



*St Edmundsbury*  
BOROUGH COUNCIL

# DEV/SE/17/039

## Special Development Control Committee 21 September 2017

### Planning Application DC/17/0521/FUL - Land North of Hollow Road Farm, Hollow Road, Fornham St Martin

**Date:** 17 March 2017      **Expiry Date:** 16 June 2017  
**Registered:**                      **Extension of Time:** TBC

**Case Officer:** Charles Judson      **Recommendation:** Approve

**Parish:** Fornham St.  
Martin Cum  
St.Genevieve      **Ward:** Fornham

**Proposal:** Creation of municipal operational hub comprising waste transfer station, household waste recycling centre (including reuse building), fleet depot (including offices), public realm maintenance depot and associated infrastructure including accesses, internal roads, parking, weighbridges and landscaping scheme

**Site:** Land North of Hollow Road Farm, Hollow Road, Fornham St Martin

**Applicant:** Mr Mark Walsh, Forest Heath District Council, St Edmundsbury Borough Council and Suffolk County Council

**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 determine the attached application and associated matters.

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**Section A - Background:**

1. The application was deferred from consideration at the Development Control Committee meeting on 19 July 2017 to enable Officers to source further information on the following matters for reporting back to the Committee:
  - whether provision of the proposed shared cycle/foot path could be removed from the application;
  - whether vehicular access to the proposed development could be facilitated from the southern roundabout at Compiegne Way; and
  - whether in the interests of pedestrian and highway safety, any traffic calming measures could be introduced along the A134 and C735 Fornham Road.
2. The previous Officer report for the 19 July meeting of the Development Control Committee is included with this report as Working Paper 1. Members are directed to this paper in relation to site description, details of development, details of consultation responses received etc. The agreed minutes from this meeting are included as Working Paper 2.
3. Members are also reminded of the verbal update provided by the case officer at the 19 July meeting which confirmed:
  - A further letter of objection had been received from the Chairmen of Fornham St Martin cum St Genevieve Parish Council; Fornham All Saints Parish Council; and Great Barton Parish Council.
  - A further letter of representation had been received from the occupants of 'Sharon', Livermere Road, Great Barton.
  - An additional condition was proposed, which would require details regarding the handling of foul water to be submitted for approval by the Local Planning Authority (LPA) to provide flexibility for the development to connect to the mains sewer, if achievable.
  - Proposed condition 24, should be amended to state: "Within a 12 month period a maximum of 106,496 tonnes waste and material for recycling may be accepted at the Waste Transfer Station. The operator shall keep a record of all imported material which shall be made available to the Local Planning Authority upon request."
  - That if the Committee resolved to approve the application (subject to conditions), officers would write to the Secretary of State advising him of the Committee's intention to approve and give him the opportunity to call-in the application within 21 days for determination.
  - Paragraph 6: the figures quoted in this paragraph referred to annual estimates.
  - Paragraph 9: The site was bounded to the north by the C735

- Furnham Road and not the B1106, as quoted.
  - Paragraph 29: Reference to the Furnham Road junction on Barton Hill, should read A134 and not A143, as quoted.
  - Proposed condition 11: the final sentence which referred to '.....until further notice' should be deleted and replaced with '.....for a period of five years'.
  - Proposed condition 26: the text, 'This scheme shall include provision' be deleted as this was a typographical error.
4. This report sets out the updates from the written papers presented to the meeting of Development Control Committee on 19 July.
  5. The Officer recommendation, which is set out at the end of this report remains that planning permission should be granted subject to conditions.
  6. Following the Committee meeting on 19 July the applicants submitted the following information on 10 August 2017:
    - Amended plans proposing removal of path to south of Barton Hill
    - A134/A143 Roundabout Access Appraisal Summary report
    - Revised Travel Plan
    - letter regarding Highway Authority pre-application advice on speed limits
    - Indicative 'signs and lines' drawing
    - Additional Information on HGV Vehicles and Movements report
    - Letter regarding electric vehicle charging points (subsequently amended on 29<sup>th</sup> August 2017)
  7. On receipt of this information Officers undertook a 17 day full re-consultation, the results of which are reported below. In most instances a 14 day re-consultation would be undertaken but due to planned maintenance to the website when details of the application would not be available a 17 day re-consultation was deemed to be appropriate by officers.

### **Section B – General Information:**

#### **Proposal:**

8. Please refer to Working Paper 1, paragraphs 1-7 for a description of the application proposals. Since the submission of amended plans on 10<sup>th</sup> August 2017 this description has been amended to exclude reference to the provision of a shared use path on Barton Hill.

#### **Application Supporting Material:**

9. Please refer to Working Paper 1, paragraph 8 for details of the drawings and technical information submitted with the planning application in addition to those items listed above under paragraph 6 of this report.

### **Site Details:**

10. Please refer to Working Paper 1, paragraphs 9-11 for a description of the application site.

### **Planning History:**

11. Please refer to Working Paper 1, paragraph 12 for details of relevant planning history.

### **Consultation:**

12. Please refer to Working Paper 1, paragraphs 13 - 27 for details of consultation responses received.

13. Following the submission of amended/additional information on 10<sup>th</sup> August 2017 a further 17 day consultation has been carried out resulting in the following consultation responses:

14. Highways England: The changes made to this application have no further effect on the A14 trunk. Our previous recommendation remains in place.

15. Suffolk County Council Archaeological Service: Our advice remains the same as that sent on 6 June 2017.

16. Historic England: We do not wish to offer any further comments. We suggest you seek the views of your specialist conservation and archaeological advisers.

17. Natural England: Natural England has assessed this application using the Impact Risk Zones data (IRZs) and is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which Horringer Court Caves SSSI and the Glen Calk Caves, Bury St Edmunds SSSI have been notified. We therefore advise your authority that these SSSIs do not represent a constraint in determining this application.

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework and the Natural Environment and Rural Communities Act (2006).

18. Environment Team: We have additional comments in relation to air quality only, comments in relation to contaminated land and sustainability remain unchanged from those made in our response dated 13th April 2017. We welcome the increase in electric vehicle charging points as outlined in item 1 of the Currie & Brown letter to Carter Jonas dated 8th August 2017, which is in line with our recommendations made in our response of the 13th April 2017. We would, however, note that items 2 and 3 on the Currie & Brown letter appear to refer to the staff car parking only. Although we are generally welcoming of the futureproofing within the staff parking area, additional charging infrastructure would seem more sensible in the fleet parking area for standard sized vehicles. Staff are likely to have access to charging facilities at home or elsewhere, whilst fleet vehicles are likely to undertake all of their charging at the WSOH, therefore, to effectively futureproof the development, ducting for future charging infrastructure would be more beneficial in the fleet car parking areas.

