

PLANNING COMMITTEE – 18th September 2018

APPLICATION NO DC/18/2406/FUL

LOCATION

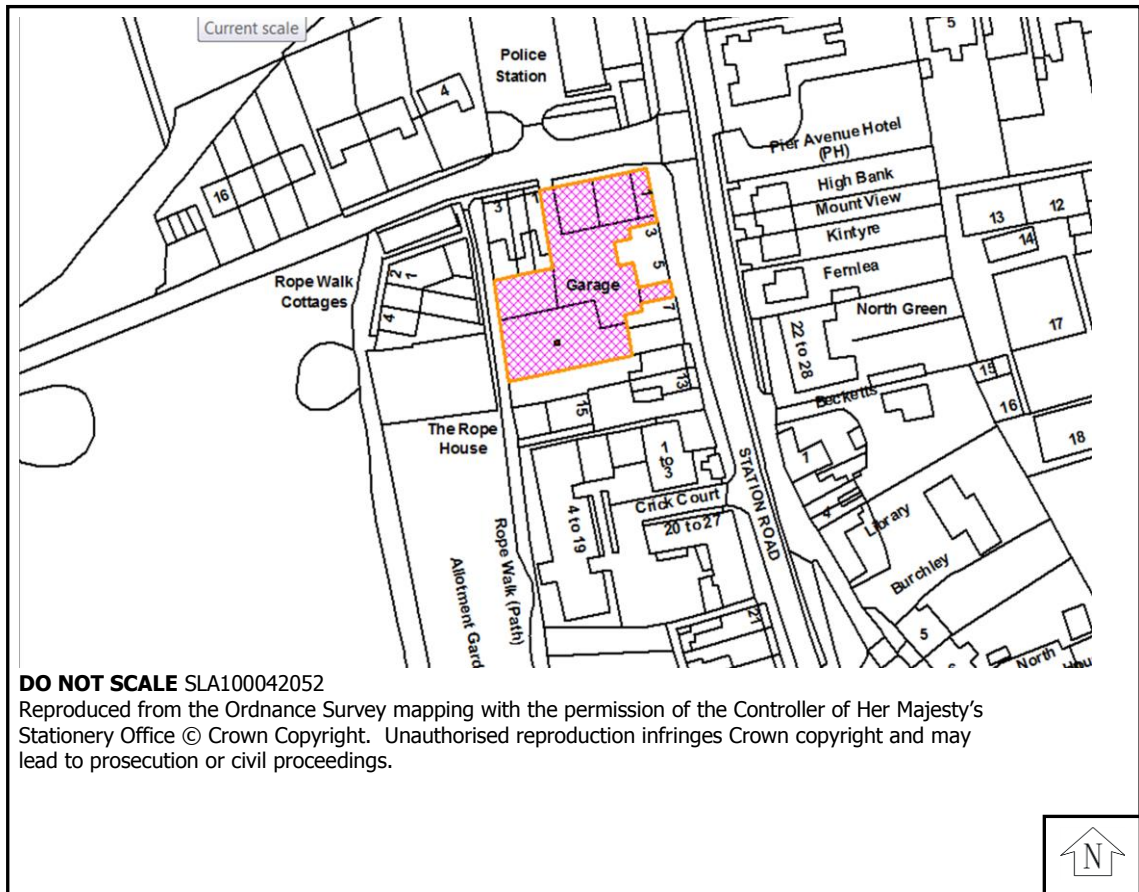
Site At Junction Of
Station Road
And Blyth Road
Southwold
Suffolk
IP18 6AX

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EXPIRY DATE 5 August 2018
APPLICATION TYPE Full Application
APPLICANT Southwold Town Council

PARISH Southwold

PROPOSAL The demolition of the existing buildings and re-development of the site to create a mixed use development consisting of flexible office space, retail units and residential accommodation



1 SUMMARY

- 1.1** This is an application by Southwold Town Council for the re-development of a site currently in commercial use for a mixed use development comprising retail, office space, café and two flats. The application has generated significant local interest and it is thus considered appropriate to refer the application to Planning Committee. Providing appropriate parking can be secured and some design modifications are made the application is recommended for approval subject to controlling conditions as it is considered the proposal represents sustainable development that accords with the provisions of the approved and emerging Development Plan.

