



Committee Report

Planning Committee North – 13 February 2024

Application no DC/22/4241/FUL

Location

Site Off
Denmark Road
Lowestoft
Suffolk
NR32 2EQ

Expiry date 26 December 2022

Application type Full Application

Applicant David Wyatt Holdings Ltd

Parish Lowestoft

Proposal Construction of 3 storey building for 6 self-contained 1 bedroom flats, and 2 ground floor retail units

Case Officer Matthew Gee
01502 523021
matthew.gee@eastsuffolk.gov.uk

1. Summary

- 1.1. Planning permission is sought for the construction of a three-storey building comprising six self-contained one-bedroom flats, and two ground floor retail units. The proposal will enhance the character and appearance of the Conservation Area, and will not have any adverse impacts upon the amenity of neighbouring land users, or on the vitality and viability of the Town Centre. Finally, the proposal is acceptable in terms of highway safety, and the impact on nearby European (Habitats) Protected sites can be mitigated via contribution to the Suffolk Coast RAMS scheme.
- 1.2. The proposal is therefore in accordance with local and national planning policy, and as such it is recommended that planning permission be granted.

- 1.3. The Town Council have objected to the application, and this poses a contrary view to the officer recommendation of approval; the application determination route was therefore considered by the referral panel. At the panel meeting on 16 January 2024, the application was referred to planning committee (north) for determination.

2. Site Description

- 2.1. The application site is located within the Settlement Boundary, as well as the Conservation Area and Town Centre Boundary for Lowestoft. It currently comprises a car park which is accessed via Bevan Street East to the north of the application site. To the immediate north and east of the application site are three storey buildings with commercial uses on the ground floor, and residential on the upper floors. To the south is Denmark Road, and to the immediate west is a car park, with residential dwellings on the opposite side of the car park.

3. Proposal

- 3.1. Planning permission is sought for the construction of a three storey building for six self-contained one bedroom flats, and two ground floor retail units. The building will also include ground floor space for 20 bicycles, and bin storage.
- 3.2. The scheme has been significantly amended during the course of the application, including removal of two flats in the roof space; and amendments to the overall form and detailing to ensure a much higher design quality that is appropriate for the Conservation Area.

4. Consultations

Third Party Representations

- 4.1. Eight Representations of objection have been received raising the following key concerns (inter alia):
- Loss of existing parking and impact upon area;
 - Overdevelopment;
 - Land ownership concerns;
 - Impact on Conservation Area and Heritage Action Zone;
 - Construction impacts;
 - Delivery issues;
 - Right of Way issues;
 - Anit-social behaviour; and
 - Lack of parking.
- 4.2. Three Representations of support have been received raising the following key points (inter alia):
- Help in long term development;
 - Job growth;
 - Respectful design and appearance;
 - Community engagement;
 - Increased accessibility and convenience for residents and visitors; and
 - Increased housing.

Consultees

| Consultee | Date consulted | Date reply received |
|------------------------|-----------------|---------------------|
| Lowestoft Town Council | 4 November 2022 | 16 November 2022 |

The Town Council's Planning Committee considered this application at a meeting on 15 November 2022. It was agreed to recommend refusal of the application. The development would have a detrimental impact on both the heritage action zone and conservation area and the street scene where it is located. The number of dwellings on the footprint is considered to be over development of the site. There is no consideration to biodiversity net gain in the proposed development and no sustainability measures such as solar panels. Please note there are discrepancies in the application; the application title and site plan show two bedrooms at Flat 8, the design and access statement reads that all Flats are one bedroom and the plans show the roof space in line with the existing and not being raised to accommodate where two of the flats would be situated.

| Consultee | Date consulted | Date reply received |
|-------------------------|-----------------|---------------------|
| SCC Highways Department | 4 November 2022 | 25 November 2022 |

Summary of comments:
Holding objection raised due to need for further information

| Consultee | Date consulted | Date reply received |
|-------------------------------|-----------------|---------------------|
| Environment Agency - Drainage | 4 November 2022 | 22 November 2022 |

