



St Edmundsbury
BOROUGH COUNCIL

DEV/SE/17/014

Development Control Committee 6 April 2017

Planning Application DC/16/2825/OUT Western Part of the Suffolk Business Park Extension, Bury St Edmunds

Date	22.12.17	Expiry Date:	02.03.2017
Registered:			
Case Officer:	Peter White	Recommendation:	Approve
Parish:	Rushbrooke with Rougham	Ward:	Rougham
Proposal:	Outline Planning Application (Means of Access and Structural Landscaping to be considered) - Employment Uses Classes B1 and B8 (An element of the site (4.05 hectares) is proposed in outline form for a B1/B2 and B8 Use) with all matters reserved except for access (including vehicular, pedestrian, and cycle links) and framework landscaping, with provision for the installation of drainage and services infrastructure as amended by the plans and details submitted on 31st January 2017 which altered the Footpath/Cycle link alignment to the south west corner of the site, provided additional planting details, additional landscaping assessment and landscaping details to explain the context of the proposal; provided amended Parameter Plans and application drawings and other minor updates to provide additional information and clarifications to explain the proposals in full - As amended by details received 7/3/2017 which propose additional mitigation		
Site:	Western Part Of The Suffolk Business Park Extension Bury St Edmunds		
Applicant:	Jaynic Suffolk Park		

Synopsis:

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and Associated matters.

Recommendation:

It is recommended that the Committee approve the submitted outline planning application.

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Background:

This application is referred to the Development Control Committee because the Council has a financial interest in the land.

Proposal:

1. Outline planning permission is sought for employment use classes B1 and B8. A 4.05 hectares parcel of land on the western boundary of the site is sought for use classes B1, B2 and B8. Outline consent is being sought on this plot for an existing business who currently operate within the town of Bury St Edmunds, called Treatt.
2. The application includes two reserved matters which are landscaping and access. For the access matter the application is seeking consent for a main internal road which will link a new roundabout that has been delivered as part of the Eastern Relief Road with a roundabout that is on Lady Miriam Way South. This road would have cycle and footways. Additionally two stub roads are proposed which will create vehicular access to various plots on the business park. One stub road would be served off Lady Miriam Way South and one would be served off the new internal road.
3. For the Landscaping element the application is only dealing with Structural Landscaping around the site. Additional landscaping will be required as each plot comes forward.
4. The scheme also seeks to widen and improve the existing cycle/footway link along Lady Miriam Way South which would link the cycle/footway A14 to the new Sybil Andrews Academy.
5. Lastly the application seeks to establish the heights of buildings in three distinct zones. The three zones would, if approved, allow buildings of up to 21 metres in height, 20 metres in height and 16 metres in height.

6. The application has been amended since submission to set out what mitigation measures will be used as the full details of buildings come forward at reserved matters. Additionally amendments were made to the cycle/footways and the proposed structural landscaping.

Application Supporting Material:

7. Information submitted with the application as follows:
 - Application form
 - Planning statement
 - Application Drawings
 - Illustrative Layout
 - Parameter Plans
 - Agricultural Land Report
 - Design and Access Statement
 - Transport Statement
 - Environmental Statement
 - Non technical summary of the Environmental Statement
 - Landscape Strategy Biodiversity Survey
 - Tree Survey
 - Treatt Statement

Site Details:

8. The site is situated north of the A14, east of the existing built Suffolk Business Park, and south of the newly opened Sybil Andrews Academy. The site is also south of the Eastern Relief Road (which will be called Rougham Tower Avenue when complete).
9. The site is currently an agricultural field which has parts of the old perimeter track that served the Rougham Airfield. In the southwest of the corner of the site is a pedestrian and cycle underpass which allows pedestrian and cycle traffic to travel under the A14. Currently this only leads to unclassified local roads in Rougham. However an agreement is nearing completion to create a new bridleway from this underpass to Rougham Hill.
10. A currently unadopted road which many refer to as Lady Miriam Way South is on the western side of the site. This road is currently used by businesses such as Sealy on the existing Suffolk Business Park. The road has some pedestrian infrastructure and lighting columns. Along this boundary of the site are some areas of bunding and scrub.
11. On the southern boundary of the site there is large bund with trees planted on it. This bund was created using top soil dug up to build housing in the Moreton Hall area in the mid 1990s
12. On the western side of the site is a tree belt and hedge which runs from the south to the north of the site. The hedge is made up of vegetation of differing thicknesses and heights. This site does not continue east until