2 SITE DESCRIPTION

- 2.1** The site is located on the corner of Station Road and Blyth Road at the northern end of the Town. It is prominently positioned on the approach to the town and is within the Southwold Conservation Area and the AONB. The site is approximately 0.12 hectares and in commercial use, including retail, cycle hire & repair and a vehicle repair/servicing garage. It consists of a single storey shop facing Station Road, (No 1.) which sits on the corner to Blyth Road. This is built of a red brick with soldier course detailing to plinth with a canted bay arrangement to sides of the entrance door all under a projecting timber eaves to felt flat roof.
- 2.2** This single storey building is attached to a large commercial/industrial building fronting Blyth Road. It has a lean-to element of corrugated tin walls and roof which meets the main structure creating a gablet apex within a hipped roof form to the east. The western end is a simple pitched gable, again of corrugated tin. The elevation facing Blyth Road is half made up of full height vertical boarded sliding timber doors/ panels, the other half of the building has had these panels altered, retained at higher level with a continuous fascia placed at approximately 2.5m from ground level and infilled with horizontal timber boarding incorporating doors and windows below. The 1971 OS 1:2,500 map identifies this building a Bus Station.
- 2.3** Further into the site, and backing onto the allotments and Southwold common to the west is a larger simple form pitched roofed industrial/commercial building (14.5m wide approx.) with a smaller unit (9.25m wide approx.) attached. These are clad and roofed in corrugated metal sheeting. Within the centre of the site is an internal open courtyard that is in use by the garage for the parking of vehicles awaiting repair/servicing. This space has two access points, one from Blyth Road alongside No.1 Blyth Road, and one from Station Road alongside No.7.
- 2.4** Adjoining the site on Station Road is a three storey terrace comprising commercial units (largely shops) on the ground floor and residential units above. Adjoining the southern boundary of the site and set back behind the Station Road frontage is an architects office. The north-west corner of the site is bounded by a terrace of three dwellings fronting Blyth Road. On the opposite side of Blyth Road is the disused police station beyond which is the redundant fire station site. Public footpath 15 abuts the western boundary of the site with Southwold Common beyond. On the corner of this public footpath and Blyth Road is a recent development of four dwellings with rear gardens that abut the footpath and from which the existing buildings on the site are prominent.

3 PROPOSAL

- 3.1 The application proposes the demolition of the existing buildings and the erection of two buildings that will provide a mix of business, retail and residential uses. The buildings will occupy a similar footprint to the existing buildings, retaining a central courtyard space and the two access points into it, allowing a public route through the development between Blyth and Station Roads.
- 3.2 One of the buildings will have a frontage to both Station Road and Blyth Road and be of two-storey scale. It will comprise 4 units on the ground floor that are indicated as being potentially A1 and A2 uses with provision being made for the existing convenience store to remain on site. Two office units are proposed on the first floor. The other building is an L-shaped building abutting the western and southern boundaries of the site. It will be partly 1.5 storey and partly single storey. It will comprises four office units and a coffee shop on the ground floor and two residential units on the first floor.
- 3.3 In order to provide the central courtyard as public space and to achieve the desired level of accommodation, no on-site parking is proposed. Some off-site parking is proposed on land owned by The Millennium Trust to the north of the former fire station site, which they intend to use as a new car park for the Town, (a planning application is shortly to be submitted). The area is presently being used as temporary parking/storage for builders developing two sites nearby. It is approximately 165m from the proposed development. Ten spaces are to be provided, three to serve the residential units with the remainder for the proposed offices. It is anticipated the retail use will continue to be served by the short staying parking available in the vicinity of the site.
- 3.4 The scheme will include the provision of secure cycle storage for 18 bikes and refuse storage behind the existing retail units in Station Road. A further 8 cycle spaces are to be provided for visitors. The proposal includes the addition of a footway to the Blyth Road frontage, which will result in space for three cars to park in front of the building on Blyth Road. The internal courtyard will be landscaped, including a central tree feature and planters on the periphery.
- 3.5 The layout of the units has been designed to be flexible in terms of uses and their size, with the ability to increase or reduce the size of the units to reflect market demand. It is stated the site currently provides 6 full time jobs and that this scheme will provide a further 36 full time jobs.
- 3.6 The application is supported by the following documents:- Heritage Statement; Phase 1 & 2 Geo-Environmental Assessment; Drainage Assessment; Transport Assessment and Phase 1 Ecological Statement

