

Report to Planning Applications Committee
 14 November 2019
Report of Area Development Manager
Subject Application no 19/00617/F - 6 - 7 The Arches,
 Bracondale, Norwich NR1 2EF
Reason for referral Objections

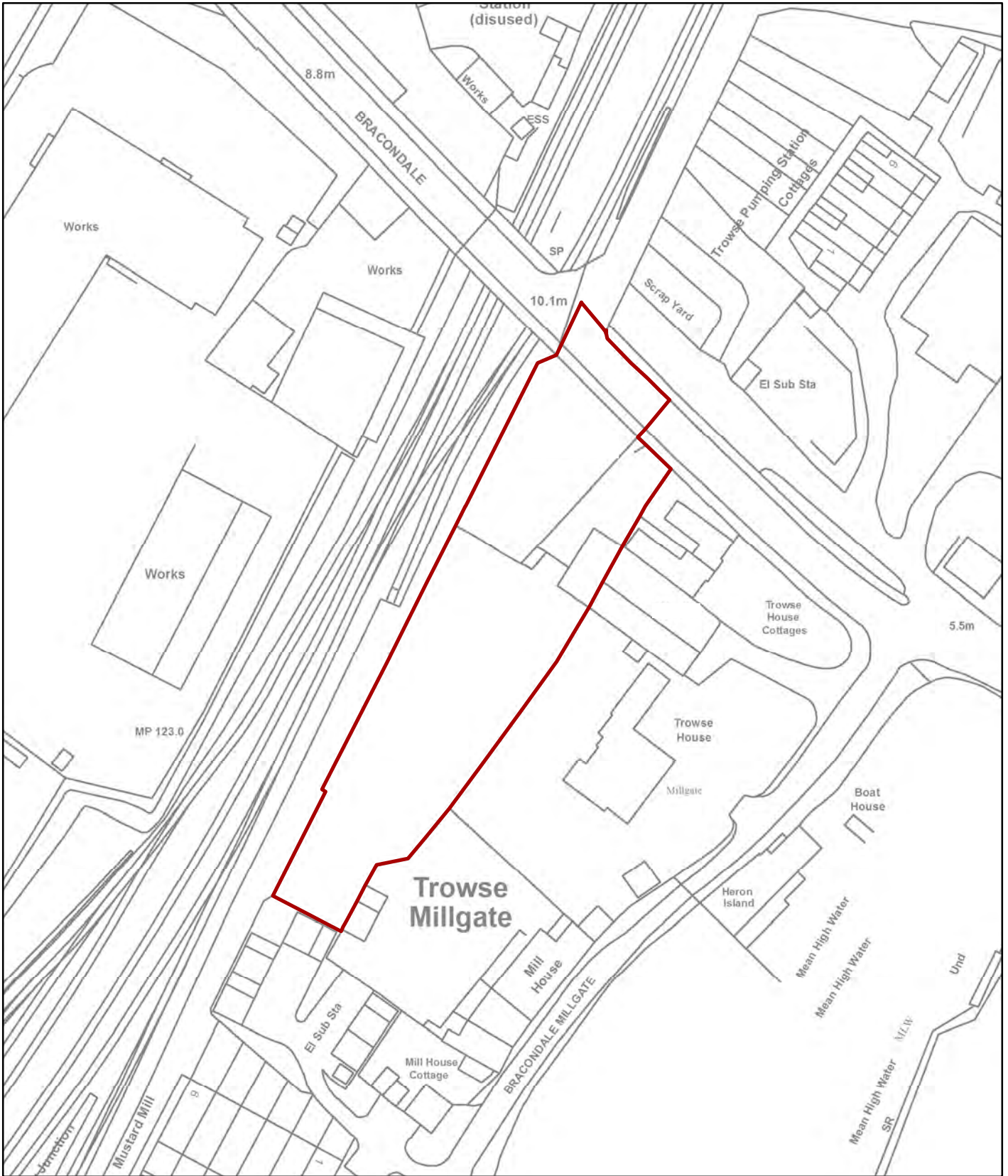
Item

4(a)

Ward	Thorpe Hamlet
Case officer	Lara Emerson - laraemerson@norwich.gov.uk
Applicant	Laura Handford, Redwell Brewing

Development proposal		
Partial change of use to include, A3 and A4 uses alongside existing B2 uses and minor external works.		
Representations - 1st Round of Public Consultation		
Object	Comment	Support
19 letters & 2 petitions (from 15 households)	0	2
Representations - 2nd Round of Public Consultation		
Object	Comment	Support
9 letters & 1 petition (from 11 households)	0	0

Main issues	Key considerations
1. Principle of development	Main town centre uses in an out of centre location.
2. Amenity	Noise & disturbance to residential neighbours.
3. Transport	Transport options to site, highway safety, parking.
Expiry date	20 November 2019 (extended from 29 July 2019)
Recommendation	Approve

