



Committee Report

Planning Committee North - 8 February 2022

Application no DC/21/5052/VOC

Location

1 Station Road
Southwold
Suffolk
IP18 6AX

Expiry date 4 January 2022
Application type Variation of Conditions
Applicant Southwold Town Council

Parish

Southwold

Proposal

Variation of Condition Nos 2 and 4 of DC/18/2406/FUL - 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 - 2: Amendments required to the approved scheme to reflect market changes and to make the scheme viable as an Employment Hub following market testing. 4: Amendment requested to wording of car parking condition to allow for the area of the proposed car parking to have temporary surfacing to allow use as contractors parking for the duration of the contract with the final car park with its final kerbs, finishes, etc to be constructed as part of the construction project and to be ready by completion of the project / before occupation of the building. This to provide a contractors car parking area for the duration of the contract and avoid damage to the final finishes by such use during the construction project. Also, to allow time for co ordination with the proposed larger car parking provision within the site of the 10 spaces related to this development. In addition the 10 spaces are to be provided for the use of the users of the Employment Hub and the users will not be using this until they have occupied the premises so there is no advantage in having the final car park earlier.

2: Condition to be changed to replace list of previously approved drawings with amended drawings as included within this application to reflect amendments to the proposed scheme

4: Amendment requested to wording of car parking condition to allow for the area of the proposed car parking to have temporary surfacing to allow use as contractors parking for the duration of the contract with the final car park with its final kerbs, finishes, etc to be constructed as part of the construction project and to be ready by completion of the project / before occupation of the building

Case Officer

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1. Summary

- 1.1 This application seeks to vary conditions 2 and 4 of planning consent DC/18/2406/FUL which granted planning permission for the demolition of existing buildings on the site and re-development consisting of flexible office space, retail unit and residential accommodation, on land at the junction of Station Road and Blyth Road, within Southwold's Conservation Area and within the settlement boundary of the town.

- 1.2 The application seeks to amend the drawings listed under condition 2 to allow some design and layout changes and to amend the wording of condition 4 to allow for the area of the proposed car parking to have temporary surfacing to allow use as contractors parking for the duration of the contract with the final car park with its final kerbs, finishes, etc to be constructed as part of the construction project and to be ready by completion of the project / before occupation of the building.
- 1.3 The application is presented to Planning Committee North at the request of the Head of Planning and Coastal Management. The original application (ref. DC/18/2406/FUL) was presented to Planning Committee because the application had generated significant local interest.
- 1.4 The recommendation is to approve the variation of conditions 2 and 4 as proposed on the basis that the proposed amendments are acceptable and will not significantly change the nature, character and appearance of the development and will accord with the Development Plan.

2. Site Description

- 2.1 The site lies on the corner of Station Road and Blyth Road at the northern end of the town and lies within the Suffolk Coast and Heaths AONB and Southwold Conservation Area. The site backs onto allotments and Southwold Common and adjoins a public right of way. Adjoining the site in Station Road is a three-storey terrace comprising commercial uses on the ground floor and residential units above. Adjoining the site on Blyth Road is a terrace of three Edwardian cottages. Directly opposite the site on Blyth Road is the former police station, beyond which was the former fire station.
- 2.2 Planning consent was granted in 2018 to demolish the existing buildings on the site, (comprising a shop, cycle hire and repair business and a car repair business) and erect two new buildings comprising a mix of offices, retail, café, and residential uses. The residential uses comprised two flats above offices towards the rear of the site. The approved buildings occupied a similar footprint to the existing buildings, retaining a central courtyard space over which the development had an outlook with two existing access points retained from Blyth Road and Station Road. Parking for the development comprising 10 spaces, was approved on land owned by the Millennium Trust to the north of the former fire station site, (approximately 165m away) and for which planning consent has been granted for use as a car park for the town. The development site included secure cycle storage and bin storage areas.
- 2.3 Works have commenced on demolishing the existing buildings and therefore the original planning permission has been implemented and thus extant.

