

PLANNING COMMITTEE – 19 October 2016

APPLICATION NO DC/16/2868/FUL

4

LOCATION

Manor Farm
Church Road
Kessingland
Lowestoft
Suffolk
NR33 7SJ

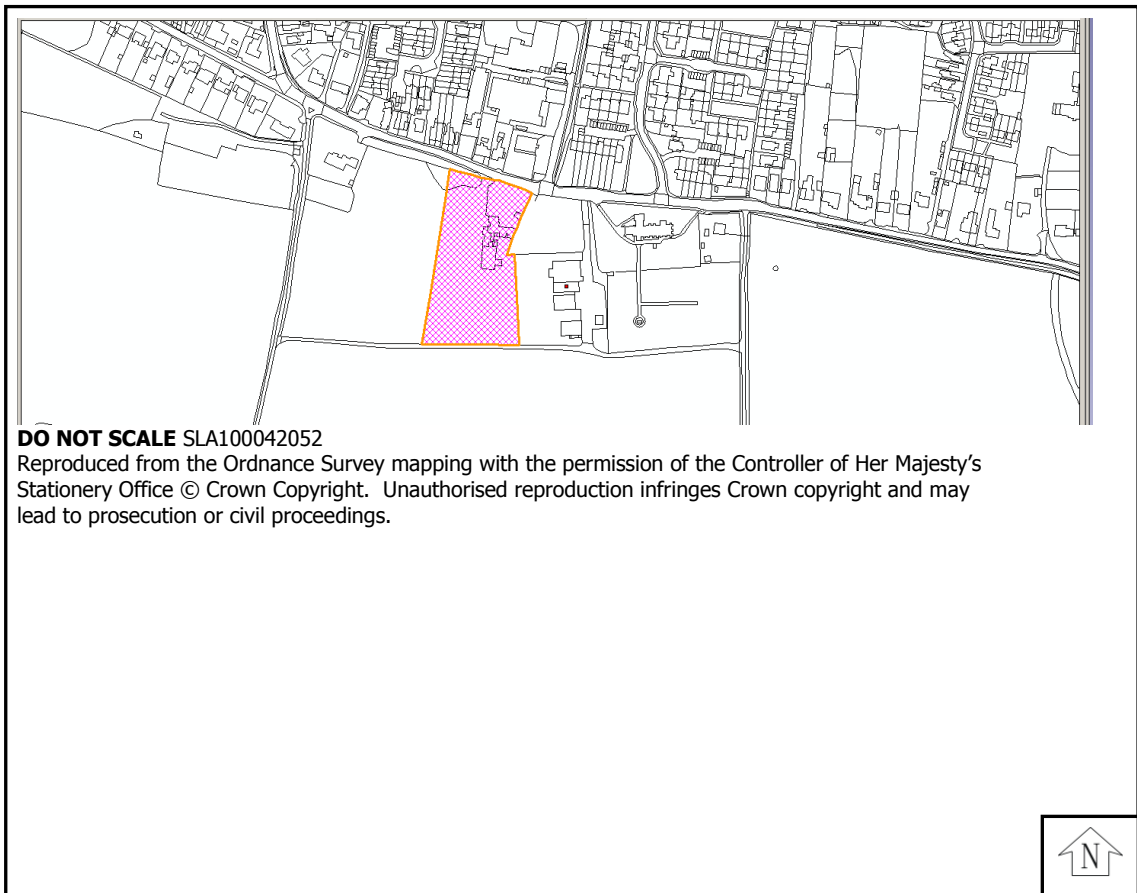
EXPIRY DATE 11 October 2016

APPLICATION TYPE Full Application

APPLICANT KRG Care Homes Ltd

PARISH Kessingland

PROPOSAL Construction of a 60no. bed care home (use class C2) with associated car parking, refuse and external landscaping



1 SUMMARY

- 1.1 This application proposes a 60 bed care home on the site of a much smaller existing care home (21 beds). The site is outside the physical limits for Kessingland but is allocated for this use in the draft Kessingland Neighbourhood Plan.

2 SITE DESCRIPTION

- 2.1 The site is on the southern side of Church Road. The northern side is developed with a mix of bungalows and houses but the southern side is more sparsely developed.
- 2.2 There are fields to the west and south of the site, with agricultural buildings and Kessingland Church (grade 1 listed) to the east.
- 2.3 The site includes Manor Farm House (no longer in the same ownership as the agricultural buildings) and some more modern single storey buildings, which are used as a care home – the original permission for change of use to a care home was granted in 1982. The buildings sit in large grounds, with a number of trees, in particular a substantial belt along the roadside boundary.
- 2.4 The site is not within the Area of Outstanding Natural Beauty, the boundary of which lies approximately 820m to the south of the site.

3 PROPOSAL

- 3.1 The proposal is to construct a 60 bed care home. The existing buildings would be retained and refurbished to provide extra care facilities.
- 3.2 The building will be linear in form, two storeys in height with single aspect care suites accessed from central corridors leading to the main entrance hub with reception, and main administrative offices, hair salon and, cafe on ground floor and cinema/training room and consulting room also centrally located above. There are four lounge/dining areas, laundry and kitchen.
- 3.3 38 parking spaces are proposed. The development will be served off the existing access and egress onto Church Road. Upwards of 80 staff, mainly drawn from the local area, will be employed at the Home.

4 CONSULTATIONS/COMMENTS

- 4.1 **Neighbour consultation/representations:** six representations have been received, five objections and one in support. The objections are from:
- 4.2 Mr & Mrs Wooltorton: To say we were shocked to receive the letter regarding the above proposal of building a 60 bed Care Home opposite our house would be an understatement.
 - The tremendous amount of traffic already using this tiny country lane is crazy. We park outside as does our neighbour as we have no choice and we are elderly. Regularly we have to move our vehicles to enable massive mobile homes going to the holiday parks to pass. Farm machinery is the same, regular long queues of traffic stuck going nowhere.
 - How do you think a 60 bed care home with many employees and visitors will improve this awful situation. Plus doctors, delivery vans, emergency vehicles and maintenance personnel!
 - We moved into the house in February and the views across the fields and farmland were beautiful, this would be no longer for all of us.
 - The value of all these lovely Victorian house would drop considerably for all these reasons. We already run the gauntlet each time we try to open our car door with the heavy traffic.

