

CIRCULATED IN ADVANCE OF THE MEETING

ALTERATIONS AND ADDITIONS REPORT

PLANNING COMMITTEE

24 August 2016

AGENDA ITEM 6 DC/16/2157/FUL: Former HM Prison Blundeston, Lakeside Rise, Blundeston, Lowestoft.

Environment Agency (EA) concerns

EA on 19.8.2016 Item 1 at 10:10 - We have reviewed the information and the accompanying model files, but require some further information in order to accept the flood modelling provided. Without this information we are unable to advise your Authority on whether the proposal can satisfy the second part of the Exception Test. **We therefore maintain a holding objection to this application.** (Officers emphasis)

Before determining the application your Authority will also need to be content that the flood risk Sequential Test has been satisfied in accordance with the National Planning Policy Framework (NPPF) if you have not done so already. As you will be aware, failure of the Sequential Test or either part of the Exception Test is sufficient justification to refuse a planning application.

EA on 19.8.2016 Item 2 at 16.27- Further to our letter issued earlier today, we have sought further clarification from our modelling team on the flood risk anticipated on site once our outstanding queries have been addressed.

Until the model has been updated we can not be certain of the risk, however given the scale of the site the applicant has been able to sequentially locate development with the most vulnerable aspects being located in the areas of the site where flood risk should be lowest. **We therefore do not anticipate the proposed dwellings and care home to be affected by flooding.** If they are, the applicant should be able to raise floor levels sufficiently to ensure they are not subjected to any internal flooding.

Once the revised model has been provided we will be able to confirm to you the exact nature of flood risk on the site and remove our holding objection.

Officer's note – developer's consultant has issued revised modelling details on 21.8.16 for consideration by EA. We currently await a final view from EA as to the veracity of the information and conclusions of this revised report.

It was confirmed verbally at 13.00 on 23.8.16 that the holding objection is to be lifted subject to conditions to be reported verbally to members on the evening of 24.8

Suffolk County Council – Sustainable drainage team

Notice is hereby given that the County Council as Lead Local Flood Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

Full Application:

1. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained

2. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

3. No development shall commence until details of a contamination report for the site has been submitted to and approved in writing by the Local Planning Authority.

Reason: To determine whether infiltration can be used as a drainage strategy and to assess the risk of pollution to surface water runoff from the site.

4. The development hereby permitted shall be not occupied until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register

5. No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan.

Outline Application

1. Concurrent with the first reserved matters application a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the approved FRA and include:

- a. Dimensioned plans and drawings of the surface water drainage scheme;
- b. Further infiltration testing on the site in accordance with BRE 365 and the use of infiltration as the means of drainage if the infiltration rates and groundwater levels show it to be possible;
- c. If the use of infiltration is not possible then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to Q_{bar} or 2l/s/ha for all events up to the critical 1 in 100 year rainfall events including climate change as specified in the FRA;
- d. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100 year rainfall event including climate change;
- e. Modelling of the surface water conveyance network in the 1 in 30 year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100 year climate change rainfall event, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
- f. Topographical plans depicting all exceedance flowpaths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
- g. Details of who will maintain each element of the surface water system for the life. The scheme shall be fully implemented as approved.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

2. Concurrent with the first reserved matters application details of the implementation, maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

3. No development shall commence until details of a contamination report for the site has been submitted to and approved in writing by the Local Planning Authority.

Reason: To determine whether infiltration can be used as a drainage strategy and to assess the risk of pollution to surface water runoff from the site.

4. The development hereby permitted shall not be occupied until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register

5. No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan.

Suffolk County Council Highways

Dated 8th August

Further to my previous response dated 27/07/16 an updated Transport Assessment has been submitted which I have considered adequate. Taking the previous use of this site into account I am satisfied that there will not be a residual severe highway impact in terms of network capacity.