4 CONSULTATIONS/COMMENTS

4.1 Neighbour consultation/representations

36 letters of objection have been received raising the following concerns:-

- Three local businesses that provide all year round employment and valuable services for the residents of the town will be adversely affected/lost;

- It will result in the loss of the garage which is well used by local residents and conveniently located for people to drop of their vehicles and walk home;
- There is no need for offices and another coffee shop, the proposed uses are not what people in the Town want;
- Lack of public consultation prior to the application being made, there should be a delay in determining the application to enable greater publicity and to give the plans more scrutiny;
- It should be referred to the Scrutiny committee as Southwold Town Council have not consulted residents;
- There should be a planning condition requiring alternative premises to be in place before demolition;
- The proposal is an over-development of the site;
- The development is poor design not in keeping with the character of Southwold;
- The existing buildings should be re-furbished particularly the old bus depot which is an interesting part of the town's history;
- It is an insult to not have used a local architect;
- Should be considered as part of a comprehensive development with the police and fire station sites;
- Lack of parking within the development which will add to the traffic congestion on the nearby roundabout junction;
- The proposed parking is too far away for passing trade and those less able, and the site is liable to flood;
- Southwold has acute parking problem, how can the Council pass an application contrary to their parking strategy;
- There is no business plan, cannot see how the scheme is viable;
- Council tax payers money should not be used to fund a project that has no discernible benefit to the local community;
- Local businesses are disappearing from the High Street due to high rents/rates and competition of national chains so should consider slashing business rates to facilitate a genuine revival of the High Street instead;
- The Town Council would be better spending money on maintaining its own property;
- No information is given on the removal of petrol tanks or asbestos.

4.2 Parish/Town Council Comments

The Parish Council is the applicant

4.3 Southwold and Reydon Society are broadly supportive of the application but have three areas of concern:-

- Lack of parking and uncertainty of availability of adequate parking spaces in the Millennium Car Park. There should be a condition preventing development until a guarantee is secured that dedicated parking spaces are available in the car park all year and free from flooding
- The buildings are bland lacking interest and distinctiveness and do little to improve the appearance of the Town. The buildings should better reflect the appearance of the Blyth Hotel opposite
- Infrastructure especially regarding sewerage

4.4 Suffolk County - Highways Department

Is recommending a holding refusal because of deficiencies in the proposed parking provision information and the amount and nature of the proposed parking provision. The highway authority is currently not satisfied that the likely impact of additional on road parking in the vicinity would not cause unsafe obstructions on the surrounding road network and have a requested a number of issues be addressed. These include whether the remote parking could be appropriately linked to the development in perpetuity, the distance of the parking from the site in terms of security and access by mobility impaired pedestrians, and the design of the footpath improvements to Blyth Road.

4.5 Suffolk County Council Lead Flooding Authority

Having sought further information from the applicants recommend approval subject to conditions relating to a strategy for the disposal of surface water and its subsequent implementation and maintenance.

4.6 WDC Head Environmental Protection

Recommend conditions be imposed on any consent relating to contamination and the installation of noisy equipment/plan (e.g. air conditioning)

4.7 WDC Head of Economic Development

Seeks to support those planning applications where the application clearly supports the economic growth and regeneration of the economy. The proposed development is a key part of our CCT Economic Plan and once developed will offer a more diverse all year round economy in a Town that is heavily reliant on Tourism. The retail and office units will create employment and bring more footfall into the Town on a daily basis. As such we are supportive of the planning application.

