

# **PLANNING STATEMENT**

for

**ERECTION OF SELF-BUILD DWELLING FOLLOWING  
DEMOLITION OF EXISTING AG. OUTBUILDINGS; 2no. NEW  
ACCESS INCLUDING STOPPING UP OF EXISTING ACCESS**

**(RESUBMISSION)**

at

**LAND ASSOCIATED WITH HILLMORA  
HINDERCLAY**

**May 2023**

**Agent:**

**ROBERTS MOLLOY**  
architecture & planning

© RM ARCHITECTURAL LTD  
Homestead, The Street, Horham  
Eye, Suffolk, IP21 5DX

T: 01379 687705

E: [info@robertsmolloy.co.uk](mailto:info@robertsmolloy.co.uk)

## **I. Introduction**

This application is a resubmission of withdrawn application DC/22/02874 and seeks to establish full planning permission for the demolition of existing redundant ag. outbuildings and erection of a single-storey 3-bed self-build dwelling on land which was shown within the Settlement as part of the emerging Local Plan (Part 2), was previously in the settlement boundary until revisions in 2008, but which regardless now complies with Emerging Policy LP01, now titled, "windfall infill development outside settlement boundaries". To note, the previous submission was supported by the neighbour and the Parish Council.

Currently the site sits within the settlement of Hinderclay. Under the current plan Hinderclay is considered a countryside village whereby policy CS2 of the Mid Suffolk Core Strategy states that such villages are designated as countryside and development will be restricted to particular types of development. However, both the Core Strategy and the Local Plan pre-date the published NPPF and are deemed out-of-date and inconsistent with the balanced approach to decision making the NPPF require. Therefore, Policies such as CS2 and H7 which are overly restrictive (seeking exceptions to developing in the countryside) and must be given less weight in decision making as required by Paragraph 219, with the emerging Local Plan now providing limited weight to decision making but should be seen as the direction of travel for future development.

As a dedicated Self-Build Plot, the application also gains support from emerging policy LP08 – Self-Build and Custom-Build, which states that;

*“The Councils will support proposals for self-build/custom-build housing or proposals that make a proportion of serviced dwelling plots available for sale to self-builders or custom builders, where in accordance with all other relevant policies in the Plan.”*

Regardless of if the Applicant undertakes the Self-Build themselves or sells it on, a dedicated self-build permission for an infill plot in a village caters to the significant numbers on the Local Authorities Register who are looking for such opportunities to build their own homes.

For reference and completeness it is noted Hinderclay was identified as a hamlet with the settlement boundary reinstated (including the land proposed under this submission) however this has now been removed from the Local Plan as part of updates at this time as it was identified as requiring more work along with site allocations and hinterland and hamlet sites policies.

## **2. Layout of development**

Proposal is to retain linear development off two new access points, one for the proposed dwelling and a further new access for existing dwelling ‘Hillmora’ to allow current access to be stopped up due to poor visibility and exit angle onto Highway. This will also facilitate future garage for retained dwelling and access to the rear land (currently inaccessible, causing issues with management).

All set behind the established hedging, causing limited additional impact on street scene. Three trees will be required to be removed as part of this application, but new planting can form a Condition of any Permission to ensure they are replaced. Both existing and proposed dwellings will retain a good level of private amenity all round with private gardens for the proposed to the East and Hillmora to the South.

This development will utilise a new Highways access point in line with SCC requirements to DM01 – as detailed within the Highways sub-section below, along with another access point with improved visibility for the existing dwelling. This new access will also allow for access to the rear of the property for future management. The existing access will be stopped up and new hedge planted as part of the application.




## **3. Scale**

The development has been designed in accordance with National Spatial Planning Guidance and Local Plan Policies and will be single-storey, to complement the vernacular of the area and the previous outbuildings on the site, rather than a 2-storey house. Sizes as shown on Drawing HBH/02B (or subsequent revision). The building is designed to provide spacious accommodation on a single level which can easily be further adapted for long-term living requirements, enabling people to remain in their homes for longer.