I remain concerned about the relative disconnection with the rest of Blundeston village and the local amenities that are located to the north of the site. Clearly as a prison this would not be an issue, but changing this site to a large residential development presents different issues. Although there is already a good footpath (FP13) from Hall Road to Church Road I think this should be further improved to provide a higher quality footway / cycleway linking the new site to the Church Road where there is the school, Church and The Plough Inn. I think that this improvement is essential in order to make this development sustainable and therefore acceptable in our view. I have provided details below of the likely costs associated with a footpath widening scheme which SCC would want to deliver via Section 106 contributions.

In connection with the link to FP13 there is a need to make some improvements on Hall Road to improve the safety for pedestrians crossing from Hall Road to the footpath. Although there is an existing footway connecting to Footpath 13 from the western Lakeside Rise junction, it is more likely that pedestrians from the new development will choose to use the eastern junction from Lakeside Rise where there are currently no footways and therefore I would like to agree a footway and pedestrian crossing improvement scheme to ensure that there is a safe crossing for residents to access Footpath 13. I am satisfied that this can be achieved on Highway land or land owned by the applicant, therefore I am happy to agree this in due course as part of the reserved matters application for the main part of the residential site. This can be conditioned at this stage and discharged at a later time.

Full Application

Condition 1: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order 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 2: Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety 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.

Outline Application:

Condition 3: No part of the development shall be commenced until details of the proposed footway and pedestrian crossing improvement scheme (to connect the site to Footpath 13) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be laid out and constructed in its entirety prior to occupation.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

Condition 4: No other part of the development hereby permitted shall be commenced until the existing vehicular accesses has been improved, laid out and completed in all respects in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter the access shall be retained in the specified form.

Reason: In the interests of highway safety to ensure that the layout of the access is properly designed, constructed and provided before the development is commenced.

Condition 5: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order 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 6: Before the access is first used visibility splays shall be provided in accordance with details previously approved in writing by the Local Planning Authority and thereafter shall be retained in the approved form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

Condition 7: 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. 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.

Condition 8: Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

Condition 9: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least base course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

Condition 10: The new estate road junction(s) with Hall Road inclusive of cleared land within the sight splays to this junction must be formed prior to any other works commencing or delivery of any other materials.

Reason: To ensure a safe access to the site is provided before other works and to facilitate off street parking for site workers in the interests of highway safety.

These measures are requested in addition to the following contributions:

Section 106 Obligations: Summary Table (additional details below table)	£
Travel Plan – Evaluation and support contribution	5,000
Travel Plan – Implementation Bond	104,973
Rights of Way improvements	118,222
Public transport infrastructure	27,000
TOTAL	£255,195.00

Officers comment: As of 23.8.2016 there was agreement between SCC, Applicant and WDC as to the use of a section 106 agreement in this exceptional case. The applicant's had significant concerns surrounding viability of the scheme if subject to full CIL payments, the scheme becomes full CIL liable as at 1.9.16. Therefore all parties have agreed to Grampian conditions being an acceptable vehicle to achieve these contributions in this exceptional circumstance. Officers are content that suitably worded Grampian conditions can be securely used to deliver travel plan obligations, footpath and highway improvements, along with suitable bus stop provision, In addition officers will require affordable housing and open space provision and future maintenance via this mechanism.

Regrettably officers at WDC and SCC cannot agree over the legality of requirements for monitoring of the travel plan to be funded via this route, requirement for a travel plan bond in excess of £100,000 remains to be proven. As such your officers have demurred from making monitoring a requirement of the heads of terms which follow below and will require further justification to include the requested requirement for a travel plan bond on the scale proposed by SCC. In all other respects officers will strive to deliver those requirements of SCC via the S106 negotiation process

For members clarity the proposals will be to release planning permission on or before 31.8.2016 if the recommendation is supported by Planning Committee and then proceed with s106 negotiations to satisfy the terms of the Grampian Conditions / heads of terms expressed below. Should the conditions not be appropriately satisfied then the permission may not be implemented or alternatively could be challenged via a planning appeal.