We would therefore recommend that the Currie & Brown letter is amended to confirm/clarify that the additional ducting for future electric vehicle charge points includes the fleet parking area.

Conditions as previous response.

19. Suffolk County Council Flood and Water Engineer: No further comments to make on this application.
20. Suffolk County Council Highway Authority: In general the revised drawings are acceptable provided that the signing is designed to the Traffic Signs Regulations and General Directions 2016 and additional warning signs are required to provide the same standard of signing that is present at Foxhall and Mildenhall HWRC's. Conditions recommended.
21. Bury Town Council: Bury St Edmunds Town Council supports the creation of a municipal operational hub, notes the submission of the Suffolk Preservation Society and the amendments and measures proposed by the applicant.
22. Fornham All Saints Parish Council: Site is only likely to be accessed by public by private car. The Parish Council continues to object to this application on health and safety grounds for those crossing the A134 carrying or transporting refuse, or just accessing the site. It is felt to be logical to remove HGVs from using a shared access and the proposed access from the southern roundabout appears sound on all grounds and

would allow the removal of second access onto Fornham Road and will reduce capital costs and allow parking and buildings to be at a lower level. At the DCC meeting it was agreed that there should be additional discussions over vehicle speed issues, but there is no evidence of post 19th July discussions nor is there a record of any response. The Parish Council expects in the interim period that there should be some record of additional consultative measures having been undertaken.

23. Full copies of all consultation responses previously received are available on the Council's website using the link at the end of this report.

### **Representations:**

24. Please refer to Working Paper 1, paragraphs 28 – 36 for details of representations received.

25. Following the submission of amended/additional information on 10<sup>th</sup> August 2017 a further 17 day consultation has been carried out resulting in representations being received from the following 35 addresses

- 2 School Cottages, School Lane, Fornham St Martin
- 18 Turnberry drive, Fornham St Martin x2 letters
- Puttocks Bottom, Livermere Road, Great Barton x2 letters
- 10 Kyston Road, Fornham St Martin
- Cadogan House, Fornham Road, Great Barton
- Three Oaks, Mill Road, Great Barton
- 41 Spring Terrace, Spring Lane, Bury x2 letters
- Cherry Trees, 10 Diomed Drive, Great Barton x3 letters
- 31 Conyers Way, Great Barton
- Knutsford, Ixworth Road, Great Barton x2 letters
- Little Farm, Culford
- 61 Glebe Close, Thetford x2 letters
- Anglesey Place, Great Barton
- 60 Raynham Road, Bury St Edmunds x2 letters
- 5 Martins Mews, Haverhill x2 letters
- 8 Dunwich Place, Great Barton
- The Agents House, Fornham Park x2 letters
- 24 Barton Hill, Fornham St Martin x2 letters
- Suffolk West Action Group (SWAG), 26 Church Walks, Bury St Edmunds x3 letters
- Sharon, Livermere Road, Conyers Green
- 24 Diomed Drive, Great Barton
- 11 Gilstrap Road, Fornham St Martin
- Meadowcroft 1 Diomed Drive, Hall Park, Great Barton
- Cherry Trees, 10 Diomed Drive, Great Barton x2 letters
- 13 Rectory Meadows, Fornham All Saints
- Yew Tree Cottage, Fornham Road, Great Barton x2 letters
- 13 Barton Hill, Fornham St Martin
- 5 Turnberry Drive, Fornham St Martin
- 5 Manners Road, Fornham St Martin x3 letters
- 16 Culford road, Ingham
- 47 Juniper Road, Bury St Edmunds

- 134 Fornham Road, Bury St Edmunds
- 1 Diomed Drive, Great Barton
- Parish Council Chairman on Behalf of Fornham St Martin Cum St Genevieve Parish Council, Great Barton Parish Council and Fornham All Saints Parish Council
- Hengrave Belt Amenity Group, PO Box 222, Bury St Edmunds

26. The representations made comment on the following issues:

- The amendments/additional information does not address previous concerns and reasons for objection
- The period of time given for the reconsultation especially during the summer holiday season was insufficient
- The development will significantly increase traffic volumes
- The development will impact on wildlife
- The development will attract gulls, vermin and rooks
- The development will impact on the countryside
- Objections made by the public are not being listened to
- There are more suitable sites for the hub
- The application conflicts with planning policy including CS11, the Green Infrastructure Strategy and BV14
- Concerned that St Edmundsbury Borough Council are both the applicant and Local Planning Authority
- Local road network cannot accommodate additional traffic with Junction 43 of A14 over capacity and queuing on Barton Hill
- Transport Assessment is inadequate as fails to consider the lifetime of the development and cumulative impact of planned growth
- Increased traffic on rural roads will be detrimental to highway safety
- Site will be dangerous to access for pedestrians and cyclists without the footpath
- Vehicles speed in the area adding to highway safety concerns
- A134/Fornham Road/Barton Hill roundabout should be improved as vehicles speeds are high and visibility is poor and is unsuitable for heavy goods vehicles
- Potential impact on principal aquifer and water supply
- Transport Assessment uses incorrect data therefore its outcome cannot be relied upon
- Local roads will become rat runs
- Access to the site is dangerous
- Council should have acquired land to provide access to the south
- Proposal removes a Category A and B Oak tree
- The development will impact air quality
- The development will result in odour
- The development will result in littering
- Independent traffic surveys differ from the submission
- Site is too close to residential dwellings
- Development is a fire risk as these are common at other sites in the UK with resultant pollution for residents, groundwater and ecology.
- A fire risk assessment should be carried out
- Development will result in Nitrogen Dioxide emissions from vehicles
- Site is not large enough to be future proofed

- Deletion of path to south of Barton Hill makes access even more dangerous than before for pedestrians and cyclists wishing to access the site
- No consideration has been given to a bridge over the A134, a controlled crossing or lower speed limits
- Dangerous in highway safety terms therefore the presumption in favour of sustainable development should not apply.
- Applicants A134/A143 access appraisal is not objective
- Accident data used is out of date
- Compulsory Purchase powers should be used to acquire neighbouring land or alternative site found
- Cost to improve A134/A143 roundabout access are not significant price to pay to avoid dangerous access as currently proposed
- Sets precedent for industrial development in countryside
- Scope of deferred issues is too limited and should have included volume of traffic in addition to road speeds
- Site cannot be accessed safely by pedestrians and cyclists and is therefore unsustainable
- Glad to see the removal of the footpath
- Signage and road marking will help in small ways
- The Development Plan is not silent as its intention is to restrict development to certain locations.
- Development will result in the loss of agricultural land
- Site selection criteria in the IAPOS report is unsuitable
- An extension to Suffolk Business Park would be more appropriate
- Applicants have previously stated that there will be no HGV use of Barton Hill or under the railway bridge at north of Ottewell Road. Can this be confirmed and policed?
- Will non-Council vehicles be tracked?
- Have Suffolk Constabulary been consulted as advised at Overview and Scrutiny?
- 7.5 tonne weight restrictions are useless
- Development will have significant adverse cumulative highways impact
- Draft minutes do not accurately reflect the debate at the Development Control Committee meeting.
- Development will result in noise and light pollution.