3. Proposal

- 3.1 This application seeks to amend conditions 2 and 4 imposed on the planning consent. Condition 2 requires the development to be in compliance with the approved plans and condition 4 states:

Prior to development commencing (including demolition) the ten car parking spaces shown on approved drawing 304529-IW-DR-A-2205 Rev P3, 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 for the purposes of parking 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.

- 3.2 This application proposes changes to the layout and design of the development. The layout has been amended to omit one of the residential units and to re-position the remaining unit above the shop at the front of the site. The café has been omitted and the space used for offices. The overall footprint remains as approved. The building at the rear is now only single storey, it previously was part two-storey accommodating the residential units at first floor level. Various design amendments have been made as a result of the changes to the layout, largely in relation to the roofs and changes to the fenestration.
- 3.3 The applicants explain that the reasons for these changes are that the scheme seeks to create an employment hub with the flexibility to accommodate differing sized tenant groups which will change throughout the lifetime of the building. The tenant groups may vary from individuals wishing benefit from working in an environment with others and from the use of the reception and meeting facilities, up to tenants consisting of small groups of individuals who still wish to be located in a shared environment, to slightly larger groups who would like a more self contained form of accommodation. The objective of the scheme is to create a hub for innovation and joint working between individuals and groups. The original scheme which provided units which all had their own front doors and did not offer any shared facilities would not facilitate this shared working environment.
- 3.4 The applicant's further note another important consideration is flexibility to accommodate a range of tenant sizes both initially and which can be adjusted throughout the lifetime of the building to meet changing tenant requirements. The original approved scheme which consisted of fixed sized self contained units did not offer this flexibility. By locating shared facilities in Block 1 it has been possible to provide Building Regulations Part M compliant lift facilities to the upper floor along with Part M compliant WC facilities, hence creating an accessible environment which was not present in the original scheme as it was not viable to provide separate lifts for each of the self contained units.
- 3.5 The applicants explain that through discussions with potential operators of the facility it was identified that a minimum area of office related accommodation would need to be provided to create the rental levels required to make the scheme viable. The proposed scheme achieves this level of office related accommodation. However, this minimum area needed to be balanced with the available budget for the scheme. Achieving both of the above criteria necessitated the reduction of the residential accommodation from two flats to a single flat. Moving this flat from the upper floor of Block 2 to Block 1 in a location above the shop places the flat in a more logical location fronting Station Road and allowed the omission of the upper floor and related staircase within Block 2. The omission of the café and its replacement with office accommodation was also required to allow the creation of the required minimum viable area of office accommodation within the available budget.
- 3.6 Other budget savings involved looking at the external materials and details to establish whether a scheme could be produced which retained the essential character and quality of

the scheme but utilised a less diverse and simpler materials palette. Alternative approaches include: zinc roofing being replaced with plain and pantiles; some elements of timber boarding being replaced with render; replacement of double pitch roof to Block 1 with single ridge pitched roof; replacement of planters with ground level planting; replacing dormers with rooflights; and replacement of green roof with conventional flat roof finish.

4. Third Party Representations

4.1 Five representations have been received objecting to the application, including one from the Ward Member, Cllr David Beavan, who comments as follows:

"To describe this plan as mixed use is stretching a point with one shop, one flat and 93 co-working spaces. There is no acknowledgement of the market demand for three person offices or workshops. Instead we have more co-working spaces to add to 30 already being provided at the old Hospital site who will also park down here. Are 10 car parking spaces enough for 123 co-workers? The original plan to provide a first floor all round has been dropped due to a lack of funds, and more desks have now been crammed into a smaller space in a vain effort to meet the minimal requirements of a possible operator who has not yet been confirmed. At the same time the space available for each desk has now been minimized as well. Whilst the economic viability of this plan may not be a material consideration and the buck will pass to Southwold Town Council, East Suffolk's business department are heavily involved in this project. Not only will local ratepayers be landed with a heavy bill, but also an unwanted monument to the failure of local government generally."