Full planning permission

1 Prior to the commencement of the development for which full planning permission is granted, a scheme for the provision of the affordable housing shall be submitted to and approved by the Local Planning Authority. The affordable housing shall be provided entirely in accordance with the approved scheme. The scheme shall include the arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and the occupancy criteria to be used for determining the identity of prospective and successive occupiers for the affordable housing, and the means by which such occupancy shall be enforced.

Reason: To ensure an adequate provision of affordable housing to meet local housing need.

Outline Planning permission

1 Prior to the submission of reserved matters for the development for which outline planning permission is granted, a scheme for the provision of the affordable housing, to meet adopted local plan policy requirements shall be submitted to and approved by the Local Planning Authority. The affordable housing shall be provided entirely in accordance with the approved scheme. The scheme shall include the arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and the occupancy criteria to be used for determining the identity of prospective and successive occupiers for the affordable housing, and the means by which such occupancy shall be enforced.

Reason: To ensure an adequate provision of affordable housing to meet local housing needs as required by planning policy.

2 No development of the part of the site for which outline permission is granted shall commence until a s106 agreement (made under s106 of the Town and Country Planning Act 1990, or any successor provision) between the developer, Suffolk County Council and any other party necessary to secure the agreement's enforceability, has been entered into providing for the infrastructure detailed in the attached heads of terms/annex which make the Site's development acceptable in planning terms.

Reason: To ensure an adequate provision of infrastructure to ameliorate the impacts of the development proposals .

Heads of terms

1. A scheme of affordable housing to comply with local plan policy
2. Travel Plan Obligations.
3. Contribution towards Public footpath improvements to FP13.
4. Contribution towards highway infrastructure improvements.

5. Contribution towards bus stop provision.

6. A scheme of public open space and play equipment provision and maintenance.

AGENDA ITEM 7 DC/16/2784/RG3: Change of Use from B1 office and ancillary car parking to allow the construction and operation of an A3 restaurant with ancillary A5 takeaway

Email on behalf of **Lowestoft Civic Society**: Lowestoft Civic Society object to this application. The design of this application is more fitting to an industrial estate, not something we want to see between two listed buildings, Town Hall and the Tithe Barn in Crown Street both in line of sight of this development, and to achieve the project one of our last industrial buildings (1800) will have to be pulled down instead of being incorporated into any planning application for this site, we in Lowestoft have seen of late some good quality buildings, so we do not want to slip back into the culture of anything will do as long as someone is making money. This is not something that should sit in a housing development that is of high standard, this is a flat roofed unit better suited to the 1960's. The access to this site is poor to say the least both coming in and out you have to cut traffic.

Essex and Suffolk water: No objection.

Suffolk County Council Highways: Following the receipt of additional information Suffolk County Council Highways suggest amending Conditions 4 and 5 as follows:

4. The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No. 15-12-24/02 and made available for use prior to any other part of the development taking place. Thereafter the access shall be retained in the specified form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

5. The areas to be provided for storage of Refuse/Recycling bins as shown on drawing number 15-12-24/04 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.

Suffolk Preservation Society (Letter dated 16 August 2016):

Re: 16/2786 - Outline Application for the erection of a building for any use or combination thereof falling within Use Class A1, A2, A3 and A5 and associated parking/servicing with all matters reserved save for access

16/2787 – Illuminated Advertisement Consent - Provision of Internally illuminated fascia and free standing signs and non-illuminated corner poster display panels for a proposed A3 restaurant and with ancillary A5 takeaway

16/2784 – Change of Use from B1 office and ancillary car parking to allow the construction and operation of an A3 restaurant with ancillary A5 takeaway

I am writing further to our letter dated 25 July regarding the Prior Notification for the demolition of all buildings on the above site including the former Coopers Warehouse (Ref DC/16/2733/DEM). We are writing in response to the recently submitted suite of applications for the redevelopment of the site to provide a hot food and takeaway restaurant with associated parking. We wish to reiterate our strong objection to the loss of this building which is an important survival of the industrial and maritime history of Lowestoft. Furthermore, we are concerned about the harmful impacts of the proposed development

upon the setting of the grade II Town Hall, adjoining listed buildings in the High Street and more generally this part of the North Lowestoft Conservation Area.