- Ridge height – 5.80m
- Proposed Floor Area = 140sqm Residential Floor Area

- Parking Spaces – 3no. (no garage)

**4. Appearance – Specified Materials for Plot & Examples of said Facing Materials as follows, all bricks and roof finishes are subject to availability;**

<b>Brick / Cladding</b>	<b>Roof</b>	<b>Windows &amp; Doors</b>	<b>Fascia's, Soffits, Gutters.</b>
<p>Ibstock Westminster or similar with white mortar joints.</p>   <p>Cladding in Slate Grey</p> 	<p>Imerys Panne S Burnt Red (Rustic) clay pantiles</p> 	<p>Anthracite (uPVC)</p>	<p>Black/Anthracite (uPVC)</p>

Road surfaces: Black Tarmac bound material for a minimum of 5m from the edge of the carriageway is shown on the submitted Block Plan. Within development, permeable shingle to driveway with permeable pavers to provide safe and appropriate access for disabled users in line with the Building Regulations.

**5. Context**

**Physical**

The site is towards the north east edge of the village, off Bells Lane, and hidden from view from the road frontage by mature hedging, to be retained and managed for long term benefit and enhancement to road users where necessary. Some removal of hedging to facilitate access is required along the edge of the Highway. General management work should be carried out regardless of this application and does not specifically form part of

the application. The site is opposite housing and is easily accessed from the rest of the village, access situation as for existing dwellings, no increase in detriment.



### **Context within settlement**

The site was within the emerging village settlement boundary under Part 2 of the Joint Local Plan Regulation 19 Pre-Submission Document, but this section is now on hold and therefore is once again a village without a boundary.

To note, under those Policies, villages such as Hinderclay were anticipated to provide 204 new homes within the plan period. Some recent development has also been approved in Hinderclay, showing that it is suitable for appropriate levels of new housing to maintain its vitality, and the proposal is for small-scale infill development of a single dwelling on land with an existing building for which some form of fallback could be explored, if necessary.

This application is designed to make much better use of identified land with development potential but without overdevelopment of the site frontage.

The village is predominantly ribbon development and this development will continue the common pattern along Bells Lane and the other roads converging to the centre of Hinderclay.

The site is not located within or adjacent to a Conservation Area or Special Landscape Area, and is not in close proximity to or affecting the setting of any Listed Buildings.

In summary the erection of appropriate and traditional single-storey dwellings in this location will not detrimentally affect the setting of the village and will provide a much need form of housing.

**Planning Policy:**

i.) Key Emerging Local Plan Policies – Supporting Proposal

Currently awaiting Examination but show the direction of travel for MSDC under the Joint Local Plan.

• **LP01 Windfall infill development outside settlement boundaries**

Proposals for windfall infill development outside settlement boundaries where there is a nucleus of at least 10 well related dwellings will be acceptable, subject to compliance with all the following:

- A) It would not be detrimental to the character and appearance of the settlement, landscape (including the AONB), residential amenity or any heritage, environmental or community assets.;
- B) It would not result in consolidating sporadic or ribbon development or result in loss of gaps between settlements resulting in coalescence.; and would usually be for only one or two dwellings.

• **LP08 Self-Build and Custom-Build**

The Councils will support proposals for self-build/custom-build housing or proposals that make a proportion of serviced dwelling plots available for sale to self-builders or custom builders, where in accordance with all other relevant policies in the Plan.

ii.) Planning Precedent - recent approvals

The key Application for dwellings adjacent to or outside village Settlement Boundaries as defined under the existing Local Plan, and which we raise as precedent to support this application is recently approved DC/22/00480 for Outline Permission for a Dwelling.

Key within the Officer Report is the following statement;

*“The proposal is considered to be in a countryside village where there is a lack of services and facilities and would have a heavy reliance on a private motor vehicle. This is considered to be a negative impact, but is only offered moderate weighting in the balance as the journeys are short, it relates to only one dwelling, and it would support the surrounding villages of Rickinghall and Botesdale as recognised by paragraph 79 of the NPPF”*

The Planning Officer also makes comment on the introduction of a single dwelling, stating –

*“Moreover, a single dwelling on this site would not look out of character within the existing built form of the countryside village of Hinderclay and would integrate well into the surrounding environment...”*

iii.) NPPF & 5-Year Land Supply

The fact that a 5-year land supply is presented, should not preclude suitable development moving forward and this has been shown previously to be the appropriate approach taken

by Mid Suffolk Council Planning Officer's when looking at development on individual basis and assessing the merits of each submission.

