

PLANNING COMMITTEE NORTH – Tuesday 8 October 2019

APPLICATION NO DC/19/2685/FUL

LOCATION

Saxmundham Railway Station, Station Approach, Saxmundham, Suffolk IP17 1BW

EXPIRY DATE 28 August 2019

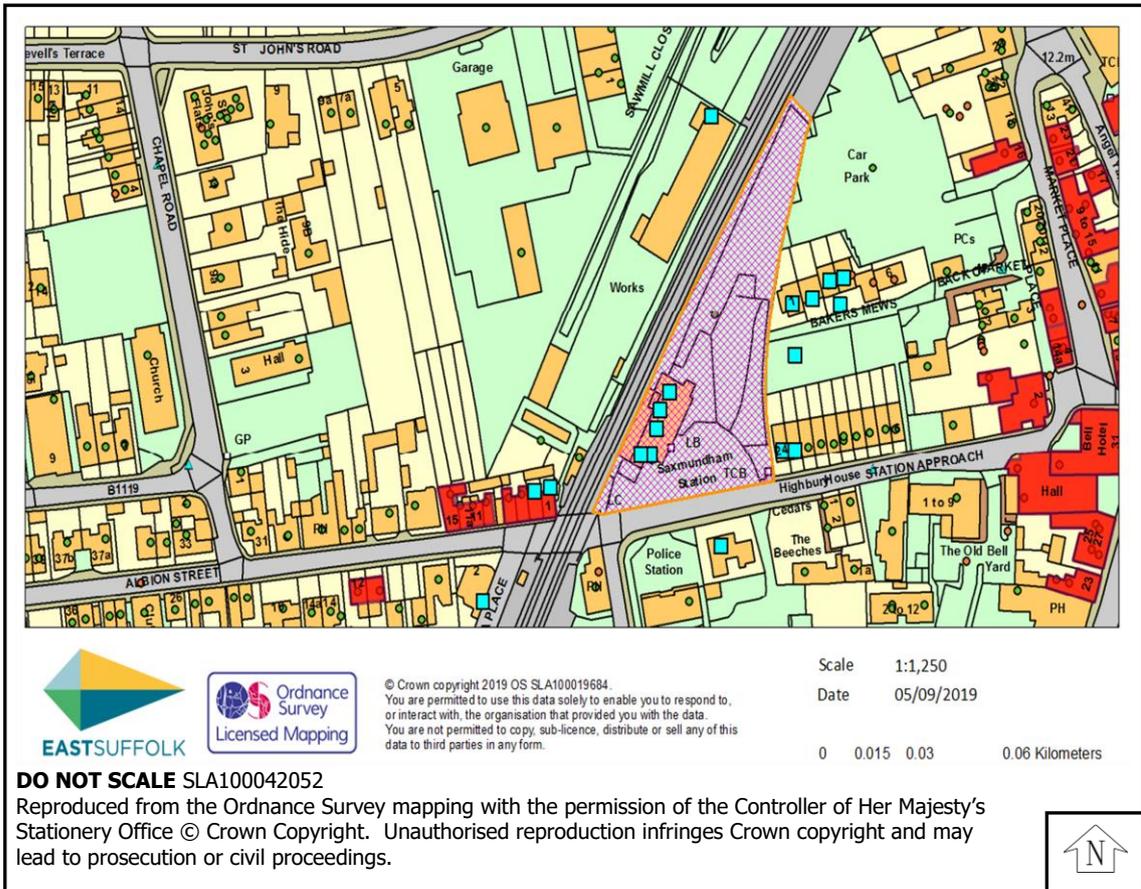
APPLICATION TYPE Full Application

APPLICANT Abellio Greater Anglia

PARISH Saxmundham

PROPOSAL Remodelling and weatherproofing of the station building

CASE OFFICER Chris Green, Riverside, Lowestoft, NR33 0EQ, 01502 523022



1. SUMMARY

- 1.1 The proposal is to provide waiting facilities for rail travellers within the shell of the fire damaged railway station buildings on the “up” London bound platform of Saxmundham Station, bringing this building back into use, but adapting it as a single storey form following the partial demolition necessitated following the fire.
- 1.2 This has led to objection from the Town Council and others, citing concerns that a reduced form harms the Conservation Area and fails to provide adequate facilities for rail travellers
- 1.3 This case was considered by referral panel where members determined that the Town Council objection necessitated committee consideration and a site visit scheduled to occur on 7 October 2019