4.2 Other key concerns raised in representations of objection include:

- Overdevelopment of the site;
- Insufficient parking to serve the 93 workers;
- No EV charging points;
- Mundane design that does not reflect architecture of adjacent buildings;
- Lacks energy efficient measures;
- No realistic business plan, its viability should be reviewed;
- The changes proposed should be the subject of a new application;
- Design does not capture iconic view of the bus station building;
- The shop has no storage space; and
- Will impact on residents parking.

5. Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Southwold Town Council	17 November 2021	No response
Summary of comments: No response received.		

Statutory consultees

Consultee	Date consulted	Date reply received
SCC Highways Department	17 November 2021	23 December 2021

Summary of comments:

It is noted that the changes to the wording of condition 4 seems acceptable to avoid on street parking by contractors. Further to condition 2 it is noted the plans do not indicate any change to the parking offer and the previous Highway comments still stand, which raised objection to the amount of parking and its distance from the site and its continued availability.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	17 November 2021	23 November 2021

Summary of comments:

We have reviewed the submitted documents and have no comment to make as these conditions do not relate to surface water drainage and a separate condition is yet to be discharged relating to the sites proposed surface water drainage strategy.

Non statutory consultees

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	17 November 2021	18 November 2021

Summary of comments:

No comment on the specific conditions to be amended.

Consultee	Date consulted	Date reply received
East Suffolk Economic Services - N. Rickard 50+ Dwellings	17 November 2021	No response

Summary of comments:

No response received.

Consultee	Date consulted	Date reply received
Southwold And Reydon Society	17 November 2021	10 December 2021

Summary of comments:

Application should be rejected as the revised designs are mundane and fail to complement local character and distinctiveness as required by policies WLP8.29 and SWD6 of the Southwold Neighbourhood Plan. The development should include solar panels, ground or air source heat pumps and rainwater harvesting. Office accommodation appears cramped. Ten parking spaces inadequate

and fails to meet the Suffolk Highways Guidance 2019 contrary to SWD7. No provision made for parking for the disabled and no EV charging stations.

6. Publicity

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

Category	Published	Expiry	Publication
Conservation Area	19 November 2021	10 December 2021	Beccles and Bungay Journal

Category	Published	Expiry	Publication
Conservation Area	19 November 2021	10 December 2021	Lowestoft Journal

7. Site notices

General Site Notice	Reason for site notice: Conservation Area Date posted: 19 November 2021 Expiry date: 10 December 2021
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8. Planning policy

National Planning Policy Framework 2021 (NPPF)

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

WLP8.12 - Existing Employment Areas (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP8.13 - New Employment Development (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

WLP8.21 - Sustainable Transport (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

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

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

WLP8.37 - Historic Environment (East Suffolk Council - Waveney Local Plan, Adopted March 2019)

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

Historic Environment Supplementary Planning Document (East Suffolk Council, Adopted June 2021)

8.1 The Southwold Neighbourhood Plan (NP) is at an advanced stage, awaiting a referendum, and thus significant weight can be given to its policies. Relevant policies include:

SWD06 - Design

SWD07 - Parking

SWD09 - Solo workers and Micro Businesses

SWD11 – Provision of Wildlife in Developments

SWD16 Development Sites (includes application site)

9. Planning Considerations

9.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) sets out that "*If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.*" This is reflected in paragraph 12 of the NPPF which affirms the statutory status of the development plan as the starting point for decision-making.

9.2 Section 73 applications can be used to seek minor material amendments where there is a relevant condition that can be varied. Section 73 (2) states: "*On such an application the local planning authority shall consider only the question of the conditions subject to which planning permission should be granted.*" It is therefore only open to the Local Planning Authority to consider the amendments specified in the conditions and not the principle of residential development on the site.