There would not appear to be any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF framework taken as a whole' and which the emerging Local Plan is based upon as the proposal is supported by self-build homes policies and windfall infill housing policy.

iv.) Fallback of existing building – legal position

It has been established in the judgement of *Mansell v Tonbridge & Malling BC (TMBC)* that where there is a 'real prospect' of a fallback development being implemented then weight should be attributed to the fallback as a material consideration.

Clarification of the term 'real prospect' was established under judgement *EWCA Civ 333, Paragraph 21* "...for a prospect to be a real prospect, it does not have to be probable or likely: a possibility will suffice", therefore under *Mansell v TMBC* the judge ruled that as the owners had strongly indicated they wanted to redevelop to provide residential accommodation then it

*"...was entirely reasonable to assume that any relevant permitted development rights by which the.....(owner) could achieve residential development value...would ultimately be relied upon if an application for the construction of new dwellings were refused."*

Fundamentally as confirmed by Lindblom L. J. for the 'fallback' position to be a material consideration in a planning determination, the proposal has to be comparable – of which this submission is.

**For clarity, there is nothing within the Legal ruling which states that Permitted Development has to have been granted before a 'fallback' can be sought.**

v.) Social & Economic

Villages and in particular Hamlet settlements need new permanent dwellings to support the local social network and retain the vitality of the rural areas. The government is in favour of promoting a healthy rural economy and housing growth in rural locations as has consistently been promoted by Government and across the revised NPPF, which illustrates that a blanket restriction should not be placed on development outside of settlement boundaries where it is suitable and proportionate, even when they are not well served by public transport. This site complies with the principles of infill in countryside villages without a settlement boundary and should be supported. The fact it is a self-build plot, which the current owner wishes to have the option to build out and move into to maintain the support network should further be a reason to encourage the community to be retained and reinforced through additional family moving into the old property.

Relevant factors for consideration in a case such as this are: impact upon the character and appearance of the locality, and impact upon neighbour amenity. The development of this land does not have any materially adverse impacts on character and appearance whilst the scheme design takes into account the local vernacular and includes significant planting



to enhance and 'root' the development in the landscape. Neighbour amenity will be preserved through good design, including positioning of windows to prevent any overlooking, retaining the scale of the replacement building as single storey to avoid prominence of the ridge on the street scene.

vi.) Sustainable Development Justification

In overview, this development satisfies Paragraph 83 of the NPPF - supporting a prosperous rural economy and Paragraph 79, which states that "To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. **For example, where there are groups of smaller settlements, development in one village may support services in a village nearby.**"


The development would create local employment for the construction industry (small developments can have a greater impact on local employment than larger sites, particularly when a self-build) complying with the economic aspect of sustainable development based on the justifications put forward by similar approved applications.

A desktop database search shows currently that there is a Bus Stop within 300m of the application site at the junctions of Bells Lane, The Street & Rickinghall Road. It is served by a limited service, which is now the prevalent situation in rural locations and should not prohibit suitable development.

Whilst not currently relevant to the self-builder. The closest Primary school is in the nearby village of Botesdale, 2.3 miles from the site (8-minute journey).

The nearest shops and facilities are located in the adjoining village of Rickinghall (1.5mi) which has doctors, shops, food outlets, as well as dentist and public houses, along with several employment opportunities. The Market Town of Diss is less than 6.5miles away.

**Section 5b: Healthcare**

The tables below provides further details of healthcare facilities within 5km of the site. To view these in more detail, please see the LandSearch viewer. 


**Doctors**

ID	Name	Distance	Bearing
6	Botesdale Health Centre	2.3km	SE

**Dentists**

ID	Name	Distance	Bearing
7	Botesdale Dental Practice	2.3km	SE
8	Hopton Dental Surgery	3.9km	NW

**Section 5c: Amenities**

The table below provides the location and distance to nearest key facilities to the site. To view additional locations in the surrounding area, please see the LandSearch viewer. 

