



## Committee Report

**Planning Committee – 24 March 2020**

**Application number**

DC/19/4197/FUL

**Location**

Pinetrees  
Purdis Farm Lane  
Purdis Farm  
Suffolk  
IP3 8UF

**Expiry date** 27 March 2020

**Application type** Full Application

**Applicant** Nicholas Homes Ltd

**Parish** Purdis Farm

**Proposal** Demolition of existing bungalow, construction of four new dwellings and associated garages, parking, access and landscaping

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### 1 Summary

- 1.1. This application is before the planning committee for determination at the request of the planning referral panel, due to the level of public interest and to enable the debate of material planning issues raised by consultees including the streetscene.
- 1.2. The application was due to be heard at Planning Committee on Tuesday 25<sup>th</sup> February 2020. The item was deferred prior to the committee meeting to allow Members of the Committee to undertake a site visit prior to considering the application. This was deemed necessary in order to view the site in terms of its context with particular reference to the street scene, parking and overlooking. The Planning Committee undertook a site visit on Monday 2<sup>nd</sup> March 2020.
- 1.3. The application seeks full planning permission for the demolition of an existing bungalow and the construction of four new dwellings (two sets of semi-detached, three storey buildings) and associated garages, parking, access and landscaping at Pinetrees, Purdis Farm Lane.
- 1.4. The application is recommended for approval subject to conditions.

## 2 Site description

- 2.1 The subject site is located on the corner of Purdis Farm Lane and Beechwood Drive and is accessed via an existing vehicle access to the north onto Purdis Farm Lane. The lane is an unmetalled road that serves as a Public Right of Way and provides vehicular access to numerous other properties.
- 2.2 The overall site area measures approximately 0.1 hectares. It currently comprises a detached single storey dwelling located centrally within the site, accessed via two dropped kerbs positioned between a number of large tree specimen (pine, oak, and horse chestnut) along the northern boundary.
- 2.3 The three Corsican pines located along the northern boundary of the site, which follow the line of Purdis Farm Lane, are covered by a Tree Preservation Order (SCDC/90/00047). Other trees within proximity of the site that are covered by this TPO include a Horse Chestnut, located to the north western corner of the site on the junction of Purdis Farm Lane and Beechwood Drive, and a Crab Apple located to the south of the site within the curtilage of 6 Beechwood Drive.
- 2.4 The local area comprises dwellings of a variety of sizes and forms, with semi-detached units on smaller plots to the north-west of the application site, and those to the east of a larger detached form set on more spacious plots. There are also a variety of scales, from single storey up to dwellings with accommodation set over three floors, the upper of which is contained within the roof space.
- 2.5 The dwelling located immediately south of the subject site is 6 Beechwood Drive, a detached dwelling with accommodation set over three floors, the upper of which is within the roof space, with a ridge height of approximately 9.8 metres. It is constructed from a variety of materials, including red brick, blue weatherboarding and yellow/beige render on the front projecting gables, and red clay pantiles. A garage is situated within the front garden.
- 2.6 The dwelling located immediately east is Merravay, Purdis Farm Lane. This is a detached dwelling set over two-floors, the upper of which is located within the roof and served by rooflights and dormers. The elevations are rendered, and roof is formed of brown concrete tiles.
- 2.7 The site is within the 13km zone of European protected sites, an ecological network of protected areas, set up to ensure the survival of Europe's most valuable species and habitats.

### Planning history

- 2.8 Last year, a previous application (DC/19/2817/FUL) sought full planning permission for: *"Demolition of existing bungalow, construction of 4 new dwellings and associated garages, parking, access and landscaping"*. The dwellings were proposed to have four bedrooms, with accommodation on three floors, the upper of which would have been within the roof space. The scheme included a garage unit for each dwelling and an external parking bay for each dwelling.
- 2.9 The previous application was refused on 6 September 2019 for the following reasons:

1. *“There are material concerns regarding overlooking on the residential property to the east (Merravay) - the 15 metre boundary set back from the rear elevation does not sufficiently reduce the overall dominance of the proposed development, which would cause significant residential amenity effects to the adjoining property. This is further accentuated by the three-storey scale of the properties, which would create a sense of overbearing on the outside private amenity space of 'Merravay'. Overall, the development would cause an unacceptable loss of amenity to adjoining or future occupiers of the development, with particular regard to privacy/overlooking and the resulting physical relationship with other properties. As such, the application is deemed contrary to Policy DM23 (Design: Residential Amenity) of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document (2013).”*
2. *“The site lies in a prominent position at the junction of Purdis Farm Lane and Beechwood Drive and is positioned between a development of uniformed architectural style and the low-level detached dwellings with spacious plots along Purdis Farm Lane. The proposed facade materials and architectural form would not be in keeping with the overall style of the existing street scene. As such, the development would detract from the general character of the area and would be contrary to Policy SP15 (Landscape and Townscape) and DM21 (Aesthetics) of the East Suffolk Council - Suffolk Coastal District Local Plan, Core Strategy and Development Management Policies as well as Paragraph 127 and Paragraph 130 of the National Planning Policy Framework (2019), which seek to avoid poor designs that fail to relate to the character of their surroundings, and is not sympathetic to the surrounding built environment - failing to improve the character and quality of the area.”*
3. *“The proposal of four, four-bedroom dwellings does not meet the minimum parking standards for a development of this size. The Suffolk Guidance for Parking Technical Guidance (2015) requires a minimum of three spaces for dwellings with four or more bedrooms. These standard requirements would need to be met to ensure a scheme would not result in off-road parking along Purdis Farm Lane and other associated highways matters. As such, the application is contrary to Policy DM19 (Parking Standards) of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document (2013).”*
4. *“The application site is located within 13km of a designated European Site. The Suffolk Recreation Avoidance Mitigation Strategy ("Suffolk RAMS") identifies that new housing development within a 13km zone of influence ("ZOI") of any designated European site in Suffolk will have a likely significant effect on the interest features of those sites through increased recreational pressure, both alone and in-combination with other housing in the ZOI. To mitigate this, a per-dwelling financial contribution is required to fund the Suffolk RAMS. No planning obligation has been submitted with the application to deliver this financial contribution and, therefore, the local planning authority cannot conclude 'no likely significant effects' from the development proposal on the aforementioned European sites. The proposal is therefore contrary to the objectives of Policy SP14 and Policy DM27 of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document (2013), which seek to protect designated sites in accordance with The Conservation of Habitats and Species Regulations (2017).”*

### **3 Proposal**

- 3.1 This application seeks full planning permission for the demolition of an existing bungalow and the construction of four new dwellings (two sets of semi-detached, buildings) fronting Beachwood Drive. The associated garages and shared parking area are proposed to the north of the dwellings and would be accessed from Purdis Farm Lane. Each dwelling is proposed to have a garage unit, sufficient in size to accommodate a car and storage of bicycles. There are six external parking spaces proposed within the shared parking area, four of which would be directly in front of the garages – two additional spaces are proposed to the north of the garage unit.
- 3.2 The dwellings are proposed to have accommodation set over three floors, the upper of which would be contained within the roof space and served by dormer windows on the front roof slope and rooflights on the rear. To the rear of each of the dwellings, there is proposed to be a single-storey addition with a lean-to roof.
- 3.3 The ground levels within the application site are proposed to be lowered by 0.6 metres from the current site level, so that they would be lower than those surrounding the dwelling to the east (Merravay). The distance from the rear two-storey wall to the boundary with Merravay is 15 metres, and the proposed height is 1.6 metres lower than that of the previously refused scheme.
- 3.4 Proposed external materials comprise white rendered elevations, natural slate roof tiles, aluminium grey windows, and timber doors, with the same palette used for the separate garage unit.

### **4 Consultations/comments**

- 4.1 A total of 20 representations of objections were received, which raised the following matters:
- Out of scale with neighbouring properties;
  - Overlooking and subsequent loss of privacy;
  - Access to daylight and sunlight;
  - Lack of parking: Risk of on-street parking along Purdis Farm Lane;
  - Orientation of housing on corner plot not in-keeping with loss on Purdis Farm Lane;
  - Overdevelopment and 'town cramming' of site;
  - Impact on landscape and protected trees;
  - Impact of additional cars on Purdis Farm Lane;
  - Limited drainage;
  - Setting a precedent;
  - Out of character: Not of similar architectural style or scale of the housing along Beechwood Drive;
  - Not well connected to public transport; and
  - Impact to local ecology.

## 5 Consultee

### 5.1 Parish/Town Council

Consultee	Date consulted	Date reply received
Purdis Farm Parish Council	29 October 2019	18 November 2019
<p>Summary of comments:</p> <p><i>"The Group Parish Council is disappointed that this proposal has been re-submitted with a few amendments which do little to address the numerous concerns raised by local residents. Should this development be allowed to go ahead it will be a major change to the existing street scene. It will bring an urban feel to the area with the loss of a number of trees and other vegetation which gives Purdis Farm Lane its rural feel. The applicant has made minor changes to the parking area including a smaller bin presentation area which appears to be under a tree. It is also unclear whether all the spaces shown on the plan are actually accessible or could all be used at the same time. This means that vehicle owners will be unwilling or unable to use the parking area and instead park in Purdis Farm Lane or Beechwood Drive which would be detrimental to highway safety. We totally reject the applicant's assertion that this location is highly sustainable. As a result, the occupiers of these properties are highly likely to travel to their place of employment and elsewhere by vehicle. Therefore, with no visitors' spaces or alternative suitable parking in the surrounding area the parking provision is clearly inadequate. The Group Parish Council objects to this proposal as it fails to comply with the requirements of the following development management policies DM7, DM19, DM21, DM22 &amp; DM23. We also fully support the concerns raised by residents of Beechwood Avenue about the reduction of visual amenity, loss of privacy, overlooking, flooding and inappropriate use of a private unadopted road. For all these reasons the Group Parish Council objects to this new proposal."</i></p>		

### 5.2 Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County - Rights of Way	29 October 2019	No response
<p>Summary of comments:</p> <p>No comments received.</p>		

Consultee	Date consulted	Date reply received
Suffolk County - Highways Department	29 October 2019	14 November 2019
<p>Summary of comments:</p> <p>No objection.</p>		

### 5.3 Non statutory consultees

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	29 October 2019	22 November 2019
Summary of comments: Internal planning services consultee - comments included within the planning considerations section of report.		