- Surely a brown field site would be preferable which could be landscaped, for example there is plenty of land available in and around the Gisleham Industrial Estate or Whapload Road, I could go on.
- I invite you to spend some time in this small country road and assess the traffic for yourself. It's utterly nonsensical. I am sure you will be hearing from the rest of the residents in this row in due course.

4.3 Ms J Tudor, 73 Church Road:

- Having viewed the proposed development I am most concerned about the impact it will have upon the value of our home and indeed the view we will be faced with. It is completely unacceptable for industrial sized refuse bins to be placed directly in front of my front window or anyone else's for that matter.
- I purchased the property due to the views we have from autumn to summer of the open fields. Such a development will cause tremendous devaluation of my property. Who in their right mind would buy a house facing rubbish bins and a car park? With such a development, we are not talking about regular domestic waste but also human by products. Why should we be faced with the view of their bins? Surely they should be behind the property out of sight of our properties. Also they would not affect anyone else's view.
- Furthermore the road is not at all serviceable for additional cars as it is far too narrow in front of our houses and cars travel far too fast - in fact I will not allow my daughter to walk in the pavement alone in front of our houses. With additional cars turning into the driveway it is an accident waiting to happen. I have had my wing mirror broken a number of times and the roof of the car scratched by a caravan. The road is barely serviceable for the delivery services currently and to think that they propose turning at that point is ridiculous, we all have to move our cars at the moment and this is most inconvenient and it would become more frequent with extra traffic.
- I trust that my objections will be taken into account by the planning department.

4.4 Mrs Donna Oram, 81 Church Road:

- Our house is directly opposite the driveway to Manor Farm, over the past 20 years we have seen many accidents at the entrance to the drive the last being approx. 4 weeks ago where an ambulance had to be called. There is restricted visibility for entering & exiting the drive. The traffic along church road is too fast for the drive. We are unable to park on the road outside our house as that would mean cars or lorries wouldn't be able to access the drive, lorries often hit the trees at the entrance to the drive as they reverse in, if anyone does park outside our house they park partly on the path which is illegal. 3 weeks ago a resident of the care home came wandering down the drive and was looking to cross the road when two of the nurses ran out and collected him - how are they going to be able to cope with more?
- If the driveway is widened then this will impact our view which in turn will affect the value of our property. More traffic – more noise, there will be a huge impact on the traffic in and out with more staff, more visitors, more catering and other supplies. I can see that this will create a few more jobs but this is no benefit to me personally. I think the overall impact for the residents of Church Road will be negative as we will have to deal with more traffic on an already busy road.

4.5 Mr Stillie, 79 Church Road:

- Our house is directly opposite the existing entrance to Manor Farm, thus subjecting us to the maximum impact from the proposed development. Currently we are in a position of owning a characterful property in and great position within Kessingland. During the late autumn and winter months, we have un-obscured views of the countryside from our front first floor windows.
- If the proposed development were to proceed we have the following concerns.
 1. Concerns about increased traffic flow. Last week we carried out a traffic survey and recorded 5 vehicles entering and 5 vehicles exiting the current site per hour. If you expand that over a 10 hour period, this is 100 traffic transaction that that Church road has to service per day. I estimate the existing home has 20 beds. Expanding the development to 60 beds must at least double this amount of traffic. Can Church Road handle this throughput of traffic? We notice recently an official traffic survey was taken at the entrance to Manor Farm, but this was outside of the holiday season. There is a huge increase traffic during the holiday season attributed to the caravan parks on the beach.
 2. Concerns about access along Church Road. We have noticed that at least twice a day the road directly at the entrance to Manor Farm becomes gridlocked. This occurs when you have a large Double Decker bus travelling in once direction has to negotiate an on coming HGV or, during harvest time, large agricultural vehicles (Combine Harvester etc.). Church Road also services the caravan parks at Kessingland Beach, at least once a month we see large articulated lorries delivering mobile homes. What would happen at Manor Farm if a resident required urgent medical attention from an ambulance during a gridlock situation? With the increased number of beds, there is an increased probability that multiple residents could fall ill simultaneously.
 3. We have observed several accidents at the entrance to Manor Farm over the past few years.
 4. There is already a lack of residential parking available. If we were to park all three of our cars in the street directly opposite Manor Farm there would be chaos. For the past 15 years we have had the consideration not to do this.
 5. Currently the proposed site is open parkland and adds to the whole environmental experience Kessingland provides. Building on this land can only detract from this. We often walk along the footpath at the rear of Home Farm and often see wildlife on the proposed site. Only last weekend we saw a small deer on the site. Has the site been surveyed for any protected or endangered species that may be resident at the location?
 6. All of the above will combine to make Church road a less attractive place to live in. I fully appreciate the need for care homes and the benefits these bring. But would it not be better to consider an alternative site for Manor Farm expansion. It is difficult to quantify the negative economic effect the new site will have on the properties adjacent to the site. But you can rest assured that KRG Care Homes Ltd have carefully calculated, what their financial gains from the expansion will be over the coming years. Why should the residents directly affected have to accept this concession?

4.6 Mr & Mrs Goldsmith, Little Manor House, 60 Church Road:

- The Parish Council has always discouraged any building/development south of church Road as this is designated an AONB. The proposed planning therefore contravenes your own constraints and conflicts with Waveney policy DM27.