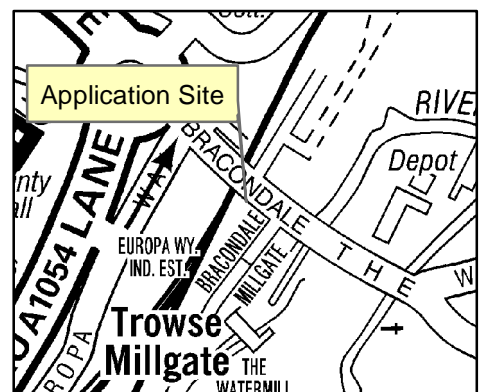


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Planning Application No 19/00617/F
 Site Address 6-7 The Arches
 Scale 1:1,000



NORWICH
 City Council
 PLANNING SERVICES



The site & surroundings

1. The site is located to the south of the city centre and incorporates two arches under the road bridge, a large single storey warehouse, a smaller outbuilding against the eastern boundary and a large plot of land to the rear. The site is accessed via a small track which runs parallel to the main road into Trowse (Bracondale/The Street). The site has had many commercial uses over the years, most recently and currently as a brewery. It is understood that the brewery first began operating a tap room from the premises in March 2018. It is likely the use started off as an ancillary use which would not have required planning permission, but over time the tap room has grown into a use which is considered more than ancillary.
2. The wider area contains a mixture of industrial and residential uses, although the immediate vicinity is almost entirely residential. A railway line runs to the west of the site. To the east and south of the site is a residential street called Bracondale Millgate which accommodates numerous residential properties, the closest being the Trowse House Cottages, the Old Coach House and flats within Trowse House. To the north of the site, the small track provides access to this site, other vacant arches, other industrial sites and residential properties known as The White House and the Pumping Station Cottages.

Constraints

3. Yare Valley Character Area.
4. A small part of the site sits within the Trowse Millgate Conservation Area.
5. Various statutorily and locally listed buildings in the vicinity.

Relevant planning history

Ref	Proposal	Decision	Date
19/00618/A	Replacement of fixed signs on the main brewery building roof as visible from Bracondale bridge and fixed signs along the boundary and railway line.	Approved	07/08/2019

The proposal

6. The site has been the subject of a planning enforcement investigation since August 2018 when it was reported to the council that the lawful brewery operation had been expanded to include a Tap Room (drinking establishment - Use Class A4). The drinking establishment (Tap Room) has been operating on at least three nights a week (Friday, Saturday and Sunday until 11pm) with customers occupying one of the arches, the main brewery building and a beer garden to the rear. Activities include quiz nights, hot food service and live music being performed inside and outside. The site benefits from a licence which permits this use of the site. Additional late night events have occurred on occasion and full day events have also occurred over the summer with the entire site occupied by large numbers of customers, food stalls and live music.
7. The application as originally submitted sought to regularise the existing use of the tap room and proposed commuter car parking on the site, but after extensive

negotiations with the applicant, the purpose of this application is now to assess whether a scaled-back version of this use could be considered appropriate. The application now proposes no commuter parking, but just proposes smaller scale A3 uses (restaurant/café) and A4 uses (drinking establishment) alongside the primary brewery use. The applicant is prepared to accept various restrictions being placed on this use as per the recommendations of various specialist reports prepared by the applicant and the comments of consultees.

- Restriction on opening hours for A3 and A4 purposes - 12:00-23:00 Friday & Saturday, 12:00-20:00 Sunday.
- External spaces not to be open to the public except 12:00-21:00 Friday & Saturday, 12:00-20:00 Sunday.
- Replacement roller shutter door to be installed to improve acoustic attenuation. Roller shutter door to be kept shut during the operation of the tap room.
- Fences to be installed along eastern boundary and around beer garden.
- No amplified sound inside or outside the building at any time.
- Management plan to be submitted to include details of signage to be erected around the site and staff training requirements.
- All other doors to be kept shut during the operation of the tap room, except for access and egress.

It is important, therefore, to acknowledge that the application is not seeking to regularise the current use of the site. Should this application be approved, the restrictions listed above would be required via condition and would considerably scale back the impacts of the current use of the site on neighbours.

Representations

8. The application has been advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing during two rounds of public consultation.
9. The initial consultation was undertaken in June 2019 and attracted 2 letters of support, 19 letters of objection and 2 petitions signed by 15 households. A second public consultation was undertaken in August 2019 following amendments to the proposal. This consultation attracted 9 letters of objection and 1 petition signed by 11 households. All representations are summarised below.