Consultee	Date consulted	Date reply received
Environmental Protection (Internal)	29 October 2019	4 November 2019
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	29 October 2019	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Ecology (Internal)	29 October 2019	17 January 2020
Summary of comments: Internal planning services consultee - comments included within the planning considerations section of report.		

## 6 Publicity

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

Category	Published	Expiry	Publication
Public Right of Way Affected	7 November 2019	28 November 2019	East Anglian Daily Times

## 7 Site notices

General Site Notice	Reason for site notice: In the Vicinity of Public Right of Way Tree Preservation Order Date posted: 18 November 2019 Expiry date: 9 December 2019
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## **8 Planning policy**

- 8.1 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.
- 8.2 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.
- 8.3 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.
- 8.4 The relevant policies of the Suffolk Coastal District Local Plan – Core Strategy and Development Management Development Plan Document (Adopted July 2013) are:
- SP1 - Sustainable Development (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013));
  - SP1a - Presumption in Favour of Sustainable Development (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));
  - SP20 - Eastern Ipswich Plan Area (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));
- DM7 – Infilling and Backland Development within Physical Limit Boundaries - 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));
- DM22 - Design: Function (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)); and
- DM28 - Flood Risk (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013)).

8.5 The new Local Plan (covering the former Suffolk Coastal area) was submitted to the Planning Inspectorate (PINS) for examination on Friday 29 March 2019, the examination took place between 20th August and the 20th September 2019. Full details of the submission to PINS can be found through this link:

[www.eastsuffolk.gov.uk/localplanexamination](http://www.eastsuffolk.gov.uk/localplanexamination) .

8.6 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. There are no policies of that nature relevant to the consideration of this application.

## **9 Planning considerations**

### Principle

9.1 The site is located within the physical limits of Purdis Farm (located within the Eastern Ipswich Plan Area), where replacement dwellings and groups of infill housing development are deemed an appropriate form of sustainable development in terms of the local settlement hierarchy – as directed by Policy SP19 (Settlement Policy); Policy DM7 (Infilling and Backland Development within Physical Limits Boundaries) and the National Planning Policy Framework 2019.

9.2 The proposal for the demolition of an existing property and the development of four houses is, therefore, deemed acceptable in principle subject to meeting the criteria of all relevant planning policies and material planning considerations - as outlined below.



### Aesthetics, landscape and townscape

- 9.3 The site lies in a prominent position at the junction of Purdis Farm Lane and Beechwood Drive, positioned between a development of uniformed architectural style and the low-level detached dwellings with spacious plots along Purdis Farm Lane. Due to the character, scale and form of the existing dwelling, the site currently forms a visual break within the street scene between the two-character areas.
- 9.4 The proposed demolition of the existing dwelling and construction of two pairs of dwellings has the potential to add further context and rhythm to the street scene. Although the proposed facade materials and architectural form are a visual contrast to the overall style of the existing street scene, this inclusion of a varied and contrasting material palette has the potential to add to the visual appearance of the area, drawing the eye towards the development when viewed from Bucklesham Road. It is thought that the scheme has the opportunity to enhance the diverse character of the area and would not result in the lessening of design attributes of the surrounding properties.
- 9.5 The proposed buildings are set further forward than the previous building line, however, this is a welcomed aspect of the design, which encourages an active interface with the street and allows for a suitably sized amenity space at the rear. The positioning of the garages in a single location minimises the dominance of garages doors and parking area within the streetscape, further maximising visual contact between the house and the street. The gable end/valley roof design of the proposed garage block reduces the overall mass of the building and provides cross-boundary sight lines.
- 9.6 The front aspect of each dwelling plot will have a landscaped area directly outside the principal elevation, with a 1.2-metre-wide access path leading to each plot from Purdis Farm Lane. A strip of low-level planting is proposed between the access path and Beechwood Drive, with estate rail fencing fronting the road.
- 9.7 The ridge height of the proposed development would be approximately 8.6 metres from street level, a reduction from the previously refused scheme of 1.6 metres, which is lower than 6 Beechwood Drive (the dwelling to the south). From a street scene perspective, the proposal is of a scale that would be similar to the existing development that fronts Beechwood Drive.
- 9.8 The relationship between the proposed development and the adjacent property along Purdis Farm Lane (Merravay) is not too dissimilar to the existing relationship of 6 Beechwood Drive (two and a half storey detached dwelling), which sits almost perpendicular to the adjacent site and is set back from the boundary of 123 Bucklesham Road (detached bungalow) by approximately 13 metres, as well as 4 Beechwood Drive, which is sited forward of the existing bungalow (123 Bucklesham Road) and only 8 metres from the respective boundary.
- 9.9 Aesthetically, the proposal is not seen as overly dominant the context of Beechwood Drive or when compared to scale of the buildings along Bucklesham Road. It is considered that the adverse effects caused by the juxtaposition with the adjacent low level dwelling is mitigated through design, with a stepped approach, allowing for a 18 metre set back from the two-storey aspect of elevation to the western elevation of the adjacent property (Merravay) - 15 metres from the two-storey elevation to the eastern boundary line.