- The proposed development is an extensive new 2 storey care facility comprising 60 bedrooms and other amenities resulting in a separate building that is vastly out of scale with the existing building. We feel that a single storey building would be more in keeping to the surrounding area, and more suitable for an elderly care facility.
- Increased traffic and lack of parking are also major concerns in terms of congestion and safety along Church Road. Poor off-road parking in this area makes exiting roads and driveways very hazardous due to parked cars restricting visibility. In addition, due to insufficient off road car parking provision, cars will be forced to park in the road dramatically increasing the risk of accidents to pedestrians and drivers. These concerns are also highlighted in the highways report.
- As already identified in the Kessingland Neighbourhood Plan, the existing GP surgery is barely able to cope with the current demand. It therefore seems illogical to overburden a facility that 43% of local people already consider inadequate. It seems reasonable to conclude that the scale of the care facility is highly likely to have a significant impact on the level of service provided to local residents from the GP surgery. As pointed out in 2.24 of the plan, the aging sewage system cannot cope with the current demand, presenting considerable concern to the community. As this is not likely to be resolved in the near future, building a large-scale care facility is surely beyond the capacity of the existing sewage system and destined to cause further problems.
- The wind turbines, which are a nuisance in their own right, already blight the views to the west of our property; therefore we are sure that the planning office will appreciate our reservations over the scale of the development at Manor Farm Care Home that will affect our views to the east and south east at ground level, first floor level and from our garden. Noting the aforementioned points, we therefore urge you to consider the scale and benefits of extending the care facility versus the negative impact it will have for the vast majority of local residents and the larger community.
- We would also like to bring to the attention of the planning office that we own the field and associated woodland adjacent to Church Road; however we note that a report from highways states that to meet conditions trees and vegetation will need to be removed to ensure safe exiting from Manor Farm to the west. We would like to point out that the vast majority of the 2.4m x 43m area identified for removal is owned by ourselves and not by the highways authority.

4.7 The **letter of support** comes from Mr Malcolm Palmer: Kessingland and the surrounding area needs a large care home to cope with dwindling resources, inflicted by the NHS closures. Not only will it create more local employment, but it will also allow people living within the vicinity to visit family members and not having the worry of traveling to far. How reassuring it is to see somebody prepared to stand up to the closures issue and prepare a future for workers and residents alike.

4.8 **Kessingland Parish Council Comments:** Kessingland Parish Council and the Neighbourhood Planning Team met to discuss the planning application for the construction of a 60 bed care home with associated parking, refuse and external landscaping at Manor Farm, Church Road Kessingland. DC/16/2868/FUL.

- There was a unanimous decision to approve the planning application subject to the following matters being considered:
- There needs to be
 - 1) appropriate levels of car parking, enough provision for staff, visitors and service providers and include the construction phase of the property.

- 2) a wider entrance to the care home. The exit onto Church Road should be wider to allow a safer exit, consider a separate entrance/exit or a possible slip road.
- 3) construction vehicles should not be allowed to park on Church Road awaiting access to the site.

- Everyone was happy with the structure and layout of the building and considered it a good design.
- The Parish Council will discuss with Suffolk County Highways the possible provision of yellow lines outside the entrance to the care home on Church Road.

4.9 **Suffolk Fire And Rescue Service:** comment on the need for access for firefighting.

4.10 **Suffolk County Archaeological Unit:** This site lies in an area of archaeological potential recorded on the County Historic Environment Record, in close proximity to the medieval church of St Edmund (KSS 022) and cropmarks of linear features and enclosures of Roman and unknown date (KSS 091 & KSS 089). As a result, there is high potential for the discovery of below-ground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

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

- 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 building 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 Policy CS 17 of Waveney District Council Core Strategy Development Plan Document (2009) 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.
- I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Waveney District Council, the Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological mitigation. In this case, an archaeological evaluation will be required to establish the potential of the site and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation.

4.11 **Police - Alan Keely Crime Reduction:** Thank you for the opportunity to comment on the above planning application.

- On a development of this type and size I would strongly recommend that an application for Secured by Design approval is made. An early input at the detailed design stage is often the best way forward to promote a partnership approach to reducing the opportunity for crime and the fear of crime.
- Secured by Design aims to achieve a good overall standard of security for buildings and the immediate environment. It attempts to deter criminal and anti-social behaviour within developments by introducing appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development.
- These features include secure vehicle parking, adequate lighting of common areas, control of access to individual and common areas, defensible space and a landscaping and lighting scheme which when combined, enhances natural surveillance and safety.
- Experience shows that incorporating security measures during a new build or a refurbishment project reduces crime, fear of crime and disorder.
- The role of the Designing Out Crime Officer (DOCO) within Suffolk Police is to assist in the design process to achieve a safe and secure environment for residents and visitors without creating a 'fortress environment'.
- I have some specific comments and recommendations which are as follows:
 1. The British Security Industry Association (BSIA) recommends an effective access control system and details the benefits in their document "A Guide to Access Control in Care Homes". I would endorse the recommendations in this document. Furthermore I would support the introduction of an integrated approach to security to include Automatic Number Plate Recognition (ANPR), CCTV, Fire Detection and Building Management Systems.
 2. I would recommend that all windows are fitted with restrictors and that all ground floor windows and glazed doors are glazed with at least one pane of laminated glass meeting or exceeding the requirements of BS EN 356:2000 Class P1A.
- 3. The Design and Access Statement refers to a 1.8m high boundary fence around the private resident's garden. I would advise that the whole boundary of the site be enclosed with a 2.0m

high fence. In addition I have looked at the front boundary which appears to afford free access without restrictions. I would advise that this be considered as part of the access control previously mentioned.

4. Lighting - On a development of this scale I would recommend that the public areas including footpaths and roads have a lighting scheme which complies with BS5489:2013 to ensure a uniformity of lighting in these areas.
5. A constant low level of lighting is also required to each elevation that contains a door set where the public, visitors or occupants of the building are expected to use.
6. Research has proven that a constant level of illumination is more effective at controlling the night environment.

Could I also take this opportunity to remind you of the following Design Principles.