1st Round of Consultation (June 2019)	
Issues raised	Response
Internal noise from music, people & quiz	See Main Issue 2: Amenity
External noise from people and music in the beer garden	See Main Issue 2: Amenity
Noise, disturbance and anti-social behaviour from customers and staff arriving and leaving the site	See Main Issue 2: Amenity
Parking issues on access road	See Main Issue 3: Transport
Poor visibility on junction between access road and	See Main Issue 3:

1st Round of Consultation (June 2019)	
Issues raised	Response
Bracondale. Highway safety issues and lack of access for emergency vehicles	Transport
Various issues with application documents including site plan & application form	The issues identified do not affect the assessment of the case.
Issues with the methodology used in the noise impact assessment	See Main Issue 2: Amenity
Concern that approval would set a precedent for other similar uses to operate in the area	See Main Issue 1: Principle of Development
Concern that approval would allow the A use classes to expand further at the premises	See Main Issue 1: Principle of Development
No sequential test has been undertaken	See Main Issue 1: Principle of Development
Concern that any recommendations or conditions will not be adhered to by the brewery	The recommended conditions are precise and enforceable.
2nd Round of Consultation (August 2019)	
Issues raised	Response
The proposed mitigation measures would not be sufficient to protect neighbours from noise and disturbance referenced in previous objections.	See Main Issue 2: Amenity
The proposed mitigation measures would not be enforceable.	The recommended conditions are precise and enforceable.

Consultation responses

10. Consultation responses are summarised below the full responses are available to view at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Design & Conservation

11. This is not an application that I intend to provide conservation and design officer comments on because it does not appear on the basis of the application description to require our specialist conservation and design expertise. This should not be interpreted as a judgement about the acceptability or otherwise of the proposal.

Environmental Protection

Comments on regularisation of existing use as originally submitted:

12. I do have some concerns over this application as below;
13. The noise report indicates that the premises would be unable to operate in the manner detailed in the planning statement
14. For occasional live music events outside, the report indicates MNL that live musicians would not be willing to play at, therefore this use should be refused.

15. For all music outside, background music only is acceptable during the day, although it is indicated that this would be only marginally intrusive at night, it is my opinion that this would be likely to increase the level of people noise in the beer garden. The use of the outside area should be conditioned to restrict all but background music outside and all music to cease at 19:00.
16. Background and club music noise from inside is marginally intrusive and should be avoided without all doors and windows being maintained closed except for access and egress while live or amplified music is being played.
17. For live and amplified music the boundary noise levels detailed at 6.1.1 of the AJA technical report 12178/1 shall be complied with at all times.
18. People noise from the venue has not been assessed as a part of this application, recent noise complaints have shown this can be an issue.
19. I would suggest that methods to reduce people noise impacting on nearby residential uses would be appropriate, these measures could include restricting the outside seating area to a single beer garden area, away from the site boundary, including a solid barrier between that area and the residential uses would further reduce the noise impact.

Comments on application with revised noise impact assessment:

20. These are awaited at the time of writing but discussions indicate that the amended proposal is satisfactory subject to conditions.

Highways (local)

Comments on regularisation of existing use with commuter car parking as originally submitted:

21. I would ask that they have a Travel Information Plan and increase the number of cycle stands to 15 (30 spaces) to cope with event demand.

Highways (strategic)

Comments on regularisation of existing use with commuter car parking as originally submitted

22. I am of the opinion that the proposals, if approved, would give rise to an increase in vehicle movements on a road with no pedestrian provision, poor junction alignment and with restricted junction visibility and with little or no scope for improvement. I would recommend that the application should be refused on highway grounds and would recommend the following conditions. However, should your Authority be minded to approve this application then I would recommend that waiting restrictions as outlined in my earlier email be so condition in any grant of consent.

SHCR 07 The unclassified road serving the site is considered to be inadequate to serve the development proposed, by reason of its poor alignment, lack of pedestrian provision and restricted visibility at adjacent road junctions. The proposal, if permitted, would be likely to give rise to conditions detrimental to highway safety.

SHCR 13 As far as can be determined from the submitted plans, the Applicant does not appear to control sufficient land to provide adequate visibility at the site access. The proposed development would therefore be detrimental to highway safety.

Comments on revised proposal with on-site commuter car parking removed:

23. The removal of the on-site parking would be welcomed as it would promote an increase in vehicle movements through the junction of the service road (public highway) and Bracondale, for reasons I have previously outlined.
24. Whilst I appreciate that day time parking on the service road is not necessarily all attributable to the current permitted use of the brewery, I do consider that the proposals if approved would generate a parking demand on the service road, and therefore increased traffic movements via the above referred to junction which substandard visibility. Whilst I note the travel plan, as strategic Highway Authority, we do not consider that this is appropriate mitigation for a development of this type in its own right and should only be considered as part of a package of measures.
25. Accordingly I remain of the opinion that the proposed waiting restrictions are appropriate and necessary to mitigate for this development in the interests of road safety and to discourage associated parking that it would generate; and which would also support any Travel Plan.

