

PLANNING STATEMENT

PROPOSED ERECTION OF DWELLING, ANNEXE BARN, GARAGE AND DOMESTIC STORAGE SHED

ADJACENT THE GARDENERS ARMS, MOATS TYE, COMBS, STOWMARKET IP14 2EY

1.0 INTRODUCTION

- 1.1 Outline planning permission (DC/21/01180) for 2 dwellings on this site was granted 26 April 2021.
- 1.2 This application seeks planning permission for a single dwelling on the site, with ancillary outbuildings.

2.0 SITE DESCRIPTION

- 2.1 The site is located within the group of dwellings at Moats Tye, in the countryside a couple of miles to the south-west of Stowmarket town centre.
- 2.2 It is a wedge-shaped piece of land fronting Badley Lane, which currently comprises 3 disused stables, and previously formed part of the garden of the former Gardeners Arms pub. There are existing dwellings to the west and south, and Battsford and District Cricket Club to the north and east.

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposed dwelling would be a 2-storey, 4-bedroom house with lime rendered walls on a brick plinth and with a slate roof including PV panels. A forward-projecting gable, small pitched-roof dormer windows breaking the eaves, pitched-roof porch to the front and lean-to porch to the rear, and external chimney breast, provide visual interest and articulation of form.
- 3.2 A 2-bedroom annexe would be provided in an outbuilding which would form part of the northern and eastern boundaries of the site, where it adjoins the cricket club. These walls would be brickwork over a timber frame, with horizontal weatherboarding at high level above brickwork on the east side, and the other 2 sides facing into the garden would be horizontal weatherboarding on a brick plinth. The pitched roof would be covered in pantiles with rooflights and PV panels on the garden-side. The

accommodation comprises living/games area, kitchenette and shower room on the ground floor with 2 bedrooms in the roof space.

- 3.3 A double garage with brick plinth, horizontal weatherboarding and pantile roof would be located towards the south-eastern corner of the site, and would include EV charging points. A bin store and cycle store would also be provided. A domestic storage shed would be located in the north-western corner of the site with mono-pitched corrugated sheet roof over weatherboarded walls.
- 3.4 The northern and eastern boundaries of the site would be marked with 1.8m high brick walls, with a structure erected during the cricket season to hold the 5m-high netting required for protection against cricket balls. The western boundary would be willow fencing and hedging, and the road frontage boundary to the south would have estate fencing.
- 3.5 Together with PV panels and EV charging points, the dwelling would be provided with Mechanical Ventilation Heat Recovery and eco combi heat store. It would be highly insulated, and orientation and appropriate glazing ensures that overheating would not result. A new klargester or similar would be installed.

4.0 PLANNING HISTORY

- 4.1 Planning permission (0398/87) for the stables was granted in 1987 and an outline proposal for 2 dwellings (DC/20/04631) was originally refused in December 2020 owing to concerns about potential damage to property and injury to people caused by cricket balls.
- 4.2 Outline planning permission DC/21/01180 for 2 dwellings addressed the concerns raised and was granted in April 2021. It remains extant.

5.0 PLANNING POLICIES

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 In this case, the development plan comprises the Mid Suffolk Local Plan 1998, Core Strategy 2008 and Focused Review 2012. Policy CS1 sets out the settlement hierarchy

of the District and seeks to direct development largely to towns and key service centres. The site lies outside any defined settlement boundary and is in the countryside for planning purposes. CS2 restricts development in the countryside to defined categories which do not include market housing. Similarly, H7 of the Local Plan seeks to prevent housing development outside settlements unless it is related to the needs of the countryside. GP1 requires that development should maintain or enhance the character and appearance of the surroundings and CS5 seeks to protect the landscape qualities of the area.

- 5.3 FC1 of the Focused Review sets out the presumption in favour of sustainable development and FC1.1 explains the Council's approach to delivering sustainable development, whilst FC2 deals with provision and distribution of housing.
- 5.4 Emerging policies in the Joint Local Plan (JLP) are at an advanced stage of progress through statutory procedures towards adoption, public consultation on Proposed Main Modifications having closed in May 2023. Due weight should therefore be applied to JLP policies in accordance with paragraph 48 of the National Planning Policy Framework (NPPF). Draft policy SP03 covers 'The sustainable location of new development' and SP09 deals with the 'Enhancement and Management of the Environment'. LP02 deals with residential annexes. LP23 'Sustainable Construction and Design' requires development to take a sustainable approach to energy and water use and LP24 'Design and Residential Amenity' requires a high standard of design which makes a positive contribution to its context.
- 5.5 The NPPF is a significant material consideration. Relevant policies are:
- Presumption in favour of sustainable development – paragraph 11. Sustainable development includes economic, social and environmental objectives.
 - Decision-making – chapter 4. Decisions to be made in accordance with the development plan unless material considerations indicate otherwise and the weight to be applied to emerging policies is set out.
 - Delivering a sufficient supply of homes – chapter 5. A 5-year supply of housing land, based on objectively-assessed needs, is required.