2. SITE DESCRIPTION

- 2.1 The Saxmundham railway Station serves the market Town and is close to the halfway point on the East Suffolk line linking Ipswich to Lowestoft. The up platform serving Ipswich hosted a substantial two storey station building until last year, when a fire resulted in the need for public safety, to remove the upper storey. The building remains out of use and surrounded by safety fencing and has its windows boarded up.
- 2.2 The station stands in the Saxmundham Conservation Area on the highway “Station Approach with a forecourt tarmacked and dedicated to parking. Immediately opposite and set back from the highway by a wide forecourt is a modern flat roofed single storey building and next to that a two storey detached modern house. Beyond the car park is a modern 2 and a half storey modern housing terrace of traditional form. Of the more traditional buildings the former station pub, now closed stands opposite immediately next to the level crossing, and over the railway line itself a fine row of Victorian terraced cottages raised up above the footway reflecting local level change. These were originally railway workers’ cottages.

3 PROPOSAL

- 3.1 Planning permission is sought for the removal of small remaining elements of the fire damaged and unstable first floor, down to a point around ten courses above the original string course. A new slate pitched roof is specified along with smaller areas of flat roofing over the new waiting area, and a roadside canopy to match that seen in old photographs is to replace the truncated canopy that currently exists. The platform side canopy structure survives and will be refurbished and re-covered.
- 3.2 It is intended later that the station forecourt and parking will be re-modelled too, though this is not part of this current planning application

4. CONSULTATIONS/COMMENTS

4.1 Saxmundham Town Council Comments

“I am writing formally on behalf of Saxmundham Town Council to set out our opinion in relation to this application.

Saxmundham Station is in the centre of our fast-growing town, set in the Conservation Area. It also acts as 'Gateway' to the wider East Suffolk coast and other attractions. What happens to it is of fundamental importance to the town, as well as to the tens of thousands of rail users to and from the wider region.

First impressions matter. We had, until the fire of February 2018, a fine Victorian 2 storey building which – until boarded up some years earlier and allowed to decay – formed a decent entry-point to the town.

While initial plans were discussed back in November 2018 at a meeting at which the Town Council was represented, our Council – and more importantly, our residents generally - had not been consulted by Greater Anglia on their plans, which include not only the Station Building, the subject of this application, but for their site as a whole which we learn is to become in effect a paved carpark.

Once we learnt of the lodging of this application, we set about consulting our town's residents. We organised a public session to discuss the proposals, which took place last night (Monday 29th) and was followed by the Town Council's consideration of the application, in order to meet your deadline for our response.

At the public session, which was attended by around 80 members of the public, we were joined by two members of the Greater Anglia team, invited by us, who explained the plans for building, platforms and car park area, and sought to answer questions. We greatly welcome this first opportunity with GA to discuss their plans of fundamental importance to the town, but it was simply not possible to explore or resolve satisfactorily all the issues raised in the time available.

Not only is the Station set in the Conservation Area, it is also in an area which the Final Draft Local Plan highlights within the Saxmundham Strategy:

"The strategy for Saxmundham is to:

a) Enhance the vitality and vibrancy of the town centre, including through protecting and enhancing the historic core of the town and the railway station".

At para. 12.279, the Draft Plan cites the Ipswich Borough & Suffolk Coastal District Retail and Commercial Leisure Town Centre Study (October 2017), which also identifies "redevelopment/regeneration of the area around the railway station" as an opportunity.

Our Neighbourhood Plan Steering Group has also identified the wider station area as a key potential site for regeneration, in which the Station Building and the GA site as a whole would form key components, and we have written to Greater Anglia and Network Rail to offer our full co-operation in assessing the potential for the area, which would bring economic, social and environmental benefits.

After listening to the representatives of Greater Anglia and to the points raised by local people, and after considering the application and related documentation, the Town Council resolved as follows:

Saxmundham Town Council welcomes the opportunity to discuss with Abellio Greater Anglia the redevelopment of Saxmundham Station and, in particular, the wider area around the Station.

