



## Committee Report

**Planning Committee South - 30 June 2020**

**Application no** DC/20/1285/FUL

**Location**

Home Farm  
Wickham Market Road  
Easton  
Suffolk  
IP13 0ET

**Expiry date** 27 May 2020

**Application type** Full Application

**Applicant** Mr Andy Mexome

**Parish** Easton

**Proposal** Conversion of existing agricultural Barn (plot 7) to two residential units (amendment from 1 unit previously approved under approval 18/1506 and amended under approval 19/4766) & including raising the roof pitch to the garage of Plot 1 & 2.

**Case Officer** Natalie Webb  
01394 444275  
[natalie.webb@eastssuffolk.gov.uk](mailto:natalie.webb@eastssuffolk.gov.uk)

### 1. Summary

- 1.1. The application seeks the conversion of existing agricultural barn (plot 7) into two residential units (amendment from one dwelling previously approved under approval DC/18/1506/FUL and amended under approval DC/19/4766/VOC). The application also seeks to raise the roof pitch to the garage associated with plot 1 and 2 at Home Farm, Wickham Market Road, Easton, IP13 0ET.
- 1.2. The application is presented to the planning committee as the application is a contrary to the development plan and supported by Officers. The previous applications noted above have also been presented to the committee. It is therefore is considered that this proposal has significance to warrant consideration by the planning committee.

## 2. Site description

- 2.1. The proposal site is located within a Special Landscape Area, to the east of the site is Glevering House which is a Grade II Listed Building, there is open countryside to the south and west of the site.
- 2.2. The main access is from Wickham Market Road, which is to the north. The site contains five detached farm buildings, there is an area of hard standing to the front of the site and then leads to the buildings.

### Relevant Planning History:

- 2.3. Barn A, B, C and D - A planning application (C05/1388) was granted for the change of use of barns A, B, C and D to office use. A subsequent application (DC/14/3863/PN3) was then granted for the change of use of the barns to residential use. This decision expired on 19th January 2020.
- 2.4. Barn A and D - An application (DC/17/2596/FUL) has been granted for the change of use of the barns into 3 dwellings, two in Barn A and one in Barn D, this was taken before Planning Committee on the 16th November 2017, this planning permission is extant to the 16th November 2020.
- 2.5. Barn B and C - An application (DC/17/1342/FUL) has been granted for the change of use of the barns into 2 dwellings, one in Barn B and one in Barn C, this was taken before Planning Committee on the 16th November 2017, this planning permission is extant to the 16th November 2020.
- 2.6. Big Barn 1 and 2 - A Planning application (DC/15/3680/PN3) was granted for the prior approval of Big Barn 1 and 2 into two dwellings. This was superseded with a further planning application (DC/16/0183/FUL) that permitted the same development with some minor elevation changes. This application expired on 7th March 2019.
- 2.7. Most recently planning application DC/19/4766/VOC was approved by the Planning Committee on 25th February 2020. This application sought the variation of condition Nos. 2 and 3 of DC/18/1506/FUL - Conversion of 5no. agricultural buildings to form 7no. residential dwellings, including change of use of land, new car ports, landscaping and driveways - Revised drawings. This application also referred to the buildings under new references, as follows:
  - Big Barn Unit 1 became Plot 1.
  - Big Barn Unit 2 became Plot 2.
  - Barn A Unit 1 became Plot 3.
  - Barn A Unit 2 became Plot 4.
  - Barn B became Plot 5.
  - Barn C became Plot 6.
  - Barn D (subject to subdivision) became Plot 7 (and 8 as proposed).
- 2.8. The buildings remain identified under the above format for this application.