- 9.10 As shown in the proposed street elevations (drawing number 3859-11-Rev. B), the reduction in ridge height from that previously proposed reduces the overall scale of the building whilst the variation in dormer materials helps to blend the features within the roofline. These changes cumulatively reduces the overall dominance of the dwellings within the street scene and appropriately addresses concerns previously raised.
- 9.11 Overall, in terms of visual amenity, the proposal is deemed in accordance with Policy SP15 (Landscape and Townscape) and Policy DM21 (Design: Aesthetics) of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document 2013, which seek to achieve high quality design that does not detract from the character of the surroundings, and in areas of varied townscape quality, seeks to ensure that new proposals create a new composition and point of interest which will provide a positive improvement in the standard of the built environment.

Residential amenity

- 9.12 Policy DM23 (Design: Residential Amenity) sets out the material considerations relating to residential amenity as: privacy/overlooking, outlook, access to daylight and sunlight, noise and disturbance, the resulting physical relationship with other properties, light spillage, air quality and other forms of pollution, and safety and security.
- 9.13 The representations of objections raise concerns in relation to overlooking/loss of privacy, specifically in relation to the dwelling to the east (Merravay) and its private amenity area to the rear.
- 9.14 The scheme proposes the use of obscure glazing on the rear first floor level windows up to 1.7 metres above the internal floor height in order to prevent overlooking from the bedrooms on Plot 3 and Plot 4 into the private amenity area of the dwelling to the east. Views from the first-floor windows on the rear elevations of Plot 1 and Plot 2 would be towards a blank side gable and the side of the front projecting wing (comprising skylights) of Merravay. Consequently, there would be no direct views between habitable rooms between properties. The location of Merravay would also prevent direct views from the first floor rear windows of Plot 1 and Plot 2 into the rear garden of Merravay as the building, including its roof would obscure views – any views from the new windows towards this rear garden would be at such an oblique angle that they would be limited.
- 9.15 In terms of the amenity of future occupiers, outlook would be reduced to the first-floor level rooms on the rear elevation of Plot 3 and Plot 4 by the requirement to partially obscurely glaze the windows. Although this is not ideal, direct views out would be provided from windows serving principal living areas and habitable rooms both to the front, which overlooks the street, and to the rear. Outlook is, therefore, considered acceptable in terms of the amenity of future residents of the development.

- 9.16 The rooflights on the rear roof slope of all four plots would be set at an angle, which would prevent views directly down into the rear garden of the adjacent property. There are no openings proposed at first floor level or above on the southern elevation of Plot 4 (the southern plot) adjoining 6 Beechwood Drive, so there would be no overlooking of that property. The openings proposed on the front of the new dwellings would overlook Beechwood Drive and the front garden of the dwelling opposite (7 Beechwood Drive), which are already visible from the road, and 7 Beechwood Drive is set at an angle so there would be no direct views towards its front windows. There is no fenestration proposed on the northern elevation of Plot 1 (the northern most plot), so there would be no overlooking of any properties to the north. Due to the arrangement of the two pairs of semi-detached dwellings, gable to gable with no side windows, there would be no loss of privacy or overlooking between the proposed units. Therefore, subject to the obscure glazing being secured by condition, the scheme would not result in sufficient overlooking or loss of privacy of existing neighbouring dwellings or to future occupiers of the development to warrant refusal.
- 9.17 Concerns were raised by neighbouring residents that the bulk, size and design of the proposal would result in a contrast of character that would appear overdominant and overbearing when viewed from the adjacent site (Merravay). However, it is considered that the separation distances between the properties and the use of restrictive fenestration would preclude an unacceptable loss of outlook or visual dominance effect. Whilst an occupant of Merravay would be aware of the proposal, it would not unduly interfere with the living conditions to the extent that the proposal would be overbearing or overdominant or give an unacceptable sense of enclosure. On this issue, the council finds that the proposal would not cause unacceptable living conditions for the occupants of Merravay with regard to loss of outlook or sense of space.
- 9.18 The proposal would also be separated from the neighbouring dwellinghouse of 2 Beechwood Drive, and would not, therefore, cause an overbearing impact upon that property.
- 9.19 The scheme is also considered acceptable in terms of access to daylight and sunlight, due to the reduction in ridge height of the scheme from that previously considered, the separation distances and the orientation in relation to neighbouring properties. A shadow diagram was submitted as part of the proposal, which demonstrates any potential impacts on neighbouring properties in terms of sunlight shadowing, in particular to 'Merravay'. These are shown on the winter solstice, the spring equinox and the summer solstice at 09h00, 12h00 and 17h00. The analysis shows that there would be minimal to no impact throughout the day, with any overshadowing to the rear amenity space caused in the evenings during spring and autumn, during which there is already some shadowing from existing features.
- 9.20 On the summer solstice, the shadows at 17h00 would only extend part way down the gardens of the new dwellings, not reaching the boundary with Merravay. As such, it is considered that the effect on access to sunlight for the principal living areas within the adjacent site (Merravay), would be limited to 17h00 onwards during spring and autumn when daylight hours are limited. As such, it is considered that there would be no detrimental effect on access to daylight/sunlight for the principal living areas within the adjacent site. The impact upon daylight and sunlight would be insufficient to warrant the refusal of the scheme.