We also fully share the objective of an early, well-designed Station Building for Saxmundham and will work constructively towards it.

The Town Council nevertheless has serious concerns about the current application and therefore opposes it.

Our grounds and concerns include:

- The proposed building design, which does not meet the required standard or scale for the location and heritage of the building*
- The absence of provision in the application for community and/or passenger-serving uses of the building, such as a café or shop*
- The large size of the space reserved for 'operational purposes', and the consequent smallness of the waiting room*
- The need for adequate shelter and seating on platform two, which, although not part of this application, should be designed as part of the Station as a whole.*
- The absence of provision of WCs*
- The need to design the Station Building in the context of the wider site, including any landscaping, to be sympathetic to and consistent with its Conservation Area status, and the potential for the future regeneration of the wider area.*

Our concerns, and points related to other aspects of the proposed development of the site, are further detailed in the attached Annex, which forms an integral part of our representations.

At last night's public meeting, Greater Anglia's officers undertook to provide further information including drawings that would show the proposed design and 'look' much more clearly. They also indicated that after a period when the larger room would be used for "operational purposes", it might be made available for commercial or community purposes. However, this is not stated in the planning application.

One important issue involves the relationship between the Station Building, for which this application has been made, and the rest of the GA site, which is mainly to be turned into a larger (paying) car park, and for which no application has been made. We assume this is considered by GA to be permitted development under the Town and Country Planning (General Permitted Development) (England) Order 2015. Although this was not discussed at our meeting, I have consulted my councilor colleagues, and we believe it would be far better to deal with the whole area (building and car park) together, as the issues inter-connect. The local planning authority does have power to require this, if necessary.

As an example, in the attached Annex setting out our concerns, the issue of car park and landscaping is referred to, on which we have not been consulted. In a Conservation Area, the quality of landscaping of and around a large car park is important. We draw attention to the issue of 'trees and hedges' (last point in the Annex), as the planning application for the station building argues – incorrectly in our view - that there are no trees on the adjacent (car park) land which might be important for the landscape character.

(We have also noted a point of apparently inaccurate wording of the planning application: “..the construction of a new flat roof to the single-storey brick structure..” which is in fact contradicted by the planning statement and drawings for the building, which show a pitched roof for the main area.)

We are confident that, with appropriate information, consultation and some improvements, an acceptable solution can be found, given the will and a little more time. We are anxious not to let the present awful condition of the Station continue for long, but it is worth a little time to get the right design and solution.

For information, we have drawn up a petition to Greater Anglia which summarises many residents' concerns, has proved popular, and which asks GA to :

- (i) carry out full consultation, as a matter of urgency, with residents and users of the station over the design of the station building and surrounds, to find a solution acceptable to all parties, in keeping with the heritage of the building, and the Conservation Area,*
- (ii) ensure that the building is available for services for rail users such as café, and relevant community facilities*
- (iii) work with the Town Council and interested parties on plans for a redevelopment of the station area that brings economic, social and environmental benefits.*

ANNEX - points and issues of substantial concern

A. Planning context for "well-designed places"

Abellio Greater Anglia's Planning Statement rightly draws attention to the NPPF Section 12 which sets out policy for achieving well-designed places, and lays down principles which we agree are appropriate for assessing this application. The Statement says:

"Paragraph 124 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. This is a key aspect of sustainable development, creating better places to live and work and helps make development acceptable to communities.

5.4.4 Paragraph 127 sets out a series of design principles and confirms that decisions should ensure the following:

- Developments function well and add to the overall quality of the area for the lifetime of the development;*
- Are visually attractive resultant of good architecture;*
- Are sympathetic to the local character and history including the surrounding built environment;*
- Establish a strong sense of place;*
- Optimise the potential of the site to accommodate and sustain an appropriate mix of development, supporting local facilities and transport networks; and*
- Create places that are safe, inclusive and accessible promoting health and well-being with a high standard of amenity for existing and future users and where crime and disorder and the fear of crime do not undermine the quality of life or community cohesion and resilience.*

5.4.4.1 Paragraph 131 notes that when determining applications great weight should be given to innovative designs which help raise the standard of design more generally in the area."

The Heritage Statement lodged with the application also cites the relevant passages from the NPPF, in particular:

Paragraph 192

"In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

c) the desirability of new development making a positive contribution to local character and distinctiveness.”