Waveney Planning Design Principles

- DMO2 - states that developers should "take into account the need to promote public safety and deter crime and disorder through careful layout and design of buildings, car parking areas, landscaping, public spaces and pedestrian routeways";
- Waveney's Development Policy also states that developments should be safe and take account of crime prevention and community safety considerations. Developers should therefore ensure that 'Secured by Design' principles are incorporated within all schemes.
- This will require particular consideration to the layout of the development to allow for effective natural surveillance and supervision of public areas. Where appropriate, public areas should be clearly visible from adjoining buildings and the design and landscaping should provide for clear sight-lines on public routes (paths, cycle ways etc.) and not create unnecessary concealed areas.
- Using these nationally recognised standards as design benchmarks can often result in a more secure and safe development without placing a financial burden on the developer.

Other recommendations relating to Secured by Design include:

- Suffolk Design Guide for Residential Areas- Shape of Development - Design Principles - security
- The Town and Country Planning (Development Plans) Regulations require local planning authorities to have regard to social considerations in preparing structure plans and unitary development plans. Crime Prevention must be regarded as one of these social considerations.
- Landscaping will play an ever increasing role in making the built environment a better place in which to live. Planted areas have, in the past, been created with little thought to how they affect opportunities for crime. Whilst creating no particular problem in the short term, certain types and species of shrubs when mature have formed barriers where natural surveillance is compromised. This not only creates areas where intruders or assailants can lurk, but also allows attacks on vehicles to take place with little or no chance of being seen. Overgrown planting heightens the fear of crime, which often exceeds the actual risk. Planting next to footpaths should be kept low with taller varieties next to walls.
- Where footpaths are separate from the highway they should be kept short, direct and well lit. Long dark alleyways should not be created, particularly to the rear of terraced properties. Where such footpaths are unavoidable they should not provide a through

route. Changes in the use of materials can also have an influence in deterring the opportunist thief by indicating a semi-public area where residents can exercise some form of control.

- Secured By Design - 3.17.7 Careful design and layout of new development can help to make crime more difficult to commit and increases the risk of detection for potential offenders, but any such security measures must form part of a balanced design approach which addresses the visual quality of the estate as well as its security. Local Planning Authorities may therefore wish to consult their Local Police Architectural Liaison Officer (now referred to as Designing Out Crime Officer) on new estate proposals. Developers should be aware of the benefits obtained from the Secured by Design initiative which can be obtained from the Designing out Crime Officer.
- Section 17 of the 'Crime and Disorder Act 1998' - This part of the CDA places a duty on each local authority: 'to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area to include anti-social behaviour, substance misuse and behaviour which adversely affects the environment'.

4.12 Despite other legislative considerations within the planning process, there is no exemption from the requirement of Section 17 as above. Reasonable in this context should be seen as a requirement to listen to advice from the Police Service (as experts) in respect of criminal activity. They constantly deal with crime, disorder, anti-social acts and see on a daily basis, the potential for 'designing out crime'.

4.13 This rationale is further endorsed by the content of PINS 953.

4.14 National Planning Policy Framework.

4.15 Paragraph 58 states:- "Planning policies and decisions should aim to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion".

4.16 Paragraph 69. This paragraph looks towards healthy and inclusive communities. The paragraph includes:-

4.17 "Planning policies and decisions, in turn, should aim to achieve places which promote:

4.18 Safe and accessible developments where crime and disorder, and the fear of crime, do not undermine quality of life and community cohesion"

4.19 Department for Transport - Manual for Streets - 4.6 Crime Prevention

4.20 The layout of a residential area can have a significant impact on crime against property (homes and cars) and pedestrians. Section 17 of the Crime and Disorder Act 1998, 7 requires local authorities to exercise their function with due regard to the likely effect on crime and disorder. To ensure that crime prevention considerations are taken into account in the design of layouts, it is important to consult police architectural liaison officers and crime prevention officers, as advised in Safer Places. (In Suffolk these are now called Designing Out Crime Officers)

4.21 To ensure that crime prevention is properly taken into account, it is important that the way in which permeability is provided is given careful consideration. High permeability is conducive to walking and cycling, but can lead to problems of anti-social behaviour if it is only achieved by providing routes that are poorly overlooked, such as rear alleyways.

4.22 Safer Places highlights the following principles for reducing the likelihood of crime in residential areas (Wales: also refer to Technical Advice Note (TAN) 129):

- the desire for connectivity should not compromise the ability of householders to exert ownership over private or communal 'defensible space';
- access to the rear of dwellings from public spaces, including alleys, should be avoided - a block layout, with gardens in the middle, is a good way of ensuring this;
- cars, cyclists and pedestrians should be kept together if the route is over any significant length - there should be a presumption against routes serving only pedestrians and/or cyclists away from the road unless they are wide, open, short and overlooked;
- routes should lead directly to where people want to go;
- all routes should be necessary, serving a defined function;
- cars are less prone to damage or theft if parked in-curtilage (but see Chapter 8). If cars cannot be parked in-curtilage, they should
- ideally be parked on the street in view of the home.
- Where parking courts are used, they should be small and have natural surveillance;
- layouts should be designed with regard to existing levels of crime in an area; and layouts should provide natural surveillance by ensuring streets are overlooked and well used

4.23 I hope you will consider this advice when making your decision in respect of this application.

4.24 **SCC Flooding Authority** Suffolk County Council, Flood & Water Management can make the following initial comment at this stage - Suffolk County Council, Flood & Water Management require a surface water drainage strategy to be submitted in accordance with the Suffolk Flood Risk Management Strategy, appendix A.

Please ensure all documents listed on page 8 are provided.

4.25 **NHS Great Yarmouth And Waveney Clinical Commissioning Group** was consulted on the 19 July 2016.

4.26 **Anglian Water:** ASSETS Section 1 - Assets Affected. 1.1 Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

4.27 **WASTEWATER SERVICES** Section 2 - Wastewater Treatment. 2.1 The foul drainage from this development is in the catchment of Kessingland-Marsh lane Water Recycling Centre that will have available capacity for these flows.