the Rougham Industrial Estate (RIE). The allocation does continue to the REI but this part of the allocation is owned by a different land owner and is expected to come forward separately.

13. On the north of the site will be the Eastern Relief Road. The first part of this road is open and available to traffic now. The road will deliver its own landscaping to frame and soften the road.
14. The site will be served by two roundabouts. One on the western boundary (Lady Miriam Way South) and one on the northern boundary (Eastern Relief Road).
15. It is also worth noting that 14 hectares in the north west corner of the site is designated as an Enterprise Zone.

Planning History:

16. There are no relevant planning applications on the site. However the site does benefit from a Masterplan which was adopted in 2010 which acts as informal planning guidance for future planning applications such as this one.
17. The allocation of this site first occurred in 2006 under Policy BSE3 of the Replacement St Edmundsbury Borough Local Plan 2016. The relief road (Rougham Tower Avenue) which is currently being constructed was first allocated under the St Edmundsbury Local Plan 1998 (Adopted 1998). At that time there was no allocation between the new road and the A14.

Consultations:

18. Highway Authority: No objection but recommend conditions that include requiring all vehicles over 7.5 tonnes to access the site via junction 45 of the A14, to agree walking and cycling strategy and other standard conditions
19. Environment Agency: No objection but recommend conditions
20. Environmental Health: No objection but recommend a range of conditions that are aimed to protect amenity of the nearest residential properties
21. Suffolk Fire and Rescue: No objection but recommend a condition that requires the details of at least 7 fire hydrants to be agreed.
22. Highways England: No Objection
23. Conservation Officer: No objection but recommends a condition to agree details of markings and information boards relating to the old airfield perimeter track
24. Environment Team: No objection concerning Contaminated Land, Local Air Quality and Environmental Permitting Issues. Recommend a condition that

requires at least 5% of all car parking spaces to have electrical charging points for cars.

25. Ecology and Landscape Officer: No objection to the scheme but recommends various conditions to secure landscaping and ecology mitigation and enhancements
26. Suffolk County Council Archaeological Service: No objection subject to conditions being attached to any approval notice.
27. Rights of Way: No objection to the amended plans which includes an amended cycle/footway. No recommended conditions
28. Suffolk County Council Flood and Surface Water Engineer: No objection but recommend standard conditions to ensure surface water is appropriately managed.
29. Anglian Water: No objection but recommend a condition relating to a foul sewerage network strategy.

Representations:

30. Rushbrooke with Rougham Parish Council: Having considered the reconsultation, members are happy to support this Planning Application.
31. Bury St Edmunds Town Council: No objection based on the information received.
32. Two letters of objection have been received from residents. One is from 15 Oswyn Close, BSE and the second is from Weaver House, 9A Looms Lane, BSE. In summary the objections state;
 - All developers on the Suffolk Business Park must provide more than sufficient on site parking
 - Traffic Plans must specify primary access from junction 45 of the A14 and not Junction 44 which is often Gridlocked
 - Inadequate surface water management plan and other technical comments surrounding the management of surface water drainage.