Assessment of planning considerations

Relevant development plan policies

26. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
 - JCS5 The economy
 - JCS6 Access and transportation
 - JCS8 Culture, leisure and entertainment
27. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
 - DM1 Achieving and delivering sustainable development
 - DM2 Ensuring satisfactory living and working conditions
 - DM3 Delivering high quality design
 - DM9 Safeguarding Norwich's heritage
 - DM16 Supporting the needs of business
 - DM17 Supporting small business
 - DM18 Promoting and supporting centres
 - DM23 Supporting and managing the evening and late night economy
 - DM28 Encouraging sustainable travel
 - DM29 Managing car parking demand in the city centre
 - DM30 Access and highway safety
 - DM31 Car parking and servicing

Other material considerations

28. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**

- NPPF0 Achieving sustainable development
- NPPF1 Building a strong, competitive economy
- NPPF2 Ensuring the vitality of town centres
- NPPF3 Supporting a prosperous rural economy
- NPPF4 Promoting sustainable transport
- NPPF7 Requiring good design
- NPPF12 Conserving and enhancing the historic environment

Case Assessment

29. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan policies are detailed above. Material considerations include policies in the National Planning Policy Framework (NPPF), the council's standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

30. Key policies and NPPF paragraphs – DM16, DM18, DM23, NPPF paragraphs 80, 86, 87, 89 & 90.
31. The use of the site as a brewery is established and lawful. It is the secondary A3 (restaurant/café) and A4 (drinking establishment) uses which are to be considered through this application. Such uses are listed as Main Town Centre Uses under the National Planning Policy Framework (NPPF) and so paragraphs 86 and 87 of the NPPF and local policy DM18 apply. Since the site falls outside of any defined centre, these policies state that a sequential test should be applied. Such a test would require the applicant to identify whether there are any suitable sites available within the city centre, district centre, local centre or edge of centre, before resorting to an out of centre site such as this. These policies aim to retain the vitality of centres and to ensure uses which attract customers are located in accessible locations.
32. In this case, the proposal is for secondary uses which support an existing small local business. Paragraph 90 of the NPPF and local policy DM16 seek to support the growth and development of small businesses. Due to the specific circumstances of this case, it has not been considered necessary to require a sequential test be undertaken. Although there are undoubtedly premises with established A3/A4 uses (essentially vacant pubs) available within many of the city's designated centres, this proposal is for a tap room to support an existing brewery. The proposed use extends beyond an ancillary use (hence the need for a planning application), but does not extend so far as to make it the primary use for the site.
33. The site is well connected by cycle routes being located on National Cycle Route 1 which connects to all other pedalways in the city. An infrequent bus route operates along Bracondale into Trowse, and more frequent services operate outside County Hall. Overall, the site benefits from some level of accessibility and whilst not being in the most sustainable location, there is no objection in principle to uses which attract customer trips considering the secondary nature of the uses proposed.

34. Some objections have raised concerns that the approval of this application would set a precedent for other nearby sites to be used in a similar way. It is important to note that this application raises unique issues and that every application is assessed individually on its own merits and that the each application is tested against local and national policies.
35. It is therefore considered that A3 (restaurant) and A4 (drinking establishment) uses on the site are acceptable in principle, as long as they are truly secondary to the main B2 brewery business. The conditions listed at the end of this report set out ways in which the A3 and A4 uses would be controlled and it is considered that such restrictions would prevent the A uses from becoming dominant. The acceptability of the proposals therefore comes down to matters of detail as discussed within the rest of this report.

Main issue 2: Amenity

36. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
37. The key issue raised by objectors is the impact of the tap room on the amenity of neighbouring residents, especially with relation to noise. Many of the objections refer to the disturbance which neighbours currently experience and indeed the council has received dozens of noise complaints relating to the tap room since it started operating in March 2018. However, it is worth noting that if this application were approved with the recommended conditions, the tap room would be required to scale back its hours and activities and the operation would therefore have a reduced impact on neighbours.
38. The area is generally quiet apart from some noise from light industrial uses during the working day, and occasional passing trains. There are no other evening uses in the immediate vicinity so the tap room introduces a new source of noise and attracts vehicles and pedestrians into an otherwise quiet residential area. The applicant's Noise Impact Assessment (NIA) reports the background noise levels as per the table below. To give an indication of the noise which neighbours are currently being subject to, the table below also shows noise measurements which the applicant has shared with the council which were taken during the operation of the tap room.

Time of day	Background noise levels	Applicant's measurements
Daytime (07:00-19:00)	51 dB	57-73 dB
Evening (19:00-23:00)	46 dB	58 - 62 dB
Night (23:00-07:00)	40 dB	N/A

39. There are a number of residential flats and houses along the site's eastern boundary (Trowse House, the Old Coach House and Trowse Cottages), with dwellings separated from the site by only 2-3m and with numerous windows facing towards the site. These properties are particularly sensitive to noise from the beer garden and from the main warehouse building, where the tap room operates, particularly since the weakest part of the building fabric in terms of noise attenuation is the large roller shutter door which faces these properties. They are also sensitive to noise from customers walking to and from the site across the bridge which is at the same height as their bedroom windows.