Full copies of these representations received are available on the Councils website using the link at the end of this report.

### **Policies:**

27. Please refer to Working Paper 1, paragraphs 37 – 50 for details of relevant planning policies and considerations.

### **Officer Comment:**

28. Please refer to Working Paper 1, paragraphs 51 – 143 for details of the Officers assessment of the application proposals. Further officer comments following the submission of the amended/additional information are provided below.



### **Section C – Update:**

29. At the Development Control Committee on 19 July the application was deferred by Members to enable officers to source further information on the following:

- whether provision of the proposed shared path could be removed from the application;
- whether vehicular access to the proposed development could be facilitated from the southern roundabout at Compiegne Way; and
- whether in the interests of pedestrian and highway safety, any traffic calming measures could be introduced along the A134 and C735 Fornham Road.

30. In response to these issues the applicant has submitted the amended and additional information as listed in paragraph 6 of this report.

### **Shared Path**

31. The application as originally submitted proposed a path to the south of Barton Hill to connect the existing footpath and bus stop on Barton Hill 500m to the west of the site with a proposed shared use path to the front of the site on Fornham Road. An uncontrolled crossing point was proposed to cross the A134.

32. The applicant's submission stated that demand for pedestrian and cycle access to the site would likely be very low bearing in mind the nature of the use of the site but the path was included primarily to provide a facility for staff to walk or cycle to work in the interests of improving accessibility by non-car means.

33. At the Development Control Committee on 19<sup>th</sup> July Members discussed the provision of this path and requested that officers seek further information on whether the path could be removed from the scheme.

34. In response to this request the applicant has submitted amended plans removing the path to the south of Barton Hill. The section of path to the front of the application site along Fornham Road has been retained.

### **Officer Comment:**

35. Members expressed concern that the benefits of the proposed path would not outweigh the loss of trees to facilitate its construction and would encourage use of an uncontrolled crossing. The removal of the path may discourage people from accessing the site by means other than the car and this is considered to be a small dis-benefit of the amended scheme. However, officers consider that demand for access to the site by cyclists and pedestrians is likely to be low given the nature of the proposed use and therefore the removal of the path to the south of Barton Hill is not

considered to have a significant impact on accessibility.

36. The removal of the path would also enable the retention of trees to the south of Barton Hill previously shown for removal which would limit impact on the character and appearance of the area and avoid the need for mitigation planting in this location. Whilst the mitigation planting was considered to adequately protect the character and appearance of the area, the retention of the existing trees is considered to be a benefit of the revised proposal.
37. To take account of the removal of the footpath the applicant has amended their proposed Travel Plan. This identifies that for pedestrians to access the site they will be required to walk along a 500m section of carriageway or verge and that only confident cyclists are likely to cross the A134 although a longer route via The Drift is available. Notwithstanding the reduced accessibility by non-car means the Travel Plan still incorporates a number of measures to promote car sharing, cycling and walking.
38. The Highway Authority have raised no objections to the removal of the footpath on sustainability, accessibility or highway safety grounds.
39. On balance, whilst the proposal as amended will result in a development less accessible by non-car means than as originally submitted, bearing in mind the limited demand for pedestrian and cycle access to the site (given the proposed uses), it is considered that the revised proposal would not amount to a severe highway impact and would not result in a development which is unsustainable in transport or accessibility terms in compliance with development plan policies and the National Planning Policy Framework.
40. Representations have critiqued the removal of the path from the scheme as it limits access to the site by means other than the car and have suggested that the applicants should have instead considered introducing a controlled crossing or pedestrian bridge across the A134 thereby allowing pedestrians to access the site but without needing to use an uncontrolled crossing. Officers do not consider that such measures are necessary to make the development acceptable.

#### **Access via A134/A143 (Compiegne Way) roundabout**

41. The application proposes two points of vehicular access to the site, both of which are proposed from Fornham Road to the north. Existing commercial buildings are located to the south of the site with access off the A134/A143 (Compiegne Way) roundabout to the south-west. Members resolved to defer the application to enable officers to source further information on whether access to the proposed development could be facilitated from this roundabout.
42. In response to this the applicant has undertaken an appraisal of access from this roundabout for operational vehicles. This appraisal assesses this alternative option in terms of highway engineering, highway safety, layout design & operational considerations, environmental considerations,

utilities & services, neighbouring land uses, planning considerations, land ownership.

43. The applicants have stated in their submission that the use of this roundabout had been considered previously at an early stage in their design process but discounted it on the basis that they considered it to be less suitable than the access arrangements which form the application. Details of their discussions with the Highway Authority and other interested parties on this matter have been provided by the applicant in a chronology of events.

Highway Engineering:

44. The applicant's appraisal identifies that the A134/A143 roundabout has three main arms – onto the A134 to the north, the A134 to the west and the A143 to the south-east. A fourth arm is located to the east of the roundabout and serves the existing commercial development to the south of the application site. To consider the suitability of this access the applicants have applied the standards set out in the Design Manual for Roads and Bridges (DMRB) given the nature of the development and local highway network. Applying these standards the applicants appraisal considers that to achieve suitable access off this roundabout via the fourth arm it would be necessary to improve visibility and realign the orientation and increase the width of the access road.

Highway safety:

45. The applicants have assessed accident data for the A134/A143 roundabout in the previous 5 years which identifies 4 accidents on this roundabout which were classified as 'slight'. In contrast there have been no reported accidents on the A134/Barton Hill/Fornham Road roundabout over the same period and only 1 'slight' accident in the vicinity on Fornham Road. This analysis concludes that there are higher rates of accidents on the A134/A143 roundabout compared to the A134/Barton Hill/Fornham Road roundabout.
46. The applicant's appraisal also identifies that visibility from the eastern arm of the A134/A143 roundabout has substandard visibility for vehicles approaching from the north and that substantial landscape removal and reprofiling of land would be required to facilitate the appropriate level of visibility. It should however be noted that the proposed operational access arrangements onto Fornham Road also require the removal of landscaping features including a Category A Oak tree which officers consider to be a dis-benefit of the scheme.