- 9.21 Considering the residential nature of the proposal and surrounding environment, there are no concerns in relation to adverse impacts to residential amenity caused by noise/disturbance and other potential sources of pollution.
- 9.22 Whilst the creation of a parking court, rather than on plot parking is not normally encouraged, the proposed shared parking area and garage block would be clearly visible from public vantage points within the street and is, therefore, acceptable in terms of safety and security considerations. The layout also results in the rear gardens being side by side and directly adjoining existing rear gardens, without rear access alleyways or similar features, which is advantageous in terms of safety and security considerations.
- 9.23 The plots are also considered appropriate in terms of the level and location of outdoor amenity space. The dwellings would be positioned close to the street to allow for a reasonably sized rear gardens, measuring approximately 95 square metres, each comprising a patio area, lawn section, a 6ft timber shed on concrete base for cycle storage, and bordered by timber fences. Boundary treatments to the side and rear of each plot include 1.8-metre-high fencing, with black metal estate fencing to the front and low-level planting along the front - allowing for passive surveillance of the street. Accessed via a side gate, each plot has a defined area for the storage of bins for refuse/recycling. It is considered that each plot benefits from a suitably sized outside amenity space.
- 9.24 Overall, the submitted scheme provides quality on-site residential amenity for residents and would not cause unacceptable loss of amenity to adjoining occupiers or future occupiers of the development. As such, the application is considered in accordance with Policy DM23 (Design: Residential Amenity) of the East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document 2013.

#### Function and parking standards

- 9.25 Provision is to be made for two spaces per dwelling in the form of tandem parking, with one allocated within a garage unit. Tandem parking (one vehicle behind the other, including one within a garage or car port) is generally acceptable on-plot within the curtilage of a dwelling but is usually sought to be avoided in areas which offer general access, e.g. parking courts. In this instance, due to the proximity of the garages to the dwellings and its relationship with the street scene, the provision of tandem parking is deemed acceptable.
- 9.26 Allowance has been made for onsite vehicle manoeuvring and there are designated areas for bin storage/presentation, which would help alleviate demand for on-street parking. Moreover, the layout has been designed to ensure vehicles do not overhang and cause an obstruction or danger to those using Purdis Farm Lane. Minimum covered cycle storage requirements are met, with a shed in each garden providing space for two bicycles. Refuse/recycling management is indicated on the proposed plans, with bin storage located to the rear of each property (accessed via a side gate), and the presentation area shown in the corner of Purdis Farm Lane/Beechwood Drive (accessed via a paved pedestrian access route).

- 9.27 As set by the Suffolk Guidance for Parking - Technical Guidance 2019, the proposed scheme requires a total of 13 car parking spaces (including one visitor space) and one designated visitor space for two-wheeled vehicles. The proposal fails to provide the minimum required parking space for a development of its size, with a shortfall of three spaces as well as a designated space for powered two-wheeled vehicles, although there is provision of two grassed spaces, which are accessed via an additional vehicle crossing north of the garage units outside the main parking court. Allowing the grassed spaces would reduce the shortfall to one. Taking into the account the sustainable location of the site, which benefits from access two nearby bus routes into Ipswich, and the provision of on-site cycle parking provisions, the council are minded to except the deviation from the required standards.
- 9.28 Suffolk County Council as Local Highways Authority was formally consulted and have raised no objections, stating that the proposal is unlikely to have any impact on the highway network in terms of vehicle volume or highway safety. Overall, the proposal is deemed in accordance with Policy DM19 (Parking Standards) of East Suffolk Council - Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document 2013 and Paragraph 109 of the National Planning Policy Framework 2019.

#### Trees

- 9.29 An Arboricultural Impact Assessment and Preliminary Method Statement (by Arboricultural Association dated 26 June 2019) was provided as part of the submission. The report concludes that three of the mature Pines on the northern boundary have been badly pruned in the past to the extent that their current limb structure is not sustainable in the long term. It is proposed that they be removed, along with a minor non-protected birch tree that conflicts with the proposed building footprint.
- 9.30 It is accepted that the Pines are in a potentially poor structural condition and that there is not a strong case for their retention, replacement planting of two advanced nursery stock Pines is considered an acceptable proposal, as outlined in the arboricultural assessment. The root zones of the retained trees have been calculated/plotted and the proposed new building line is designed to fall outside their extent. However, the site access and driveway will fall within the root zones and as a consequence, specialist driveway construction methods are proposed to avoid significant risk of root damage, methods detailed within the respective reporting are deemed acceptable.
- 9.31 Overall, it is considered there would be no adverse impact on trees (including those covered by the Tree Preservation Order), provided that the described arboricultural method statement and tree protection proposals are implemented as described. This will be secured by condition.

