detached which helps to ensure that they would not adversely impact on each other by poor levels of light to the dwelling or a lack of privacy. Each property also has its own, reasonably sized private garden. the proposed two-storey dwellings are also

detached and have a sufficient degree of separation such that none would result in the occupiers of another dwelling having a poor standard of amenity.

#### Affordable Housing

- 7.20. The allocation policy requires that a financial contribution will be sought towards affordable housing provision. Although it is unfortunate that there is no policy requirement for the affordable housing to be provided on site in this case, as the policy does not require this, it therefore it cannot be insisted upon. A Section 106 Agreement will be drawn up to secure a financial contribution for three dwellings (a ratio of 1 in 3), in line with the Council's values for commuted payments for properties in this area (a High Value Zone, for example, in 2018 it was £125,000 for a 2 bedroom dwelling).

#### Archaeology

- 7.21. An archaeological investigation will be required by condition as required by the allocation policy.

#### Foul and Surface Water

- 7.22. The old Local Plan policy SSP11 required that an application demonstrates that there is adequate capacity in the foul sewerage network and WRC (Gedgrave) or that capacity can be made available. This element of the policy is not included within SCLP12.57 as the Cross Boundary Water Cycle Study undertaken for the Local Plan Review indicates that the Gedgrave Water Recycling Centre will not be overcapacity if this site is developed. Anglian Water mentioned, in response to other policies carried forward in the Local Plan Review, that the text relating to the foul sewerage network should be carried forward i.e. to require connections to the foul sewerage network. However, they have not made this comment against this site nor have they objected to this application.
- 7.23. Suffolk County Council Flood and Water Management Team have fully considered the Flood Risk and Drainage Strategy Submitted with the application and are satisfied with it, subject to controlling conditions.

#### Ecology

- 7.24. An ecological survey report (Hillier Ecology, April 2019) has been submitted with the application and there are no concerns raised regarding its findings. The implementation of the mitigation (including sensitive external lighting) and enhancement measures identified in the report should be secured by condition.
- 7.25. Although most of the hedgerow along the eastern boundary of the site would be lost, tree and hedgerow planting is proposed along the northern boundary which will help to compensate this loss. This planting should be comprised of native species, appropriate to the local area, and planted and maintained to maximise its biodiversity value.
- 7.26. The site lies within the 13km Zone of Influence of protected European sites and therefore consideration of the potential recreational pressure on these sites as a result of increased visitor disturbance is required. As set out in the emerging Suffolk Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), Local policy SCLP10.1 seeks to support Article 6(3) of the Habitats Directive where proposals that would cause a direct or indirect adverse effect (alone or combined with other plans or projects) to the integrity of internationally and nationally designated areas will not be permitted unless prevention, mitigation and where appropriate compensation measures are provided such that net



impacts are reduced to a level below which the impacts no longer outweigh the benefits of development. As such, the Council will require a proportionate financial contribution of £321.22 per dwelling to RAMS. This can be secured by Legal Agreement.

#### Highways

- 7.27. Originally the highways authority had an objection to the proposal as it was not demonstrated that a safe and suitable access was being proposed. Following a speed survey, the Highways Authority agreed that the suggested revised visibility splays were acceptable providing that they can be achieved. Concern was still raised regarding the issue of the area of proposed footway link that appearing to be both outside this application's red line boundary, and outside the boundary of the highway maintainable at public expense.
- 7.28. They have also raised that the actual visibility splay lines plotted on Drawing Number 1/P8 remain unchanged from that shown on earlier revisions. The Y=100m North visibility splays is more correctly plotted on Drawing Number 50/P2, but as the base mapping is Ordnance Survey Map Tiles, rather than Topographical Survey Mapping, it is difficult to ascertain as to what length of the existing roadside hedge would need to be cut down to prevent obstruction of the proposed northern visibility splays. The full impact of the visibility splays is therefore not yet clear. If an affected length of hedge is outside the control of the applicant then there may not yet be the assurance necessary that the required visibility splays will actually be achievable.
- 7.29. The applicant has provided a plan showing the extent of the land in the ownership of Flagship to the south of the site. They own the footpath that runs in front of the development but not the verge between the footpath and the road - the visibility splay doesn't affect their land. The short section of footpath to the north is owned by the landowner who has been served notice. Providing the visibility splays are conditioned to be provided as approved, if there are any future issues with landownership, this would have to be dealt with at a later date.