40. To the north there are more residential properties which share the access track with the brewery (Pumping Station Cottages and The White House). These properties are sensitive to noise from the arches themselves, which is where some of the tap room seating is generally located. They are also sensitive to noise and anti-social behaviour related to the comings and goings of customers.

41. Local policy DM11 states:

“To help reduce the impact of noise, appropriate and proportionate mitigating measures will be required and appropriate limiting conditions will be attached to permissions for development which, on the best available evidence, is likely to:

a. give rise to sources of environmental noise, neighbour noise, or neighbourhood noise which will have some adverse impact on the health, well-being and quality of life of existing adjoining and nearby occupiers...

In determining individual proposals for noise generating uses or uses which may increase noise exposure, account will be taken of the operational needs of business, the character and function of the area, the levels of neighbourhood noise which might be reasonably expected in the daytime, evening and late at night, the disposition of uses and activities in the vicinity in relation to residential occupation, and the reasonable expectation of residents for a high standard of amenity and outlook and a period of quiet enjoyment for at least part of the day.

Permission may be refused exceptionally in cases where the exposure of adjoining occupiers to noise from the proposed development could not be reduced through planning conditions or other mitigating measures below the significant observed adverse effect level (SOAEL) which is assessed as appropriate for that location.”

42. The applicant has commissioned a noise impact assessment (NIA) which recognises the sensitive nature of the residential surroundings, and recommends that noise created by the proposed use should not exceed the background noise levels at sensitive receptors. The NIA goes on to make a number of recommendations which would achieve this:

- a) Setting noise limits for music;
- b) Selecting particular types of music and times of operation;
- c) Monitoring the music noise levels to ensure that the limits are met;
- d) Implementing a robust complaint-handling procedure;
- e) Installing a new roller shutter door with better acoustic attenuation;
- f) Upgrading boundary fences.

43. The NIA suggests that these recommendations are essential to protect neighbours from noise, but some of them would not be enforceable through planning (i.e. selection of music). The NIA also bases its assessment on music types with little low-frequency noise and does not account for noise from people. In order to achieve the goal of limiting noise at receptors to background noise levels (see paragraph 38) and sufficiently protect neighbours from ongoing noise nuisance, it is considered that in this case stricter controls are necessary. The

recommended conditions are listed in full at the end of this report and those relating to noise are summarised below:

- Restriction on opening hours for A3 and A4 purposes - 12:00-23:00 Friday & Saturday, 12:00-20:00 Sunday.
 - External spaces not to be open to the public except 12:00-21:00 Friday & Saturday, 12:00-20:00 Sunday.
 - Replacement roller shutter door to be installed to improve acoustic attenuation. Roller shutter door to be kept shut during the operation of the tap room.
 - Fences to be installed along eastern boundary and around beer garden.
 - No amplified sound inside or outside the building at any time.
 - Management plan to be submitted to include details of signage to be erected around the site and staff training requirements.
 - All other doors to be kept shut during the operation of the tap room, except for access and egress.
44. One objector has raised concerns over noise arising from the siting of cycle racks close to their property. Full details of cycle racks, including location, are proposed to be agreed via condition, but it is not considered that activity around the racks would be likely to cause significant disturbance to neighbours over and above the usual comings and goings of customers.
45. Overall, it is considered that the use of the site for A3 and A4 uses could give rise to unacceptable impacts to the amenity, health and well-being of the nearby residents. Indeed, the unauthorised use of the site for these uses over the past 18 months has prompted dozens of noise complaints. However, when restricted as per the recommended conditions, it is considered that the use would be controlled to enough of an extent so as to make the proposal acceptable.

Main issue 3: Transport

46. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.
47. As set out above, the site is well connected by cycle routes being located on National Cycle Route 1 which connects to all other pedalways in the city. An infrequent bus route operates along Bracondale into Trowse, and more frequent services operate outside County Hall. Overall, the site is not in the most sustainable location and does not connect well to other main town centre uses but it does benefit from some level of accessibility. Private car and taxi trips are inevitable. The applicant has submitted a travel plan which identifies sustainable modes of transport and which they would be required to promote. The applicant would also be required to provide cycle parking, the details of which would be secured via condition.
48. The application originally proposed using the rear of the site as a commuter car park for Norfolk County Council employees. However, this aspect of the proposal was

not deemed acceptable for numerous reasons and has been removed from the proposals.