Local Amenity	Address	Distance	Bearing
Cash Machine	Cash Machine (Cardtronics), The Street, Rickinghall, Diss, IP22 1DY	2.2km	SE
Convenience and General Stores	The Redgrave Community Shop, Redgrave Cottage, The Street, Redgrave, Diss, IP22 1RW	1.8km	E
PayPoint	The Co-operative, The Street, Rickinghall, Diss, IP22 1DY	2.2km	SE
Playgrounds	Play Area, IP22	2.1km	E
Post Box	Letter Box, The Street, IP22	443m	SW
Post Office	Post Office (Botesdale Mobile Service), Parkview Chapel, The Street, Botesdale, Diss, Suffolk, IP22 1BX	2.4km	SE
Supermarkets	The Co-operative, The Street, Rickinghall, Diss, IP22 1DX	2.2km	SE

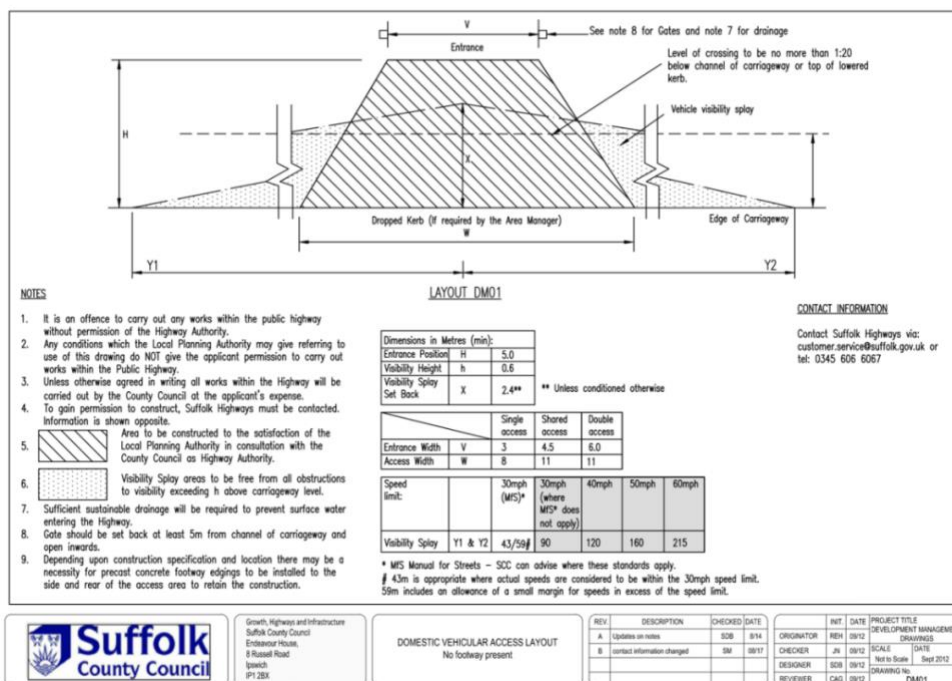
**Proximity to Local Amenities**



With regard to the overall sustainability of the location, it has to be accepted that within any rural location there is a reliance on the motor car, whether a small hamlet or a larger service centre village, and this should not be a stumbling block to suitable rural development, particularly when it offers self-build opportunities for someone to stay in the village and maintain their support network.

## 6. Highways

New access points in line with DM01 requirements for access to the proposed new dwelling and also the new access to Hillmora to provide safe vehicle ingress & egress (existing access point to be stopped up) are indicated on Drawing HBH/02B (or subsequent approved revision). Visibility of 2.4m x 43m can be achieved from the accesses as shown over verges, all deemed suitable within this village location within the 30mph zone. Some hedge management is required but this is generally necessary regardless of proposals.



Previous submission DC/22/02874 confirmed the accesses were suitable subject to appropriate conditions as detailed in the response, appended to the back of this statement.

Latest policy requirements from SCC Highways following Suffolk declaring a Climate Emergency and a commitment to make the County Carbon Neutral by 2030 has resulted in the requirement for all new developments to provide sufficient electric charging infrastructure to cater for the growing demand of electric vehicles in Suffolk.

For residential developments, a dwelling must have the ducting in place to allow a suitable wattage wall charging unit to be installed and connected to a suitable household consumer unit, that has the capacity to charge an electric vehicle and run other household electrical appliances when required by the resident. Post 14 June 2022 Building Regulations will

require a complete EV charger to be installed on the property going above and beyond the current requirements of SCC policy, further encouraging the move towards electric vehicles.