#### New Local Plan requirements

- 7.30. Local policy SCLP12.57 requires a mix of housing that reflects local housing needs with a predominance of smaller homes and bungalows and a site-specific Flood Risk Assessment.
- 7.31. Whilst a Flood Risk Assessment has been received and is considered to be acceptable, the housing mix element of the emerging policy within the current application is only partially achieved. There would be a predominance of bungalows which complies with the policy however no evidence has been submitted to indicate what the local housing need is and the majority of the properties are relatively large. Although the proposal indicates that five of the dwellings would have two bedrooms (45%), three would have three bedrooms (27%) and three would have four bedrooms (27%), three of the two-bedroom properties have an additional study which could be occupied as a third bedroom and they also provide generous areas of living accommodation. It is therefore not considered that the overall provision of properties provides a 'predominance of smaller homes'.
- 7.32. The requirement in terms of housing mix in the adopted Local Plan is not included within a policy but a Target Proportion is set out in Table 5.1. This sets out that the plan area wide housing need is for 12% one-bedroom dwellings, 29% two-bedroom, 25% three-bedroom and 33% four-bedroom. The current application broadly proposes a similar mix to that

which is indicated, unless the study within the two-bedroom properties was included as a bedroom. In this case, the proposed mix would be 18% 2 bedroom, 56% three bedroom and 27% four bedroom.

- 7.33. Policy SCLP5.8 relates to housing mix. This requires that proposals for ten or more dwellings should demonstrate how the development will contribute to meeting the needs of older people and requires that at least 50% of the dwellings will need to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations. Whilst this has not been explicitly addressed, there are a number of bungalows and therefore the requirements of this policy could be met with minor modifications.
- 7.34. Similarly, Policy SCLP9.2 relates to sustainable development and requires that all new developments of more than 10 dwellings should achieve higher energy efficiency standards that result in a 20% reduction in CO2 emissions below the Target CO2 Emission Rate (TER) set out in the Building Regulations and that all new residential development in the plan area should achieve the optional technical standard in terms of water efficiency of 110 litres/person/day. Again, this has not been considered as part of this application however given that the application has been delayed whilst waiting for the S106 to be signed, it is not considered appropriate to impose this requirement now. An informative will however be added to suggest that the developer may wish to incorporate sustainable development principles into the build.

#### S106

- 7.35. A S106 Agreement is being drawn up to include the contribution to off-site affordable housing, a contribution to the Suffolk Coast RAMS and a contribution to Suffolk County Council for secondary school transport.

## **8. Conclusion**

- 8.1. The site is allocated within the Local Plan and the majority of the requirements of this policy, and other relevant policies within the Local Plan have been adhered to. Where the application deviates from the Local Plan, this relates to further requirements that were not previously necessary. As the principle of the proposal has not changed, the application goes some way to addressing the new policy requirements and the proposal was considered to be acceptable some months ago, it is not considered reasonable to now insist upon further changes. The technical details required by the County Council as Highways Authority and Lead Local Flood Authority are satisfactory. Officers are satisfied that the proposed design and layout would not have a significant or adverse impact on the AONB and that the proposed design and layout are acceptable. Subject to controlling conditions and a Legal Agreement to secure a contribution to RAMS, for affordable housing provision off-site and a contribution to secondary school transport, the application can be recommended for approval.

## **9. Recommendation**

- 9.1. The principle of development on the site is established in the allocation policy. Technical details have been agreed by the relevant consultees and whilst not all requirements of the

new Local Plan policies are met, it is not considered reasonable to impose these at this stage given the application has been previously considered acceptable and the decision has not been issued due to the delay caused by the agreement of a S106. The application is therefore recommended for approval, subject to controlling conditions listed below.

**Conditions:**

1. The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.  
Reason: This condition is imposed in accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).
2. The development hereby permitted shall be completed in all respects strictly in accordance with the following:  
Planning Statement including Design and Access Statement and Landscape Assessment received 24th June 2020;  
Drawing nos. 4233-  
6-P1, 7-P1, 8-P1, 9-P2, 11-P1, 12-P1, 13-P1, 14-P1, 15-P1, 16-P2, 17-P1, 18-P1, 19-P1, 20-P1, 21-P1, 22-P1, 23-P2, 24-P2, 25-P2, 26-P2, 27-P1, 28-P1, 29-P2, 33-P2, 34-P1, 36-P1 and 37-P1 all received 23 October 2019;  
Site plan received 6 February 2020;  
50/P2, 1/P8 and traffic information received 6 April 2020; 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. No building work on any of the dwellings hereby approved shall commence until precise details and/or samples of the roof and wall materials and finishes to be used have been submitted to and approved in writing by the local planning authority.  
Reason: To ensure satisfactory appearance of the development in the interests of visual amenity.
4. Prior to the commencement of any of the dwellings hereby permitted, a plan showing that adequate provision is made for fire hydrants to serve the development shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full prior to occupation of any of the dwellings hereby permitted and shall be retained in its approved form thereafter.  
Reason: In the interests of safety, to ensure that there are adequate fire hydrants on the site in the case of fire.
5. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority.  
Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained.
6. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been

submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

7. 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.