Layout, design and operational considerations:

47. The appraisal has considered the layout, design and operational implications of access via the A134/A143 roundabout and concludes that it would be possible to address the difference in site levels between the land to the south and the application site but would require a change to the internal routing of vehicles, changes to site levels, access via third party

land and the severing of neighbouring third party land.

Environmental considerations:

48. The removal of landscaping to provide visibility from the eastern arm of the A134/A143 roundabout would result in a landscape and visual impact, however such revised operational access arrangements would likely reduce the need for road widening and associated works which includes the removal of a Category A Oak tree on Fornham Road and therefore there could be an overall improvement from a landscape and visual impact perspective, the loss of the mature Oak being a greater dis-benefit than the loss of the planting landscaping on the A134/A143.
49. The applicants have also considered the archaeological implications of revised access arrangements but the impact of this is largely unknown but it is not likely that such an issue would prevent access via the A134/A143 roundabout. In addition, the applicant's appraisal does not identify flood risk as a barrier to providing access from this roundabout.

Services:

50. The applicants have identified that there are Anglian Water, British Telecom and Virgin Media apparatus in the immediate vicinity of the A134/A143 eastern arm access which may need to be diverted to facilitate the necessary access improvements. This would require detailed design work to be undertaken and the implications of this is therefore not known.

Neighbouring land uses:

51. The applicants have identified 3 factors for consideration – Impact on current/proposed use of third party land; impact on access for existing users; impact on amenity of existing occupants.
52. A number of commercial businesses operate to the south of the site and the applicant's appraisal identifies that access to the application site via the A134/A143 roundabout would require access across neighbouring land which would likely impact upon the neighbouring businesses commercial activities and ability to expand their own operations in the future. The applicant has discussed their proposal with the largest operator on the land to the south (Steve Lumley Planing) who have expressed concern at the use of the A134/A143 roundabout for operational access to the proposed development. The applicants have also identified in their appraisal that the proposed use of the A134/A143 roundabout would likely bring operational traffic associated with the proposed development very close to buildings and operations associated with the adjacent businesses with possible (but currently unknown) noise, air quality and vibration implications. Given the above, the applicants conclude that operational access to the proposed development via the A134/A143 roundabout would not be compatible with adjacent land uses.

### Land Ownership:

53. The applicants have evaluated land ownership to facilitate access into the site from the A134/A143 and have demonstrated that they do not have control over the land required to provide access (and whilst they do not currently own the application site they do have an option agreement in place) and that they do not have a right of access over this neighbouring land. The applicants consider it unlikely that neighbouring land owners would be prepared to sell or grant right of access over the adjacent land and they consider that compulsory purchase would not be a likely option given the existence of an alternative access option (as is proposed onto Fornham Road).

### Officer comment:

54. The applicants have demonstrated that accessing the site from the A134/A143 roundabout was considered at an early stage in the design of the development and has been subject to significant pre-application discussion with the Highway Authority. Whilst representations have criticised the tone of the applicants appraisal (being written from a starting position that such an access arrangement would not be acceptable), this appraisal is based on a review of issues and options which have previously been investigated and discounted by the applicant and has been submitted to demonstrate why this option was not pursued by the applicants.

55. The applicants report identifies that there are technical difficulties in accessing the site via the A134/A143 such as the need to improve visibility, realign and widen the access road, reprofile land and reconsider the on site layout. Officers consider that whilst such difficulties are not insurmountable they would require further detailed design work and investigation to demonstrate that compliance with the appropriate standards and planning policy can be achieved whilst also meeting the operational requirements of the applicant.

56. Officers consider that the most significant issue in accessing the site from the A134/A143 roundabout relates to the issues of land ownership and impact on adjacent uses to the site. The applicant has demonstrated in their assessment that to achieve access from this roundabout it would be necessary to use land outside of their control which is currently in commercial use by private companies. The applicants have engaged with Steve Lumley Planing Ltd (the business who would be most directly affected) who has expressed concern over the impact of access over their operational land. Officers also consider that such arrangements could lead to uncertain amenity issues for the adjacent business operators in terms of noise, vibration and air quality. Whilst the extent of these impacts are unknown and would need to be subject to detailed assessment they would have the potential to pose a constraint on development.

57. Representations have suggested that the land required to achieve access from the South is compulsorily purchased by the applicants to overcome the landownership issue. This is a matter which has been addressed by the applicants in their appraisal report and they conclude that in their opinion a compulsory purchase of this land would not meet the necessary tests of being required to facilitate the development on the basis that an acceptable access is available on to Fornham Road. Given that Officers are of the opinion that the proposed access on to Fornham Road is acceptable, officers are of the opinion that compulsory purchase of land to the south is not necessary to facilitate the proposed development.
58. Given that the applicants do not own or have control over the necessary land to provide access via the A134/A143 roundabout, the concern expressed by the adjacent landowner about the impact this would have on their business and the uncertainty regarding the impact this would have on amenity it is considered by officers that such access arrangements are not a viable prospect and sufficient information has been submitted to demonstrate this. The application retains the proposed two points of access onto Fornham Road to the north and the application must be assessed on this basis, this being what planning permission is sought for.
59. It must be emphasised that the application must be considered on its own merits and it is the view of the Highway Authority (who do not object to the application subject to conditions) and officers that the proposed accesses on to Fornham Road are acceptable for the reasons detailed in Working Paper 1. Members are advised that a refusal on the basis that the application does not propose access from the A134/A143 roundabout would not be justified as a decision must be made on the merits of what is being proposed.
60. The consultation following the submission of amended/additional information on 10 August has led to a number of responses continuing to object to the proposed access arrangements and other highway related issues. Members are directed to Working Paper 1 for officer assessment of the proposed access arrangements and the reasons why officers consider them to be acceptable. Representations have also raised concern that the reasons for deferral do not include a requirement for officers to investigate issues over the volume of traffic and cumulative impact of development. Members are also directed to Working Paper 1 for consideration of these issues.

### **Traffic Calming**

61. The Development Control Committee deferred the application to enable officers to source further information on whether, in the interests of pedestrian and highway safety, any traffic calming measures could be introduced on the A134 and C735 Fornham Road. In response to this the applicants have provided a chronological record of discussions which have been held with the Highway Authority regarding speed limits in the area and also provided an additional plan showing the indicative location and type of signage which would direct visitors approaching and leaving the

site accesses. The applicant confirms that no further traffic calming measures beyond those proposed as part of the original submission or required by condition are proposed and this has been confirmed as acceptable by the Highway Authority.