The points below draw on these principles.

B. Our main points of concern

1. Building design

“The proposed building design... does not meet the required standard or scale for the location and heritage of the building”

Councilors – and many residents – felt that the proposed design failed to do justice to the history and heritage of the site and previous building. While noting a number of ‘heritage’ features, which are appreciated, the single-storey building as shown in the indicative elevation CAD illustrations, is considered not to represent the sense of place and identity that the old building had, and which is required for this strategic site in a town centre, Conservation Area location, serving a wide hinterland. Many residents and councilors consider that, as a design necessity, a two storey building is required, without undue additional costs. This would also enable a broader range of functional uses to be developed, serving community and/or economic uses, as well as rail operational uses.

In terms of the NPPF principles above, we do not agree that the proposals demonstrate results that are sufficiently “visually attractive resultant of good architecture”, nor adequately reflect “the local character and history” of the Station building, and the design as shown at present does not in our view “establish a strong sense of place” nor sense of “distinctiveness”.

2. Community and passenger-serving use

“The absence of provision in the application for community and/or passenger-serving uses of the building, such as a café or shop”

While supportive of the general principle of rebuilding the Station, we (again, both residents and councilors) considered that the application fails to take adequately into account either important passenger-serving functions, or community-related uses. Other stations on the East Suffolk line have very successful cafes, for example, including management by community volunteers. Prior to the 2018 fire, the old building was on the point of being let to a community arts organisation. The current plans would appear to give no possibility of this.

In terms of the NPPF principles, we consider that the application does not adequately “optimise the potential of the site to accommodate and sustain an appropriate mix of development...”

We draw attention to the fact that over many years the building served passengers and other customers, including café and travel agency uses, i.e. it has not been mainly restricted to internal operational uses.

In terms of NPPF heritage principles, we underline “the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation”, which we consider has not yet been adequately provided for in the application.

3. Imbalance between operational and waiting-room space

“The large size of the space reserved for 'operational purposes', and the consequent smallness of the waiting room”

This is a specific aspect of the previous point. The waiting room is limited to 26 square metres, i.e. one-fifth of the size of the area reserved for "Railway operational use". The Greater Anglia officers who attended our meeting indicated that the "operational use" might in a few years be made available for other uses, but this is not made explicit at any point in the application. With 12 seats indicatively show, the capacity of the waiting room, in bad weather for example, is too small given the overall building spatial capacity.

An additional point on waiting room: the present plan shows the ticket machine being only inside the waiting room. We propose there needs to be a ticket machine on the platform also, in case the waiting room is closed to the public at any time.

4. Platform 2

"The need for adequate shelter and seating on platform two, which, although not part of this application, should be designed as part of the Station as a whole"

We learnt from the Greater Anglia colleagues at our public meeting about proposals for Platform 2; in principle, we favour the carrying out of works there that enhance the customer experience, as well as being necessary for more practical reasons. This however exemplifies the problem of responding to an overall "concept" of works to the whole site, including Station building, Platform 2, and car park and other area, when information on the remaining proposals is limited, and has only now begun to be the subject of consultation locally by GA.

5. "The absence of provision of WCs"

This point was one raised by a very large number of those attending the public session, and town councillors share the concern. This is a matter of health and well-being for huge numbers of citizens. Railways draw large numbers of people together, and railway operators need to "create places that are safe, inclusive and accessible promoting health and well-being with a high standard of amenity for existing and future users..." GA officers cited criminal behaviour issues as a reason for non-provision, but we consider that this does not of itself justify the total absence of provision. If other passenger services were to be provided, this could provide a basis for at least partial provision of toilets, which will be required for operational staff in any event, we assume.

6. The Station in the context of the wider site

"The need to design the Station building in the context of the wider site, including any landscaping, to be sympathetic to and consistent with its Conservation Area status, and the potential for the future regeneration of the wider area"

As stated at point 4., in reality, we are dealing with three interconnected development proposals within the Conservation Area, of which only one – the Station Building – is the subject of an application. The integrated impact of the proposed Station building with the much-expanded car park, and any (as yet unspecified) landscaping works needs to be seen, the whole is surely greater than the sum of the parts. Given the apparently bland paving proposals for the car park, the importance of a "statement" building in terms of scale and design is increased, for example. One way of dealing with all in an integrated way would be to invite GA to put in a linked application for the car park area, or possibly, for the local planning authority to issue a direction restricting permitted development of the car park area under Article 4 of The Town and Country Planning (General Permitted Development) (England) Order 2015.