Summary of comments:
No objections

| Consultee | Date consulted | Date reply received |
|----------------------|-----------------|---------------------|
| East Suffolk Ecology | 4 November 2022 | 21 November 2022 |

Summary of comments:
No objections

| Consultee | Date consulted | Date reply received |
|-----------------------------|-----------------|---------------------|
| Essex And Suffolk Water PLC | 4 November 2022 | No response |

Summary of comments:
No comments received

| Consultee | Date consulted | Date reply received |
|---|-----------------|---------------------|
| Waveney Norse - Property And Facilities | 4 November 2022 | No response |

Summary of comments:
No comments received

| Consultee | Date consulted | Date reply received |
|---|-----------------|---------------------|
| East Suffolk Design And Conservation | 4 November 2022 | 29 August 2023 |
| Summary of comments: Concerns raised | | |

| Consultee | Date consulted | Date reply received |
|-------------------------------------|-----------------|---------------------|
| East Suffolk Private Sector Housing | 4 November 2022 | 18 November 2022 |
| Summary of comments: No comment | | |

| Consultee | Date consulted | Date reply received |
|---|-----------------|---------------------|
| Historic England | 4 November 2022 | 23 November 2022 |
| Summary of comments: Concerns raised on heritage grounds | | |

| Consultee | Date consulted | Date reply received |
|---|-----------------|---------------------|
| Economic Regeneration (Internal) | 4 November 2022 | No response |
| Summary of comments: Concerns raised on design grounds | | |

| Consultee | Date consulted | Date reply received |
|---------------------------------------|----------------|---------------------|
| SCC Fire And Rescue Service | N/A | 15 November 2022 |
| Summary of comments: No objections | | |

Re-consultation consultees

| Consultee | Date consulted | Date reply received |
|--|----------------|---------------------|
| East Suffolk Design And Conservation | 21 August 2023 | 29 August 2023 |
| Summary of comments: Overall, considered that the changes to the design of the proposed building are positive. But recommended making changes to the design of the western elevation unless justification can be given. | | |

| Consultee | Date consulted | Date reply received |
|-------------------------------|----------------|---------------------|
| Environment Agency - Drainage | 21 August 2023 | 8 September 2023 |

Summary of comments:
No additional comment

| Consultee | Date consulted | Date reply received |
|-----------------------------|----------------|---------------------|
| Essex And Suffolk Water PLC | 21 August 2023 | No response |

Summary of comments:
No comments received

| Consultee | Date consulted | Date reply received |
|----------------------|----------------|---------------------|
| East Suffolk Ecology | 21 August 2023 | 5 September 2023 |

Summary of comments:
No additional comment

| Consultee | Date consulted | Date reply received |
|------------------|----------------|---------------------|
| Historic England | 21 August 2023 | 1 September 2023 |

Summary of comments:
They note that the revised plans have addressed concerns, with the dormers removed and the rear ridge line dropped slightly (if not substantially). They therefore are content to defer the case to the council for further amendment or determination without further reference to Historic England.

| Consultee | Date consulted | Date reply received |
|-------------------------------------|----------------|---------------------|
| East Suffolk Private Sector Housing | 21 August 2023 | 12 October 2023 |

Summary of comments:
No additional comment

| Consultee | Date consulted | Date reply received |
|-----------------------------|----------------|---------------------|
| SCC Fire And Rescue Service | 21 August 2023 | 21 August 2023 |

Summary of comments:
No additional comment

| Consultee | Date consulted | Date reply received |
|------------------------|----------------|---------------------|
| Lowestoft Town Council | 21 August 2023 | 15 September 2023 |

Summary of comments:
The Planning Committee of Lowestoft Town Council considered this application at a meeting on 14 September 2023. It was agreed to recommend refusal of the application due to the lack of parking provision and the impact of existing car parking for businesses in the area.

| | | |
|---|----------------|---------------------|
| Consultee | Date consulted | Date reply received |
| SCC Highways Department | 21 August 2023 | 19 September 2023 |
| Summary of comments: Following additional information, no objections raised. | | |

| | | |
|--|----------------|---------------------|
| Consultee | Date consulted | Date reply received |
| Economic Regeneration (Internal) | 21 August 2023 | No response |
| Summary of comments: No objections following revisions. | | |

| | | |
|---|----------------|---------------------|
| Consultee | Date consulted | Date reply received |
| Waveney Norse - Property And Facilities | 21 August 2023 | No response |
| Summary of comments: No comments received. | | |