#### Speed limits:

62. The A134 is a dual carriageway subject to a 70mph speed limit. The C735 Fornham Road is subject to a 60mph speed limit. The application as submitted proposed no amendments to the speed limits in the area and the application was assessed on this basis by the Highway Authority who raised no objection. The Transport Assessment submitted with the application identifies that the 85<sup>th</sup> percentile speed of vehicles on Fornham Road, based on surveys undertaken in July 2015, is 55.5mph. No speed survey data is provided for the A134.
63. The applicant has identified that the matter of speed limit reductions on Fornham Road was subject to pre-application discussion with the Highway Authority who confirmed on 3 separate occasions that the retention of the 60mph speed limit was acceptable. Given the view of the Highway Authority on this matter the applicant does not propose to promote a reduction in speed limits.
64. Should a change in speed limits be considered necessary in the future, the appropriate means to secure this would be through a Traffic Regulation Order. This is a process independent of the planning process and is subject to a statutory process of design, consultation and advertisement. Officers however emphasise that the Highway Authority do not require a reduction in speed limits to make the development acceptable in planning terms.

#### Signage and Traffic Calming:

65. The applicants have submitted an indicative signage plan to demonstrate the likely type and location of off-site signage in the vicinity of the site entrance. The precise detail of such signage would be reserved by condition. The indicative signage identifies that directional signage would be provided at the egress to require vehicles to give way and that right hand turns are not permitted. New signs would also be located to the north and south of Fornham Road informing drivers of the appropriate access arrangements in terms of the operational and public accesses and weight restriction signs in the carriageway would be provided to advise of the 7.5 tonne weight limit on the B1106. The traffic island would also have keep left signs to advise drivers of the island.

#### Officer comment:

66. The application as originally submitted proposed a number of traffic calming measures including right hand turn lanes into the site with ghost islands, left hand turn only egress from the site, carriageway realignment and widening on Fornham Road. The Highway Authority considered that these measures would result in a development which would not be

detrimental to highway safety subject to conditions. Whilst no further traffic calming measures or reduction in speed limits are proposed, the indicative signage and lining plan does provide clarity on these arrangements and demonstrates how users of the local highway network would be directed. The Highway Authority have commented that these signs would need to be designed to an appropriate standard and this would be secured as part of any discharge of condition application. Officers do not consider that further traffic calming measures are necessary and the application, as submitted, is acceptable in highway safety terms in accordance with development plan policies and the National Planning Policy Framework.

67. Following the reconsultation representations have re-iterated their concerns about the safety of the local highway network and impact of additional traffic movements (both in terms of volume and type) and Members are directed to Working Paper 1 for the Officer's assessment of the highway implications of the proposal.

### **Other Issues - electric charging points & lorry routing**

68. Whilst not items which were raised as reasons for deferral by Members at the Development Control Committee on 19 July the applicant has submitted additional information in respect of electric charging points and the routing of HGVs associated with the Waste Transfer Station.

#### Electric Charging Points:

69. In accordance with the requirements of the Councils Environment Team the applicant has confirmed their intention to provide 10 No electric vehicle charging points across the site. Officers consider that this is sufficient as part of an overall package of sustainability measures. However, to ensure that the site can adapt to a potential greater emphasis on the use of electric vehicles in the future it is proposed to provide ducting around the perimeter of the staff car park to allow for the installation of additional electric vehicle charging points in the future sufficient to serve an additional 54 parking bays. The Environment Team have noted that additional charging infrastructure would seem more sensible in the fleet parking area for standard sized vehicles commenting that staff are likely to have access to charging facilities at home or elsewhere, whilst fleet vehicles are likely to undertake all of their charging at the West Suffolk Operations Hub, therefore, to effectively futureproof the development, ducting for future charging infrastructure would be more beneficial in the fleet car parking areas. In response to this the applicants have amended their proposals to confirm that additional ducting for future electric vehicle charging points will be provided to the fleet parking area overcoming this concern of the Environment Team.

#### Lorry Routing:

70. To provide Members with greater clarity on the potential impact of Heavy Goods Vehicles (HGVs) the applicants have also submitted additional information to clarify the routing, number, type, tracking and timing of



HGVs which will be associated with the Waste Transfer Station. This information is to supplement the content of the Transport Assessment and Lorry Management Plan submitted with the application. This information confirms the applicants intention to implement the following key objectives:

- To ensure the HGVs related to the site make most use of the existing Suffolk Lorry Route Network map;
- To ensure HGVs adopt a right-in, left-out approach to the site; and
- To avoid use of the B1106 between the Barton Hill junction and the A1101 junction.

71. With regard to refuse collections, the applicant has confirmed that the West Suffolk Councils use a vehicle routing software to determine optimal routes. Such software takes account of the following objectives:

- Reducing mileage to save fuel, tyre and maintenance costs;
- Cutting carbon emissions;
- Balancing workloads;
- Modelling new collection and delivery systems;
- Planning for growth;
- Determining the size and capacity of new fleets;
- Avoiding weight limits, unsuitable roads, sensitive areas; and
- Avoiding establishments like schools at certain times of day.

72. The Officer recommendation of approval is subject to a condition requiring the routing of HGVs to be agreed through a Routing Management Plan. Officers consider that through this condition the routing of HGVs can be adequately managed to protect the amenity of the area and mitigate concerns raised in representations about the impact of HGVs using rural roads. The applicant has also clarified that West Suffolk vehicles would be fitted with tracking devices to enable managers to monitor vehicles in real time. This will enable the applicant to demonstrate compliance with the condition.

73. To clarify the volume of HGVs which will be using the site the applicant has submitted a schedule of estimated vehicle movements for the year 2039. This identifies a daily total of 16 movements into the site associated with the WTS, 7 vehicles associated with the HWRC and 69 vehicles associated with the Fleet Depot.

74. The applicant has confirmed that the Routing Management Plan would seek to maximise the use of the A11 and A14 and have submitted a map showing the proposed routing of refuse collection vehicles. This mapping demonstrates that the largest percentage of vehicle movements would use the A11 and A14 from the west, exiting at junction 43 to reach the site. This route would also be used by about a quarter of the vehicles servicing Bury St Edmunds town centre and the area immediately to the south. 18% of vehicle movements are along the A143, whilst 16% will utilise the A134. 2% of vehicles will access the site along the A1101 via Mildenhall Road and across the roundabout at the junction 43 of the A14. Officers consider that this information demonstrates a clear intention to

restrict vehicles to the Suffolk Lorry Network and avoid rural and/or residential roads ensuring an acceptable impact on amenity is achieved.

### **Secretary of State Involvement**

75. In accordance with the Town and Country Planning (Consultation) (England) Direction 2009, if Development Control Committee resolves to grant planning permission, Members are advised that officers will consult the Secretary of State to provide him with an opportunity to consider whether to call the application in for his determination. A decision would not be issued until the secretary of State has confirmed whether he intends to call the application in.