8. 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:
  - a. 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.

9. 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 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. The mitigation (including sensitive external lighting) and enhancement measures identified in the ecological survey report (Hillier Ecology, April 2019) shall be implemented in full.  
Reason: To ensure that there would be no harm to protected and priority species as result of the development.
11. Within 3 months of commencement of development, precise details of a scheme of landscape works (which term shall include tree and shrub planting, grass, earthworks, driveway construction, parking areas patios, hard surfaces etc, and other operations as appropriate) at a scale not less than 1:200 shall be submitted to and approved in writing by the local planning authority.  
Reason: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.
12. 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.  
Reason: To ensure the submission and implementation of a well-laid out scheme of landscaping in the interest of visual amenity.
13. Prior to occupation of any of the dwellings hereby permitted, a management plan for maintenance of the access drive, the associated landscaped areas and the open space shall be submitted to and approved in writing by the local planning authority. The maintenance plan should include, long term design objectives, management responsibilities and a scheme of maintenance for both the hard and soft landscaped areas for a period of 20 years. The schedule should include details of the arrangements for its implementation. The development shall be carried out in accordance with the approved management plan.  
Reason: To ensure the public areas are properly maintained in the interest of visual amenity.
14. No development shall take place until the implementation of a programme of archaeological work 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 Policy SCLP11.7 of the East Suffolk Council - Suffolk Coastal Local Plan and the National Planning Policy Framework (2019).

15. No building 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 14 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 Policy SCLP11.7 of the East Suffolk Council - Suffolk Coastal Local Plan and the National Planning Policy Framework (2019).

16. No other part of the development shall be commenced until the TWO new vehicular accesses have been laid out and completed to the layout indicatively shown on Drawing No 1/P8 to details previously approved in writing by the Local Planning Authority; with clear visibility at a height of 0.6 metres above the carriageway level cleared and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 2.4 metres from the nearside edge of the metalled carriageway at the centre line of EACH access point (X dimension) and a distance of 100 metres in the NORTHERLY directions along the edge of the metalled carriageway from the centre of the access (YNORTHERLY dimension) and a distance of 52 metres in the SOUTHERLY directions along the edge of the metalled carriageway from the centre of the access (YSOUTHERLY dimension). Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (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. Thereafter the accesses shall be retained in the specified form.

Reason: Existing roadside hedge will be required to be cut back or cut down to prevent obstruction of the proposed visibility splays. Affected lengths of hedge may be outside the control of the applicant. This pre-commencement condition will ensure that any issues involved in clearing the visibility splays are resolved before development commences. In the interests of highway safety to ensure the approved layout is properly constructed and laid out and that vehicles exiting the accesses would have sufficient visibility to enter the public highway safely and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

17. Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.  
Reason: To ensure that roads/footways are constructed to an acceptable standard.
18. No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.  
Reason: To ensure that satisfactory access is provided for the safety of residents and the public.
19. Before the development is commenced details of the areas and infrastructure to be provided for the loading, unloading, manoeuvring and parking of vehicles including electric vehicle charging points, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.  
Reason: In the interests of highway safety and sustainable travel, to ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles in accordance with Suffolk Guidance for Parking SGP(2019) where on-street parking and manoeuvring could be detrimental to highway safety. This needs to be a pre-commencement condition to avoid expensive remedial action which adversely impacts on the viability of the development if, given the limitations on areas available, a suitable scheme cannot be retrospectively designed and built. Garage sizes need to conform with SGP(2019) to count as car parking spaces.
20. Before the development is commenced, details of the areas to be provided for secure, covered cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.  
Reason: In the interests of highway safety and to promote sustainable travel, to ensure the provision and long term maintenance of adequate on-site space for the storage of cycles in accordance with Suffolk Guidance for Parking. This needs to be a pre-commencement condition to avoid expensive remedial action which adversely impacts on the viability of the development if, given the limitations on areas available, a suitable scheme cannot be retrospectively designed and built. Garage sizes need to conform with SGP(2019) to count as both car parking and cycle storage spaces.
21. Before the development is commenced, details of the areas to be provided for the storage and presentation of refuse and recycling bins 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 for no other purpose.  
Reason: In the interests of highway safety, to ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.
22. Before any dwelling is first occupied, the 1.8 metre wide frontage footway, complete with an extension linking to the existing footway located to the south, shall have been laid out and completed to the layout indicatively shown on Drawing No 1/P8 to details previously approved in writing by the Local Planning Authority. Thereafter the footway shall be retained in the specified form.