**7. Access for emergency services**

**External circulation routes:** No constraints to access from the road.

**Safe and final egress from buildings:** no constraints

**8. Disabled accessibility limitations - no constraints**

**9. Affordable Housing**

In line with NPPF, minor developments of up to 10 houses on land under 0.5Ha are not required to provide 'Affordable Housing'.

**10. Biodiversity**

This submission includes a Preliminary Ecological Appraisal by J P Ecology. This report outlines findings across the site, including emergence surveys to confirm presence or absence of protected species in the buildings proposed for removal. This report also includes mitigation measures which can be carried out as part of the development and secured through appropriate Conditions, to be discharged at a later date prior to commencement.

**11. Landscaping, Trees and Hedges**

There are mature levels of natural screening of the site from the highway which will remain under the proposal, screening to the rear and adjacent dwellings off Bells Lane also screened from development site. There will be some localised hedge removal to secure access and visibility for the proposed new dwelling, with new mixed species native hedge planting as part of the works associated with the stopping up of the existing access point.

**12. Land Contamination**

A Contamination Report accompanies this application under separate cover along with Enviroscreen and Questionnaire. No Contamination is identified on or near the site as indicated in the land search results, as shown in extract below.

Section 4a: Land Contamination	
For further details of the features found below, or to view features identified outside of the search buffers, please see the LandSearch viewer.	
Have any contemporary potentially contaminative land uses been identified at the site or within 100m?	No
Have any historical potentially contaminative land uses been identified at the site or within 100m?	No
Have any contemporary landfill records been identified at the site or within 250m?	No
Have any historical landfill records been identified at the site or within 250m?	No

Previous consultation under DC/22/02874 confirmed no objection as detailed below in extract;

From: Nathan Pittam <[nathan.pittam@babberghmidsuffolk.gov.uk](mailto:nathan.pittam@babberghmidsuffolk.gov.uk)>  
Sent: 07 July 2022 11:02  
To: Alex Breadman <[Alex.Breadman@babberghmidsuffolk.gov.uk](mailto:Alex.Breadman@babberghmidsuffolk.gov.uk)>  
Cc: BMSDC Planning Area Team Yellow <[planningyellow@babberghmidsuffolk.gov.uk](mailto:planningyellow@babberghmidsuffolk.gov.uk)>  
Subject: (309528) DC/22/02874. Land Contamination.

**EP Reference : 309528**  
**DC/22/02874. Land Contamination.**  
**Hillmora, Bells Corner, Bells Lane, Hinderclay, DISS, IP22 1HW.**  
**Erection of 1No. Detached dwelling and creation of new vehicular access (following demolition of existing buildings). Stopping up existing access and creation of new vehicular access to serve Hillmora).**

Having reviewed the application I can confirm that I have no objection to the proposed development from the perspective of land contamination. I would only request that the LPA are contacted in the event of unexpected ground conditions being encountered during construction and that the below minimum precautions are undertaken until such time as the LPA responds to the notification. I would also advise that the developer is made aware that the responsibility for the safe development of the site lies with them. For details regarding how Babergh and Mid Suffolk District Councils approaches Land Contamination, including templates for planning submissions, please view our website at <https://www.babergh.gov.uk/environment/contaminated-land/>

For the purposes of clarity these comments **only** relate to matters of Land Contamination.