- Promoting healthy and safe communities - chapter 8. Policies seek to provide healthy, inclusive and safe places.
- Promoting sustainable transport – chapter 9. Planning decisions should enable sustainable transport use and promote opportunities for walking, cycling and use of public transport.
- Achieving well designed places - chapter 12. High quality design that functions well is required.
- Meeting the challenge of climate change, flooding and coastal change – chapter 14. Movement towards a low carbon future is encouraged.
- Conserving and enhancing the natural environment – chapter 15. Planning decisions should contribute to and enhance the natural environment.

5.6 The approach arising from CS2 and H7 is not consistent with the NPPF, and therefore, although the latest 5-Year Housing Land Supply Position Statement (December 2022) demonstrates a supply of 10.88 years, paragraph 11 d) of the NPPF requires proposals to be assessed in the light of the Framework and the sustainability of the development.

6.0 PLANNING ANALYSIS

6.1 PRINCIPLE OF DEVELOPMENT. The principle of the proposal is established by the extant planning permission for 2 dwellings. In considering the principle of 2 dwellings at the site relating to DC/21/01180, the planning officer concluded:

Therefore, taking these findings as a whole, it is concluded that the location would not be wholly unsuitable for the proposed development with regard to whether occupants of the proposed dwelling would have adequate access to services and facilities without undue reliance on private vehicle use. Consequently, it is not considered that there is conflict with Policies FC1, FC1.1 or FC2 of the development plan, concerning sustainable development and the spatial distribution of housing.

6.2 In assessing the principle against adopted and emerging JLP policies, the location is sufficiently sustainable as concluded for the existing planning permission for 2 dwellings, and thereby is consistent with FC1, FC1.1, FC2, CS1, CS2 and H7 of adopted polices, and complies with SP03 of the JLP. The same analysis and conclusion as to the principle of development that was provided for the existing permission for 2 dwellings, applies in this case.

- 6.2 DESIGN AND LAYOUT. The site would accommodate a single dwelling and ancillary outbuildings. The dwelling itself would be of traditional design and appearance, having a rectilinear form with projecting gable and using a vernacular material palette. It would be of similar height to neighbouring dwellings, including the new dwelling opposite, for which planning permission was granted last year. It would be in keeping with the area.
- 6.3 The outbuildings are designed to be subordinate to the dwelling in scale and appearance, and resemble traditional barn-type outbuildings with brick plinths, horizontal weatherboarding and pitched roofs, common in the surrounding countryside. They are ancillary buildings to be used as part of the residential use of the site. Parking would be provided on the driveway and in the double garage, and there is ample turning space on the driveway. The garden would be landscaped including appropriate hedge planting.
- 6.4 The proposal *decreases* intensity of development at the site compared with the approval for 2 dwellings, thereby enhancing the rural character of the area.
- 6.5 The proposal is therefore in compliance with GP1 of the adopted Local Plan, CS5 of the adopted Core Strategy, and draft JLP policies SP03, SP09, LP02, LP23 and LP24.
- 6.6 IMPACT ON CRICKET CLUB. The proposed boundary treatments have been designed in consultation with the cricket club. High brick walls and the annexe and domestic storage building provide a level of security from cricket balls and, during the season, 5m-high nets, designed for the purpose, would be added on a light-weight structure which would be removed at the end of the season. The proposal would therefore not inhibit use of the cricket ground and would not adversely affect it.
- 6.7 RESIDENTIAL AMENITY. The nearest neighbouring dwellings front on to Tannery Road and back on to the site. There are no first floor windows in the west elevation of the proposed dwelling to avoid any overlooking. Owing to the distances involved and relationship between existing and proposed dwellings, including those to the south, the proposed dwelling would not adversely affect residential amenity of neighbours.
- 6.8 The proposed storage building is located to the rear of Willow Cottage. It is designed to make best use of a potentially awkward corner of the plot and minimise any impact

on the neighbour. The eaves height of the proposed building at the boundary would be 2.3m, rising to 2.85m at the highest point furthest from the boundary. It would therefore not significantly reduce outlook or be overbearing from the neighbouring house or garden.