The Approved Scheme

9.3 The scheme consented the provision of flexible working units to be used for small local businesses, as well as retaining a retail use on the site, and the provision of small rented flats was considered to meet the policies of both the then adopted Development Plan and those in the emerging Local Plan (which has since been adopted) and was seen to be in keeping with the character of the area which comprised a mix of residential and commercial units. Coastal Community funding was obtained for the development which is seen as improving/diversifying the employment offer for the town, (heavily reliant on tourism) in line with the Economic Plan that the Southwold Coastal Community Team had produced, and which informed the need for this development.

9.4 The approved parking provision for the scheme was considered acceptable and some of the concerns raised by the Highway Authority, and repeated in respect of this application, were addressed. The previous application was supported by a Transport Statement (TS) which looked 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 noted 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. It considered the provision of 10 parking spaces, some 165m away, was reasonable for this particular location and having regard to the lack of availability of parking on site currently. It assessed accident records that 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.

- 9.5 The approved application was considered to meet policy WLP8.22 relating to sustainable transport and the NPPF which 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.
- 9.6 The Highway Authority did raise some concerns to the distance of the parking from the site and its availability in perpetuity. This was addressed through the provision of a Grampian style condition (condition 4) to prevent the start of the development until the car parking had been completed. The condition also requires it to remain available to serve this development. Plans were also submitted to address the Highway Authority concerns in respect of the footpath design.

Proposed Amendments

- 9.7 In considering a S.73 application, the consideration is limited to the matters the subject of the relevant conditions. The changes sought relate to the internal layout and design of the buildings to reflect a different arrangement of the retail, office and residential uses previously approved, and seeking to allow the final surfacing of the car parking area to be provided before occupation rather than before development commences to allow the area to have a temporary surface during construction when it will be used by contractors.
- 9.8 Regard has been given to the current adopted Waveney Local Plan and the Southwold Neighbourhood Plan in the consideration of these amended proposals.
- 9.9 The development still maintains a mixed-use scheme, with no overall increase in floor area, and the level of parking is as previously consented. As such a section 73 application is an accepted mechanism to address the changes now proposed and which are not so substantial to require a new application.
- 9.10 Principle issues to consider are whether the changed design and layout are appropriate and not detrimental to its surroundings and neighbouring uses and still seeks to preserve the character and appearance of the conservation area.
- 9.11 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that it is the duty of the Council that with respect to any buildings or other land in a conservation area, special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 9.12 Local Plan policies WLP8.37 – Historic Environment and WLP8.39 – Conservation Areas, seek to conserve and enhance heritage assets and their settings in line with the NPPF.
- 9.13 Policy WLP8.29 "Design" requires that developments respond to local context and the form of surrounding buildings in relation to the overall scale and character, layout, site coverage, height and massing of existing buildings, the relationship between buildings and spaces and

the wider street scene or townscape and by making use of materials and detailing appropriate to the local vernacular, in addition to resulting in no adverse impact upon neighbouring amenity or parking provision.

9.14 The scheme consented was considered to be a high-quality design for this key town entrance site and its AONB, edge-of-settlement context. The fenestration and choice of materials were of a contemporary style. Whilst the proposed changes have diluted the more contemporary elements of the scheme the changes still reflect the scale, form, and character of the existing development in the area, and that it will still seek to preserve and enhance the character of the conservation area. The scheme retains the courtyard area with units organised around it which is considered an important part of the design and a key part of the 'hub' environment. The proposal to join-up the two roof elements on Block 1 whilst changing the buildings form, is similar to the former building that occupied this part of the site. The removal of the dormers in Block 2 has simplified the building's design and are no longer required given the residential units are no longer proposed at first floor level.

9.15 The repositioning of the one remaining flat on site to above the shop will be a significant benefit to future occupiers amenity, as the outlook over Station Road and to the south will substantially be improved. It also provides a separate access from Station Road. It is not considered the proposed changes will cause any further harm to the amenity of neighbours than the scheme consented.