As a Town Council, we are looking at the regeneration of the whole area around the station; the streets are not well adapted to larger scale vehicle movements and there are other possibilities, though requiring land-owners including Network Rail and Greater

Anglia, for longer-term solutions. Our aim now is to ensure that any development at this stage is positive in its own right, but not liable to close down better overall solutions in future.

7. The car park proposals

As discussed above, we are now informed that Greater Anglia propose to develop the site to expand the car park considerably, and to charge for parking there, presumably proposing to treat this development as 'deemed permission' for railway operators under the 2015 GPD Order. Concerns were expressed at the public meeting and in our Town Council meeting that the impact of this will be to expand on-street parking in other parts of the town, which is already an issue to some extent. Since we have not been consulted on this, we cannot immediately assess the impact, but there is no reason to believe it will be minimal. The Town Council's own property opposite the rail station, the Old Police Station, which has its own car parking area, is already used without permission by station visitors, and the surrounding streets are often clogged. Station Approach is specified in the Local Plan for improvements especially for pedestrians and cyclists – we fear that without accompanying traffic control measures, the car park proposals may have a series of negative knock-on impacts.

This further adds to our point about needing a planning application for the car park development, to enable an integrated view to be taken.

8. Car park and landscaping

*Given the location in a Conservation Area, we consider that landscaping of quality and environmental sensitivity is essential, but to date this seems to have been almost ignored. The car park plan (seen by us for the first time in GA's presentation at the public meeting) showed "areas to be cleared of vegetation", and also pointed to "Trees to be retained". This is extremely limited, and adds to our view that, taken as a whole, the proposals are not in accordance with the NPPF principles cited above. It also seems curious that, in the planning application for the Station building, the applicant has answered the following "tree or hedges" questions in the standard form as follows: "10. Trees and Hedges
Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character?
No*

If Yes to either or both of the above, you may need to provide a full tree survey, at the discretion of your local planning authority...."

It is a fact that there are trees on the adjacent land, and we believe that, considered objectively, they could – at minimum – be important as part of the local landscape character.

This reinforces the point that GA need to provide a full landscaping and parking plan, or (as above) that the local planning authority should consider a direction that requires an application to be made."

Statutory Consultees

4.2 Suffolk County - Highways Department: No objections subject to conditions

4.3 Network Rail: No comments made

Non Statutory Consultees

- 4.4 Suffolk Coastal Disability Forum. Support development. Sloped access to the waiting room is provided. The door to the “railway use” area of the building (car park side) appears to have two steps up to it. This is not very disabled-friendly for any disabled railway staff. Disables car parking must remain in any future plans.
- 4.5 The Railway Heritage Trust: Support the application and are to provide a £100k grant to the proposed partial restoration of the building. They comment that economic and practical considerations dictate that the upper storey of the building need not be replaced.
- 4.6 East Suffolk Travelers’ Association
Support the application and are concerned about the delay to taking the decision. The plans are appropriate and reflect the unstaffed status of the station. The proposed waiting room is larger than the previous one. The pitched roof proposed reflects the heritage aspect of the building. We understand too that work will be done at the same time to the car park and the platform and shelter used by northbound trains.
- 4.6 Third Party Representations: Two letters of objection have been received raising the following material planning considerations:
- Abelio have failed to restore the station following the fire and the operator failed to communicate intent.
 - Proposals are too limited.
 - The Planning Application is incomplete because in a Conservation Area all matters should be addressed including landscaping.
 - The operator fails to demonstrate there is no economic case for rebuilding.
 - As a heritage asset it should be rebuilt in full.
 - Conservation Area status removes 'Permitted Development'.
 - The Conservation Area appraisal requires full restoration.
 - The proposal is characterless and will fail to reflect the massing of the former building.
 - A bold new design might be preferable to the current proposal, this opportunity is being lost
 - A car park layout shown at the public meeting looks to not be implementable.
 - The car park should be included in this application. Details of taxi and bus provision are needed.
 - The waiting area is too small for the 3000 passenger per week usage
 - The area set aside for 'railway operational use' is too big and should be a cafe and toilets.
 - No toilets are provided yet the railway operational space requires these under working welfare requirements.
 - The emerging Saxmundham Neighbourhood plan has a masterplan for the Station area as a key 'front door' for the town.
 - This proposal will not realize the transport hub envisioned in the emergent local plan
 - More thought as to materials is needed.
 - Two ticket machines are needed as the machines are often unreliable.