### **3. Proposal**

#### Proposals:

- 3.1. The proposal, as submitted on the application form seeks the "conversion of existing agricultural Barn (plot 7) to two residential units (amendment from 1 unit previously approved under approval 18/1506 and amended under approval 19/4766) & including raising the roof pitch to the garage of plots 1 & 2."
- 3.2. The amendments to the garage increase the height to provide first-floor attic space, accessed via an external staircase, which are solely for the use of the associated properties; a condition tying the garages to the relevant host dwellings has been recommended. The garages were previously approved under the above applications.
- 3.3. The design and access statement makes reference to consideration of matters surrounding the wider site, however only the aspects within the above description have been considered as part of this proposal. These works include the subdivision of plot 7 into two residential units and associated works to allow for the subdivision (material changes, external alterations, parking facilities, etc) and the alterations to the garages of plots 1 and 2. Any other alterations to plots 1-6 would require a separate application to vary the previously approved consents.
- 3.4. Whilst this application primarily seeks the increase of one additional residential unit. As noted above, the site has extant planning permission for seven dwellings. The amendments that have been made to the scheme are summarised within the design and access statement as:
  - 1) Repositioning of cart lodges and consideration of access and garden arrangements to plots 7 and 8;
  - 2) Splitting the original plot 7 into two dwellings, thus forming plots 7 and 8;
  - 3) Some elevational changes [to plot 7 and 8] to allow the conversion to two units (including a small link extension from plot 7 to the garage);
  - 4) Additional minor amendments to the layout, size and materials to plot 1 and 2's garages.
- 3.5. The previous applications highlighted the importance of the visibility splays to the site, the current improvements include the lowering of the bund adjacent to the main access in order to improve visibility. The proposed changes to the bund adjacent to the access are highlighted on drawing Peter Wells approved drawing PW680 PL412 and have been implemented on site.

### **4. Consultations/comments**

- 4.1. No third-party representations received.

**Consultees**  
**Parish/Town Council**

Consultee	Date consulted	Date reply received
Easton Parish Council	6 April 2020	21 April 2020
Summary of comments: Easton Parish Council fully Supports this Planning Application, subject to condition 5 of the permission notice DC/18/1506/FUL, which states there should be clear visibility onto the Highway and this should be put in place and maintained.		

**Statutory consultees**

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	6 April 2020	30 April 2020
Summary of comments: No objection subject to conditions, please refer to the 'highways safety' section of this report.		

**Non statutory consultees**

Consultee	Date consulted	Date reply received
National Amenity Societies	6 April 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Design And Conservation (Internal)	6 April 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Environmental Protection (Internal)	6 April 2020	14 April 2020
Summary of comments: Recommended full suite of land contamination conditions - please refer to 'other matters' section of this report.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	6 April 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Ecology (Internal)	6 April 2020	1 May 2020
Summary of comments: Comments received and are incorporated into the Officer's report; full comments are available on the Council's website.		

### Publicity

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

Category	Published	Expiry	Publication
Departure	9 April 2020	5 May 2020	East Anglian Daily Times

### Site notices

General Site Notice	Reason for site notice: Contrary to Development Plan Affects Setting of Listed Building Date posted: 27 April 2020 Expiry date: 19 May 2020
---------------------	--

## 5. Planning policy

- 5.1. On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore any policy documents listed below referring to "Suffolk Coastal District Council" continue to apply to East Suffolk Council until such time that a new document is published.
- 5.2. 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.
- 5.3. East Suffolk Council's Development Plan, as relevant to this proposal, consists of:
  - East Suffolk Council Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (Adopted July 2013);

- East Suffolk Council Suffolk Coastal District Local Plan - Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017); and
- The 'Saved' Policies of the Suffolk Coastal Local Plan incorporating the first and second alterations.

5.4. The relevant policies of the Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (Adopted July 2013) are:

- DM3 - Housing in the Countryside (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- DM13 - Conversion and Re-Use of Redundant Buildings in the Countryside (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- DM19 - Parking Standards (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- DM21 - Design: Aesthetics (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- DM23 - Residential Amenity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- DM27 - Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- SP14 - Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- SP15 - Landscape and Townscape (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- SP19 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))
- SP29 - The Countryside (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013))

- 5.5. The relevant Policies of the East Suffolk Council Suffolk Coastal District Local Plan - Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017) are:
- SSP2 - Physical Limits Boundaries (East Suffolk Council Suffolk Coastal District Local Plan - Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017))
  - SSP38 - Special Landscape Areas (East Suffolk Council Suffolk Coastal District Local Plan - Site Allocations and Site Specific Policies Development Plan Document (Adopted January 2017))
- 5.6. The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate for examination on Friday 29th March 2019. PINS confirmed the submission and the examinations were held in August/September 2019. The Inspectors letter of 31st January 2020 states "Overall, I consider that, subject to main modifications, the Plan is likely to be capable of being found legally compliant and sound.
- 5.7. The consultation on the Main Modifications is currently active and runs from 1pm on Friday 1st May until 5pm on Friday 10th July 2020. A copy of the updated Local Plan including the Main Modifications and details of the consultation can be found on the Council's website at:  
<https://suffolkcoastallocalplan.inconsult.uk/consult.ti/mainmodifications2020/>
- 5.8. Presently, only those emerging policies which have received little objection (or no representations) can be given more weight in decision making if required, as outlined under Paragraph 48 of the National Planning Policy Framework (2019). If applicable, the emerging Policies shall be referenced as appropriate within this report.