9.16 Further to the objections raised to the lack of energy efficient measures within the development, the applicants have confirmed the following sustainable elements:

- Heating is via the use of an air source heat pump allows an efficient heating system which can be converted to a zero-carbon heating system and has low carbon emissions. It will allow Part L compliance.
- Advanced controls will be used for energy control to all heating, ventilation, auxiliary, and lighting systems to minimise operational energy use.
- Setbacks to heating system during unoccupied periods.
- High efficiency LED lighting is used throughout.
- Local electric water heaters to reduce storage and distribution energy losses.
- All insulation standards and the building's air permeability will be above the minimum Part L building requirements reducing heat loss and hence energy usage.
- All ventilation to the workspaces will be natural via openable windows.
- Permeable paving is used to the hard paved areas in the courtyard to create a SUDS scheme.

9.17 Generally, it is considered the design amendments retain the essential character of the previous scheme and can be supported in line with the design policies of the Development Plan and the policies that seek to preserve heritage assets. They would also accord with NP policy SDW6 – Design, as well as policies SDW9 and SWD16 which positively encourages the provision of small scale office development, and in the case of policy SWD16 specifically refers to the application site.

9.18 Regarding the variation to condition 4, it is considered reasonable to amend the wording of the condition to allow for the final car park surface finish and kerbs etc to be provided prior to first occupation, so the area can be used by contractors' vehicles during construction and

thus avoiding parking on the highway in the vicinity of the site, which the Highway Authority recognised would be a benefit.

- 9.19 The changed wording will not affect the original requirements of the planning consent to provide what was previously considered to be a reasonable amount of parking to serve the development. The proposal is thus still regarded as being in compliant with Local plan policy WLP8.21 Sustainable Transport. It is also considered to be compliant with NP policy SDW7 which indicates that parking proposals that do not comply with the Suffolk Highway Guidance 2019 could be supported where there are local benefits including enabling the provision of employment space and high-quality designs. The scheme seeks to provide the required amount of secure cycle parking as recommended in the Suffolk Guidance for Parking. This is a sustainable location where other modes of travel to and from the site are available, and indeed should be encouraged.

10. Conclusion

- 10.1 It is considered that the variation to conditions two and four to incorporate the amendments proposed will not significantly change the nature, character, and appearance of the development which seeks to create jobs and greater economic prosperity and diversity for the town, without causing undue harm to the character of the area, historic assets, residential amenity, and highway safety. The design and layout changes are considered necessary to deliver the scheme and are supportable for the reasons set out above. The proposals are considered, subject to the conditions recommended, to accord with the Development Plan.

11. Recommendation

- 11.1 **APPROVE** the variation of conditions 2 and 4 subject to the conditions previously imposed, except where they relate to the café use which is no longer part of the proposals. An additional condition is recommended in respect of the principal occupancy condition for the proposed residential unit.

12. Conditions:

1. The development hereby permitted shall be completed in all respects strictly in accordance with drawings 304529-IW-DR-A-2204 Rev P3; -2203 Rev P3; -2205 Rev P3; ZZ DRA 1001; 1002; 2001D; 2002B; 9001F; 9005; 1001C; 1002C; 1003B; 1004B; 0001G; 0005D; 0005F; 0003B; 0006C; 1005 Transport Statement dated June 2018; Phase I and Phase II Geo-Environmental Assessment dated 10/05/18; Planning Design and Access Statement dated May 2018; Heritage Impact Assessment dated April 2018; and the Drainage Strategy 304529 dated 25/07/18, 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.

2. 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, except demolition, site clearance and the removal of underground tanks. Development to be undertaken in accordance with the approved details.

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

3. No development shall take place (except demolition, site clearance and the removal of underground tanks) until a minimum of ten car parking spaces are made available within the area shown on approved drawing 304529-IW-DR-A-2205 Rev P3. The area 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, allowing a temporary surface to accommodate contractors parking for the duration of construction with the final agreed parking surfacing and layout being completed prior to first occupation of the site. The 10 parking spaces shall thereafter be retained in accordance with the approved details, for the purposes of parking 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.

4. 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:

- * 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.

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 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.

6. 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.

7. 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 6 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.

8. 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.

9. 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

10. No development shall commence, except demolition, site clearance and the removal of underground tanks 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.

