



*St Edmundsbury*  
BOROUGH COUNCIL

# DEV/SE/18/003

## Development Control Committee 1 February 2018

### Planning Application DC/17/1487/FUL – Station Yard, Station Road, Barnham

**Date Registered:** 09.10.2017      **Expiry Date:** 08.01.2018

**Case Officer:** Britta Heidecke      **Recommendation:** Approve Application

**Parish:** Barnham      **Ward:** Bardwell

**Proposal:** Planning Application - 1no. industrial storage building (B8)

**Site:** Station Yard, Station Road, Barnham

**Applicant:** Mr P Rackham

**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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## **Background:**

**The application, being for major development, has been referred to the Development Control Committee because the Parish Council have objected to the proposal contrary to the Officer recommendation of APPROVAL.**

**A site visit is proposed to take place on Thursday 25 January 2018.**

## **Proposal:**

1. The application seeks permission for the construction of an industrial storage building (B8) with a floor area of approx. 2430sqm, to meet local demand for modern storage facilities. The building is 78m long x 30m wide with an eaves height of 8m and a ridge height of 11m and has been designed to cater for modern industrial and storage requirements. The cladding is proposed to be of Goosewing Grey roof & wall panels with Olive Green trims & doors.
2. The application has been submitted on a speculative basis, with no specific end user in mind at this stage. On this basis the Authority must consider the worst case scenario in terms of possible impacts arising from noise and highway related impacts etc.
3. The application has been amended to omit the initially proposed B2 mixed use. The proposed site plan has been amended in response to consultation response from the Highways Authority. The building has also been moved 2m east to enable additional planting along the western boundary. A revised landscape scheme has been submitted in response to the comments from the Landscape and Ecology Officer.

## **Application Supporting Material:**

- EXISTING AND PROPOSED PLANS
- DESIGN AND ACCESS STATEMENT
- TOPOGRAPHICAL SURVEY
- BIODIVERSITY SURVEY AND REPORT
- FLOOD RISK ASSESSMENT AND SURFACE WATER DRAINAGE STRATEGY
- LANDSCAPE ASSESSMENT
- CONTAMINATION REPORT
- CONTAMINATION REPORT UPDATE
- AMENDED LANDSCAPE SCHEME
- TRAFFIC REPORT PART
- MARKETING LETTER (Sensitive)
- SUSTAINABLE DESIGN AND CONSTRUCTION STATEMENT

## **Site Details:**

4. The application site forms part of the existing rural employment site at Station Yard, Barnham, immediately south of Station Road (C633) and approx. 0.5km west of the village settlement boundary. The site is surrounded by farmland interspersed with tree belts and small woods. A Public Right of Way (PROW) runs along the western side boundary. North Farm, with its associated dwelling, is located some 130m south-west of the application site. Some rural dwellings are located on the opposite side of Station Road and east of the application site, all in excess of 200m.

## **Planning History:**

5. There are various applications in relation to the wider site going back to the 1970s, but none directly relevant to the determination of this application.

## **Consultations:**

Below is a brief summary of the consultation responses received.

### Parish Council:

6. Object due to an unacceptable increase in traffic noise and movements, detrimental to residential amenity and the environment and also impact on visual amenity.

### Environment Team:

7. Initial objection due to insufficient information being submitted in regards to contamination. Objection removed following submission of further information. Suggest informative and a condition to secure electric vehicle charging points. (These form part of the approved plans and Sustainable Design and Construction Statement.)

### Public Health and Housing

8. Initially requested a noise assessment and details of any proposed sound proofing for the original proposal for B2/B8 use as there are dwellings adjacent to the proposed site which may be impacted by this development.
9. The amended application for 1no. industrial storage building (B8) use will have no industrial processes other than storage, therefore a Noise Assessment is not required. No objections subject to standards conditions.

### Suffolk Wildlife Trust:

10. No comments received.

### Ecology and Landscape Officer:

11. The proposal has been screened for HRA. The conclusion was that the proposal will not have a likely significant effect on any European site, and can therefore be screened out from any requirement for further assessment. The proposal is unlikely to harm nature conservation interests subject to conditions.
12. Initially did not consider the proposed screen planting would sufficiently mitigate the identified visual impacts of the scheme and is not a proportionate response. Suggested that any revised landscape proposals should have regard to the type of landscape feature and tree species characteristic of this area.
13. Following amendments to the landscape scheme has no objection subject to conditions. The Landscape and ecology officer has no objection to the scheme in terms of ecology issues subject to implementation of the recommendations made in the ecology survey submitted in support of the application and precautionary site clearance and management of the site to avoid harm to amphibians.

### Environment Agency:

14. Have no comment to make on this application. Provide general advice to the applicant.

### Planning Policy and Specialist Services:

15. Support the principle. Identify issues and suggest amendments in line with other consultee responses.
16. Identify issues in terms DM7 and request the submission of a Sustainable Design and Construction Statement. Planning Policy confirmed that subject to a condition requiring compliance with the statement's commitments, then the proposal goes as far as practicable towards addressing Policy DM7 at the present time. The Travel Plan aspirations should be appropriately secured by a later submission prior to occupation, ideally through s106 to enable monitoring in perpetuity.

### Environment & Transport – Highways

17. Requested a speed survey to establish actual speeds and requirement for visibility splays. Based on the survey and amended proposal raised no objection to the proposal subject to conditions. Confirmed that HGV movements should be restricted to 10% of the current HGV traffic flow, meaning any additional HGV movements connected with this development, should not cause the total HGV's on Station Road to increase by more than 10% of its current total. The traffic surveys undertaken by the applicant show an average of 422 HGV movements in an Eastbound direction over 2 days. Equating to 42 daily movements, or 3.5 hourly movements.