5. Publicity

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

| | | | |
|-------------------|------------------|-----------------|----------------------------|
| Category | Published | Expiry | Publication |
| Conservation Area | 11 November 2022 | 2 December 2022 | Beccles and Bungay Journal |

| | | | |
|-------------------|------------------|-----------------|--------------------|
| Category | Published | Expiry | Publication |
| Conservation Area | 11 November 2022 | 2 December 2022 | Lowestoft Journal |

6. Site notices

| | |
|---------------------|---|
| General Site Notice | Reason for site notice: Conservation Area |
| | Date posted: 16 November 2022 |
| | Expiry date: 7 December 2022 |

7. Planning policy

WLP1.1 - Scale and Location of Growth (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP1.2 - Settlement Boundaries (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP8.1 - Housing Mix (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP8.18 - New Town Centre Use Development (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP8.29 - Design (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP8.33 - Residential Gardens and Urban Infilling (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP8.34 - Biodiversity and Geodiversity (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP8.39 - Conservation Areas (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

National Planning Policy Framework 2023 (NPPF)

8. Planning Considerations

Principle of Development

- 8.1. The site is located within the settlement boundary for Lowestoft, and as such the principle of new residential development is deemed appropriate subject to its accordance with all appropriate local and national planning policies.
- 8.2. The proposal seeks to construct 6no. one bedroom dwellings. The local plan identifies that there is an identified need for 1 or 2 bedroom properties across the district.
- 8.3. The application site is also located within the Town Centre Boundary as designated by Policy WLP8.18. The policy permits new town centre use development within Town Centre Boundaries, and as such the principle of the two new retail units is considered acceptable.

Heritage and Design

- 8.4. The site is currently used as a car park, located on Denmark Road, opposite the train station. This part of the Conservation Area is described in the Conservation Area Appraisal (CAA):
- 8.5. *"Denmark Road is a busy thoroughfare, and runs parallel to the railway line, which creates an open character to the south. To the north, Numbers 2 to 10 are the former Imperial Hotel, one of the few surviving Victorian Hotels in the area; they now form a small row of three storey terraced buildings with modern shopfronts at ground floor level. These buildings contain some features of interest, such as its curved eastern elevation, however most are much altered with large, paved fronts, which make a neutral contribution to the streetscape. Further west is a car park plot with high brick walls, and a small octagonal booth located to its front. These are incongruous with the area, and are a prominent feature of the street, directly opposite the entrance to the station."*
- 8.6. Historic mapping shows that there was a continuous street frontage along this part of Denmark Road in 1903 and 1926. The Design & Access Statement (DAS) states that the

application site was part of the Imperial Hotel which suffered from bomb damage in 1941, and later in the 20th century, the 2 westernmost bays of the terrace were demolished, and the area is now used for car parking. The application site is very prominent within the Conservation Area, and in its current form the interrupted building line detracts from the character of the area.