#### Biodiversity and geodiversity

- 9.32 A Preliminary Ecological Appraisal (PEA) (by Skilled Ecology dated January 2020) has been provided and reviewed by an East Suffolk Council ecologist, with no objections raised. Mitigation measures outlined in the report that are to be implemented, will be secured by condition to ensure that ecological receptors are adequately protected and enhanced as part of the development. Additional conditions advised by the ecologist will also apply regarding the existing hedgerow and vegetation to ensure nesting birds are protected, along with a request for lighting strategy to ensure that impacts on ecological receptors from external lighting are prevented.

- 9.33 The Suffolk Recreation Avoidance Mitigation Strategy ("Suffolk RAMS") identifies that new housing development within a 13km zone of influence ("ZOI") of any designated European site in Suffolk will have a likely significant effect on the interest features of those sites through increased recreational pressure, both alone and in-combination with other housing in the ZOI. To mitigate this, a per-dwelling financial contribution is required to fund the Suffolk RAMS. As a financial contribution has been submitted with the application the local planning authority can conclude 'no likely significant effects' from the development proposal on the designated site(s). The proposal is, therefore, in accordance with the objectives of Policy SP14 (Biodiversity and Geodiversity) and Policy DM27 (Biodiversity and Geodiversity) of the Suffolk Coastal District Local Plan Core Strategy & Development Management Policies Development Plan Document 2013, which seek to protect designated sites in accordance with The Conservation of Habitats and Species Regulations 2017.

#### Flood risk

- 9.34 The subject site is located within Flood Risk 1 zone, which the Environment Agency defines as having a low probability of flooding. Due to the associated low risk, no further assessment is required. However, it has been identified that the site is located within an area prone to surface water flooding. It is acknowledged that the scheme has included soakaways as a means of mitigating any adverse effects. However, to prevent an increase in the risk of flooding to the proposed development and elsewhere and ensure a suitable sustainable drainage system approach is adopted for the management of surface water, a detailed surface water strategy for the site is to be submitted prior to commencement of development by way of condition.

#### Community Infrastructure Levy (CIL)

- 9.35 The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations 2010 (as amended). An informative will be added to a permission outline the requirements regarding liability.

## **10 Conclusion**

- 10.1 The proposal for the construction of four new dwellings (two sets of semi-detached, three storey buildings) and associated garages, parking, access and landscaping on the subject site is deemed acceptable in principle and a sustainable form of development.
- 10.2 The site is of a size that would suitably accommodate the scale of development proposed without causing harm to outlook, access to daylight/sunlight and overlooking of neighbouring properties, which are of a scale not entirely dissimilar from the surrounding Beechwood Drive development.
- 10.3 The proposal suitably incorporates elements within the overall design that respects the scale of neighbouring properties, whilst ensuring any residential amenity effects are less than minor. Although the proposed facade materials and architectural form are a visual contrast to the overall style of the existing street scene, any concerns regarding the variation in design are not considered to outweigh the benefits of the provision of four new houses within a sustainable location.

- 10.4 The application adequately addresses the refusal reasons on the previous application relating to aesthetics, townscape, residential amenity and parking. A financial contribution towards Suffolk Coast Recreation Disturbance Avoidance and Mitigation Strategy (RAMS) has been paid upfront.

## **11 Recommendation**

- 11.1 Approval subject to conditions.

## **12 Conditions:**

1. The development hereby permitted shall begin no later than 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 not be carried out other than in complete accordance with the following drawings:

- Location plan (3859-01-Rev. D) - received on 28 October 2019;
- Proposed site plan (3859-10-Rev. C) - received on 28 October 2019;
- Proposed street elevations (3859-11-Rev. B) - received on 28 October 2019;
- Proposed floor plans and elevations (3859-12-Rev. C) - received on 28 October 2019;
- Proposed street elevation 2 (3859-14-Rev. A) - received on 28 October 2019;
- Section/elevation (3859-20-Rev. A) - received on 28 October 2019;
- Proposed garage floor plans and elevations (3859-21) - received 27 January 2019;
- Sun shading diagrams (3859-200-Rev. A) - received on 28 October 2019;
- Render 1 (3859-205-Rev. D) - received on 30 October 2019;
- Render 2 (3859-206-Rev. D) - received on 30 October 2019; and
- Render 3 (3859-207-Rev. A) - received on 30 October 2019.

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. No development shall commence until a detailed method of construction statement has been submitted to and approved by the local planning authority. This statement shall set out hours of construction/activity on site, the location of parking areas for construction vehicles and delivery hours for materials and equipment to the site before and during construction. Thereafter, the approved construction statement shall be adhered to throughout the construction of the development.