Policy: The following policies of the Joint Development Management Policies Document, the Bury St Edmunds Vision 2031 Document and the St Edmundsbury Core Strategy December 2010 have been taken into account in the consideration of this application:

33. Joint Development Management Policies Document:
 - Policy DM1: Presumption in Favour of Sustainable Development
 - Policy DM2: Creating Places – Development Principles and Local Distinctiveness
 - Policy DM3: Masterplans
 - Policy DM6: Flooding and Sustainable Drainage
 - Policy DM7: Sustainable Design and Construction

- Policy DM10: Impact of Development on Sites of Biodiversity and Geodiversity Importance
- Policy DM11: Protected Species
- Policy DM12: Mitigation, Enhancement, Management and Monitoring of Biodiversity
- Policy DM13: Landscape Features
- Policy DM14: Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- Policy DM15: Listed Buildings
- Policy DM20: Archaeology
- Policy DM35: Proposals for Main Town Centres Uses#
- Policy DM44: Rights of Way
- Policy DM45: Transport Assessment and Travel Plans
- Policy DM46: Parking Standards

34. St Edmundsbury Core Strategy December 2010

- Policy BV1: Presumption in Favour of Sustainable Development
- Policy BV13: Strategic Site – Extension to Suffolk Business Park, Moreton Hall, Bury St Edmunds
- Policy BV26: Green Infrastructure in Bury St Edmunds

35. St Edmundsbury Core Strategy December 2010

- Policy CS1 – St Edmundsbury Spatial Strategy
- Policy CS2 – Sustainable Development
- Policy CS3 – Design and Local Distinctiveness
- Policy CS7 – Sustainable Transport
- Policy CS8 – Strategic Transport Improvements
- Policy CS9 – Employment and the Local Economy
- Policy CS10: Retail, Leisure, Cultural and Office Provision
- Policy CS14 – Community Infrastructure Capacity and Tariffs

Other Planning Policy:

36. National Planning Policy Framework

37. National Planning Practice Guidance

38. Concept Statement Suffolk Business Park Extension Adopted October 2007

39. Suffolk Business Park Extension Masterplan Adopted June 2010

40. St Edmundsbury Green Infrastructure Strategy Dated September 2009

Officer Comment:

41. The issues to be considered in the determination of the application are:

- Principle of Development
- Landscape and Ecology matters
- Heritage matters
- Sustainable transport and highway matters
- Highway matters
- Other matters

Principle of Development

42. The Suffolk Business Park as a whole is an allocated employment site under Policy BV13 of the Bury St Edmunds Vision 2031 document. This policy sets out that businesses should be either B1 or B8 uses. Before the Bury St Edmunds Vision 2031 document was adopted in September 2014 the site was first allocated in 2006 under BSE3 of the Replacement St Edmundsbury Local Plan and was at that time also allocated for B1 and B8 uses. A B1 use can be split into (a) Offices - other than those within an A2 Use (b) Research and Development - laboratories and studios and (c) Light Industry. B1 uses are considered acceptable next to residential areas as they, by their very nature, do not cause harm residential amenity. B8 uses are Storage and Distribution uses. Apart from the 4.04 hectare Treatt site the application is solely seeking to confirm the allocation and is therefore considered acceptable in principle.
43. The council in allocating the Suffolk Business Park sought to bring forward a high quality business park rather than an industrial estate. The council deliberately did not allocate this site for B2 uses (General Industrial) to help ensure the delivery of a high quality business park. The B2 use class order covers a wide spectrum of activities ranging from high tech manufacturing to traditional industries. Whilst some uses within the class may be acceptable a blanket permission for all B2 uses could open the site up to potential B2 uses which the Local Planning Authority would otherwise seek to resist. The adopted Masterplan for the site sets out that the allocation is for a high quality, well landscaped, business park and as such building design, outside storage and landscaping need careful consideration to ensure that the aspiration is met. The preamble to Policy BV13 in the Bury St Edmunds Vision document says "*there will be some flexibility of office, storage and manufacturing uses within each site, but developers of individual plots will be required to show that proposals conform to the masterplan.*" Whilst B2 is contrary to the development plan in the strict sense it is clear that some flexibility does exist to allow for the uses on the site like Treatt which may be acceptable but do not neatly fall within a B1 or B8 use.
44. Treatt are a company that have traded from the Northern Way Industrial Estate for many decades. They provide ingredient solutions to the flavour, fragrance and personal care sectors, For a over a year now officers have had numerous meetings with Treatt to understand what it is that they do on site, what sort of development they wish to bring forward and what possible impacts could arise from their global headquarters trading out of Suffolk Business Park. Whilst Treatt have an element of B2 they also have B1 (Research and development) and B8 (storage of products they produce) uses on site and so they would be a mixed use site. Public Health and Housing have visiting the current Treatt premises with officers and are entirely satisfied that with standard mitigation to control potential nuisance it is anticipated that Treatts could operate from the site without causing harm. On the visit of Treatts current premises it was noted that existing residential properties are located far closer than they would be if Treatts moved to the Suffolk Business Park. No complaints have been recorded from their current site and it was also noted that enhanced