- The north bound platform needs to be reconstructed and provided a better shelter.

5. PUBLICITY

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

| Category | Published | Expiry | Publication |
|---------------------------------------|------------|------------|----------------------------|
| Conservation Area, Major Application, | 18.01.2019 | 08.02.2019 | Beccles and Bungay Journal |
| Conservation Area, Major Application, | 18.01.2019 | 08.02.2019 | Lowestoft Journal |

6. SITE NOTICES

The following site notices have been displayed:

| General Site Notice | Reason for site notice: Conservation Area, Major Application, Date posted 10.01.2019 | Expiry date 31.01.2019 |
|---------------------|--|------------------------|
| | | |

7. PLANNING POLICY

- 7.1 Section 38(6) of the Planning and Compensation Act 1990
- 7.2 The National Planning Policy Framework (2019) and National Planning Policy Guidance (NPPG) forms a material consideration in the determination of this application.
- 7.3 Planning (Listed Buildings and Conservation Areas) Act 1990, Part II
- 7.4 SPG13 - Historic buildings alterations/extension (East Suffolk Council - Suffolk Coastal District Local Plan -Supplementary Planning Guidance)
- 7.5 DM30 - Key Facilities (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013)) East Suffolk (Suffolk Coastal) Local Plan
- 7.6 The emergent Policy SCLP11.5: Conservation Areas states of the Suffolk Coastal East Suffolk Local Plan
- 7.7 SP25 - Saxmundham (East Suffolk Council - Suffolk Coastal District Local Plan - Core Strategy and Development Management Development Plan Document (July 2013)).

8. PLANNING CONSIDERATIONS

Policy

- 8.1 The relevant local plan is the adopted Suffolk Coastal District Local Plan and Policy DM30 is relevant in this instance which states "*The partial redevelopment or change of use of a key facility will also be permitted where this will not prejudice its viability or future operation, and subject to the other policies in the Local Plan*". It is considered that in improving facilities offered at the railway station this policy is met.

- 8.2 The specific current local plan policy for Saxmundham is SP25, which states "*the railway station....should become..... an integrated transport hub on the East Suffolk rail-line, thereby serving the local area for the benefit of residents and tourists*".
- 8.3 The emergent Policy SCLP11.5: Conservation Areas states of the Suffolk Coastal East Suffolk Local Plan states : "*Development within, and which has potential to affect the setting of, Conservation Areas will be assessed against the relevant Conservation Area Appraisals and Management Plans and any subsequent additions or alterations. Developments should be of a particularly high standard of design and high quality of materials in order to preserve or enhance the character or appearance of the area.*

Proposals for development within a Conservation Area should:

a) Demonstrate a clear understanding of the significance of the conservation area alongside an assessment of the potential impact of the proposal on that significance; b) Preserve or enhance the character or appearance of the conservation area; c) Be of an appropriate design, scale, form, height, massing and position; d) Retain features important to settlement form and pattern such as open spaces, plot divisions, position of dwellings, hierarchy of routes, hierarchy of buildings, and their uses, boundary treatments and gardens; and e) Use high quality materials and methods of construction which complement the character of the area"

- 8.4 This plan is considered to be at an advanced stage with the Examination commencing on the 21 August 2019 and therefore the policies contained within the emerging plan are considered to have weight in the decision making process.
- 8.5 The proposal when weighed against these criteria is considered to fall short in terms of a strict interpretation; however, the fire that required partial demolition in order to continue to operate the train service is justification for the current reduced condition of the building. While the proposal therefore would create a building with different massing and presence in the street-scene, the form shown does retain characteristics of station architecture of the 19th century, because features such as string courses lend themselves to being combined with new copings to create a parapetted pitched roof design. The different massing is not considered in itself a detractor from the street-scene and Conservation Area, because the area around the station is relatively open in townscape terms whereby the presence of a two storey building is not considered necessary in order to provide the "presence" that might be deemed desirable in a building serving as a gateway to the town. With appropriate conditions requiring additional detail attached to any consent that may be granted, the requirement for high quality historically respectful materials and detailing can be attained.