## **6. Planning considerations**

### Principle of Development, Design and Visual Impact

- 6.1. The buildings have extant consent for conversion to residential use, as such the principle of development has been established. It is therefore a test of acceptability for the intensification of an additional unit on site. In this instance the building is to be subdivided to create the additional unit.
- 6.2. In the countryside, Core Strategy Policy DM3 permits new housing where it would comprise of:
- “(a) Replacement dwellings on a one to one basis where they are no more visually intrusive in the countryside than the building to be replaced;*
  - (b) The sub-division of an existing larger dwelling where this would meet a local need;*
  - (c) Affordable housing on 'exception' sites in accordance with Policy DM1;*
  - (d) Conversions of existing buildings subject to certain controls (Policy DM13);*

*(e) Minor infilling within clusters of dwellings well related to existing sustainable settlements (Policy DM4); or*

*(f) Development which would otherwise accord with the special circumstances outlined in paragraph 79 of the National Planning Policy Framework.”*

- 6.3. DM3(b) permit's the sub-division of an existing dwelling. Whilst building works have commenced on site, the development is within its infancy, but still broadly considered to meet this element of the policy. DM3(d) further allows for conversion of buildings to dwellings under Core Strategy Policy DM13 which states:

*“In considering proposals for the re-use and conversion of redundant buildings in the countryside, the District Council will grant permission if the following criteria are satisfied:*

*(a) the design aspects, particularly the scale and character, are suitable for its particular rural location and setting;*

*(b) any alterations respect the character of the existing building(s), particularly where it is of traditional design;*

*(c) the local road network is able to accommodate the amount and type of traffic generated by the proposal without having a materially adverse effect on highway safety and the amenity of local residents;*

*(d) where required, evidence in the form of survey work is provided in order to identify legally protected wildlife species and their habitats, and adequate provision is made to safeguard any that might be found;*

*(e) applications affecting buildings of historical or architectural interest must be supported by a full structural survey;*

*(f) in the case of an employment use, the business should be of a scale appropriate to its location, and preferably provide jobs and/or services for the local community. It should also be well related to sustainable settlements.”*

- 6.4. Conversion to residential use will be permitted where, in addition to criteria (a) to (f) above, the conversion should reflect any architectural or historical interest of the original building which it is desirable to retain; and would represent the optimal viable use of a heritage asset; it should make a useful contribution to the character of the countryside through its presence in the landscape or because of its contribution to a group of buildings and would lead to an enhancement to the immediate setting; the creation of a residential curtilage will not have a harmful impact on the character of the countryside; and it does not involve the conversion of a recently constructed agricultural building(s) that has not been materially used for agricultural purposes.

- 6.5. The existing buildings lie adjacent to the Grade II listed Glevering House, although at the time of listing in 1984 the House and the farm building complex were not in the same



ownership. Therefore, the farm buildings are not considered to be curtilage listed. A Heritage Asset Assessment was carried out by Jane Blanchflower (December 2016), which focused on Plots 3 and 7 which concludes that these barns appear to possess no special architectural or historical interest and are not considered to be non-designated heritage assets. The applicants statement suggests that Plot 4 was also ruled out for being a non-designated heritage asset, however application DC/18/1506/FUL demonstrates that plot 4 and 5 (formerly Barn A and Barn B) were considered to be non-designated heritage assets. It was however established as part of that application that the change to residential use was the optimal viable use for the non-designated heritage asset.