### **Matters Raised in Representations:**

76. Representation to the re-consultation state that the proposed amendments do not overcome their initial reasons for objecting to the application. Members are directed to Working Paper 1 for a summary of the previous issues raised in representations and for a discussion on these. Those representations made in respect of the 3 reasons for deferral are addressed in the officer comments above. Also featuring in recent representations is a concern that the uses proposed are prone to fires with resultant impact on residential amenity, ecology, air quality and the water environment. Members are advised that the development would be constructed in accordance with up to date building regulations and fire water tanks are proposed. Suffolk County Council Fire and Rescue Service raise no objection subject to the provision of fire hydrants which is subject to a condition. The Environment Agency and Flood and Water Engineer also raise no objection to the development in terms of potential impact on the water environment with shut off valves incorporated into drainage systems to stop water getting in to soakaways and any runoff from flooding being tankered. Officers are therefore satisfied that the application has had adequate regard to fire risk.

### **Section E - Conclusions:**

77. In response to the decision by Development Control Committee to defer the application officers have sought amended/additional information from the applicant which was submitted on 10 August 2017.
78. The removal of the path to the south of Barton Hill reduces accessibility to the site by means other than the car. This is considered by officers to be to the detriment of the scheme. However, given the use of the site it is considered by officers that demand by non-car modes is likely to be very low and the impact of the removal of the path is therefore not considered to be significant. Furthermore, the removal of the path would also enable the retention of trees previously identified for removal. This is considered by Officers to be a benefit of the paths removal.
79. The applicant has submitted sufficient information to demonstrate why operational access via the A134/A143 roundabout is not proposed. Officers accept that the applicants have explored this option in sufficient

detail in formulating their plans for the site and accept that there are reasonable grounds why this access arrangement has not been pursued. Members are advised that the application must be determined on the basis of what is being proposed and Officers consider that the access arrangements on to Fornham Road as submitted are acceptable.

80. Furthermore, Officers are of the opinion that the traffic calming measures as proposed would result in an acceptable impact on highway safety and the satisfactory functioning of the local highway network and that no further traffic calming measures are required.

81. With reference to paragraphs 137-143 of Working Paper 1, Officers remain of the opinion that the development is acceptable and recommend that planning permission should be **APPROVED** subject to the following conditions:

1. The development hereby permitted shall be begun no later than 3 years from the date of this permission.

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

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans and documents:

Ecology Report prepared by SWT Trading Ltd dated February 2017

Landscape Management Plan dated March 2017

Lighting Strategy dated March 2017

Dwg No 5121919-ATK-WSOH-XX-DR-E-7030 P02 – Lighting Layout

Noise Assessment Report dated March 2017

Arboricultural Impact Assessment by A T Coombes Associates

Dwg No 5121919-ATK-WSOH-PL-DR-E-7033 P01 - CCTV Locations

Dwg No 512919-ATH-WSOH-PL-DR-7018 P02 – HWRC Portakabin Plan

Dwg No 5121919-ATK-WSOH-PL-DR-7017 P01 – Weighbridge Office Portakabin Elevations

Dwg No 5121919-ATK-WSOH-PL-DR-7016 P02 - Weighbridge Office Portakabin Plans

Amended Dwg No 5121919-ATK-WSOH-PL-DR-7008 P03 Fencing and Kerbing Plan

Dwg No 5121919-ATK-WSOH-PL-DR-C-7006 P02 Sections

Dwg No 5121919-ATK-WSOH-PL-DR-C-7005 P03 Sections

Amended Dwg No 5121919-ATK-WSOH-PL-DR-7004 P04 Finished Levels

Amended Dwg No 5121919-ATK-WSOH-PL-DR-C-7002 P07 Proposed Site Layout

Dwg No 5121919-ATK-WSOH-PL-DR-C-7001 P03 Planning Boundary

Amended Dwg No 5121919-ATK-WSOH-PL-DR-C-7000 P04 Site Location Plan

Dwg No 5121919-ATK-WSOH-PL-DR-A-7044 P02 Refuse Buildings GA Roof Plan and Elevations

Dwg No 5121919-ATK-WSOH-PL-DR-A-7043 P02 Landscape Stores GA roof Plan and Elevations

Dwg No 5121919-ATK-WSOH-PL-DR-A-7042 P03 WTS and Bailing Facility

## Elevations

Dwg No 5121919-ATK-WSOH-PL-DR-A-7040 P03 WTS and Bailing Facility GA and Roof Plan

Dwg No 5121919-ATK-WSOH-PL-DR-A-7045 P02 Waste Collection Vehicle Maintenance Workshop and Office Elevation

Sustainability Statement Dated March 2017

Odour Management Plan dated March 2017

Air Quality Assessment dated March 2017

Travel Plan dated August 2017

Dwg No 5121919-ATK-WSOH-PL-DR-7019 P03 HWRC Portakabin Elevations

Dwg No 5121919-ATK-WSOH-PL-DR-A-7046 P02 waste Collection vehicle Maintenance Workshop and Office GA and Roof Plan

Dwg No 5121919-ATK-WSOH-PL-DR-L-7050 P9 Landscape Proposals

Dwg No 5121919-ATK-WSOH-PL-DR-D-7100 P6 Drainage Layout

Dwg No 5121919-ATK-WSOH-PL-SK-D-7100 P02 Infiltration Trench indicative Section

Drainage Statement (Rev 4.0) dated May 2017

Applicant's response to Environment Agency received 25 May 2017

Amended Currie and Brown letter regarding electric vehicle charging points dated 29<sup>th</sup> August 2017

Reason: To define the scope and extent of this permission.

3. Prior to the first use of the development hereby permitted, the new vehicular access shall be laid out and completed in all respects in accordance with Drawing No. 5121919-ATK-WSOH-PL-DR-C-7002 Rev P07. Thereafter the access shall be retained in the specified form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety in accordance with policy DM2 of the Joint Development Management Policies Document 2015

4. Prior to the commencement of development details of site access to be used during the construction of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The access shall thereafter be implemented in full in accordance with the approved details.

Reason: To ensure that the access is designed and constructed to an specification and made available for use at an appropriate time in the interests of highway safety in accordance with DM2 of the Joint Development Management Policies Document 2015. A pre-commencement condition is necessary as the details relate to the construction of the development.

5. Prior to the first use of the development hereby permitted, a signing strategy plan to provide details of signage to and from the site shall be submitted and approved by the Local Planning Authority. The strategy shall thereafter be implemented in full in accordance with the approved details.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety in accordance with DM2 of the Joint Development Management Policies Document 2015.