Facilities

- 8.6 The provision of covered accessible waiting space both internally and under the restored platform canopy is a positive improvement to the situation that currently exists. This could be viewed as a first phase, and will not preclude further improvement. While no works to the external area is defined, this would not provide a reason to refuse the application here submitted for determination. It is recommended that further details for secure cycle storage be requested, as on-train provision is to be more actively managed with the introduction of the new rolling stock.

- 8.7 In future if another business was to come to the station in partnership with the franchise operator some of the additional facilities requested by commentators might be able to be provided.
- 8.8 The restoration of the upper storey would present considerable difficulty in usage given the Equalities Act and commercial use requirements, so restoration of this feature would not improve public facilities related to rail travel, and would realistically therefore have to serve residential use, which in turn would raise external amenity and security issues, so is considered impractical, given too the franchising system for rail service operators and the limited stake therefore that they have in fixed assets.

Heritage

- 8.7 The station is unlisted. The submitted Heritage Statement is considered to be proportionate to the requirements of paragraph 189 of the NPPF and should be conditioned as submitted to the Suffolk County Council Historic Environment Record.
- 8.8 The Saxmundham Conservation area appraisal (2016) identifies the station buildings as a key complex in the town centre and that their retention and restoration are essential for the benefit of the town and the conservation area (p49). The appraisal identifies the building as an unlisted building making a positive contribution. The appraisal pre-dates the fire and partial demolition, so the case for full restoration was not being proposed at that time based upon the current reduced state of the building and the partial demolition that was necessitated by public safety concerns did not form part of the consideration when the conservation management plan was being generated. Partial restoration and reconfiguration is therefore preferred to the alternative, which would be complete demolition and construction of a new building.
- 8.9 It is considered that while small the size of the waiting room does not provide a material planning reason to refuse. The new rolling stock soon to be operating provides more seats but the restored canopy will also offer covered waiting space on the platform.

Planning balance

- 8.10 The loss of the upper storey in pure heritage terms is negative because other East Suffolk Stations are two storey buildings, but was necessary for public safety and the proposed replacement makes good use of the surviving fabric to create a building of 19th century railway architectural character appropriate to its setting. The diminished vertical scale is not considered a negative aspect.
- 8.11 The facilities to be provided at this stage are basic, but an improvement on the current situation and represent a start to what could be a further development of the station area, the basic facilities are therefore a positive step towards achieving policy objectives and the lack of better facilities at this stage not a reason in planning terms to refuse the application.

9. CONCLUSION

- 9.1 The provision of improved facilities within a building attractively reordered to recognise the fabric losses caused is considered to justify the loss of the original historic form and scale.

10. RECOMMENDATION

APPROVE subject to the following conditions:

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

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

2. The development hereby permitted shall be completed in all respects strictly in accordance with drawings 378091-MMD-00-AQ-DR-A-0004B, 0005A and 0007a, the planning statement and the heritage statement; received 4th July 2019, 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 in respect of the following shall be submitted to and approved in writing by the Council as Local Planning Authority before the work on that particular part of the scheme is begun (other than the conducting of a sample test patch for paint removal from the brickwork). The work shall be carried out in accordance with such approved details:

The material specification for the slate roof proposed, including hip and ridge.

The method to be employed for paint removal and brick cleansing, supported by the trial patch of a small section of paint in a less visible area.

Specification for repointing, including depth of rake out method to be employed to avoid harm to brickwork, type and mix of lime based binder and aggregate, and pointing finish. Supporting spandrel brackets to the new roadside canopy.

A condition survey of the existing joinery to windows and doors and details of the replacements.

Reason: In order to safeguard the special architectural and historic interest of the building.

BACKGROUND INFORMATION:

See application ref: DC/19/0051/FUL at www.eastsuffolk.gov.uk/public-access

CONTACT

Chris Green, Senior Planning Officer, Riverside, Lowestoft
01502 523022.