- 6.6. The site does however contribute positively to the setting of the listed building, and in conversion the agricultural character needs to be retained. This has been illustrated within the external elevations, the siting of carports and the selection of materials for the buildings and boundaries; therefore, meets DM13(a and b).
- 6.7. The internal layout of Plot 7 and 8 provides attractive open plan accommodation with generous hallways and doorways that will allow the use by residents of a wide range of age groups and mobility. Plot 7 is the larger of the two units, providing three-bedrooms, whilst Plot 8 is a slightly smaller two-bedroom property.
- 6.8. As noted above, a small link extension is proposed between the existing barn and proposed garage for plot 7. Access from the garage to plot 8 is accessed by a passageway running along the side of the amenity space for plot 7. The link extension has been designed in-keeping with the host building, with materials and finishes to match those proposed. The extension is subservient to the section of the barn which will become plot 7.
- 6.9. The alterations to the garages of plots one and two primarily seeks to increase the height to provide ancillary accommodation/storage to the host dwellings. These buildings were previously permitted at a generous size and the minor increase in height to form a usable space is not considered to be contrary to DM21 or SP15 of the Core Strategy as they are in-keeping with the design of the site and will have minimal impact on the landscape when considered against what has already been permitted.
- 6.10. The alterations to the proposed development are considered to accord with the aspirations of Core Strategy Policies DM21 and SP15 as the minor alterations would have a neutral impact on the landscape when considered against what already has consent. Landscaping details were agreed under DC/19/0652/DRC on 11th March 2019. It is conditioned for landscaping to be delivered in accordance with that scheme unless otherwise submitted to and agreed in writing by the Local Planning Authority.
- 6.11. Suffolk County Council as Local Highways Authority has not raised an objection to the impact to the local road network as a result of the proposal, thus the proposal is not considered to have a adverse effect on highway safety and the amenity of local residents; compliant with DM13(c).
- 6.12. Based on the ecological information submitted as part of the original application (DC/18/1506/FUL) the barn doesn't offer roosting opportunities for bats and therefore the Council's Ecologist has no objection to the proposed amendment from one unit to two. The ecological survey did identify that the building had some potential for nesting birds and recommended that work be carried out outside of the bird nesting season (March to

August inclusive) or if this was not possible the building should be checked by a suitably qualified ecologist prior to work commencing. This recommendation has been maintained and conditioned accordingly.

- 6.13. It is therefore considered that whilst in the site lies in the countryside, where new residential development is restricted, the intensification of one residential unit and alterations accord with DM3, DM13, DM21, SP15 and SP29 of the Core Strategy. In addition, the existing extant consent for seven residential dwellings is a material consideration. As such it is considered that the principle of development has been established.

#### Ecology and Suffolk Recreational Mitigation Strategy

- 6.14. As outlined above, a condition has been included to recommend that works are undertaken outside of the bird nesting season, unless checked by a suitably qualified ecologist prior to works commencing.
- 6.15. The site is within the Suffolk Coast RAMS Zone of Influence (Zone B) and therefore, as the proposal creates an additional dwelling to the number already approved, a financial contribution to the scheme (or equivalent mitigation identified via a Habitats Regulations Assessment (HRA)) is required in order to mitigate in-combination recreational disturbance impacts on European designated sites (European designated sites). Subject to securing the relevant contribution towards Suffolk RAMS, the proposal compliant with the above regulations and Core Strategy Policies SP14 and DM27.

#### Residential Amenity

- 6.16. Core Strategy Policy DM23 states that When considering the impact of new development on residential amenity, the Council will have regard to the following:

*“(a) privacy/overlooking;  
(b) outlook;  
(c) access to daylight and sunlight;  
(d) noise and disturbance;  
(e) the resulting physical relationship with other properties;  
(f) light spillage, air quality and other forms of pollution; and  
(g) safety and security.”*

- 6.17. The previous applications established that there would be minimal impact to the existing and future occupiers of the site and neighbouring properties when considering the above impacts. The alterations to increase the height of the garages for plot 1 and 2 have the most potential to impact residential amenity (particularly in respect of the external staircases) however these are located so that they would not directly overlook any neighbouring properties amenity. The minor changes proposed within this application are not considered to be contrary to the above principles and therefore the application is considered compliant with Core Strategy Policy DM23.

## Highway Safety

- 6.18. The Local Highways Authority has no objection to the proposal for plot 7 being amended from one dwelling to two, provided that the highway related planning conditions from DC/18/1506/FUL remain applicable, including that the garages be suitably sized to count as car parking spaces as per the Suffolk Guidance for Parking, or, if garages remain undersized, additional alternative parking spaces be provided to ensure the minimum on plot car parking provision is provided (two spaces each for plot 7 and 8).
- 6.19. Details of Cycle Storage (condition 8 of DC/18/1506/FUL) has previously been discharged by DC/19/0585/DRC with the approved drawing including the note:

*"Each garage to include a 'solid secure' silver-rated bike lock anchor cast into concrete floor slab of garage. Garage construction to meet requirement of para 53 of SbD Homes 2016."*

- 6.20. This proposals new garaging arrangements for Plots 7 and 8 do not appear to have the capacity for the required cycle storage as such alternative arrangements will need to be proposed for approval by way of condition.
- 6.21. In addition to the above, the highways authority has also requested conditions in respect of refuse/recycling storage and presentation areas; parking and manoeuvring layout be submitted and; for the layout to be completed in accordance with the approved plans. It is noted that the highways authority have requested some of the conditions to be pre-commencement, however works on site have commenced under extant consents; therefore have been proposed as a pre-occupation conditions. The parish has also requested that condition 5 of DC/18/1506/FUL is included with any grant of consent. This condition has been included as part of this application (condition 5).