We note that the site is allocated in the Waveney Core Strategy, adopted in January 2011, for a mixed use scheme including student accommodation, offices/studios/creative industries, live work units and housing. Therefore the proposed change of use is contrary to the council's adopted policy for this site, and accordingly should be advertised widely as a Departure.

Demolition of Coopers Warehouse

Records show that in 1892 the building was occupied by 'Cooper Brothers' bread and steam biscuit factory'. By 1898 the premises were occupied by 'Cooper's factory' whilst the 1902 Kelly's Directory shows that the building was occupied by William B. Cooper who is described as a 'ship's chandler & baker' and during that time it became famous for its ship biscuits known as the 'twenty four holer'. Directories through to 1961 show that the building continued to be used as a bakery. As you will be well aware up until earlier this year the building has been in use by the district council as offices.

The site is located outside of the North Lowestoft Conservation Area and therefore does not benefit from conservation area controls. Nevertheless, it is clear from limited research that the building is of historic and architectural interest. Whilst probably below the standard necessary for inclusion on the statutory list of buildings of architectural and historic interest, it is, in the view of the Society of sufficient interest to be considered as an undesignated heritage asset and retained and converted as part any scheme of redevelopment. Coopers Warehouse satisfies the council's adopted criteria for local listing (undesignated heritage asset), as it contributes to the value of the townscape and has a strong association with a prominent historical event, in so far as it was internationally famous for its ships biscuits. Furthermore we consider that both its rarity as a surviving industrial building in this locality and its representativeness of the maritime and commercial past of Lowestoft qualifies the building as an undesignated heritage asset.

We note that the Heritage Statement by Dr Paul Bradley submitted with this application concludes that *Whilst the parish of Lowestoft does not yet have a comprehensive local list, one of the buildings on the site, the 1873 former Coopers Building on the corner of Compass Street and Jubilee Way (A12) arguably meets these published criteria and continues The Coopers building (and to a much lesser extent the attached modern additions) provide a physical termination to the western edge of the site and a useful visual reminder of a street layout that has virtually been eroded and damaged by carriageways and site clearance.*

In his assessment Dr Bradley concludes that *The land to the west of the Town Hall is open, stark and largely lacking in buildings of distinction. The Coopers building forms one notable exception, and provides the only marker point to a streetscape almost entirely eroded by late 20th century clearance and redevelopment...* The Society therefore considers that this building is an important surviving fragment of historic townscape which should be given due weight in the balancing exercise.

Proposed development

The proposed drive through Burger King restaurant is a single storey development located to the north of the site with vehicular access from the south on Compass Street. Multiple large scaled illuminated signs are proposed, including entry and directional signs throughout the site, totaling six in number. The pylon sign is 2.8m tall and internally illuminated while the 400mm deep aluminium fascia which runs around the entire building is also illuminated. Compass Street and Mariners Street provide key views into the heart of the Conservation Area, which is distinctive by virtue of the high concentration of high status Victorian and Edwardian three storey buildings which line the High Street.

The Heritage Statement by Dr Paul Bradley concludes that *the clearance of structures to the west of the Town Hall has left the west elevation exposed in a way it was never intended to be. As there remains little in the way of a visual buffer between the site and designated*

heritage asset, care must be taken to ensure what is approved to be erected on the site does not detract from the setting of the grade II listed structure. Furthermore, some consideration should be given to the potential impact high density development could have on light sources, and the detrimental effect this could have on the light source to the stained glass and former council chamber.

We share Dr Bradley's concerns that the proposed development by virtue of its design, illumination and layout will represent an unsympathetic development on a highly sensitive site within the setting of the listed Town Hall and on the boundary of the Conservation Area. In the light of the expert and impartial opinion of Dr Bradley, it would be entirely improper for the council to proceed with the demolition or to grant the extravagantly proposed externally illuminated hot food takeaway.