6. No development shall commence on the path shown on drawing No. 5121919-ATK-WSOH-PL-DR-C-7002 P07 until construction specifications have been submitted and approved in writing by the Local Planning Authority. The path shall thereafter be provided in accordance with the approved details prior to the first occupation of the development.

Reason: To ensure that the path is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety in accordance with DM2 of the Joint Development Management Policies Document 2015.

7. All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence.

No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

The Plan shall include details of a routing strategy to avoid non A roads until C735 from A134 and before and after highway and verge condition surveys on Fornham Road and Barton Hill.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

8. All Operational HGV traffic movements to and from the site shall be subject to a Routing Management Plan which shall be submitted to the Local Planning Authority for approval a minimum of 28 days before first use of site.

No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan.

The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

9. The use shall not commence until the areas within the site shown on 5121919-ATK-WSOH-PL-DR-C-7002 Rev P07 for the purposes of loading, unloading, manoeuvring and parking of vehicles has been provided and thereafter that areas shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

10. Before any access is first used visibility splays shall be provided in accordance with details to be previously approved in writing by the Local Planning Authority and thereafter shall be retained in the approved form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the access would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

11. Prior to the development hereby permitted being first brought into use, the Framework Travel Plan (dated August 2017) that was submitted to support the application must be implemented in full, thereafter, it shall be reviewed and revised on an annual basis, unless otherwise agreed in writing by the Local Planning Authority. An annual Travel Plan Review, to be undertaken in accordance with the approved Travel Plan must also be submitted to the Local Planning Authority for written approval for a period of 5 years from the site being brought in to use.

Reason: In the interest of sustainable development and policies CS7 and CS8 of the St Edmundsbury Core Strategy and policies DM2, DM45 and DM46 of the Joint Development Management Policies Document 2015.

12. Prior to the occupation of the development hereby permitted details of the areas to be provided for secure covered cycle storage for employees and details of changing facilities including storage lockers and showers shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: In the interest of sustainable development and policies CS7 and CS8 of the Core Strategy and policies DM2, DM45 and DM46 of the Joint Development Management Policies Document

13. Prior to the first occupation, a completed Travel Information Pack shall be

submitted to and approved in writing by the Local Planning Authority and shall include up-to-date walking, cycling and bus maps, relevant bus and rail timetable information, car sharing information, and sustainable transport discounts. The Travel Information Pack shall be maintained and operated thereafter. Within one month of first occupation, each employee shall be provided with Travel Information Pack that contains the sustainable transport information and measures that was identified in the Framework Travel Plan (dated August 2017).

Reason: In the interest of sustainable development and policies CS7 and CS8 of the Core Strategy and policies DM2, DM45 and DM46 of the Joint Development Management Policies Document

14. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority.

The applicant shall submit a detailed design based on the submitted Flood Risk Assessment and Drainage Strategy by Atkins Ltd and will demonstrate that surface water run-off generated up to and including the critical 100 year +CC storm will not exceed the run-off from the existing site following the corresponding rainfall event. The scheme shall also include:-

- A) Details of further infiltration testing on site in accordance with BRE 365 to verify the permeability of the site (trial pits to be located where soakaways are proposed and repeated runs for each trial hole). The use of infiltration as the means of drainage will be taken forward only if the infiltration rates and groundwater levels show it to be possible. Borehole records should also be submitted in support of soakage testing.
- B) Additional groundwater monitoring is required across the site to verify the depth to the local water table. This should be included in support of additional soakage testing and undertaken where drainage features are to be located.
- C) Provided the Local Planning Authority are satisfied with the infiltration rates the following shall be submitted:
  - I. Applicant shall submit dimensioned plans illustrating all aspects of the surface water drainage scheme including location and size of soakaways and the conveyance network. A statement on the amount of impermeable area served by each soakaway should also be illustrated on the plans and should be cross referenceable with associated soakaway calculations.
  - II. Modelling results (or similar method) to demonstrate that the soakaways have been adequately sized to contain the 30yr event for the catchment area they serve. Each soakaway should be designed using the nearest tested infiltration rate to which they are located. A suitable factor of safety should be applied to the infiltration rate during design.

- III. Infiltration devices will only dispose of clean water due to the site area overlying a Source Protection Zone. Demonstration of adequate treatment stages for water quality control shall be submitted.
  - IV. Infiltration devices should be no more than 2m deep and will have at least 1 - 1.2m of unsaturated ground between base of the device and the groundwater table. If individual soakaways are being used they will be at least 5m away from any foundation (depending on whether chalk is present).
  - V. Soakaways will have a half drain time of less than 24hours.
  - VI. Any conveyance networks in the 1 in 30 event show no flooding above ground.
  - VII. Details of any exceedance volumes during the 1 in 100 year rainfall + CC and their routes should be submitted on the drainage plans. These flow paths will demonstrate that the risks to people and property are kept to a minimum. There shall be no offsite flows.
- D) If the use of infiltration is not possible then modelling OR a similar method shall be submitted to demonstrate that:-
- I. Surface water runoff will be discharged to a suitable receptor and restricted to the existing greenfield runoff rates for the site.
  - II. Any attenuation features will contain the 1 in 100 year rainfall event including climate change
  - III. Any pipe networks in the 1 in 30 event show no flooding above ground.
  - IV. Modelling of the volumes of any above ground flooding during the 1 in 100 year rainfall + climate change to ensure no flooding to properties on or off-site. This should also include topographic maps showing where water will flow and/or be stored on site.
- E) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.
- Reason: To ensure that on-site drainage will not increase the risk of flooding and to protect groundwater in accordance with policies DM2, DM6 and DM14 of the Joint Development Management Policies Document 2015. The details are required before the commencement of development as they are fundamental to the design and layout of the development.
- 15. No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority. The construction surface water



management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure that on-site drainage will not increase the risk of flooding and to protect groundwater in accordance with policies DM2, DM6 and DM14 of the Joint Development Management Policies Document 2015. The details are required before the commencement of development as they relate to the construction of the development.

16. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with policies DM2 and DM14 of the Joint Development Management Policies Document 2015.

17. No development, including any demolition, shall take place until a Construction Environment Management Plan has been submitted to and approved in writing by the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall include a pollution risk assessment and mitigation methods to be implemented, and provide for:

any requirements for dewatering excavations and how the resulting trade effluent will be managed to comply with the law and prevent pollution;  
the loading and unloading of plant and materials;  
the storage of plant and materials used in constructing the development;  
wheel washing facilities;  
measures to control the emission of dust and dirt during construction; and  
a scheme for recycling/disposing of waste resulting from demolition and construction works.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with policies DM2 and DM14 of the Joint Development Management Policies Document 2015. The details are required prior to commencement as the details relate to the construction of development.