4.28 Section 3 - Foul Sewerage Network. 3.1 The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

4.29 Section 4 - Surface Water Disposal. 4.1 From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.

4.30 Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

4.31 Section 5 - Trade Effluent. 5.1 Not applicable

- 4.32 **Suffolk County - Highways Department:** Notice is hereby given that the County Council as Highway Authority make the following comments:
- 4.33 There is an existing care home on this site and there is no evidence to suggest that there are any highway safety issues in connection with the current use of this site or the existing access onto Church Road. Therefore, the principle of this proposal is generally acceptable.
- 4.34 The new development will double the number of bedrooms provided and therefore significantly intensify the vehicles movements from the existing access. Visibility out of the existing access is adequate looking to the east to the oncoming direction, but quite poor looking to the west to the off-side direction. I note from looking at the design and access statement Page 9 that there have been a number of trees along the west side of the site frontage that have been identified for removal or have no merit. Clearing this vegetation will improve the visibility in the area of concern. Although the applicant's red line site boundary does not quite extend to the edge of the road it is likely that this vegetated area is considered to be Highway land and has self-seeded over time and allowed to become a wooded verge area. In order to improve the visibility to the west it is recommended that any trees or vegetation is cleared within the site frontage to provide a visibility splay 2.4m setback x 43m along the nearside road edge.
- 4.35 The increased development scale on this site will increase the need of additional parking on the site. The Suffolk Parking Guidance recommends a maximum of 1 space per full time equivalent (FTE) staff and 1 visitor space for every 3 beds. The application form states that there will be 60 FTE, therefore the recommended maximum number of parking spaces should be $60 + 20 = 80$. The layout submitted provides a total of 38 spaces including 2 disabled bays which is less than half the recommended maximum. If you deduct the 20 visitor spaces required from 38 provided, that only leaves 18 spaces for staff. Therefore, I am concerned that without further understanding about the expected staff numbers and shift patterns that the parking proposed may lead to people parking on street which may lead to safety issues. Although having studied the site layout there is ample space to provide additional parking if needed.
- 4.36 Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:
- Condition 1: Before the development is first occupied visibility splays shall be improved 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 2: No other part of the development hereby permitted shall be commenced until the existing vehicular access has been improved, laid out and completed in all respects in accordance with DM01. 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 3: The vehicular access hereby permitted shall be a minimum width of 4.5m metres for a distance of 10 metres measured from the nearby edge of the carriageway.

Reason: To ensure vehicles can enter and leave the site in a safe manner.

- Condition 4: 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 5: Prior to the commencement of the development, a workplace Travel Plan should be submitted for approval by the Local Planning Authority. Thereafter, it shall be implemented in full prior to the development being first brought into use and reviewed and revised on an annual basis, unless otherwise agreed in writing by the Local Planning Authority. An annual Travel Plan Review, to be undertaken in accordance with the approved Travel Plan must also be submitted to the Local Planning Authority for written approval until further notice.

Reason: In the interest of sustainable development.

- 4.37 **WDC Environmental Health - Contaminated Land:** Notes that the site is within 250 metres of a former landfill site. He has not received any further information or response so he would have to object to the development unless it is conditioned so that prior to the commencement of any development the applicant must submit further assessment of the former landfill site. This additional work could be secured using the model Contaminated Land conditions.
- 4.38 **Environment Agency** was consulted on 5 September
- 4.39 **Historic England: Summary:** This application proposes the construction of a large addition to an existing care home facility on land near the parish church of St Edmund. We are concerned the development would adversely affect the setting of the listed building.
- 4.40 Historic England Advice. The grand 15th century tower of the parish church of St Edmund, Kessingland is a major landmark and marks a site of ancient origins. The tower is a particularly notable example of English Perpendicular architecture while much of the church now seen today was built in the 16th to 17th centuries, which is unusual for Suffolk and adds considerably to its historic interest. The building stands apart at the edge of the village. Its prominence in the landscape helps emphasise its importance in the community which it served and the open fields beyond its place in an agricultural community. The application site at Manor Farm contains a house currently used as part of a care home. No information is provided in the application concerning this building though it appears to be at least partly of 19th century date and might contain earlier fabric.
- 4.41 The proposed development would form a long line of two storey building stretching for much of the length of the application site. The design attempts to avoid the appearance of an unrelieved block of building by introducing slight changes in direction and some articulation of roof heights along the length of the construction, but it retains a large mass of building with the potential to be visible in the setting of the listed church and would be sited next to the house.
- 4.42 The significance of both these heritage assets, the contribution their setting makes to that significance and the effect on it of the proposed development is not set out in the application, but the illustration from viewpoints eight and nine included in the submission

gives an indication of the scale of the new building. The church tower is particularly prominent in these views and other buildings are generally recessive and not overly noticeable. The house at Manor Farm makes an interesting pair with the church, making an understanding of its historic value all the more important. However it seems clear from these images that the proposed building would be very prominent, in some views would obscure most of the church and in others detract from its role in the landscape. The way the building would be experienced when on Church Road is less clear.

- 4.43 The National Planning Policy Framework identifies protection and enhancement of the historic environment as an important element of sustainable development and establishes a presumption in favour of sustainable development in the planning system (paragraphs 6, 7 and 14). The NPPF also states that the significance of listed buildings can be harmed or lost by development in their setting (paragraph 132) and that the conservation of heritage assets is a core principle of the planning system (paragraph 17). Furthermore, paragraph 137 states that the proposals that preserve those elements of the setting that make a positive contribution to, or better reveal the significance of the heritage assets should be treated favourably.
- 4.44 The proposed development would introduce a large bulk of building into major views of the parish church of St Edmund, in some views obscuring most of it and in others detracting from an appreciation of it. By diminishing the church's prominence in this way we are concerned the development would result in harm to the church's significance in terms of paragraph 132 of the NPPF. The existing house on the application site might also constitute an undesignated heritage asset in terms of the NPPF, but insufficient information has been provided on this and the church to satisfy paragraph 128 of the NPPF. As required by paragraph 134 the Council should consider any public benefit that might be delivered by the development and weigh it against this harm, but also consider if there are ways of reducing the harmful impact. If the 'clear and convincing' justification required for any harm to a designated heritage asset by the NPPF (paragraph 132) is not found the Council should refuse the application.
- 4.45 Recommendation. Illustrations submitted with the application indicate the proposed development would introduce a large bulk of building into major views of the parish church of St Edmund, in some views obscuring much of it and in others detracting from an appreciation of it. We are concerned the development would result in harm to the church's significance in terms of paragraph 132 of the NPPF. The Council should consider any public benefit that might be delivered by the development and weigh it against this harm, but also consider if there are ways of reducing the harmful impact. If the 'clear and convincing' justification required for any harm to a designated heritage asset by the NPPF (paragraph 132) is not found the Council should refuse the application.