Regards

Nathan

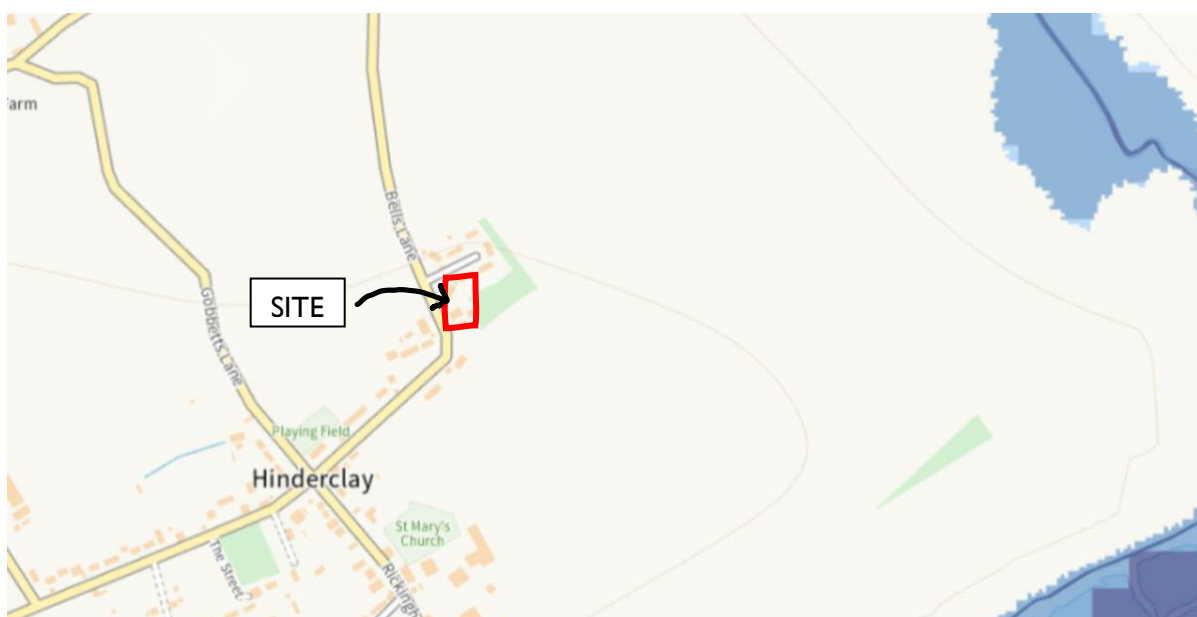
### **13.Foul Water Drainage**

Foul drainage will be by individual private package treatment plant

### **14.Surface Water Drainage**

Individual soakaways in back garden which will be confirmed in conjunction with the Building Control Officer.

### **15.Flooding - ENVIRONMENT AGENCY FLOOD MAP FOR PLANNING**



**Site not at risk from Flooding from River**





**Site not at risk from Flooding from Surface Water**

**16. Photographs Of Existing Building For Demolition**



**FRONT COURTYARD ELEVATION**





**FRONT COURTYARD ELEVATION WITH PROJECTION TOWARDS  
HILLMORA DWELLING**



**PROJECTION TOWARDS HILLMORA DWELLING & OUTSHOOT**





**VIEW UP REAR COURTYARD/DRIVEWAY TO METAL CLAD BARN/GARAGE AT REAR**



**VIEW OF HIGHWAY FRONTING HIPPED ROOF END OF OUTBUILDING**





**VIEW OF REAR OF OLD OUTBUILDING FOR DEMOLITION**



**VIEW OF STEEL AND SHEET MATERIAL COVERED  
GARAGE/OUTBUILDING**





**INTERNAL VIEW OF OUTSHOT**



**INTERNAL VIEW OF BARN**

## APPENDED HIGHWAYS COMMENTS FROM PREVIOUS SUBMISSION

Your Ref: DC/22/02874  
Our Ref: SCC/CON/2637/22  
Date: 18 July 2022  
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



**All planning enquiries should be sent to the Local Planning Authority.**

Email: [planning@babberghmidsuffolk.gov.uk](mailto:planning@babberghmidsuffolk.gov.uk)

The Planning Department  
MidSuffolk District Council  
Planning Section  
1st Floor, Endeavour House  
8 Russell Road  
Ipswich  
Suffolk  
IP1 2BX

For the attention of: Alex Breadman

Dear Alex,

**TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/02874**

**PROPOSAL:** Full Planning Application - Erection of 1 No. Detached dwelling and creation of new vehicular access (following demolition of existing buildings). Stopping up existing access and creation of new vehicular access to serve Hillmora).