11. No development shall commence, except demolition, site clearance and the removal of underground tanks 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.

12. 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.

13. No development other than demolition, site clearance and the removal of underground tanks, 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 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

14. No development, except demolition, site clearance and the removal of underground tanks, 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.

15. 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.

16. 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.

17. 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

18. 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.

19. Prior to works commencing a 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 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.

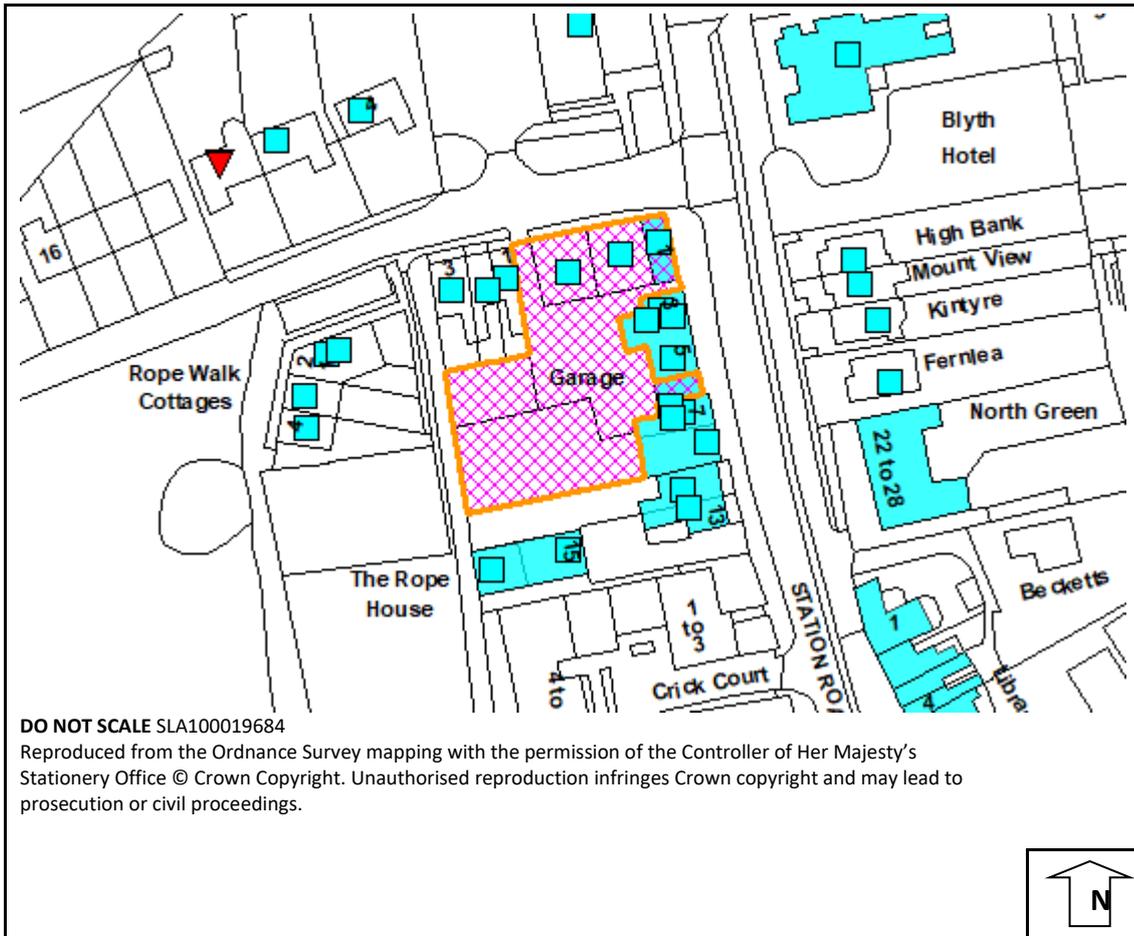
Informatives:

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.

Background Papers

See application reference DC/21/5052/VOC on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support