## Other Matters

- 6.22. The land contamination team has requested the full suite of land contamination conditions as part of their response, however conditions 9 and 10 of DC/18/1506/FUL in respect of land contamination were discharged under DC/19/0586/DRC. As such, Officers have only recommended the condition for the discovery of unexpected contamination.
- 6.23. Under the previous application(s) the permitted development rights are removed from all of the proposed dwellings. This is to ensure the rural nature and farm complex nature of the site remains unchanged from the application submitted. This is to reduce the impact on the wider landscape and adjacent Listed Building. The same condition has been applied to this application.

## **7. Conclusion**

- 7.1. Whilst the design and access statement suggests that "this proposal seeks consent for conversion of all the agricultural and former agricultural buildings on this site to residential use" Officer's are only considering the additional unit and works to the garages for plots 1 and 2 as sought within the description for the proposed development.

- 7.2. It is considered that the principle of development for the other units has been established though the previous applications that have been permitted. As such, the subdivision of plot 7 which already has consent to be one residential dwelling into two residential dwellings is acceptable and is in conformity with the Policies of the Core Strategy as outlined above.
- 7.3. These are minor material, elevational and layout changes to form the subdivision of plots 7 and 8 as proposed from the previous applications that have been granted and have extant planning permissions, including the adjustment in height of the garages to plots 1 and 2. These changes are considered to accord with the above policies in that they are of a design which is appropriate in the context of the site and its surroundings with a neutral impact on the landscape, when considered against the extant consents. It is considered that there would be no impact on the amenity of the current and future users of the site.

## **8. Recommendation**

**AUTHORITY TO APPROVE PLANNING PERMISSION** subject to the following conditions:

### **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 not be carried out other than in complete accordance with Drawing No's HOM-002B, HOM-012A, HOM-298C, HOM-303F, HOM-312F, HOM-0012, HOM-006B, HOM-341H and HOM-342D received 23/03/2020 and HOM-351A received 03/06/2020.  
  
Reason: For 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 by the local planning authority.  
Reason: To ensure the satisfactory appearance of the development in the interests of visual amenity
4. The landscape details shall be implemented as approved by DC/19/0652/DRC on 11th March 2019 unless otherwise 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.
5. The dwellings shall not be occupied until the existing vehicular access has been improved, laid out and completed in all respects in accordance with [DC/18/1506/FUL] Drawing Number PW680\_PL412 (bund to be lowered to maximum 600mm above carriageway level and post and rail fence to be realigned). Thereafter the access shall be retained in the specified form.

Reason: To improve visibility at the existing access.

6. Prior to the occupation of any of the dwellings, details of the areas to be provided for storage of Refuse/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 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.

7. Prior to the occupation of any dwelling, details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety 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 parking (garages/car ports need to be of a size suitable to accommodate cars - dimensions yet to be provided by the applicant) and manoeuvring of vehicles in accordance with Suffolk Guidance for Parking (2019) where on-street parking and manoeuvring would be detrimental to highway safety.

8. Prior to the occupation of the dwellings, details of the areas to be provided for secure 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 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 storage cycles (garages/car ports need to be of a size suitable to accommodate both cycles and cars - dimensions yet to be provided by the applicant- else other cycle storage areas, additional fixed enclosed storage of minimum size 3m<sup>2</sup>, will be required).

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. Immediately following the implementation of this permission, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any other revoking and re-enacting that order with or without modification) no development within the following Classes of Schedule 2 of the Order shall take place.

Part 1

Class A - enlargement, improvement or other alteration to the dwelling

Class B - enlargement consisting of an addition to the roof

Class C - alteration to the roof

Class D - erection of a porch

Class E - provision of any building or enclosure

Class F - any hard surface

Class G - provision of a chimney, flue, soil or vent pipe

Class H - installation, alteration or replacement of an antenna

Part 2

Class A - erection, construction, maintenance or alteration of a gate, fence, wall or other means of enclosure

No development of any of the above classes shall be constructed or placed on any part of the land subject of this permission.