PUBLICITY

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

Category	Published	Expiry	Publication
Major Application,	22.07.2016	11.08.2016	Beccles and Bungay Journal
Major Application,	22.07.2016	11.08.2016	Lowestoft Journal

SITE NOTICES

The following site notices have been displayed:

General Site Notice	Reason for site notice: Major Application, Date posted
	26.07.2016 Expiry date 15.08.2016

5 PLANNING POLICY

- 5.1 The Waveney **Core Strategy** was adopted in 2009. Policy **CS01** sets the spatial strategy for the District. Policy **CS02** requires high quality and sustainable design.
- 5.2 The Development Management policies were adopted in 2011. Policy **DM01** sets physical limits for settlements. Policy **DM02** sets design principles for new development.
- 5.3 In addition the draft Kessingland Neighbourhood Plan is relevant and is referred to below.

6 PLANNING CONSIDERATIONS

- 6.1 Kessingland is one of the larger villages which are intended to accommodate some growth. However the proposed site is outside the “physical limits” identified under policy DM01.
- 6.2 Nevertheless there is an existing care home on the site, and it does not appear that there are any sites within the physical limits which could easily accommodate a development of this scale. A “Care Needs Assessment” has been submitted as part of the application. This states:
 - 6.3 “The population of people aged 65 years plus within the catchment area is set to increase from 31,000 persons in 2015 to 37,000 by 2026 – an increase of 6,000 in the next 11 years.
 - 6.4 There are 5,000 people 85 years plus within the catchment as at 2015 and this is set to increase to 7,000 by 2026. This age group has the highest propensity for dementia and the highest likelihood to require long term residential care.
 - 6.5 The numbers of people 65 years plus identified as requiring care will increase by 473 people in the 11 year period from 1290 in 2015 to 1763 by 2026.
 - 6.6 The data shows that there is currently a supply of 1079 care bed spaces in the catchment area.
 - 6.7 Of the existing care accommodation within the catchment area approximately 18% of bed spaces are in shared rooms. Additionally, a number of single bedrooms are not en-suite, or less than 12 square metres in area, which are no longer supported for new registrations under current care home accommodation standards (the regulations state that when a space becomes available in a shared room the remaining occupant should have the choice of whether or not to continue sharing, so many double rooms are in fact occupied as singles). If those double rooms are changed to single rooms in the future, and/or rooms that do not meet the standards in other areas fall out of use there is likely to be a growing shortfall in accommodation.
 - 6.8 The data shows that there are 882 single bedrooms within the catchment area. Single, en-suite rooms are the likely minimum expectations of people requiring care, now and in the future. If this figure is used there is a current shortage of 408 bed spaces.
 - 6.9 By 2026, assuming no other developments come forward, there is a projected shortage of up to 881 bed spaces in the Waveney area.
 - 6.10 We conclude that the proposed care home at Manor Farm will make a significant contribution to addressing the significant identified shortfall in single, en-suite care provision within the local authority areas.”
 - 6.11 It is therefore considered that the applicant has demonstrated a need for the facilities.

- 6.12 A further point is that Kessingland Parish Council has also considered the need for care facilities as part of its Neighbourhood Plan. It has identified the application site as the best opportunity to extend provision in Kessingland. Accordingly the draft Neighbourhood Plan includes the following policy:
- 6.13 “Development proposals for the provision of additional care facilities (use class C2) on land of Church Road will be permitted, subject to the following criteria:
- The provision of appropriate levels of parking; and
 - The retention of the existing tree belt on the frontage with Church Road and the provision of suitable screening of buildings on the southern boundary of the site; and
 - Development should be of a height and scale that is in keeping with the surrounding area; and
 - The use of materials that ensure that it is in keeping with the existing adjacent car home facility.
- 6.14 Although the Neighbourhood Plan is still in draft form, para. 216 of the NPPF states that:
- 6.15 “From the day of publication, decision-takers may give weight (unless material considerations indicate otherwise) to relevant policies in emerging plans according to:
- 6.16 The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- 6.17 The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- 6.18 The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).”
- 6.19 The plan has been subject to examination and the next stage is a referendum which will ultimately decide if the Neighbourhood Plan is taken forward. However, there is evidence of good engagement with the community during the Neighbourhood Plan process (as set out in the Consultation Statement which accompanies the draft Plan).
- 6.20 In light of the above, it is considered that weight should be given to the emerging Neighbourhood Plan in support of this proposal. The amount of weight will ultimately need to be determined by the decision maker.
- 6.21 Considering these points it is agreed that the principle of the development of a care home on this site is acceptable.
- 6.22 There are however further issues to consider. These include traffic, access and parking, which have been raised by all five objectors. The Committee will note the comments of Suffolk CC highways, starting at paragraph 4.78. The response notes that there is an existing care home on this site and there is no evidence to suggest that there are any highway safety issues in connection with the current use of this site or the existing access onto Church Road. Highways have therefore concluded that the principle of this proposal is generally acceptable.
- 6.23 Highways also note that the new development will double the number of bedrooms provided and therefore significantly intensify the vehicles movements from the existing access. Visibility splays are recommended to improve visibility, which will involve clearing some vegetation.
- 6.24 Highways also note that the increased development scale will generate a need of additional parking on the site. The Suffolk Parking Guidance recommends a maximum of 1

space per full time equivalent (FTE) staff and 1 visitor space for every 3 beds. The application form states that there will be 60 FTE, therefore the recommended maximum number of parking spaces should be $60 + 20 = 80$. The layout submitted provides a total of 38 spaces including 2 disabled bays which is less than half the recommended maximum.