National and Local Policy

We would remind the Ipa of its statutory duty under Section 66(1) of the Planning (LBCA) Act 1990 to afford "*special regard to the desirability of preserving or enhancing the character or appearance of a listed building or its setting*".

The NPPF is clear that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining any planning application on the site. *In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (para.135).* The Society considers that the benefits of a drive through restaurant and take away will not outweigh the loss of this heritage asset and the harmful impacts upon the setting of the listed Town Hall and the wider setting of numerous listed buildings in this part of the conservation area.

Para. 137 of the NPF require Ipa's to look for opportunities for new development within the setting of heritage assets to better reveal their significance. In the weighing up exercise of the harm to the historic environment, including loss of a significant historic building, impact upon the setting of the town hall, conservation area undoubtedly outweighs the benefits of a further hot food takeaway.

Furthermore, the proposals are contrary to Core Strategy policy CS17 (January 2009) which seeks to ensure that proposals for development are expected to conserve or enhance the character and setting of all conservation areas including Lowestoft North. Furthermore, Policy DM30, Development Management Policy, January 2011, which seeks to protect the setting of listed buildings and any other historic buildings identified by Waveney in their local list. Given that Coopers Warehouse meets the council's own identified criteria for inclusion on the Local List it is incumbent upon the Ipa to give due weight to the heritage harm that would result from this proposal.

The unique heritage of Lowestoft must be a key element of its economic and social regeneration. Fundamental to this is a full appreciation and commitment to its heritage and its historic buildings. The Conservation Area appraisal states *Opportunities for the integration of the historic High Street more fully with the features of interest in the surrounding townscape should be explored. Visitors should be encouraged to move beyond the retail frontages of High Street to explore other features of interest ... These features form a rich and unique resource for residents and visitors and would be enhanced by better awareness and use.*

The Society fully endorses this sentiment and would be disappointed if this application is supported against the expert heritage opinion of the council's own advisors. Economic regeneration of former industrial towns and cities such as Liverpool, Gloucester and Sheffield has made heritage the focus and catalyst for sustainable change. In recent years Lowestoft has lost much of its built heritage and whilst the Society fully recognises the challenges posed by the disposal of the former Town hall site, we consider that the local planning authority should resist the demolition of the Coopers Warehouse and explore ways in which the building can be retained and re-used as part of a heritage led initiative.

We trust that you will find these comments helpful in the determination and urge the lpa to resist this harmful proposal contrary to national and local policy.

Suffolk County Council Archaeological Service: The site lies in the historic core of Lowestoft defined as an area of archaeological interest and importance in the County Historic Environment Record (LWT 040). The site appears to form a block of land set out in the early street plan. Archaeological evaluation has been undertaken of part of the site (proposed Unit 1), which has revealed layers of built up soils on the site. No archaeological features were recorded in the evaluation, although an intact soil layer which is potentially early was recorded at the base of the sequence. Given the nature of the site to the south, which revealed pits and material culture relating to late medieval Lowestoft, there is potential for features on the site which may be impacted upon by excavations associated with demolition and by construction groundworks.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important below-ground heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 141), a planning condition to secure the record and advance understanding of the significance of any heritage asset before it is damaged or destroyed would be appropriate.

In this case, the following two conditions would be appropriate:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

a. The programme and methodology of site investigation and recording b. The programme for post investigation assessment

c. Provision to be made for analysis of the site investigation and recording

d. Provision to be made for publication and dissemination of the analysis and records of the site investigation

e. Provision to be made for archive deposition of the analysis and records of the site investigation

f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

2. No buildings shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Strategic Policies SP1 and SP 15 of Suffolk Coastal District Council Core Strategy Development Plan Document (2013) and the National Planning Policy Framework (2012).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

In this case, for Unit 1 archaeological monitoring of any below ground work associated with demolition/construction would be appropriate, with any recording of buildings as appropriate.

For the area of Unit 2, archaeological evaluation is likely to be required in the first instance to provide information on the depth and potential complexity of deposits. I would be happy to consider plans and geotechnical information further as appropriate.