5 PUBLICITY

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

Category	Published	Expiry	Publication
Conservation Area,	29.06.2018	20.07.2018	Beccles and Bungay Journal
Conservation Area,	29.06.2018	20.07.2018	Lowestoft Journal

6 SITE NOTICES

The following site notices have been displayed:

General Site Notice	Reason for site notice: Conservation Area, Date posted 21.06.2018 Expiry date 12.07.2018
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7 PLANNING POLICY

7.1 National Planning Policy Framework (2018)

7.2 Technical Guidance to the National Planning Policy Framework (March 2012)

7.3 Waveney District Local Plan Policies

- CS01 Spatial Strategy (Adopted Core Strategy, January 2009)
- CS02 High Quality and Sustainable Design (Adopted Core Strategy, January 2009)
- CS03 Flooding and Coastal Erosion (Adopted Core Strategy, January 2009)
- CS07 Employment (Adopted Core Strategy, January 2009)
- CS11 Housing (Adopted Core Strategy, January 2009)
- CS15 Sustainable Transport (Adopted Core Strategy, January 2009)
- CS17 Built and Historic Environment (Adopted Core Strategy, January 2009)
- DM01 Physical Limits (Adopted Development Management Policies, January 2011)
- DM02 Design Principles (Adopted Development Management Policies, January 2011)
- DM04 Sustainable Construction (Adopted Development Management Policies, January 2011)
- DM08 Existing Employment Areas and Other Employment Sites (Adopted Development Management Policies, January 2011)
- DM16 Housing Density (Adopted Development Management Policies, January 2011)
- DM17 Housing Type and Mix (Adopted Development Management Policies, January 2011)
- DM29 Protection of Biodiversity and Geodiversity (Adopted Development Management Policies, January 2011)
- DM30 Protecting and Enhancing the Historic Environment (Adopted Development Management Policies, January 2011)

7.4 Built Heritage and Design Supplementary Planning Document, April 2012

7.5 New Emergent Local Plan Policy WLP8.12 (Existing Employment Areas)

7.6 New Emergent Local Plan Policy WLP8.21 (Sustainable Transport)

7.7 New Emergent Local Plan Policy WLP8.29 (Design)

8 PLANNING CONSIDERATIONS

Principle of Development

8.1 The site lies within the physical limits of the town where new development is directed in accordance with Development Plan policies CS01 and DM01. The site is currently in employment use comprising A1, retail, and B1 and B2 employment uses. This proposal seeks to retain employment use of the site, albeit of a different nature and add two

residential units. The scheme proposes flexible retail/office units and a café but makes no provision for the existing B2 (the commercial garage) use on the site. Policy DM08 indicates that changes of use of existing employment sites to alternative employment uses will generally be supported subject to detailed design considerations. Development Plan policies (notably CS11 and DM17) encourage housing growth within towns particularly where they comprise one and two bedroomed accommodation. Policy DM15 supports the retention of neighbourhood shops.

- 8.2 There has been a significant amount of local objection to the loss/impact on the existing businesses that currently occupy the site. The change of use from one employment type to another is not contrary to the Council's policies. The applicants have indicated that they are seeking alternative premises for the garage business. The other existing tenants have been informed that the new units provided will be available to them.
- 8.3 The need for the type of employment uses proposed has also been questioned by objectors. The aim of the development is to create an enterprise hub providing support and premises for start-up businesses, to try and address an over-reliance on seasonal trade and to strengthen and diversify the economy and create jobs. In January 2017 Southwold was successful in its bid to become a Coastal Community Team (CCT). DCLG define a CCT as "a local partnership consisting of the local authority and a range of people and business interests from a coastal community who have an understanding of the issues facing that area and can develop an effective forward strategy for that place." The Southwold CCT comprises representatives of the District Council, Southwold and Reydon Parish Council's, the Southwold Chamber of Trade and key business and community representatives. An essential requirement for all CCTs is the production of an Economic Plan, which provides a framework for the CCTs work and objectives in boosting the local economy. This plan together with other studies such as the Neighbourhood Plan and Town Centre studies has informed the need for this scheme. A bid has been made for Coastal Communities Funding towards the project.
- 8.4 The various studies undertaken revealed that businesses in Southwold were more pessimistic about the future than other comparable towns nationally and that a high proportion reported negative performances. High commercial rents and rates were also seen as an issue for local businesses. A high percentage of respondents to the Neighbourhood Plan indicated a need for non tourism businesses and start-up units. This particular scheme will seek to address some of these issues as well as providing premises that local independent businesses can afford.
- 8.5 The scheme proposes the creation of 10 flexible office/retail units with the provision of a café which is essentially seen as a business networking area. The size of the units could be adapted to meet demand. There is the potential for some units to expand in size by removing internal walls. The enterprise hub will offer business support, training/skills, marketing/promotion and networking.
- 8.6 The mix of retail and offices uses proposed would be in keeping with the character of this part of the Town located adjacent to existing offices and shops fronting Station Road. The proposed residential units above the commercial units also respect the character of the area where flats exist above the retail units fronting Station Road. The residential units proposed provide much needed one and two bedroomed accommodation.