mitigation will be built into the new site which would again further help to protect residential amenity. The pre application details shown to officers indicate a very high quality premises which would be read far more as a global headquarters than that of a manufacturing plant.

45. In conclusion the principle of B1 and B8 uses on this site is in accordance with local plan policies and therefore acceptable. Regarding the Treatts plot whilst the full details are not currently before the council, officers are entirely satisfied that a scheme can be brought forward that is compatible with a high quality business park in design and landscape terms. Additionally it is considered that a scheme could be worked up that would not harm nearby residential properties and as such this element of the scheme is, in principle, considered acceptable. It should also be noted that a condition would be attached to any approval notice that removed the B2 element from this part of the site if Treatt did not ultimately move to the site.

Landscape and Ecology

46. Policy DM13 of the Joint Development Management Policies document requires that development will be permitted where it will not have an unacceptable adverse impact on the character of the landscape, landscape features, wildlife, or amenity value. The policy goes on to note the sensitivity of the Special Landscape Areas and requires that individual proposals within or adjacent to these areas will be assessed based on their specific landscape and visual impact. Policy DM13 also requires that all development proposals should demonstrate that their location, scale, design and materials will protect, and where possible enhance the character of the landscape, including the setting of settlements, the significance of gaps between them and the nocturnal character of the landscape. Finally the policy advises that where any harm will not significantly and demonstrably outweigh the benefit of the proposal, development will be permitted subject to other planning considerations. However the policy also requires that it is essential that commensurate provision must be made for landscape mitigation and compensation measures, so that harm to the locally distinctive character is minimised and there is no net loss of characteristic features.
47. Policy BV13 states in part that amongst other things, *the design and landscaping have been informed by a masterplan for the site.* The Suffolk Business Park Extension Masterplan was adopted in June 2010. Landscaping and ecology is dealt with in section 5. This states that *the landscape objectives for the site are to retain where possible the existing landscape features which make a positive contribution to the appearance of the area, and to enhance the site with extensive new planting. Therefore, the principal trees and hedgerows will be substantially retained and will be incorporated into the structure of Suffolk Park Extension.* The masterplan goes on to state that, *within plots, planting will be used to soften frontages and provide some enclosure of vehicle parking and manoeuvring areas appropriate to the use. A landscaping strategy will be formulated to ensure consistency in the nature of the planting and in the species used. Native species will be used where possible. This will ensure*

that landscape is an integral part of plot design and result in a consistent appearance throughout the development.

48. Officers had concern with the originally submitted scheme and the impact that it may have had on Landscape and the Rougham Control Tower which is a grade II listed building (impact on heritage assets is discussed in the next section). Following discussions with officers the scheme was amended and mitigation measures were proposed. Those amendments/mitigation included;

1. Reducing the maximum height of buildings east of the internal access road from 25 metres to 21 metres;
2. Increasing the woodland planting along the southern boundary with the A14 from 20 metres to 30 metres wide;
3. Increasing the woodland planting along the eastern boundary from 5 metres wide to an average 11.5 metres wide area of woodland planting;
4. Adding a minimum 10 metre wide width of woodland planting east of the internal access road along the Application Site's northern boundary if B8 uses front onto the Eastern Relief Road; and
5. Adding a range of design principles which are to be applied to design proposals brought forward at the reserved matters stage (set out in Chapter 12 of the Environmental Statement) to visually mitigate the impact of buildings on important views.