Reason: To reduce the potential impacts of noise pollution and additional vehicular movements in the area during the construction phase of the development.

5. No development shall commence until a detailed surface water strategy for the site has been submitted to and approved by the local planning authority. The approved scheme shall thereafter be implemented in its entirety thereafter.

Reason: To prevent an increase in the risk of flooding to the proposed development and elsewhere and ensure a suitable sustainable drainage system (SUDS) approach is adopted for the management of surface water.

6. No development shall commence until there has been a management plan for maintenance of the access drive, parking areas and associated landscaped areas, submitted to and approved 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 at least 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 access drive and landscaping areas are properly maintained in the interest of visual amenity.

7. No development shall take place before details of the proposed finished floor levels; ridge and eaves heights of the buildings hereby approved have been submitted to and approved by the local planning authority. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of surrounding property. The development shall be carried out as approved.

Reason: To ensure a satisfactory relationship between the various components of the development and between the site and adjoining land. To ensure that construction is carried out at a suitable level having regard to drainage, access, the appearance of the development, any trees or hedgerows and the amenities of neighbouring properties.

8. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking or re-enacting the said Order] no development of any kind specified in Class A, Class B, Class C, Class D, and Class G, Part 1 of Schedule 2 of the said Order shall be carried out unless otherwise agreed with the local planning authority.

Reason: In order that the local planning authority may retain control over this particular form of development in the interests of amenity and the protection of the local environment and the amenity of adjoining residents.

9. The hereby approved Arboricultural Impact Assessment and Preliminary Method Statements (by Arboricultural Association dated 26 June 2019) shall be implemented in its entirety.

Reason: To safeguard protected trees in accordance with Policy SP15 of the East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (2013).



10. All windows on the rear elevation at first floor level serving the bedrooms on Plots 3 and 4, shall be fitted and remain fitted with patterned/obscured glass to 1.7 metres above finish floor level, details of which shall be submitted to and approved by the local planning authority before the glazing is installed.

Reason: In the interest of residential amenity.

11. All windows on the rear elevation at first floor level serving the en-suite shall be fitted and remain fitted with patterned/obscured glass, details of which shall be submitted to and approved by the local planning authority before the glazing is installed.

Reason: In the interest of residential amenity.

12. In the event that contamination which has not already been identified to the local planning authority 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 local planning authority no further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety. An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the local planning authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including 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 must be prepared and is subject to the approval in writing of the local planning authority. The remediation method statement must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The approved remediation method statement 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 local planning authority.

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

13. Notwithstanding the hereby approved layout plan, no gate shall be erected across the shared access driveway.

Reason: To avoid the creation of a 'gated community' which would discourage the integration of the development with the wider locality.

14. The use shall not commence until the area(s) within the site shown on the proposed site plan (3859-10-Rev. C) for the purpose of loading, unloading, manoeuvring and parking of vehicles has been provided. Thereafter the area(s) shall be retained and used for no other purpose.

Reason: To ensure that sufficient space for the onsite parking of vehicles is provided and where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

15. The areas to be provided for storage of refuse/recycling bins as shown on drawing number 3859-10-Rev. C shall be provided in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

16. Within three month(s) 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 by the local planning authority.

Reason: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.

17. The landscaping scheme as approved under Condition 16 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 five 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.

18. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Preliminary Ecological Appraisal (PEA) (by Skilled Ecology dated January 2020).

Reason: To ensure that ecological receptors are adequately protected and enhanced as part of the development.

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

Reason: To ensure that nesting birds are protected.

20. Prior to first occupation, a "lighting design strategy for biodiversity" for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:

a) Identify those areas/features on site that are particularly sensitive for biodiversity likely to be impacted by lighting and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that impacts on ecological receptors from external lighting are prevented.

21. Prior to occupation the “estate Rail fence to western boundary fronting road”, shall be erected on the alignment specified on drawing “proposed site plan (3859-10-Rev. C)” received on 28 October 2019. The estate rail fence shall be metal railings with a black finish and same design as that erected on the frontage of the adjacent dwelling (2 Beechwood Drive), unless otherwise agreed by the local planning authority.

Reason: In the interests of visual amenity.

### **13 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 (2019) and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. The applicant is advised that the proposed development will require approval under the Building Regulations. Any amendments to the hereby permitted scheme that may be necessary to comply with the Building Regulations must also be approved by the local planning authority in order that any planning implications arising from those amendments may be properly considered.
3. The applicant is advised that the granting of planning permission for the hereby approved development does not override any other legislation, private access rights or land ownership issues which may exist. The onus rests with the owner of the property to ensure they comply with all the necessary legislation (e.g. building regulations and acts relating to environmental protection) and it is the applicants/developers responsibility to ensure that comply with all the necessary legislative requirements, and obtain all the necessary consents/permits.
4. The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act (2008) and the CIL Regulations (2010) (as amended).