Design & Impact on the character and Appearance of the area including the Conservation Area

- 8.7 The site lies within Southwold Conservation Area where the Council has a duty to ensure any new development preserves and enhances its character and appearance. This is embedded in Development Plan policies CS17 and DM30, and emerging policy WLP8.39. The Southwold Conservation Area Appraisal is also material to the consideration of the application. The site is prominent on approach to the Town and is prominent from public footpaths and Southwold Common to the rear of the site. Thus the rear of the site is as important to the character of the Conservation Area and AONB as the frontages to Station Road and Blyth Road.
- 8.8 The Council's Principal Design and Conservation Officer has been consulted and the application was supported by a Heritage Assessment. Policies DM30 and WLP8.38 permit the demolition of non-listed buildings in the Conservation Area where they do not make a positive contribution to its character and where detailed plans for redevelopment are acceptable. None of the buildings on the site are identified as making a positive contribution to the Conservation Area and are not considered to be non-designated heritage assets. Therefore their demolition can be supported in principle.
- 8.9 The two-storey building with frontages to Station Road and Blyth Road is of a form, scale and mass that relates well to the surrounding buildings and the character of the Conservation Area. Whilst of a traditional shape and form it will appear contemporary in its fenestration detailing. There is a large amount of glazing forming a shop front to Station Road which continues round the corner to Blyth Road. Some concern has been raised regarding the first floor window detailing in terms of the window placement and their size, and amendments have been sought that better reflect the rhythm of the street scene in Station Road. That part of the building fronting Blyth Road has a lower eaves and ridge height and incorporates some timber cladding and standing seam zinc for the roof. This contrasts with the brick and tile materials proposed for the Station Road frontage. The scheme shows the use of buff brick for this building but it is considered a red brick would be more in keeping with other buildings in the vicinity. The inclusion of cobbled stone panels to the walls if not appropriately detailed could also be an unfortunate detail. The choice of materials should it is considered be controlled by condition notwithstanding the information submitted. The timber and metal cladding proposed on that part of the building fronting Blyth Road are considered acceptable as it is reflective of the materials of the existing building to be replaced.
- 8.10 The second building at the rear of the site is of a lower scale being 1.5 stories to reduce overshadowing in the courtyard and to lessen the impact on adjacent residential properties. It will comprise pitched roofs with dormers facing onto the courtyard and rooflights and first floor windows facing the Common. The material will be a mix of brick, timber cladding pantiles and zinc. Areas of local stone panels are also to be incorporated into the design. This building will not be visually intrusive from the Common, the building to the south of the site (architects office) will remain the taller building in the wider vista. The proposed café will be contained within a single storey wing to this building and comprise a flat green roof.

- 8.11 Those elevations facing the internal courtyard and the café building will largely be contained behind the surrounding structures and so will have very little impact on the Conservation Area and the wider setting views.
- 8.12 Subject to some modifications to the fenestration detailing together with controls by way of planning conditions of the materials proposed to be used, it is considered the design and appearance of the development will seek to preserve and enhance the character of the Conservation Area and will not have an impact on heritage assets. Therefore the scheme accords with adopted policies CS17 and DM13 and emerging policy WLP8.39 as well as the NPPF. Consequently the scheme demonstrates high quality design which reflects local distinctiveness in line with policies CS01, DM02 and WLP8.29.