49. The submitted details include a height parameters plan. This plan sets out three distinct zones where buildings would be up to 16 metres, 20 metres and 21 metres. Whilst it will take time for landscaping to mature and be able to function as an effective buffer officers are satisfied that sufficient space has been set aside for large trees to grow into which will appropriately landscape and screen the site. In this situation trees will never block or screen buildings of circa 20 metres in height but large trees like oak or beech will mature to a significant scale, and which will then be able to soften and in turn reduce visual impact. In determining what landscaping would be appropriate officers were very aware of the wider character of Moreton Hall to the west and the woodland clumps in the wider countryside. Moreton Hall has numerous thick, deep landscape belts which were either retained or new planted when development came forward. The sylvan character of the surrounding locality has and should influence development of the Suffolk Business Park and this proposal respects that character.

50. Landscaping alone will not mitigate the impact of large building and the submitted details set out that building layout, orientation and design will play a vital role in bringing forward an acceptable development. A range of design principles to help mitigate the impact of buildings have been submitted in the amended Environmental Statement and Design and Access Statement and would be conditioned. Such features of design that have been secured include, but are not limited to, such things as curved roofs, use of glazing and other articulation and the use of varying colours and shades. These are considered acceptable and will help to significantly reduce the impact of large buildings.

51. It is the view of officers that whilst the development of large buildings will have an impact it will not be an unacceptable one. In allocating the site for B1 and B8 uses the council accepted that a change in the locality would occur. Officers have sought to ensure that the change is neither significant nor harmful. It is considered that the range of mitigation that has been secured in principle is sufficient to ensure that harm to landscape is minimised and that an acceptable development is brought forward in the future.
52. Matters around ecology and biodiversity have been considered and are considered acceptable by the council's Landscape and Ecology Officer. A variety of conditions would be attached to any permission to ensure that ecology mitigation and enhancements are brought forward. This element of the scheme is also considered acceptable

Heritage Matters

53. The site is not in or near to a conservation area and there are no listed buildings within the site. However to the north east of the site is the Rougham Control Tower and Radar Building, both of which are grade II listed buildings. The setting of these buildings contributes to their special interest. It is acknowledged that the development of the site in close proximity to the listed buildings is already established and that the development will have an impact on the setting of the listed buildings. The form and scale of the buildings is not yet known, therefore the precise impact of the development on the setting of the listed buildings cannot be assessed. The Conservation Officer is satisfied with the suite of mitigation measures that has been proposed and is discussed in length above.
54. The site currently contains part of the perimeter track which served the airfield. Although not listed in its own right, it is a non-designated heritage asset with considerable evidential, communal and historic values. The development includes a proposal to mark the position of the track at points where roads and cycle path overlap it, together with interpretation boards to explain the significance of the track markers in the context of the history of the wider site. Additionally the hard landscaping condition will require that future schemes consider the potential for marking where the track once ran on their plots. Whilst it is recognised that business premises will not be open to the public this will add a notional cost to a scheme and business owners may well grant school groups, the Rougham Tower Association or other groups special one off access. This approach is welcomed and is considered by officers to be a proportionate and reasonable approach that will record and allow future generations to understand where this historical piece of local infrastructure once was.