18. No development shall commence until the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which first shall have been submitted to and approved in writing by the Local Planning Authority.

The Written Scheme of Investigation shall include an assessment of significance and research questions; and:

The programme and methodology of site investigation and recording.

The programme for post investigation assessment.

Provision to be made for analysis of the site investigation and recording.

Provision to be made for publication and dissemination of the analysis and records of the site investigation.

Provision to be made for archive deposition of the analysis and records of the site investigation.

Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

Reason: To enable any remains of archaeological significance to be investigated and recorded in accordance with policies DM2 and DM20 of the Joint Development Management Policies Document 2015. The details are required prior to commencement as they relate to matters which require assessment before development can commence.

19. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To enable any remains of archaeological significance to be investigated and recorded in accordance with policies DM2 and DM20 of the Joint Development Management Policies Document 2015.

20. Prior to the occupation of the development a scheme for the provision of fire hydrants within the application site have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied or brought into use until the fire hydrants have been provided in accordance with the approved scheme. Thereafter the hydrants shall be retained in their approved form unless the prior written consent of the Local Planning Authority is obtained for any variation.

Reason: To ensure the adequate supply of water for fire fighting and community safety in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

21. Prior to their first use in the development, details of proposed photovoltaic panels to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: To ensure an acceptable form of development in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

22. The development hereby permitted shall be occupied in complete accordance with the Odour Management Plan (March 2017) version 5 (document ref ATK-WSOH-PL-RP-EN-006).

Reason: In the interests of residential amenity in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

23. The site demolition, preparation and construction works shall be carried out between the hours of 08:00 to 18:00 Mondays to Fridays and between the hours of 08:00 to 13:30 Saturdays and at no time on Sundays or Bank Holidays without the prior written consent of the Local Planning Authority.

Reason: In the interests of residential amenity in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

24. Within a 12 month period a maximum of 106,496 tonnes waste and materials for recycling may be accepted at the Waste Transfer Station. The operator shall keep a record of all imported material which shall be made available to the Local Planning Authority upon request.

Reason: To reflect the scope of the planning application and to protect the amenity of the area in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

25. Within a 12 month period a maximum of 607 tonnes of hazardous waste may be accepted at the application site. The operator shall keep a record of all imported material which shall be made available to the Local Planning Authority upon request.

Reason: To reflect the scope of the planning application and to protect the amenity of the area in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

26. Prior to the first occupation of the development hereby permitted a scheme for the provision of 10 No electric vehicle charging points (to include 7 within the staff parking area, 2 within the fleet parking area and 1 within the visitor parking area) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote and facilitate the uptake of electric vehicles on the site in order to enhance local air quality in accordance with Policy DM2 of

the Joint Development Management Policies Document 2015 and Policy CS2 of the Core Strategy.

27. Prior to the commencement of development a Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved plan.

Reason: To ensure that landscape features to be retained are adequately protected in accordance with policies DM2 and DM13 of the Joint Development Management Policies Document 2015. The details are required prior to commencement as they relate to the construction of the development.

29. Prior to the implementation of the proposed landscaping to the northern boundary of the site, details of the mound profiles shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of visual amenity and to ensure the landscaping can be adequately mitigated in accordance with policies DM2 and DM13 of the Joint Development Management Policies Document 2015.

30. The development shall not begin, including the removal of tree T1 which lies to the north-east of the site (identified on Appendix 4 Tree Protection Plan of the submitted Arboricultural Impact Assessment), until details of a replacement Oak tree in accordance with the submitted landscape plan (Dwg No 5121919-ATK-WSOH-PL-DR-L-7050 P9) have been submitted to and approved in writing by the Local Planning Authority. The use of the permitted development shall not commence until the replacement tree has been provided.

Reason: To ensure appropriate mitigation for the loss of trees and to protect the character of the area in accordance with policies DM2 and DM13 of the Joint Development Management Policies Document 2015.

31. The development hereby permitted shall be carried out in complete accordance with section 7 'Mitigation' of the submitted ecology report dated 2 February 2017 prepared by SWT Trading Ltd.

Reason: To ensure appropriate protection and enhancement of ecological features in accordance with policies DM2 and DM12 of the Joint Development Management Policies Document 2015.

32. The facilities hereby permitted shall not operate outside of the following hours unless otherwise agreed in writing with the Local Planning Authority:

Household Waste Recycling Centre

Public opening hours

- 09:00 – 17:00 (Monday – Wednesday, Friday – Sunday)
- 09:00 – 19:00 (Thursday)

- Closed on Christmas Day and New Year's Day

Operational hours

- 06:00 – 20:00 (7 days a week)
- Closed on Christmas Day and New Year's Day

WTS (operational hours only)

- 05:30 – 22:30 (7 days a week)
- Closed on Christmas Day and New Year's Day

Depot (operational hours only)

- 06:00 – 20.00 (Monday – Friday)
- 06:00 – 20:00 (Saturday – for street cleaning services, vehicle and equipment maintenance, trade waste activities and for domestic waste services immediately following bank holidays)
- 06:00 – 20:00 (Sunday - for street cleaning services only)

Reason: In the interests of residential amenity in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

33. All vehicles that are to be used on site that are fitted with reversing warning alarms are to be white noise alarms.

Reason: To protect the amenity of the area in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

34. Notwithstanding the provisions of Part 7 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, replacing or re-enacting that Order), no fixed plant or machinery, buildings or structures shall be erected, extended or altered at the site without prior permission of the Local Planning Authority.

Reason: To protect the amenity of the area and enable the Local Planning Authority to retain control of further development at the site in accordance with policy DM2 of the of the Joint Development Management Policies Document 2015.

35. Prior to the commencement of any development a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans and/or specifications at such time(s) as may be specified in the approved scheme.

Reason: To ensure a satisfactory method of foul water drainage in accordance with policy DM2 of the Joint Development Management Policies Document 2015.

## Informatives:

- 1) It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The County Council's West Area Manager must be contacted on Tel: 01284 758868. For further information go to:  
<https://www.suffolk.gov.uk/roads-and-transport/parking/apply-for-a-dropped-kerb/>

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

- 2) The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

- 3) Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- 4) Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003
- 5) The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.
- 6) In accordance with the 'National Planning Policy Framework' the Council confirms it has implemented the requirement to work with the applicant in a positive and proactive way. In this case amendments and additional information were sought to address objections in relation to drainage and landscaping.

## 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=OMQSHRPDN5A00>

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