Reason: To ensure adequate planning control over further development having regard to the limitations of the site and neighbouring properties and in the interests of the visual amenities of the site and the area in general.

11. No external lighting shall be installed on the site or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing details of the position, height, design and intensity. The lighting shall be installed in accordance with the approved details before the use commences.

Reason: In the interests of visual amenity and biodiversity

12. The hereby approved garages shall not be used other than for purposes incidental and ancillary to their associated dwelling, unless otherwise agreed in writing with the Local Planning Authority.

Reason: The Local Planning Authority would not approve the development other than for purposes ancillary and incidental to the host dwelling.

## **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@eastsuffolk.gov.uk](mailto:CIL@eastsuffolk.gov.uk)

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

CIL forms can be downloaded direct from the planning portal:

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

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

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

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

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

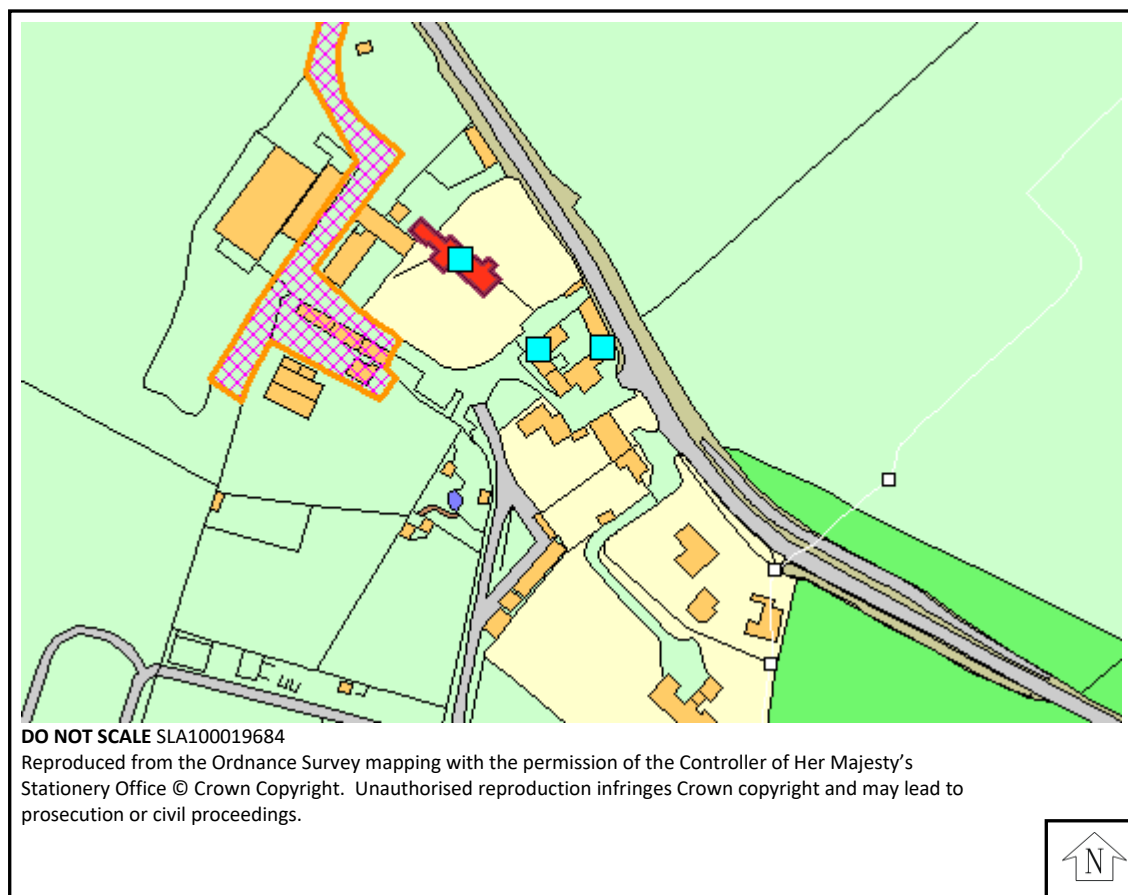
A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

## **Background information / Background Papers**





See application reference DC/20/1285/FUL at <https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q7ND94QXIS00>



## Map



## Key

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