49. The site is accessed via a small poor quality track which runs parallel to Bracondale. The track falls into the maintenance remit of Norfolk County Council rather than Norwich City Council. The track provides access to The White House, at the top of the track, the 6 residential properties known as the Pumping Station Cottages and various vacant industrial sites. The visibility between the track and Bracondale is extremely poor, mainly due to the extreme 180° angle that cars are required to turn. The track is often occupied by a row of parked cars on either side which exacerbates this issue. As highlighted by County Highways and by a number of objectors, any additional vehicles using this track would cause highways safety issues, especially with a use that also necessitates the use of this track by pedestrians. No doubt during opening hours some of the parked cars can be attributed to the tap room.
50. In order to mitigate this issue, and satisfy any potential safety concerns, County Highways have suggested that waiting restrictions (double-yellows) should be implemented on both sides of the track. Since the waiting restrictions would need to go through a separate consultation and committee process before being implemented, it is not possible for the planning consent to require that the waiting restrictions are implemented, simply to require that the applicant promote such a scheme to the County via a Traffic Regulation Order (TRO). However, it is appreciated that some customers will still travel by car to the site, and that without the access track to park on, cars are likely to be dispersed onto other residential roads in the vicinity.
51. Overall, it is considered that the site is located in a reasonably well connected part of the city but that the transport impacts of the proposal are exacerbated by the poor condition of the access track and the restricted visibility at its junction with Bracondale. With a travel plan that discourages customers from arriving by car and waiting restrictions placed on the access road, it is considered that the transport impacts of the development would become acceptable.

Equalities and diversity issues

52. There are no significant equality or diversity issues.

Local finance considerations

53. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority. In this case local finance considerations are not considered to be material to the case.

Conclusion

54. The proposed use of this out of centre site for main town centre uses (restaurant and drinking establishment) is acceptable in this unique case since the uses would support an established small local business. It is necessary for the proposed uses to be strictly controlled via a set of tightly worded conditions as set out below in order to prevent the expansion of this side of the business and to protect neighbours for unacceptable levels of noise and disturbance.
55. If any of the conditions were not complied with, the council has powers to quickly enforce against the breach. In this instance, the council would serve a Breach of Condition Notice (BCN) which requires compliance within a set time frame. If a BCN is not complied with, the council has the ability to prosecute through the Magistrate's Court. There is no right of appeal against a BCN.
56. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 19/00617/F - 6 - 7 The Arches Bracondale Norwich NR1 2EF and grant planning permission subject to the following conditions:

- 1) The development hereby approved shall be carried out in accordance with the application forms, plans, drawings and details as specified below:

Fencing Plan Ref SK5 Received 20/09/2019

Noise Impact Assessment Ref 12178/1 Dated 23/09/2019 Received 25/09/19

Travel Information Plan Dated August 2019 Received 15/08/2019

Reason

For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans.

- 2) Within 2 months of the date of this permission, full details of a replacement roller shutter door shall be submitted to and approved by the council as Local Planning Authority. The details shall accord with the recommendations contained within the approved Noise Impact Assessment ref 12178/1. Within 1 month of the approval of such details, the replacement roller shutter door shall be installed as agreed, and it shall be retained as such thereafter.

Reason

To ensure that residential living conditions and local amenities are not adversely affected by the development proposed through unacceptable levels of noise and disturbance, in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

- 3) Within 2 months of the date of this permission, full details of the fences to be erected along the eastern boundary of the site and full details of the fence, gate and other means of enclosure around the beer garden as depicted by a dashed line, a pink line and a blue line on Fencing Plan SK5 shall be submitted to and approved by the council as Local Planning Authority. The details shall include

material, height, location, density and product specification. Within 1 month of the approval of such details, they shall be installed as agreed, and they shall be retained as such thereafter.

Reason

To ensure that residential living conditions and local amenities are not adversely affected by the development proposed through unacceptable levels of noise and disturbance, in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

- 4) Within 2 months of the date of this permission, a Management Plan shall be submitted to and approved by the council as Local Planning Authority. The Management Plan shall include details of signage to be erected within the site and staff training requirements. Within 1 month of the approval of such details, the Management Plan shall be implemented as agreed.

Reason

To ensure that residential living conditions and local amenities are not adversely affected by the development proposed through unacceptable levels of noise and disturbance, in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

- 5) Within 2 months of the date of this permission, full details of secure bicycle parking shall be submitted to and approved in writing by the council as Local Planning Authority. The approved details shall thereafter be installed within 1 month and shall be retained and maintained in this condition thereafter.

Reason

To ensure that residential living conditions and local amenities are not adversely affected by the development proposed through unacceptable levels of noise and disturbance, in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

- 6) Within 2 months of the date of this permission, the approved Travel Information Plan shall be implemented as agreed.

Reason

To ensure that the development supports sustainably modes of transport and to reduce the impact of travel and transport on the environment in accordance with policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (adopted March 2011, amendments adopted January 2014) and policy DM28 of the Development Management Policies Local Plan 2014.

- 7) Within 2 months of the date of this permission, a Traffic Regulation Order for waiting restrictions on the site's access track shall be promoted to Norfolk County Council.