Impact on Highway Safety

- 8.13 The application is supported by a Transport Assessment which looks at the accessibility of the development by means other than the car and notes that walking and cycling would likely be high given the close proximity of the site to the Town and its services and facilities. It notes the close proximity of the site to bus stops and that a number of bus services are available. It assessed the availability of on-street parking in the vicinity and the change in trip generation between the existing and proposed used. On the latter it concluded the development would unlikely have a significant or severe impact on the local highway network. The provision of 10 parking spaces, some 165m away, was considered reasonable for this particular location and having regard to the lack of availability of parking on site currently. Accident records showed no significant issues in the vicinity and that the proposed improvements to pedestrian provision along Blyth Road would benefit those trying to cross the road.
- 8.14 Policies CS15 and WLP8.21 relating to sustainable transport and the NPPF seek to promote development that would encourage people to travel using non-car modes to access home, school, employment, services and facilities. The site's location is such that travel by means of transport other than the car would be likely with walking and cycling being highly likely. Cycle storage is well catered for in the development. The scheme would promote accessibility to jobs, shopping, leisure facilities and services as encouraged by these policies and the NPPF.
- 8.15 Although it could be argued that no on site parking provision is no different to the current situation, the scheme does result in an intensification of use of the site, and, given the nature of the new business units, it is considered some parking should be made available to serve the development, particularly having regard to the parking problems that exist in the Town. The Highway Authority have concerns to the amount and nature of the proposed parking provision given its distance from the site and its availability in perpetuity given the applicant does not own the site, which would likely result in additional on street parking that would cause obstructions to the road network detrimental to highway safety. They also have concerns to the detailed design of the new footpath to the Blyth Road frontage.
- 8.16 The applicants have sought not to provide any parking within the courtyard as it would conflict with the design aims of the scheme to provide an open public space with seating and landscaping. They also confirm there is no other site in the ownership of the Town Council that is closer. They have indicated they would be prepared to accept a Grampian

condition. This is a condition which prevents the start of development until off site works have been completed on land not owned by the applicant. The condition could require details of the layout, surfacing drainage and security of the parking. A condition could also be imposed requiring the retention of such parking to serve the development. This would ensure that the practicalities of provision can be met before any development (including demolition) commences on the redevelopment proposals. To ensure that such conditions are reasonable further clarification is being sought from the owner of the parking area that they are prepared to offer the use of their land for the parking of 10 vehicles to serve this development and when it would be available to ensure the provision can be made available within the timeframe of any planning consent granted.

- 8.17 In terms of amount of parking proposed it is considered 10 spaces are reasonable having regard to the limited provision on site currently and the sustainable location of the site.
- 8.18 The applicants are prepared to amend the plans to address the concerns of the Highway Authority in respect of the footpath design.
- 8.19 Whilst the provision of remote parking is not ideal, subject to further clarification that it can be made available to serve the development, it is considered a refusal of planning permission could not be substantiated.

Impact on Residential Amenity

- 8.20 Policies DM02 and WLP8.29 seeks to ensure the amenity of neighbouring uses and future occupiers would not be adversely affected by the development. There are a number of residential properties adjacent and the scheme itself includes two new residential units. Given the site is within an area where there is a mix of commercial and residential uses it is considered there would be no significant change in character that would be harmful to residential amenity. The alternative uses proposed for the site would not it is considered cause further harm to nearby residents than the current uses of the site. The mix of offices/retail and daytime use of the café are considered uses that would be compatible with residential.
- 8.21 The occupiers of the proposed flats would it is considered have a reasonable outlook and level of privacy. Amendments have been sought to ensure there would be no overlooking of adjacent properties. The properties in Blyth Road that have rear gardens abutting the site will have a slightly taller building abutting their rear boundary but is narrower in width. Overall it is considered the impact in terms of potential overshadowing or visual intrusion will not be significantly greater than the present situation.