- 6.25 In response to the point about visibility splays the agent has submitted an amended plan showing the proposed access relocated slightly to the east to ensure that the required visibility splays can be provided. SCC highways have confirmed that the amended plan is satisfactory.
- 6.26 In relation to the points raised about parking provision and the number of staff, the agent has submitted the following further information:
- 6.27 “Based on the operator’s experience of care home developments the nature of employment at care homes is that staff are likely to be employed from the local area. The typical catchment area for both staff and residents for a residential care home would be around five miles or eight kilometres. Practically this means that the majority of staff could be from Kessingland, Carlton Colville, Beccles and Lowestoft.
- 6.28 The proposed care home would employ some 60 full-time equivalent staff with a maximum of around 25 staff on site at any one time. However many of these positions would be on a part-time basis which could result in around 80 employees in total. There would be no staff living on site.
- 6.29 Care homes provide a 24 hour operation with typically three staff shifts. These normally comprise mornings, afternoons and a night shift. Typically the morning shift would commence between 06:00 and 07:30, the afternoon shift at around 14:30 and the night shift between 21:00 and 22:00. Given the timing of shifts staff arrivals and departures generally avoid the local peak traffic periods.
- 6.30 Shift patterns depend on the needs of the residents staying in the home at that time. The main shift would be in the morning when greater help is generally needed with residents. In the afternoon fewer staff would be required because of resident activities and trips away from the home. Typically there would be around four or five staff on site during the night.
- 6.31 With regards to the car parking requirement we have based the number of spaces on the needs of the home and from data from a significant number of similar, recent, care home developments we have been involved in. One reference to the number of spaces that are considered to be adequate for this type of home can be found in 10 recent care home developments in Suffolk. Whilst each care home site needs to be evaluated based on its location and the service it is looking to provide these care home for Care UK do provide similar services to the proposed home. Below is the summary of these care homes that have been approved, built and are in operation.

Location	Number of beds	Number of car parking spaces
Mildenhall	60	22
Haverhill	60	22
Ipswich	80	24
Bury St Edmunds	60	22
Framlingham	60	36
Lowestoft	80	24
Ipswich	80	32
Bury St Edmunds	80	29
Stowmarket	70	31
Eye	60	27

- 6.33 From this analysis we believe it is evident that recent precedents demonstrate that a care home with 60 beds is adequately served by the provision of 38 parking spaces.”
- 6.34 Highways are now satisfied with the proposed parking provision.
- 6.35 A further issue relates to the impact of the proposal on the grade 1 listed church of St Edmunds. Members will note the concerns of Historic England, which are set out at paragraphs 4.107 – 4.113. By way of explanation, Historic England quote paragraphs 132 and 134 in particular and these two paragraphs are set out below:
- 6.36 Paragraph 132: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.
- 6.37 Paragraph 134: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 6.38 In this case the “harm” identified by Historic England does not relate to alterations or destruction of the heritage asset but rather development within its setting.
- 6.39 The agents have responded to Historic England’s comments as follows:
- 6.40 “To try and help resolve the issues raised by the Inspector of Historic Buildings we have looked at the impact the new care home will have on the current views of the church as well as what community benefit the proposed care home would provide.
- 6.41 When considering the 180 degree view of the Church from the south, i.e. not the view from the town, the proposed care home could in theory only affect less than 20% of this view.
- 6.42 Within the zone affected by the proposed care home there are in reality only two areas along Coopers Lane where the new building and the Church could be seen together.
- 6.43 Attached is our simple visual interpretation of the potential affected views and the actual views. (*note: to be included in the presentation to members*)
- 6.44 Other potential views, as seen from the public highways, are affected by the existing landscape and therefore will not affect the prominence of the church. The views we have highlighted to demonstrate this are taken in various places along Church Road and Whites Lane and show that the church is not visible.
- 6.45 As has already been acknowledged by the Town Council, a number neighbours who have commented and by yourselves, there would be significant benefits to the community of Kessingland and the surrounding area from a new purpose built care home.
- 6.46 The benefits of the new home would include;
- offering a range care from residential to nursing and dementia, which would help to satisfy the local increase in demand.
 - allowing people living within the vicinity to visit family members and not having to traveling significant distances,
 - creating more local employment

- 6.48 In looking at the balance between the current views of the Church that would be affected and the acknowledged benefits of the new care home we therefore think that the benefit of providing a care home to the community would outweigh the harm that the new building may impose upon the church.”
- 6.49 Officers accept that the proposal will have an adverse impact of the setting of the church by introducing a large bulk of building into some views. However officers also agree with the conclusions put forward by the agents.
- 6.50 As Historic England advise, the harm must be balanced against the benefits of the proposal (as outlined in paragraph 6.46 above). In addition the allocation of this site for a care home in the Neighbourhood Plan is a material consideration in favour of the application.
- 6.47 There are a number of mature trees on the site, both in the frontage tree belt and around the perimeter of the site. A large copper beech has recently been felled because it was diseased, and the applicant’s tree survey recommends that a number of other trees (mainly small, poor specimens) should be removed, but the main trees will be retained.
- 6.48 One of the neighbours refers to looking at refuse bins, but the refuse area is in fact towards the rear of the site.
- 6.49 The Neighbourhood Plan policy referred to above includes a criterion requiring the materials to be in keeping with the existing care home. The care home is white render with the single storey wing in red brick. The proposed building is red brick with some cream render and timber cladding, and it is considered that this criterion is met.
- 6.50 The Police Designing Out Crime Officer has submitted lengthy comments. In essence his recommendations are:
- 6.51 1. An access control system should be employed. This is not something that could be required by a planning condition, but could form the subject of an informative.
- 6.52 2. Similarly he recommends that all windows be fitted with restrictors. Again this could be included in an informative.
- 6.53 3. He recommends that the whole boundary of the site be enclosed with a 2.0m high fence. There are implications for the visual impact of such a fence, and it is recommended that this be left to the applicant to consider.
- 6.54 4. He recommends that the public areas including footpaths and roads have a lighting scheme which complies with BS5489:2013 to ensure a uniformity of lighting in these areas. This could be provided via a planning condition.
- 6.55 He recommends that consideration be given to the layout of the development to allow for effective natural surveillance and supervision of public areas. It is considered that the proposed layout should achieve this.
- 6.56 The agent has responded to these recommendations as follows:
1. There would be an access control system for the main entrance. This would also be linked to the nurse call system that covers all resident areas of the building including sensors to all external doors.
 2. All windows will be fitted with restrictors as it is a safety requirement for a residential care home.