Reason: In the interests of highway safety and to promote sustainable travel, to ensure the provision and long term maintenance of a safe and suitable pedestrian link to the existing footway network.

### **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](mailto: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](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](http://www.eastsuffolk.gov.uk/planning/street-naming-and-numbering) or email [llpg@eastsoffolk.gov.uk](mailto:llpg@eastsoffolk.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.



The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

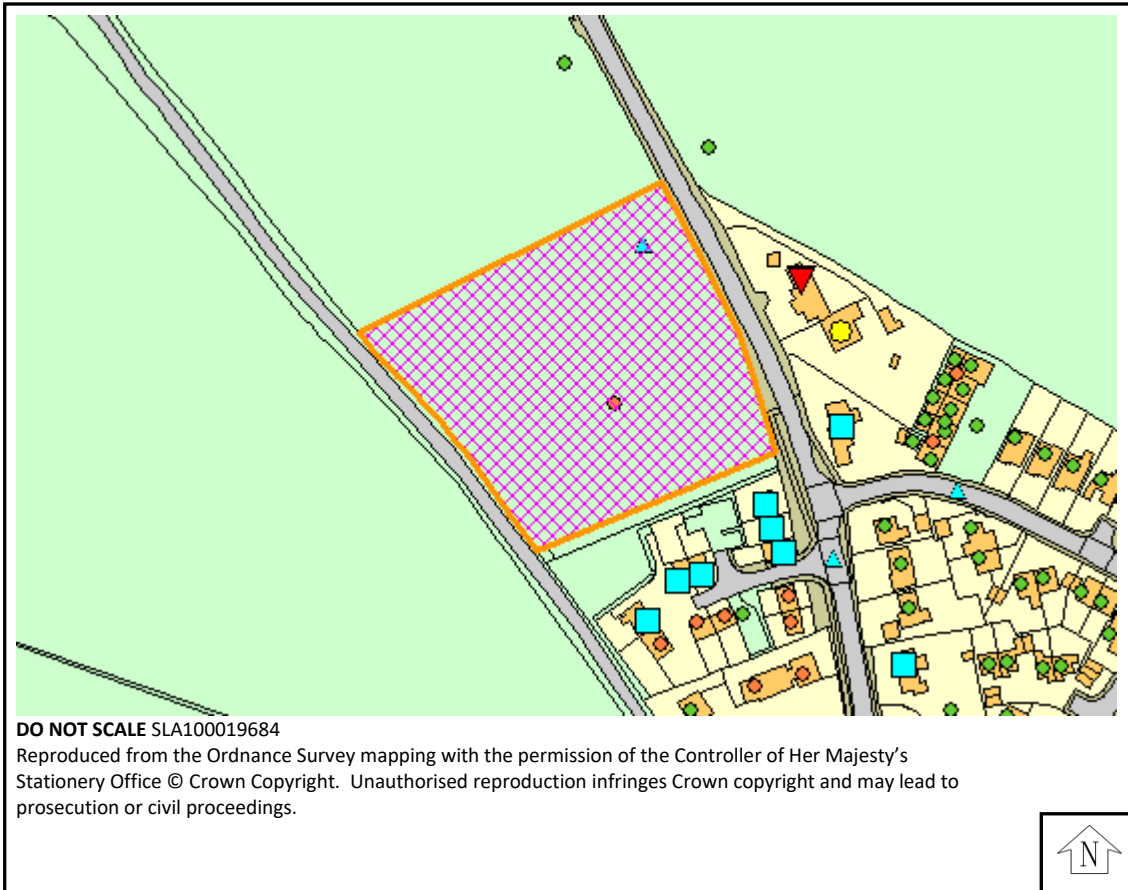
For further information please visit

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>





### **Background information**

See application reference DC/19/2513/FUL on [Public Access](#)

# Map



## Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support