- 8.7. The Lowestoft Town Centre Masterplan identifies the entire car park as an opportunity site in the Station Square area, which has a focus on creating a positive gateway experience around the railway station and Bascule Bridge and maintaining the coherent and well-articulated character of the area. The site is also located within the London Road, Lowestoft Heritage Action Zone, and within the South Lowestoft/Kirkley Conservation Area. These areas are characterised by principally Victorian and Edwardian buildings and illustrate the expansion of the town from the 1860s with the arrival of the railway and development of the popular seaside resort.
- 8.8. Policy WLP8.29 (Design) sets out that development proposals will be expected to demonstrate high quality design which reflects local distinctiveness. In so doing proposals should: demonstrate a clear understanding of the form and character of the built, and historic environment and use this understanding to complement local character and distinctiveness and respond to local context and the form of surrounding buildings. Furthermore, policy WLP8.33 (Residential Gardens and Urban Infilling) sets out that housing development on urban infill sites will be supported where; the scale, design and siting of the proposal is in keeping with the character and density of the surrounding development and would not generate a cramped form of development, and that the proposal, by way of design, siting and materials integrates into the surrounding built, natural, and where necessary historic environment.
- 8.9. Both WLP8.29 and WLP8.33 requires that the scale, design, and siting of the proposal be in keeping with the character and density of the surrounding development and would not generate a cramped form of development. Furthermore, the site is situated within the South Lowestoft and Kirkley Conservation Area, and policy WLP8.39 sets out that development should be of a particularly high standard of design and materials in order to preserve or enhance the character or appearance of the area.
- 8.10. Officers had several concerns regarding the scheme that was originally submitted, these included:
 - The ridge height; eaves height; and proportions of the casement windows which did not match those adjacent. This resulted in a jarring imbalance between the new and the historic elevations, which was exacerbated by the dormer windows, which drew unwanted attention to an otherwise simple roofline.
 - The darker brick band between the ground and first floor appeared to reference the continuous line of the adjacent shopfronts (where a balcony used to be). The idea was sound; however, the band was not on the same line as the eaves of the shopfront and therefore looked out of place.
 - The western elevation of the building would have become quite prominent on Denmark Street, and the rear of the building would have been visible from Bevan Street, therefore officers had concerns regarding the scale of the rear wing, which was considered out of scale with the main block due to having its eaves at a higher level.

- The third floor flats (in the roof) would have had large areas which would likely have been unusable.
- The kiosk located directly in front of the site would have had an awkward relationship with the proposed building, sitting uncomfortably between the two bays of the proposed development, as would the retention of part of the existing wall along the site frontage with Denmark Road.

8.11. Significant revisions were therefore sought to the scheme, to overcome the concerns that were raised these included:

- Lowering the ridge height and matching the eaves height with the existing building.
- Removing the dormers and third floor accommodation.
- Alterations to the rear projection to simplify its appearance.
- Addition of two retail units at ground floor.
- Alterations to front elevation to better reflect the adjacent building and material choice.
- Reducing the footprint of the proposed building.
- Alterations to gable end including brick band detailing.

8.12. Overall, officers are supportive of the changes that have been made to the scheme. Instead of parking at ground floor level, two retail units are now proposed. With a traditional shopfront appearance these are considered to be appropriately designed and are an improvement on the design of the adjacent shopfront (on the former Imperial Hotel). The previous design had arched windows at ground floor, referencing the historic design of the Imperial Hotel. However, as these original bay windows have been removed these appeared to have little reflection, and a simple shopfront as detailed is appropriate.

8.13. Furthermore, the proportions and positioning of the windows on the front elevation align with those adjacent, which allows them to sit more comfortably than the previous design. The removal of the dormers and rooflights to the front of the building, is also a positive and follows that simple roofline, with a reduced ridge height to sit lower than the neighbouring terrace to show a hierarchy. The western elevation has also been simplified, officers note that it is still a very large blank wall, which would be very prominent in the street scene due to the carpark next to it. However, adding openings could prejudice any potential future use of the adjacent site, and overall, it is not considered to be more harmful than what exists currently. Therefore, officers consider that the scheme represents an enhancement to the Conservation Area and presents a high quality design outcome for the area. The scheme meets the historic environment objectives of the NPPF, Local Plan and section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Residential Amenity

8.14. Policy WLP8.29 sets out that proposed development should protect the amenity of the wider environment, neighbouring uses and provide a good standard of amenity for future occupiers of the proposed development. In addition, policy WLP8.33 sets out that the living conditions of proposed and existing properties are not unacceptably harmed through means such as overlooking, loss of light, or overbearing forms of development.