Drainage and Flood risk

- 8.22 The existing employment site is located in Flood Zone 1. A drainage strategy has been submitted which outlines the proposed surface water management. It includes mitigation in respect of any potential groundwater contamination given the present use. The Flooding Authority confirms the details are acceptable and have recommended a number of conditions. The proposed car park is within an area liable to flood and the applicants confirm its design and layout would take account of this.

Other Matters

- 8.23 With regard to potential contamination the submitted contamination report does not identify any significant risks that cannot be controlled. The Head of Environmental Services is satisfied with the information submitted but would recommend conditions requiring further in depth investigations be undertaken.
- 8.24 An ecological survey has been undertaken which concludes there is a low risk of protected species being effected by the proposal. The installation of bat and bird boxes are suggested to enhance the sites biodiversity as encouraged by policies of the Local Plan.

9 CONCLUSION

- 9.1 The principle of re-developing this employment site for a mixed use development as proposed would accord with the Council's policies. The scheme seeks to create jobs and greater economic prosperity and diversity for the town. Some design modifications are expected to ensure the development preserves and enhances the Conservation Area and meets the standards of the Highway Authority. The provision of remote parking would, subject to confirmation of its availability, be acceptable to serve what is principally a commercial development that, because of its location, will encourage people to travel using non-car modes. The development would not be harmful to the interests of residential amenity and has no adverse impact in terms of drainage, flood risk, contamination or ecology.
- 9.2 Subject to the provisions identified above and controlling conditions it is considered the scheme represents a sustainable form of development that accords with the policies and provisions of the adopted and emerging Development Plan and the NPPF.

10 RECOMMENDATION

- 10.1 Authority to approve subject to the receipt of revised plans addressing design and highway issues and further assurances that parking can be made available to serve the development and subject to the following conditions.

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 not be carried out other than in complete accordance with Drawing Nos XXXXXXXXX received on XXXXXXXXX. (Revised plans expected)

Reason: For the avoidance of doubt as to what has been considered and approved.

3. Notwithstanding the submitted details a full schedule of wall and roof materials to be used shall be submitted to and approved in writing by the local planning authority prior to development commencing.

Reason: To ensure the satisfactory appearance of the development in the interests of visual amenity.

4. Prior to development commencing (including demolition) the ten car parking spaces shall have been laid out and made available for use in accordance with details that have previously been submitted to and approved in writing by the local planning authority. They shall thereafter be retained to serve the development hereby granted.

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.

5. No development (except demolition, site clearance and the removal of underground tanks and associated infrastructure) approved by this planning permission, shall take place until a site investigation has been submitted to, and approved in writing by, the local planning authority. The investigation must include:

include:

- * investigation and assessment of areas in the vicinity of the removed underground tanks and associated infrastructure;
- * the locations and nature of site wide sampling points (including logs with descriptions of the materials encountered) and justification for the sampling strategy;
- * explanation and justification for the analytical strategy;
- * a revised conceptual site model; and
- * a revised assessment of the risks posed from contamination at the site to relevant receptors, including: human health, ground waters, surface waters, ecological systems and property (both existing and proposed).

All site investigations must be undertaken by a competent person and conform with current guidance and best practice, including BS10175:2011+A2:2017 and CLR11.

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.

6. No development (except demolition, site clearance and the removal of underground tanks and associated infrastructure) approved by this planning permission, shall take place until a detailed remediation method statement (RMS) has been submitted to, and approved in writing by, the LPA. The

RMS must include, but is not limited to:

- * details of all works to be undertaken including proposed methodologies, drawings and plans, materials, specifications and site management procedures;
- * an explanation, including justification, for the selection of the proposed remediation methodology(ies);
- * proposed remediation objectives and remediation criteria; and

* proposals for validating the remediation and, where appropriate, for future maintenance and monitoring.

The RMS must be prepared by a competent person and conform to current guidance and best practice, including CLR11.

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.