Sustainable transport and highway matters

55. Local Plan policies require that developments are accessible by a range of transport modes and not just the car. The scheme would bring forward a new cycle/footway link from the A14 underpass along the western boundary of the site to the Sybil Andrews Academy. Along some of this route there is currently a narrow cycle/footway. The scheme proposes to

widen and resurface this element along Lady Miriam Way South and introduce a new section which would link the underpass to the southern section of Lady Miriam Way South. At first inspection this may not appear to be so significant as south of the underpass the route heads east towards the village of Rougham. However SCC are at advanced stages with another landowner to agree a new public cycle / footway route that would link the underpass to Rougham Hill on the southern side of the A14. These two separate links will join up to create a direct traffic free route from the strategic residential allocation for Bury South East and beyond to the Suffolk Business Park and the new Sybil Andrews Academy. Whilst highway improvements will be delivered by other developments along the Bedingfeld Way, J45 A14, Rougham Hill corridor traffic congestion still needs managing. The creation of a shorter, traffic free cycle and walking route for residents is seen as a very real benefit which this development will contribute towards. As such it should be given significant weight and will be of real benefit to the town in helping with managing congestion.

56. The proposed new internal road and two stubs are considered acceptable by the highway authority in design terms. The Highway Authority has no objection to the scheme and has recommended various standard highway conditions, all of which are considered acceptable. Of the recommended conditions it is worth noting that they have recommended that a condition be attached which requires all vehicles over 7.5 tonnes to use junction 45 of the A14 (unless otherwise not available) to access the businesses once they are operating. This is considered acceptable and will help in managing traffic congestion and keeping larger vehicles away from residential areas.
57. The scheme does not include any parking spaces or standards as that level of detail is not yet known. Policy BV13 requires a Travel Plan to be implemented to reduce dependency on the motor vehicle. Having discussed this with officers at SCC who oversee Public Transport Operations and Travel Plans it was agreed that the requirement for a Travel Plan and contributions towards a bus service would not be sought unless in exceptional circumstances. Having considered various factors it was not considered appropriate to seek such an approach or contributions to amend a bus service. The factors that influenced this decision included i) the length of time that it will realistically take to deliver the entire Business Park and assessing at what point a service would become viable ii) the limitation on how many contributions the council can pool together for one project, iii) the experience elsewhere in the County of bus routes serving business parks and how sustainable they are in the long term after developer subsidy drops away.
58. To replace this approach the council will be requiring that facilities are installed in all new premises that allow for staff to walk and cycle to work. These practical facilities would exceed what would normally be delivered. Such facilities will include male and female changing rooms, with lockers that can accommodate wash kit, a suit or other workwear, drying rooms to dry wet clothes, and multiple shower cubicles. Officers will be expecting the amount of lockers to be provided to be greater than 40% of the staff who work on site. Additionally proposals will be required to deliver cycle

parking for 30% of staff which are covered, secure, lit and conveniently located next to main entrances. It is hoped that owing to the existing and proposed cycle/footway infrastructure which are either already in place or will be delivered by this or other developments that staff who can cycle and walk to work will do so, even if it is not every day. A "cycle and walking strategy" is being sought to agree details which subsequent applications will adhere to.

59. It is of course fully acknowledged that many people who work at the business park will not be able to walk or cycle to work and their only option will be to travel by motor car. As such car parking, and the amount of car parking, will be looked at very carefully when future details are submitted to the Council. Both Highway Engineers and Planning Officers are extremely keen to ensure that adequate parking is provided on plot so that the business park does not suffer from inadequate parking.

Other matters

60. Other consultation responses around archaeology, land contamination, surface water drainage, fire hydrants, foul surface water, ground water protection, were all supportive of the scheme subject to standard conditions.

61. It has been recommended that all plots bring forward at least 5% of their car parking spaces with electric charging points. This is considered acceptable and will help future proof the park if as such vehicles become more common place.

Conclusion:

62. The Suffolk Business Park represents the key strategic employment allocation for Bury St Edmunds and west Suffolk. To ensure that we bring forward sustainable communities it is vital that employment growth comes forward at the same time as the planned housing growth. This application represents the first of many applications and in conclusion, the principle and detail of the development is considered to be acceptable and in compliance with relevant development plan policies and the National Planning Policy Framework.