- 8.15. The ground floor windows on the building to the immediate north of the application site are understood to serve a ground floor commercial unit that fronts Bevan Street East, and as such whilst some loss of light might occur through these south facing windows it is not deemed that it would adversely impact upon the usability of that unit. The upper floor windows on that property are understood to serve residential units. It is considered that sufficient light would still be able to enter these windows that any loss of light would not significantly impact upon the enjoyment of those dwellings. The scheme would also result in some loss of light to the windows on the north elevation of the property to the east, however, these windows are largely shadowed already and as such the additional loss of light is not deemed significant.
- 8.16. A degree of intervisibility already exists between windows in the area, and as such it is not considered that the proposal would result in any additional significant loss of privacy to neighbouring residential units.
- 8.17. Some concern has been raised regarding potential impacts during construction; given the confined nature of the site it is considered that a construction hours condition would be appropriate in this instance.

Highway Safety

- 8.18. The application does include the complete loss of the existing car park within the red line, although the other half of the car park, which is understood to be in different ownership, will remain. The application will also not include the provision of any parking within the application site. The lack of on-site parking for the proposed scheme is considered acceptable by officers as the site is considered to be within a very suitable location close to local transport links, services, and amenities.
- 8.19. The existing car park is understood to be underutilised and that notice has been given regarding the removal of some parking spaces. However, notwithstanding this point, the car park is privately owned and therefore may be closed at any time, without notice, and therefore cannot be fully relied on as long term parking. The spaces also do not appear to be linked in planning terms to any surrounding development, so their retention as parking would not be feasible through the planning process. It is also noted that there are several car parks within short distance of the site, as well as limited on road parking. Therefore, given the above it is not considered by officers that the loss of this parking would adversely impact upon highway safety, or upon the vitality and viability of Town Centres.
- 8.20. The application also proposes covered space for 20no. cycles, with access available via an alley onto Bevan Street East. There is also provision for EV cycle charging within the cycle storage area.

Flood Risk

- 8.21. The site is located solely within Flood Zone 3 of the Environment Agency's Flood Risk areas. National and local policy seek to locate development in areas with a low risk of flooding. Where development is necessary in areas outside of Flood Zone 1, the development should be made safe for its lifetime without increasing flood risk elsewhere. Applications for development within areas at a higher risk of flooding are subject to the

sequential test. This process ensures that the local planning authority considers whether there are any other sites available for the development within an area with a lower flood risk. The National Planning Policy Guidance sets out that a pragmatic approach to the sequential test should be taken. The aim of the sequential test is to steer new development to areas with the lowest risk of flooding.

- 8.22. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. In this case, there would be other sites available within Lowestoft and/or the wider area that could provide the same amount of accommodation within Flood Zone 1; however, part of the benefit of the development of this site is the design and regeneration benefits that it would bring to a prominent site within the Town, the Conservation Area, and the wider aspirations for regeneration across the town centre. There are no other, equivalent, sites available where this could be achieved. Therefore, it is considered that the sequential test has been passed.
- 8.23. A flood risk assessment is required to demonstrate how flood risk will be managed now and over the development's lifetime taking climate change into account and with regard to the vulnerability of its users. The lifetime of residential development is considered to be 100 years. As the site lies within Flood Zone 3, National Flood Risk Standing Advice applies. Standing advice for vulnerable developments requires consideration of the following:
- floor levels
 - extra flood resistance and resilience measures
 - access and escape
 - surface water management
- 8.24. The Environment Agency have been consulted on the application and have provided comment on the application. The application has been amended during its course, and the Environment Agency have reconfirmed that their initial comments are still applicable and that they raise no objections to the application. The Environment Agency provided the following key notes in their initial comments which have been amended to reflect the amended scheme and revised Flood Risk Assessment:
- The site lies within the flood extent for a 0.5% (1 in 200) annual probability event, including an allowance for climate change.
 - The site does not benefit from the presence of defences.
 - All living accommodation has been proposed on the first floor and above, with the ground floor designed for 'non-habitable' uses.
 - Finished ground floor levels have been proposed at 3.05m AOD. This is below the 0.5% (1 in 200) annual probability flood level including climate change of 4.65m AOD and therefore the non-habitable ground floor is at risk of flooding by 1.6m depth in the design event.
 - Finished first floor levels have been proposed at 6.20 m AOD which is above the 0.5% (1 in 200) annual probability flood level including an allowance for climate change of 4.65m AOD. Therefore, all 'habitable' development will remain dry during the design event. This approach is in accordance with paragraph 5.2.6 of the Waveney Strategic Flood Risk Assessment (SFRA) which states that raising all habitable development above the design flood level and using the ground floor

for water compatible use (e.g., garages), is an acceptable form of flood risk mitigation.