7. Prior to any occupation or use of the approved development the RMS approved under condition 6 must be completed in its entirety. The LPA must be given two weeks written notification prior to the commencement of the remedial works.

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.

8. A validation report must be submitted to and approved in writing by the LPA prior to any occupation or use of the approved development. The validation report must include, but is not limited to:

* results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met;

* evidence that the RMS approved under condition 2 has been carried out competently, effectively and in its entirety; and

* evidence that remediation has been effective and that, as a minimum, the site will not qualify as contaminated land as defined by Part 2A of the Environmental Protection Act 1990.

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.

9. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. Unless agreed in writing by the LPA no further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety.

An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS 10175:2011+A1:2013 and CLR11) 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.

Where remediation is necessary a detailed remediation method statement (RMS) must be prepared, and is subject to the approval in writing of the Local Planning Authority. The RMS must include detailed methodologies for all works to be undertaken, site management

procedures, proposed remediation objectives and remediation criteria. The approved RMS must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works. Following completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the LPA.

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.

10. Before the installation of any extract ventilation system, air conditioning, refrigeration equipment, and any other fixed plant, details of the equipment, its location, acoustic housing and any vibration isolation measures, together with the projected noise levels at the boundary of the property, shall be submitted to the local planning authority for approval, and only the approved plant shall be installed and retained in the approved form thereafter.

Reason: To avoid noise nuisance in the interests of residential amenity

11. 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.

12. 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.

13. 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 as per s21 of the Flood and Water Management Act.

14. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

1. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-
 - i. Temporary drainage systems

- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
- iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan

15. No development shall commence until details/detailed drawings of the following matters shall be submitted to the local planning authority for approval in writing:
- [i] windows, doors and other glazed areas;
 - [ii] eaves and verges;
 - [iii] canopies and feature panels;
 - (iv) cycle storage;
 - (v) new boundary walls

The approved details shall be implemented in their entirety before the buildings are first occupied.

Reason: In the interests of preserving the character and appearance of the Conservation Area: the application did not include the necessary details for consideration.

16. The working hours in connection with the café use hereby permitted, shall not be other than between 8am and 6pm Monday to Saturday; and no work shall be carried out on Sundays, or Bank Holidays, or outside the specified hours, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of amenity and the protection of the local environment.

17. Within 3 months of commencement of development, precise details of a scheme of hard landscape works at a scale not less than 1:200 shall be submitted to and approved in writing by the local planning authority.

Reasons: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.

18. Within 3 months of commencement of development, precise details of a scheme of landscape works (which term shall include tree and shrub planting, planters and other operations as appropriate) at a scale not less than 1:200 shall be submitted to and approved in writing by the local planning authority.

Reasons: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.

19. The approved scheme of landscape works shall be implemented not later than the first planting season following commencement of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained for a period of five years. Any plant material removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter and shall be retained and maintained.

Reason: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity

20. The cafe use hereby approved shall not include the cooking of hot foods on the premises, unless undertaken within an appliance approved by the local planning authority. These are as follows:

Gas/electric ovens and grills, microwave ovens; slow cookers; toasters; waffle makers and any other appliance previously agreed in writing with the local planning authority.

Reason: To avoid noise and odour nuisance in the interests of residential amenity.

21. Proper facilities shall be provided for the storage and disposal of waste material. Such facilities should totally enclose and adequately protect all commercial waste from insect and rodent infestation.

Reason: In the interests of amenity and the protection of the local environment.

22. No works on the new footpath on Blyth Road shall commence until full details have been submitted to and approved in writing by the local planning authority. No unit shall be occupied until the footpath has been completed in accordance with the approved details.

Reason: To ensure the provision of adequate and improved access arrangements to the site in the interests of highway safety.

23. Prior to works commencing a Demolition/Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The plan should address how noise and dust/smoke/fumes will be controlled and reduced to a minimum during demolition and construction. The building operations undertaken at the site shall comply with the approved details.

Reason: In the interests of residential amenity and the protection of the local environment.

BACKGROUND INFORMATION:

See application ref: DC/18/2406/FUL at
www.eastsuffolk.gov.uk/public-access

CONTACT

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