Recommendation:

63. It is recommended that planning permission be **APPROVED** subject to the following conditions:

Conditions relating to the new internal road and two road stubs

1. Commence within 3 years
2. Accesses to be complete ahead of any other part of the development
3. Visibility splays agreed and made available prior to the access first being used
4. Full details of the estate roads, agreed before development commences

5. No business unit occupied before the new internal road is complete to at least binder course
6. The new estate road served from lady Miriam way south and ERR to have cleared sight splays being materials are delivered
7. Submit and agree a construction deliver plan with LPA
8. Submit and agree lighting column locations
9. Submit and agree a remediation strategy
10. Agree a further remediation strategy if unexpected land contamination is discovered during construction
11. No piling or other foundation designs using penetrative methods
12. Submit and agree a materials management plan
13. Submit and agree location of fire hydrants
14. Submit and agree location and details of the markings of the old airfield perimeter track
15. Submit and agree the details of the information boards relating to the old airfield perimeter track
16. Standard 2 part Archaeology condition
17. Submit and agree a surface water drainage scheme
18. Submit and agree construction surface water management plan
19. Submit and agree details of all Sustainable Urban Drainage System components and piped networks
20. Submit and agree a foul sewerage strategy
21. Submit and agree a construction management plan
22. Implement the detailed submitted landscaping scheme
23. Submit and agree an aftercare/management plan for the submitted landscaping
24. Submit and agree a phasing plan
25. Submit and agree breeding bird survey, mitigation and implementation
26. Lighting strategy for construction phase
27. Site clearance restrictions
28. Pre commencement badger survey and implementation of any recommendations
29. Ecology mitigation measures during construction
30. Biodiversity enhancement measures as identified to be implemented

Conditions relating to the submitted structural landscaping

1. Commence within 3 years
2. Submit and agree a construction deliver plan with LPA
3. Submit and agree a remediation strategy
4. Implement the detailed submitted landscaping scheme
5. Submit and agree an aftercare/management plan for the submitted landscaping
6. Submit and agree a phasing plan
7. Submit and agree a tree protection plan
8. Submit and agree a site wide landscape strategy
9. Submit and agree details of the bund and landscaping to the A14

Conditions relating to individual plots

1. Standard outline time limit. – first reserved matters within 3 years – commence within 2 years for that plot – all reserved matters within 10 years
2. Submit and agree a construction deliver plan with LPA
3. Submit and approve a cycle signage strategy with the LPA Agree a further
4. Submit and approve an on plot walking and cycle strategy prior to the determination of the first reserved matters application
5. Submit and agree a remediation strategy
6. Agree a further remediation strategy if unexpected land contamination is discovered during construction
7. No infiltration of surface water at the Treatt site
8. No piling or other foundation designs using penetrative methods
9. Submit and agree a materials management plan
10. Submit and agree location of fire hydrants
11. 5% of all parking plots shall be served by electrical charging points
12. Standard 2 part Archaeology condition
13. Submit and agree a surface water drainage scheme
14. Submit and agree construction surface water management plan
15. Submit and agree details of all Sustainable Urban Drainage System components and piped networks
16. Submit and agree a foul sewerage strategy
17. Submit and agree a construction management plan
18. Submit and agree details on fixed plant and equipment
19. Submit and agree noise control measures for each plot
20. Submit and agree odour control measures for each plot
21. Submit and agree audible warning alarms used on each plot
22. Submit and agree electric hook up for lorry refrigerators to ensure that lorry engines do not need to run for each plot
23. Submit and agree lighting for each plot to protect resident amenity
24. Submit and agree a site wide landscape strategy
25. Reserved matter applications to adhere to the approved mitigation measures contained with the hereby approved ES
26. Submit and agree soft landscaping schemes
27. Submit and agree hard landscaping schemes
28. Submit and agree landscape aftercare and management plan
29. Submit and agree a tree protection plan
30. Submit and agree a phasing plan
31. Updated biodiversity study
32. Submit and agree bat friendly lighting strategy for each plot
33. Bat emergence and return to roost surveys
34. Biodiversity enhancement measures as identified to be implemented

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online.

<https://planning.westsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OILC1MPD07L00>