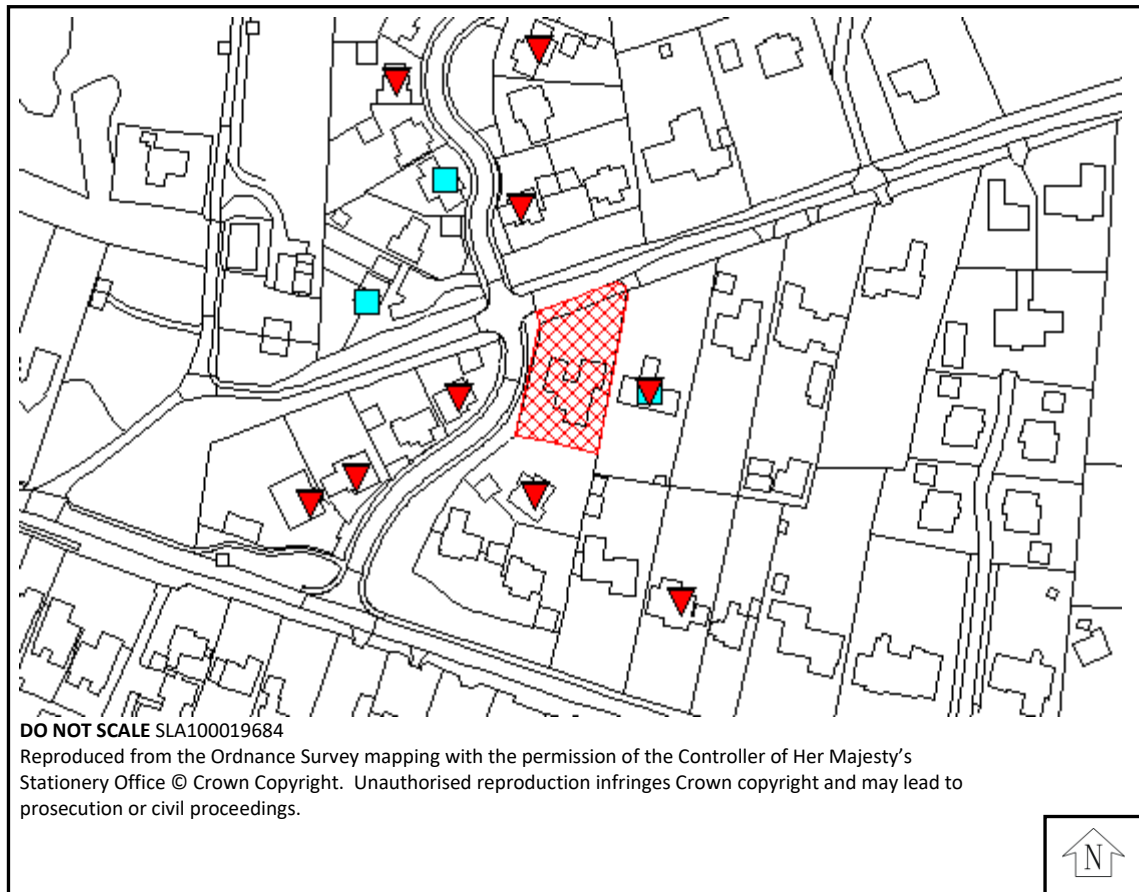
Please note: The Council will issue a Liability Notice for the development once liability has been assumed. Liability must be assumed prior to the commencement of development. Failure to comply with the correct process as detailed in the regulations may result in surcharges and enforcement action and the liable party will lose the right to pay by instalments. Full details of the process for the payment of CIL can be found at <http://www.eastsuffolk.gov.uk/planning/community-infrastructure-levy/>

5. This planning permission contains condition precedent matters that must be discharged before the development approved is commenced, or any activities that are directly associated with it. If development commences without compliance with the relevant condition(s) you will not be able to implement the planning permission & your development will be deemed unauthorised. An application under Section 73 of the Town & Country Planning Act 1990 will be required to amend the relevant condition(s) before development continues. You are strongly recommended to comply with all conditions that require action before the commencement of development.
6. The applicant is advised that the proposed development is likely to require the naming of new street(s) and numbering of new properties/businesses within those streets and/or the numbering of new properties/businesses within an existing street. Please contact the Property Information Team (01394 444261), which is responsible on behalf of the Council for the statutory street naming and numbering function.
7. The applicant is advised that a public right of way adjacent to the application site (E-435/001/0) and nothing in this permission shall authorise the stopping up, diversion or obstruction of that right of way. The applicants should apply to East Suffolk Council if they want the public right of way to be diverted or stopped up. It is an offence under the Highways Act 1980 to obstruct the route or damage/alter the surface of the right of way without the prior written consent of the Highway Authority, either during the construction of the development or beyond. If any development work conflicts with the safe passage of pedestrians or other users of the right of way, the applicants will need to apply to the Highway Authority for a temporary closure of the right of way.





## **14 Background information**

- 14.1 See application reference DC/19/4197/FUL at:  
<https://publicaccess.eastsuffolk.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

## Map



## Key

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