Reason

In the interests of highway safety in accordance with policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (adopted March 2011, amendments adopted January 2014) and policy DM30 of the Development Management Policies Local Plan 2014.

- 8) No loudspeaker, amplifier, relay or other audio equipment shall be installed or used on the site which is the subject of this permission, either inside or outside the building.

Reason

To avoid unacceptable noise and disturbance in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

- 9) The roller shutter door shall be kept closed at all times during the operation of A3 and A4 uses from the premises. Any other external doors to the building and any gates to the beer garden shall be kept closed at all times except for the purpose of access and egress.

Reason

To avoid unacceptable noise and disturbance in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

- 10) The premises which form the subject of this permission shall not be open to the public as customers for A3 or A4 purposes except for between the hours of 12:00 and 23:00 on Fridays and Saturdays and between 12:00 and 20:00 on Sundays.

Reason

To ensure that residential living conditions and local amenities are not adversely affected by the development proposed through unacceptable levels of noise and disturbance, in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

- 11) The external areas of the site which forms the subject of this permission shall not be open to the public as customers except for between the hours of 12:00 and 21:00 on Fridays and Saturdays and between 12:00 and 20:00 on Sundays.

Reason

To ensure that residential living conditions and local amenities are not adversely affected by the development proposed through unacceptable levels of noise and disturbance, in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