- Finished first floor levels (6.20m AOD) have also been proposed above the 0.1% (1 in 1000) annual probability flood level including an allowance for climate change of 5.17m AOD. Therefore, safe refuge will be available to occupants during an extreme flood event.
- Flood resilience/resistance measures have been proposed.
- Compensatory storage is not required.
- Assuming a velocity of 0.5m/s the flood hazard is danger for all including the emergency services in the design event.

- 8.25. The submitted Flood Risk Assessment identifies that the residential units will remain dry during a flood risk. The assessment also identifies several flood resistance and resilience measures that could be incorporated into the scheme to minimise potential risk and/or assist after a flooding event. Furthermore, the report identifies that a Water Entry Strategy should be adopted across the ground floor area of the building to reduce the differential depth to safe limits during the design and extreme event, and to protect property. A warning and evacuation strategy has been developed within the assessment, which proposes that the residential occupants and retail occupants register with the Agency's Flood Warnings Direct, and prepare a Family Flood Plan and Business Flood Plan respectively.
- 8.26. Safe access/egress cannot be achieved during the peak of the design event and extreme event; however, the assessment recommends that the occupants evacuate the site during the early warning stages. However, safe refuge is available for residents during the peak of the flood event across the upper floors.
- 8.27. For all these reasons, the FRA demonstrates that the development can be made safe and the uses are acceptable within the flood risk area in this particular case.
- 8.28. Whilst the development has passed the sequential test, the development comprises a mixture of less and more vulnerable uses. It is noted that the less vulnerable use (retail) is on the ground floor, and this is the area at the highest risk of flooding. The more vulnerable use (residential) is on the first and second floors which is at a lower risk of flooding. However, as the development as a whole includes a more vulnerable use it is necessary to undertake an exception test. There are significant sustainability benefits resulting from the development including the visual benefit of the development within the Conservation Area, the sustainable location of the site, and much needed accommodation and economic development in an area that would benefit from investment. If approved, it is recommended that all the measures within the Flood Risk Assessment are adopted and, therefore, it is considered that the benefits of the development outweigh the flood risk and the scheme passes the exception test.
- 8.29. For the reasons set out, the scheme is in accordance with Local Plan Policy WLP8.24 (Flood Risk).

Ecology and Habitats Regulations Assessment

- 8.30. The Habitats Regulations Assessments (HRAs) of the Suffolk Coastal District Council Core Strategy and Development Management Policies Development Plan Document (2011 and 2013) and the Waveney District Council Local Plan (2019) identified that increased levels of residential development would have a Likely Significant Effect (LSE) on Habitats sites (European designated sites) on the Suffolk coast. The LSE is predicted to arise from increased levels of recreational use resulting from residents of new development. This would be an in-combination effect as a result of the total amount of new housing growth in the district.
- 8.31. Following the findings of the Local Plan HRAs and under direction from Natural England, the Local Planning Authorities with residential growth in areas which are likely to impact on Suffolk coast Habitats sites have worked collaboratively to prepare and implement a mitigation strategy to address the identified LSE and prevent cumulative new development resulting in an adverse effect on the integrity of the designated sites. The LPAs involved are East Suffolk Council (formerly Suffolk Coastal District Council and Waveney District Council); Babergh and Mid Suffolk District Councils and Ipswich Borough Council. This strategy is currently referred to as the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy or "Suffolk Coast RAMS". The strategy identifies that new residential development within 13km of the Habitats sites identified in the Technical Report will contribute to in-combination recreational disturbance impacts. This area is referred to as the Zone of Influence (ZOI).
- 8.32. Officers have carried out a stage 2 Appropriate Assessment under the Conservation of Habitats and Species Regulations (2017) and conclude that, subject to a per-dwelling financial contribution to fund Suffolk Coast RAMS being secured, the proposed development will not have an adverse effect on the integrity of the European sites within the 13km ZOI, from recreational disturbance, when considered 'in combination' with other development. Any recommendation to grant permission/consent is subject to that RAMS contribution being secured before decision. With mitigation secured the proposal would accord with Policy WLP8.34.