I would be pleased to offer guidance on the archaeological work required. Please see our website for further information on procedures and costs:

<http://www.suffolk.gov.uk/libraries-and-culture/culture-and-heritage/archaeology/>

Suffolk Fire and Rescue Service (Letter received 16 August 2016): General comments.

Neighbour Consultation/representations: 1 additional representation has been received objecting to the proposal on the following grounds:

- The area is of historic interest and the proposed modern building would not fit in with the architecture and feel of the High Street
 - Although the existing building is not in keeping could this not be converted and used for housing and parking? This would encourage more visitors to the High Street.
 - This type of building would be best placed on an industrial or retail estate.
 - Increased traffic and associated parking in the area (already limited).
 - There are already a number of fast food outlets in the High Street area.
 - Health issues
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AGENDA ITEM 8 DC/16/2787/RG3: Illuminated Advertisement Consent – Provision of Internally illuminated fascia and free standing signs and non-illuminated corner poster display panels for a proposed A3 restaurant and with ancillary A5 takeaway.

Email and revised plans received 12/08/16: "The applicant has agreed to eliminate illumination for all signs except for the monument sign (1) at the entrance, the menu boards and panels for the drive thru (denoted with letters on the signage plan), and the pylon sign (5). We submit that express consent is not now required for those signs where illumination is now eliminated.

It is our understanding that the pylon sign is no longer part of the proposals, having been substituted by the totem sign that will serve the entire commercial site. A planning application for the totem sign was submitted through the portal and transferred to the planning authority on the 10th Aug (pp-05397155)".

Additional condition as follows:

The development hereby permitted shall not be brought into use until it has been completed in all respects strictly in accordance with the email and revised Drawing Nos BD1422/16 - 200 Rev B and E-2429 – 1A received 12 August July 2016, for which permission is hereby granted or which are subsequently submitted to and approved in writing by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Reason: To secure a properly planned development.

Additional condition as follows:

All illuminated signage associated with the building shall be switched off when the business is not operating.

Reason: In the interests of amenity.

AGENDA ITEM 9 DC/16/2733/DEM: Prior Notification – Demolition of former Council offices and boundary wall to Mariners Street car park

Suffolk County Council Archaeological Service: The site lies in the historic core of Lowestoft defined as an area of archaeological interest and importance in the County Historic Environment Record (LWT 040). The site appears to form a block of land set out in the early street plan. Archaeological evaluation has been undertaken of the site, which has revealed layers of built up soils on the site. No archaeological features were recorded in the evaluation, although an intact soil layer which is potentially early was recorded at the base of the sequence. Given the nature of the site to the south, which revealed pits and material culture relating to late medieval Lowestoft, there is potential for features on the site which may be impacted upon by excavations associated with demolition.

The building on the south-western corner of the site is older, and should be considered a heritage asset in assessing the impact of proposals.

If demolition of the historic structures is considered generally acceptable, there are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important below-ground heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 141), a planning condition to secure the record and advance understanding of the significance of any heritage asset before it is damaged or destroyed would be appropriate.

In this case, the following conditions would be appropriate:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Strategic Policies SP1 and SP 15 of Suffolk Coastal District Council Core Strategy Development Plan Document (2013) and the National Planning Policy Framework (2012).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

In this case, archaeological monitoring of any below ground work associated with demolition/construction would be appropriate, with any recording of buildings as appropriate. I would be pleased to offer guidance on the archaeological work required. Please see our website for further information on procedures and costs:

<http://www.suffolk.gov.uk/libraries-and-culture/culture-and-heritage/archaeology/>

WDC Environmental Health Officer: The Environmental Health Officer has confirmed that the revised method statement for demolition works is acceptable.

RECOMMENDATION:

1. The development hereby permitted shall be begun within a period of five years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act as amended.

2. The development hereby permitted shall be carried out strictly in accordance with the approved revised demolition method statement reference MS-2016-08-01a Rev 3 dated 17 August 2016.

Reason: To secure a properly planned development.

3. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of 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.