3. The site needs to be secure for residents. From security point of view the minimum height of the fence needs to be 1.5m but we would be happy to comply with a 2.0m fence. The typical fence we are asked for in these circumstances is a 1.8m closed boarded fence with 0.2m trellis on the top. We do however understand if you would prefer a fence with a more rural feel. I have attached images of various fence types, and a mesh fence with planting growing into it would be suitable for a care home. A post and rail fence or estate fencing are in danger of the residents trying to climb over them so may be difficult to be acceptable to the registration authorities. Please advise on how you would like us to proceed on this matter.
4. A condition on lighting is acceptable.
5. Due to the character of the facility there will be staff on site 24h/day and natural surveillance and supervision of public areas will not be an issue.
6. We would agree to have a detailed landscape scheme as a condition.

6.57 Suffolk Archaeology recommends two conditions which can be included.

6.58 In their response the parish council state that construction vehicles should not be allowed to park on Church Road awaiting access to the site. This cannot be controlled directly under the planning application, but a condition requiring a construction management plan could be included.

7 CONCLUSION

7.1 Whilst this site is outside the physical limits, there is a clear need for such a facility, and the site is allocated for such a purpose in the Draft Kessingland Neighbourhood Plan. SCC highways have raised no objections and the design and layout of the building is acceptable.

7.2 The objection from Historic England has been considered; it is accepted that there will be some harm to the setting of the grade 1 listed church, but it is considered that this harm is outweighed by the benefits of the application.

7.3 Accordingly the application is recommended for approval.

8 RECOMMENDATION

8.1 That planning permission be granted subject to the following conditions:

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

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.

2. The development hereby permitted shall be carried out in accordance with approved drawing reference: A-673 02 rev A, A-673 03 rev A, A-673 04 rev A, E15900-TLP-PA01, E15900-TLP-PA04 and 15367ea-01 received 11 July 2016 and drawing number A-673 01 rev B received 8 September 2016, for which permission is hereby granted.

Reason: To secure a properly planned development.

3. Before the development is first occupied visibility splays shall be improved in accordance with details shown on drawing number A-673 01 rev B received 8 September 2016 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.

4. No other part of the development hereby permitted shall be commenced until the existing vehicular access has been improved, laid out and completed in all respects in accordance with drawing number A-673 01 rev B received 8 September 2016. 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.

5. The vehicular access hereby permitted shall be a minimum width of 4.5m metres for a distance of 10 metres measured from the nearby edge of the carriageway.

Reason: To ensure vehicles can enter and leave the site in a safe manner.

6. The areas shown on drawing number A-673 01 rev B received 8 September 2016 to be provided for the loading, unloading, manoeuvring and parking of vehicles including secure cycle storage shall be completed in their 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.

7. Prior to the commencement of the development, a workplace Travel Plan should be submitted for approval by the Local Planning Authority. Thereafter, it shall be implemented in full prior to the development being first brought into use and reviewed and revised on an annual basis, unless otherwise agreed in writing by the Local Planning Authority. An annual Travel Plan Review, to be undertaken in accordance with the approved Travel Plan must also be submitted to the Local Planning Authority for written approval until further notice.

Reason: In the interest of sustainable development.

8. 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 Policy CS 17 of Waveney District Council Core Strategy Development Plan Document (2009) and the National Planning Policy Framework (2012).

9. No building 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 81 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 Policy CS 17 of Waveney District Council Core Strategy Development Plan Document (2009) and the National Planning Policy Framework (2012).

10. Samples of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority before development commences. Development shall be carried out in accordance with the approved samples.

Reason: To ensure the satisfactory external appearance of the development.

11. Prior to the commencement of development, an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,

- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,

- adjoining land,

- groundwaters and surface waters,

- ecological systems,

- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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.

12. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as

contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

13. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and 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.

14. 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 in accordance with the requirements of condition 11, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 12, 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 in accordance with condition 13.

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.

15. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation programme.

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

16. The landscaping scheme shall be completed within six months from the completion of the last building shell, or such other date as may be agreed in writing with the Local Planning Authority. Any trees or plants which die during the first 5 years shall be replaced during the next planting season.

Reason: to ensure the satisfactory external appearance of the building.

17. Before any development is commenced details of external lighting including footpaths and roads shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is first brought into use.

Reason: In the interests of the amenity of the area.

18. Before any development is commenced a "Construction Management Plan" shall be submitted to and approved by the local planning authority. The Construction Management Plan shall include:

- details of proposals to control construction noise
- details of provision for parking of construction vehicles within or near the site
- proposals for deliveries including loading and unloading of plant and materials
- storage of plant and materials during construction and
- times and routes of delivery and construction vehicles.

Construction shall be carried out strictly in accordance with the approved "Construction Management Plan".

Reason: to protect the amenities of neighbouring residents

19. Before the development begins, details of the siting, height and type of boundary walls and fences shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of neighbour amenity and in order to enhance the appearance of the locality.

BACKGROUND INFORMATION:

See application ref: DC/16/2868/FUL at

www.waveney.gov.uk/publicaccess

CONTACT

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