6.9 ECOLOGY. The accompanying Preliminary Ecological Assessment and Biodiversity Enhancement and Reasonable Avoidance Measures Statement demonstrate how protected species would be protected and wildlife habitats would be enhanced. The recommendations in the reports would be followed.

6.10 HIGHWAYS. Being for only 1 house, and within the 30mph speed limit, splays of 2.4m x 59m east and 2.4m x 43m west (where actual speeds are assumed to be 30mph owing to the proximity to the T-junction) are provided, in line with Suffolk Design Streets Guide 2022 (Suffolk County Council). Ample parking and turning space are provided on the site. Storage for bins and cycles are conveniently and discreetly located.

kph	Measured 85th percentile speed (mph) ¹	Nominal Speed limit (mph)	Private Accesses	Junctions		
				U class roads	C class roads and heavily trafficked U class roads ³	A and B Roads
				Place function dominates ²		
				Movement function dominates ²		
				X=2.4m		X=4.5m ⁴
				Stopping sight distance (m) = Y ⁵		
32	20	20	25	33	43	43
40	25	30	33	33	43	43
48	30	30	43	43	43	70
60	37	30	59	59	70	90
70	43	40	90	120		
85	53	50	120	160		
100	62	60	160	215		
120	75	70	215	295		

Table 1. Stopping sight distances and recommended visibility for various 85th percentile speeds

Notes:

1: Where traffic speed survey data has been collected near to the access, the measured 85th percentile speed can be used to determine the stopping sight distance to a minimum speed of 20mph. In the absence of survey data, the nominal speed limit shall be used subject to local context and safety record.

2: Generally, when considering layout and design, MIS will be taken as a starting point, particularly in urban areas where place dominates, and vehicle speeds are low. However, the design principles contained in The Design Manual for Roads & Bridges (or appropriate local design standards) should apply where the primary function of a highway is deemed to be 'movement' for example on Principal, Strategic, Main or Secondary routes and assigned HGV routes shown in the Suffolk Lorry Route Network CC <https://www.suffolk.gov.uk/assets/Roads-and-transport/lorry-management/Lorry-Route-Map-Amended-MAY-17.pdf>.

3: Where the combined proportion of HGV and bus traffic is greater than 5% of the total daily number of vehicles, or peak flow exceeds 300 vehicles / hour / lane, or road is on an HGV route or the junction or access forms part of an industrial development.

4: For A and B class roads and all roads on commercial estates the starting point for design shall be X distance of 4.5m; if this cannot be achieved a relaxation to 2.4m may be acceptable in certain circumstances at the discretion of the highway authority.

5: If the desirable visibility cannot be achieved, it may be possible to adjust the splay at the discretion of the highway authority as follows: The X distance may be relaxed to 2m in very tightly trafficked areas where traffic speeds are low and where children and other vulnerable road users are unlikely to be present. This value will mean that the front of some vehicles will protrude slightly into the running carriageway.

6: The Y distance must not be relaxed below the values set out without written agreement from SCC.

Suffolk Design Streets Guide 2022

7.0 CONCLUSIONS

7.1 The principle of residential development is established by the extant planning permission for 2 dwellings. The proposal for one dwelling with ancillary outbuildings

Gillian Davidson BA(Hons) MRTPI

would decrease intensity of development at the site compared with the current approval, to the benefit of the rural character of the area.

- 7.2 The dwelling itself represents a high standard of design and its traditional form and materials are in keeping with the surroundings. The principles of sustainable construction would be followed, and energy and water use minimised. The outbuildings are subordinate in scale and appearance, appropriately designed to reflect their ancillary use and rural setting.
- 7.3 Proposed boundary treatments would ensure that the cricket club would not be adversely affected and that people and property at the site are suitably protected from cricket balls.
- 7.4 The amenities of neighbours would not be adversely affected, the design ensuring that there would be no loss of privacy or outlook and no other unneighbourly effects.
- 7.5 The proposal would enable an enhancement to biodiversity and protection and creation of wildlife habitats.
- 7.6 Adequate access, parking and EV charging points and bin and cycle stores are provided.
- 7.7 The proposal represents sustainable development and satisfies national and local planning policies.
- 7.8 It is therefore requested that planning permission be granted.

Mrs G Davidson BA(Hons) MRTPI

July 2023

Gillian Davidson BA(Hons) MRTPI