**LOCATION:** Hillmora, Bells Corner, Bells Lane, Hinderclay, Suffolk, IP22 1HW

Notice is hereby given that the County Council as Highway Authority make the following comments:

**Condition:** Before the vehicular accesses are first used, vehicular visibility splays shall be provided as shown on Drawing No. 02A with an X dimension of 2.4 metres and a Y dimension of 43 metres to the nearside edge of the carriageway and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

**Reason:** To ensure drivers of vehicles entering the highway have sufficient visibility to manoeuvre safely including giving way to approaching users of the highway without them having to take avoiding action and to ensure drivers of vehicles on the public highway have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary.

**Condition:** No other part of the development hereby permitted shall be commenced until the new vehicular access for the new dwelling has been laid out and completed in all respects in accordance with Suffolk County Council's standard access drawing DM01, with a minimum entrance width of 3 metres for a single access. Thereafter it shall be retained in its approved form.

**Reason:** To ensure the access is laid out and completed to an acceptable design in the interests of the safety of persons using the access and users of the highway. This needs to be a pre-commencement condition because access for general construction traffic is not otherwise achievable safely.

**Condition:** No other part of the development hereby permitted shall be commenced until the new vehicular access for Hillmora has been laid out and completed in all respects in accordance with Suffolk County Council's standard access drawing DM01, with a minimum entrance width of 3 metres for a single access. Thereafter, it shall be retained in its approved form. Prior to the new access being brought into use, all other means of vehicular access into Hillmora from Bells Lane shall be effectively stopped up and closed in complete accordance with a scheme which shall have been submitted to and approved in writing by the local planning authority.

*Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX*  
*[www.suffolk.gov.uk](http://www.suffolk.gov.uk)*



**Reason:** To ensure the access is laid out and completed to an acceptable design in the interests of the safety of persons using the access and users of the highway and to avoid multiple accesses that would be detrimental to highway safety. This needs to be a pre-commencement condition because access for general construction traffic and other traffic, is not otherwise achievable safely.

**Condition:** Prior to the development hereby permitted being first occupied, the new vehicular accesses onto the highway shall be properly surfaced with a bound material for a minimum distance of 5 metres measured from the nearside edge of the metalled carriageway, in accordance with details that shall have previously been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure construction of a satisfactory access and to avoid unacceptable safety risks arising from materials deposited on the highway from the development.

**Condition:** Gates/bollard/chain/other means of obstruction to the access shall be set back a minimum distance of 5 metres from the public highway and shall not open towards the highway.

**Reason:** To avoid unacceptable safety risks and traffic delay arising from vehicles obstructing the public highway while the obstruction is removed or replaced by enabling vehicles to clear the highway while this is done.

**Condition:** The use shall not commence until the area(s) within the site shown on Drawing No. 02A for the purposes of manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

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

**Condition:** Before the development is commenced, details of secure, lit and covered cycle storage and electric vehicle charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

**Reason:** To ensure the provision of cycle storage and charging infrastructure for electric vehicles in accordance with Suffolk Guidance for Parking (2019).

**Note:** As per Suffolk Guidance for Parking (2019), ducting and a suitable consumer unit to allow for the installation of one EV charging unit should be provided per Class C3 dwelling.

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

**Reason:** To prevent hazards caused by flowing water or ice on the highway. This needs to be a pre-commencement condition to avoid expensive remedial action which adversely impacts on the viability of the development if, given the limitations on areas available, a suitable scheme cannot be retrospectively designed and built.

**Condition:** Before the development is commenced, details of the areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

**Reason:** To ensure that space is provided for refuse and recycling bins to be stored and presented for emptying and left by operatives after emptying clear of the highway and access to avoid causing obstruction and dangers for the public using the highway.

**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 Suffolk County Council or its agents at the applicant's expense.

Suffolk County Council must be contacted on Tel: 0345 606 6171.

*Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX*  
*www.suffolk.gov.uk*

For further information go to:

<https://www.suffolk.gov.uk/roads-and-transport/parking/apply-and-pay-for-a-dropped-kerb/>

or;

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

Suffolk County Council drawings DM01 - DM14 are available from:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/standard-drawings/>

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.

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

**Note:** Suffolk County Council's highway apparatus appears to be affected by this proposal. The applicant must contact Suffolk County Council, telephone 0345 606 6067 to agree any necessary alterations to be carried out at the expense of the developer.

Yours sincerely,

**Mohammedur Rashid-Miah**  
**Transport Planning Engineer**

Growth, Highways and Infrastructure