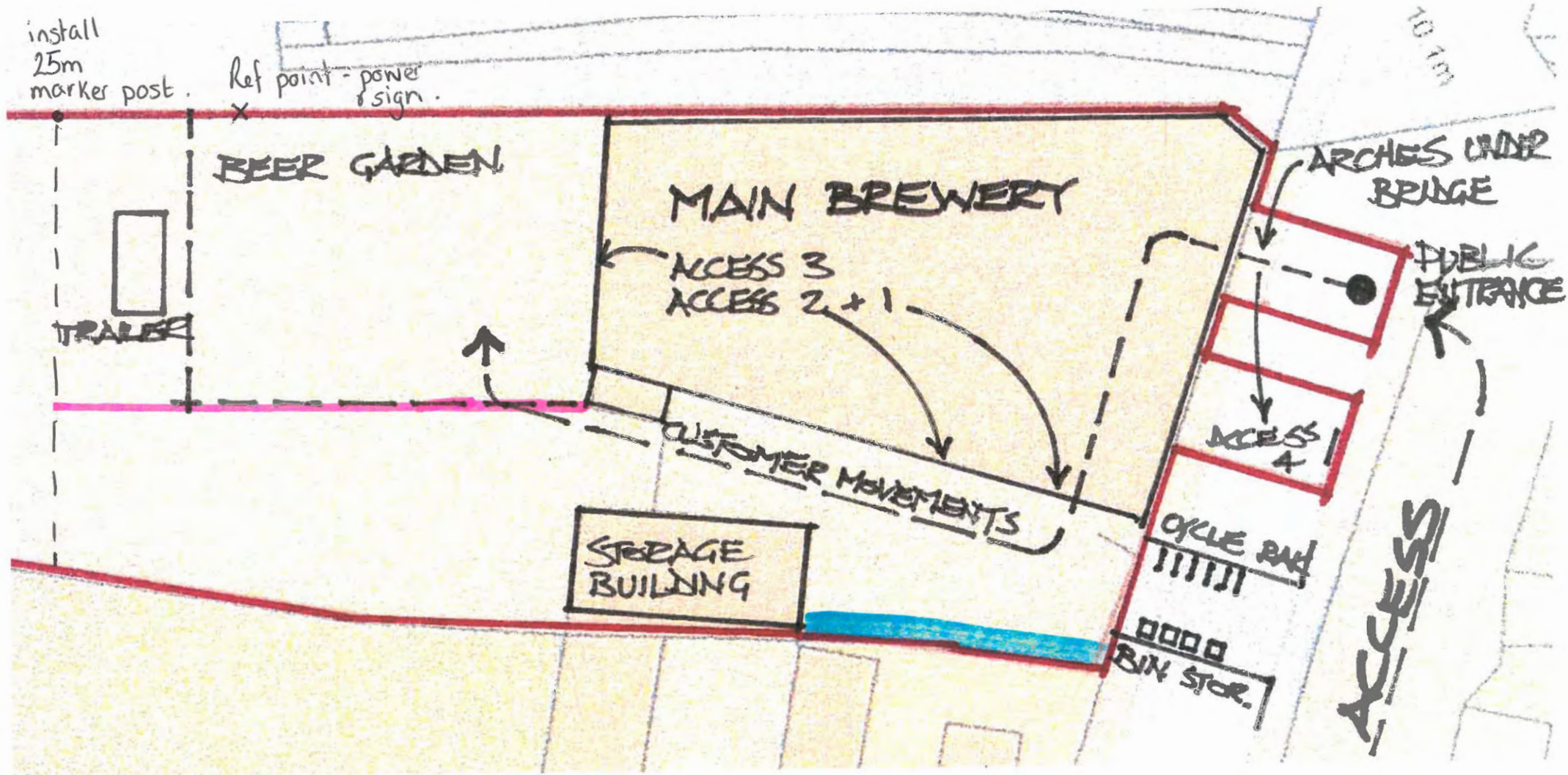
Informative

- 1) Further information about the promotion of Traffic Regulation Orders can be found on Norfolk County Council's website (<https://www.norfolk.gov.uk/roads-and-transport/roads/traffic-orders-notice-and-restrictions/traffic-regulation-orders>).

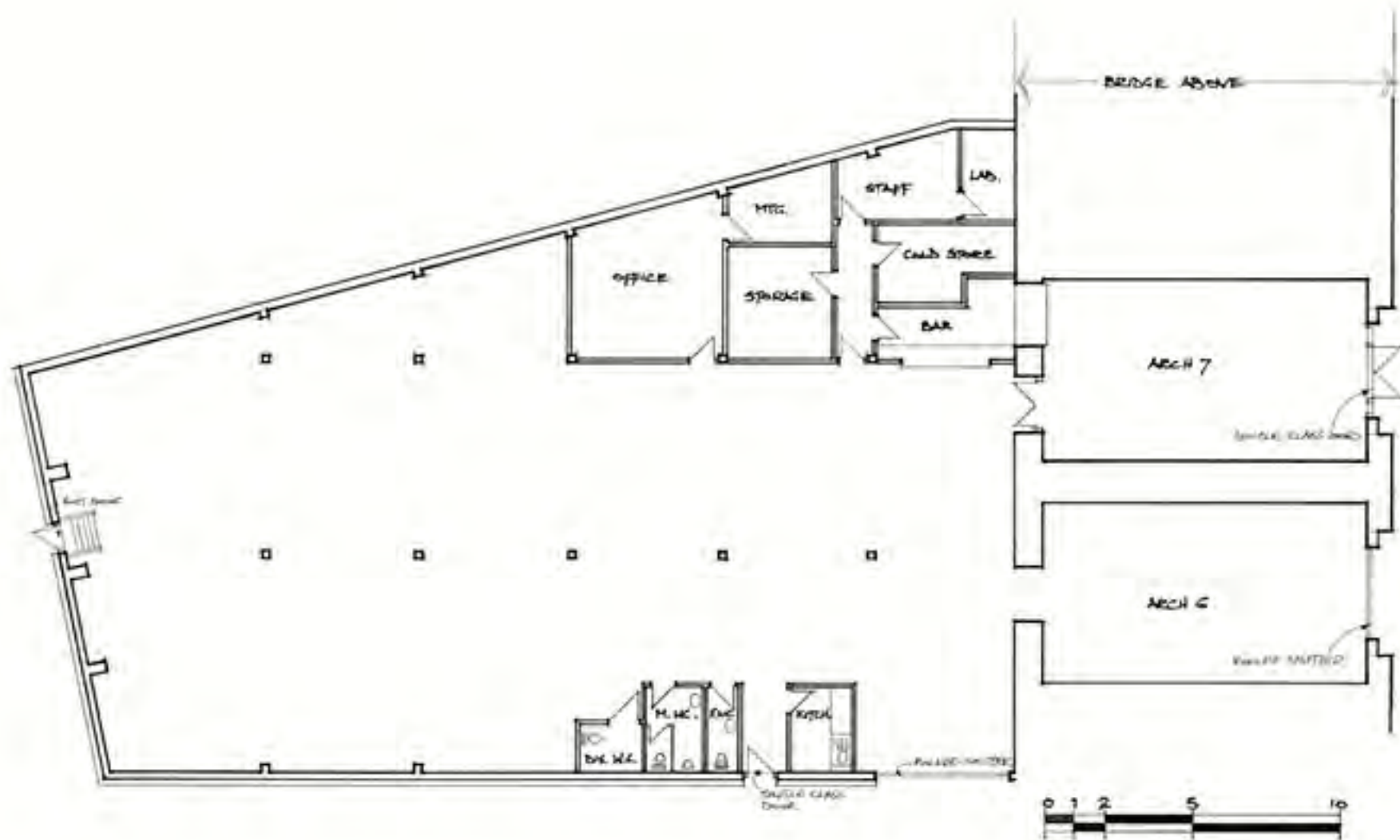
Renewed fence and gate
1.8m high min 10kg/m² density

--- Chain detaching
beer garden
boundary (proposed)

Fencing Plan SK5



proposed 1.8m high fence
and access gate



REDWELL BREWERY
 INTERNAL LAYOUT
 SK3/20-05-19.
 1:100 at A2 / 1:200 at A4