9. Conclusion

- 9.1. In conclusion, the principle and detail of the development is considered to be acceptable and in compliance with relevant development plan policies and the NPPF. The scheme will enhance the Conservation Area and makes efficient use of previously developed land in a sustainable location.

10. Recommendation

- 10.1. Authority to Approve with conditions, subject to receipt of per-dwelling contribution toward the Suffolk (Coast) RAMS.

11. 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 completed in all respects strictly in accordance with:
 - Site Location and Block Plan, P03 Rev B, received 01/11/2023,
 - Proposed Elevations, P05 Rev B, received 01/11/2023,
 - Proposed Floorplans, P05 Rev B, received 01/11/2023,
 - Flood Risk Assessment, 3061/RE/10-22/01 REVISION A, received 18/08/2023,
 - Design and Access Statement, Aug 2023, received 18/08/2023,

for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

3. Details 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 details.

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

4. Details in respect of the following shall be submitted to and approved in writing by the Council as Local Planning Authority before the work is begun. The work shall be carried out in accordance with such approved details:

- (i) Section drawings and details of windows;
- (ii) Sectional drawing showing window reveals and render panel detail and relationship with frames;
- (iii) Detail of brick bond, and detail of the projecting brick course appearance;
- (iv) Details of signage; and
- (v) Details of rainwater goods and fascias.

Reason: In order to ensure the scheme either preserves or enhances the character and appearance of the Conservation Area.

5. The use shall not commence until the area(s) within the site shown on P04 Rev B for the storing cycles including electric infrastructure has / have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

Reason: To ensure that sufficient areas for vehicles to be parked are provided in accordance with Suffolk Guidance for Parking (2023) where on-street parking and or loading, unloading and manoeuvring would be detrimental to the safe use of the highway.

6. A Demolition and Construction Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to work commencing on site.

The strategy shall include access and parking arrangements for contractor's vehicles and delivery vehicles (locations and times) and a methodology for avoiding soil from the site tracking onto the highway together with a strategy for remedy of this should it occur. The strategy should also include clear location and layout plans of these facilities. The development shall only take place in accordance with the approved strategy.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase. This is a pre-commencement condition because an approved Management Strategy must be in place at the outset of the development.

7. 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 (see National Planning Policy Framework) and conform with prevailing guidance (including BS8485:2015+A1:2019, BS 10175:2011+A2:2017 and Land Contamination Risk Management) and a written report of the findings must be produced. The written report is subject to the review and confirmation in writing by the Local Planning Authority that likely risks have been identified and will be investigated accordingly.

Where remediation is necessary a detailed Remediation Strategy (RS) must be prepared, and is subject to the review and confirmation in writing by the Local Planning Authority as likely to address the risks identified. The RS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The RS 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 remediation strategy a validation report that demonstrates the effectiveness of the remediation must be submitted to, reviewed by and confirmed in writing by the LPA as likely to have addressed the risks identified.

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. Construction of the scheme, hereby permitted, shall only take place between the hours of 08:00 and 18:00 Mondays to Saturdays, and between 08:00 and 13:00 Saturdays, and at no time on Sundays or bank holidays].

Reason: To protect the amenities of the surrounding area by minimising disturbance.

9. The south facing kitchen window in flats 3 and 6 (as shown on drawing P04 B), shall be glazed with opaque glass and shall be retained in that condition, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve the amenity of adjacent properties bedroom windows.

10. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) prepared by Evans Rivers and Coastal Ltd, referenced 3061/RE/10-22/01 and dated October.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

11. Prior to occupation of any of the new build flats hereby permitted, details of the Flood Management Plan, including Flood Emergency Kit, and how this will be shared with all future occupiers of any of the properties shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that occupiers of the flats are aware of the risk of flooding and are aware of the best procedures in the event of a flood

12. The premises shall not be open to customers outside of the following hours:
07:00 to 22:00 Monday to Sunday (including bank holidays)

Reasons: To ensure the appropriate use of the site and to protect the amenities of occupiers of properties in the locality

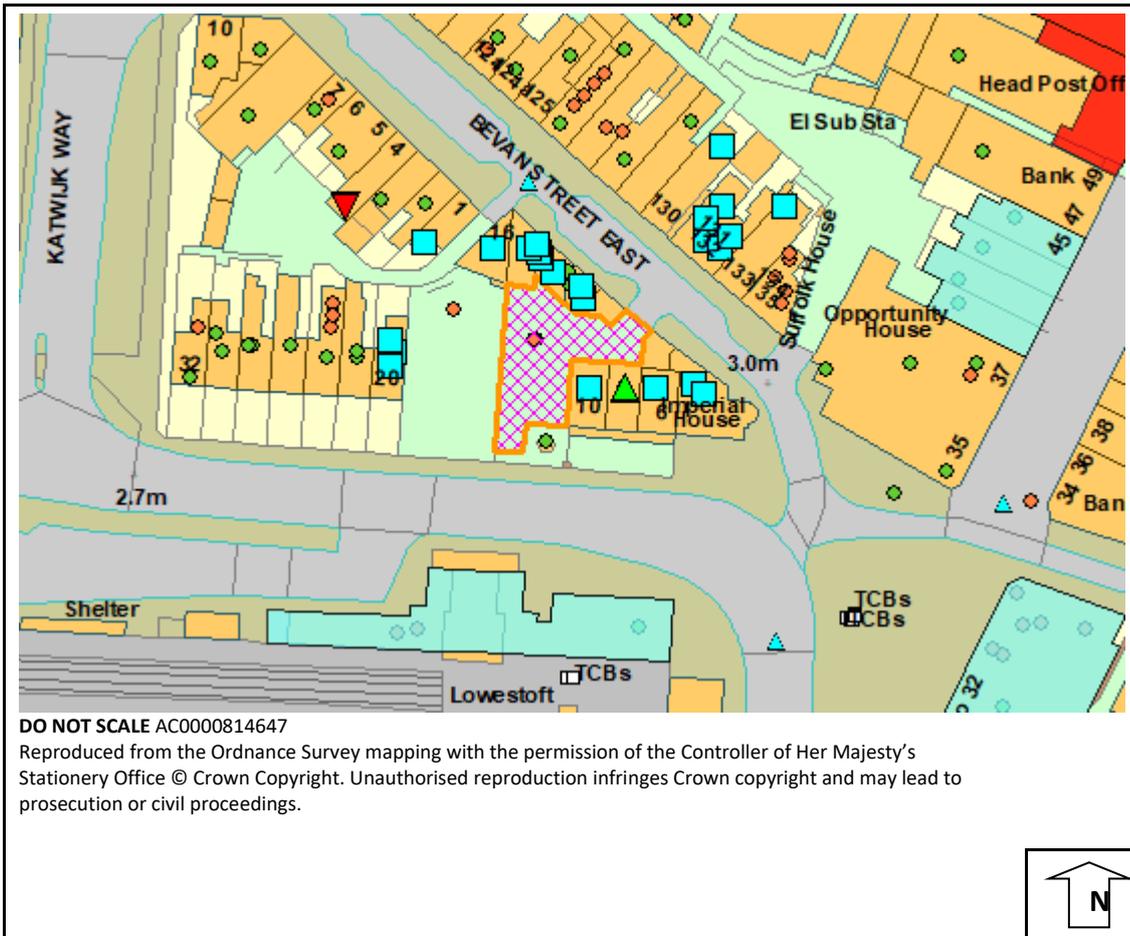
13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015 as amended, the two retail units, hereby permitted, shall only be used for purposes within Class E (a) (b) (c) (d) (e) (f) (g (i)) of the Town and Country Planning (Use Classes) Order 1987 (as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) (or any other Order amending, revoking and re-enacting that order).

Reason: To ensure the appropriate use of the site and to protect the amenities of occupiers of properties in the locality

Background information

See application reference DC/22/4241/FUL on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support