



Waldringfield

Parish Council

Parish Clerk: Rebecca Todd
5 St. George's Terrace, Church Road
Felixstowe, Suffolk IP11 9ND
E: pc.waldringfield@googlemail.com
T: 01394 271551
www.waldringfield.onesuffolk.net/parishcouncil

WPC response to DC/19/3031/VOC Eureka Cliff Road Waldringfield IP12 4QL

Variation of Condition 2 & 5 of Planning Permission DC/17/1055/FUL – Demolition of existing dwelling, erection of three dwellings and garages – alterations to existing access.

The Parish Council has expressed its views on the many and various iterations of the proposed development on this site, currently known as Eureka.

We **object strongly** to this the most recent of those iterations, namely DC/19/3031/VOC.

We realise that this is not a material planning consideration but nonetheless feel obliged to comment on the extraordinary number of planning applications, VOCs and appeals that have been put forward on this single, small site. The recent planning history is outlined below to illustrate the point.

- Planning application Ref. No: **DC/15/3797/FUL**
Demolition of existing dwelling. Erection of three dwellings and garages. Alterations to existing access.
Status: Application Withdrawn
- Planning application Ref. No: **DC/16/0510/FUL** (Resubmission of DC/15/3797/FUL).
Demolition of existing dwelling. Erection of three dwellings and garages. Alterations to existing access.
Status: Application Refused
- Appeal application Ref, No **APP/044/2016** Decision Ref. No APP/J3530/W/16/3151160 re Planning application DC/16/0510/FUL
Status: Allowed with 5 conditions
- Planning application Ref. No: **DC/17/1055/FUL**
Demolition of existing dwelling. Erection of three dwellings and garages. Alterations to existing access. (This was the same as application DC/16/0510/FUL, allowed on appeal, in every detail other than the roof treatment of the garage block).
Status: Application Permitted with 5 conditions
- Planning application Ref. No: **DC/18/3623/FUL**
Demolition of existing dwelling and outbuildings. Erection of three houses and one bungalow. Alterations to existing access.
Status: Application Refused
- Appeal application Ref. No: **APP/057/2019 - APP/J3530/W/19/3229396** - re planning application DC/18/3623/FUL
Demolition of existing dwelling and outbuildings. Erection of three houses and one bungalow. Alterations to existing access.
Status: Appeal In Progress
- Planning application Ref. No. **DC/19/3031/VOC** Variation of Condition 2 & 5 of Planning Permission DC/17/1055/FUL



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Demolition of existing dwelling. Erection of three dwellings and garages. Alterations to existing access.

Status: Pending Consideration

In seeking a variation of condition 2, this latest application DC/19/3031/VOC now proposes to take the more cramped house design/layout of the **refused** application **DC/18/3623/FUL** and superimpose it on the permitted application DC/17/1055/FUL and, at the same time, remove the garage provision. (It is reasonable to surmise that application DC/17/1055/FUL was given permission as it is a replica of the allowed on appeal application DC/16/0510/FUL, with minor modifications to the roof of the garage block).

Drawing 3409/10E (attached) in permitted DC/17/1055/FUL shows 3 houses with individual front gardens and driveways and moderate, but not entirely unreasonably sized rear gardens, plus a barn conversion to provide covered parking and a secure storage room for the 3 dwellings. Drawing 5207/22 now submitted with this VOC shows that the front gardens and driveways have been removed and replaced with hard landscaping for individual car parking. In order to accommodate this car parking the houses have been pushed back resulting in significantly smaller back gardens, creating a very urban and inappropriate street-scene.

We say that this repositioning and redesign of the previously consented four-bed dwellings and the associated impacts upon parking and turning arrangements represent a cramped form of over development of the site that would neither preserve nor enhance the character of the AONB. The proposal is therefore contrary to local policies SP15, DM7 and DM21 and the principles of the NPPF. This is consistent with the district council's decision on the refused application DC/18/3623/FUL.

This VOC should therefore be refused.

In addition, this VOC seeks to vary condition 5 of DC/17/1055/FUL.

Condition 5 was applied both to DC/17/1055/FUL and, by the inspector, to the allowed on appeal decision of application DC/16/0510/FUL.

Condition 5 says that in the interest of road safety:

5) The dwellings hereby permitted shall not be occupied until the improvements to the highway and driveway shall have been constructed in accordance with details shown on drawing 3409/18.

This VOC application doesn't make clear whether it seeks to have condition 5 removed entirely or, retain the condition but substitute the drawing numbers.

For the reasons stated in the previous permissions, i.e. for the reasons of road safety, we say that **condition 5 must be retained.**

The access to Eureka is immediately adjacent to the pedestrian gate and playground to the primary school. The increased traffic movements in and out of the Eureka access will have a negative impact on the safety of the 100+ children attending the school. (see attached photograph)

We would add that the proposed changes in this VOC design provides very limited on-site parking and



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no provision for garaging. The area described as visitor parking - for one car only - is woefully insufficient for 3, four-bed dwellings when the parking provision attached to each dwelling is minimal. Each of the three households is likely to have at least 2 cars. One visitor parking space for all three properties is therefore insufficient and will result in off-site street parking causing unacceptable levels of obstruction on Cliff Road.

There is insufficient provision of an on-site turning area especially for delivery vehicles. This will result in a) delivery vehicles reversing onto the street or b) delivery vehicles parking on the street and causing unacceptable obstruction and road safety hazard, particularly at this highly sensitive location immediately next to the primary school.

In addition, the Parish Council continues to be extremely concerned regarding the negative impact that this application will have on road safety as the proposed shared drive and access are completely inadequate and **do not meet the basic minimum requirements**.

The minimum requirement for an open shared drive is 4.5 metres. If bounded by a fence or hedge etc. as is the Eureka drive, the minimum requirement is 5.5 metres. The proposal shows a width of only 4.2 metres at its widest and only 3.2 metres at the access point. In addition, the proposal does not provide the minimum required visibility splay at the access point and visibility is further restricted by a very large, well established oak tree which is the subject of a TPO ref. 16/262. (see attached photographs).

The average width of a basic saloon car is 2.07 metres. It is correct to say that in theory, two cars (total 4.14 metres) could be placed alongside each other on this shared driveway leaving a theoretical gap of 0.06 metres or 2.36 inches. In other words if two cars tried to pass each other on this driveway they would have to do so with a 0.02 metre or less than 1 inch between each car and between the other side of each car and the fence. We would argue that even the most proficient of drivers would not be able to do this.

The inevitable result will be that vehicles will have to reverse back out onto Cliff Road, immediately next to the school entrance. This hazard is increased by the very limited visibility splay, the narrowness of the road, the roadside parking of cars, delivery vans, coaches associated with the school and the nearby 90 degree bend in the road.

It is worth noting that Cliff Road is the main route into Waldringfield and carries considerably greater levels of traffic than might be expected in this rural village location. Reports from a speed indicator device (SID) recently located on this route showed total traffic movements of 34,024 over a four week period.

We have raised these serious road safety issues in relation to the various planning applications seeking to put three or more houses on this site. We are very concerned and frustrated regarding the contradictory and inconsistent way in which these road safety matters have been handled by Suffolk Highways and the way in which these safety issues have not been addressed by the District Council.

For all of the above we wish to reiterate that we object strongly to this application, DC/19/3031/VOC.

Should the district council be minded to approve this VOC application we ask that all of the 5



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Photograph Eureka Access 2





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Photograph Eureka Access 3