### Natural England

18. No objection. Considers that the proposed additional development in this location will be unlikely to lead to a significant effect on stone curlews for the reasons set out in the submission. They further state that the proposal is unlikely to have a significant effect on any European site providing mitigation is included to address potential disturbance during the construction period. Due to the type of application, the proposal is also not likely to have a significant effect on Breckland SAC. This application is in close proximity to Breckland Farmland Site of Special Scientific Interest (SSSI) and Thetford Heaths SSSI. Natural England is satisfied that, providing the above mitigation is included and the proposed development is carried out in strict accordance with the details of the application, as submitted, that it will not damage or destroy the interest features for which these sites have been notified.

### Rights Of Way Support Officer SCC

19. No comments received.

### Ramblers Association

20. No comments received.

### Environment Team

21. No objection based on the additional Phase 1 report submitted. Recommend informative.

### SCC Flood and Water Team

22. No objection subject to conditions.

### **Representations:**

23. Three letters of objection have been received from nearby residential properties. These can be read in full as part of the electronic file online. The comments raised can be summarised as follows:

- Highways issues due existing road constraints and due to increased traffic
- Visual impact and loss of visual amenity to residential properties and the PROW
- Proposed building is out of proportion when compared to existing buildings
- Loss of residential amenity by reason of traffic noise or potential future B2 use
- Potential contamination issues
- Parking provision
- Justification for the proposal
- Adverse impact on property in terms of shadow cast

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

24. Joint Development Management Policies Document:

- Policy DM1 – Presumption in favour of sustainable development
- Policy DM2 – Creating places
- 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 DM44 - Rights of Way
- Policy DM45 - Transport Assessments and Travel Plans
- Policy - DM46 - Parking Standards

25. St Edmundsbury Core Strategy December 2010

- Policy CS2 – Sustainable development
- Policy CS9 – Employment and Local Economy
- Policy CS13 - Rural areas

26. Rural Vision 2031

- RV1: Presumption of sustainable development
- RV4: Rural Employment Areas

**Other Planning Policy:**

27. National Planning Policy Framework (2012)

**Officer Comment:**

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

- Principle of Development
- Visual Amenity (landscape impact, PROW)
- Ecology
- Residential Amenity
- Highways considerations

- Other matters (Flood risk, Sustainable design and construction, HSE major hazard sites, Contamination)

## Principle

29. The application site is an allocated rural employment site, referred to as RV4(E) 'Station Yard, Barnham' in the Rural Vision 2031. Proposals for B1, and B2 and B8 uses where appropriate, will be permitted within rural employment areas providing that space requirements, parking, access, landscaping and general environmental considerations can be met. Therefore the proposed new building for B8 use is acceptable in principle, subject to other planning policies.

## Amenity and landscape impact

30. The site is located within a Special Landscape Area (SLA) as identified in the St Edmundsbury Borough Council Core Strategy. The landscape character type identified in the Suffolk Landscape Character Assessment is Estate Sandlands, which is part of the Brecks.

31. Policy DM13 Landscape Features states (inter alia) that:

*These areas, and other valued landscapes such as The Brecks and the Stour Valley (subject of a management and delivery plan through the Dedham Vale AONB and Stour Valley Project) have, by reason of their landform, historic landscape importance and/or condition, a very limited capacity to absorb change without a significant material effect on their character and/or condition. However, individual proposals within or adjacent to these areas will be assessed based on their specific landscape and visual impact.*

(...)

*Where any harm will not significantly and demonstrable outweigh the benefits of the proposal, development will be permitted subject to other planning considerations.*

32. In accordance with policy DM13 the proposals are supported by a Landscape Statement (July 2017 Rev A) and a scheme for soft landscaping.

33. The original landscape scheme indicated, in addition to the existing hedge, the planting of five additional trees on the western boundary of the site (species and size not specified).

34. The proposed building would be larger in footprint and higher than the existing buildings and would have the following visual impacts:

- it would be visible and prominent to users on Elveden Road (viewpoints 1 and 2 of the Landscape Statement);
- it would be overbearing on the PRoW 124-006 for the section where the path passes immediately adjacent to the site (page 15, viewpoint 3);
- it would be visible from the south approaching the site on the PRoW 124-006 (viewpoint 4); and
- it would be glimpsed across the fields from PRoW 124-005 (although there is no illustration of this).

35. The landscaping scheme has been amended subsequent to the comments from the Council's Landscape and Ecology Officer, who concluded that the *'level of planting would not sufficiently mitigate the identified visual impacts of the scheme and is not a proportionate response'*. Any harm was considered to be exacerbated by the proximity of the proposed building to the boundary, and by its overall scale, in particular its length facing the boundary in such close proximity.
36. The building has been moved 2m east and the revised proposals include additional shrub planting and a tree screen to the western boundary of the proposed new building, which wraps around the southern part of the building to help screen it from the south. The tree screen will be a mix of appropriate native trees including Hornbeam, Birch, Scots Pine and Sweet Cherry.
37. In regards to the PROW which borders the application side to the west, the impact of the new building will mainly be limited to the section where the path passes immediately adjacent to the site. This will in time be reduced by the mitigation planting and cannot be considered to adversely affect the character of the RoW as a whole, either once planting has established or even at the outset immediately following planting, and thus the proposal would not be contrary to policy DM44 Rights of Way.
38. It is acknowledged that the proposed shrub and tree screen will take time to establish and particularly in winter the proposed development will not be completely concealed. In this context therefore it can be concluded that any adverse visual impact will be more significant at the outset, albeit diminishing over time as the landscaping matures. However, it is also material that the proposed building, albeit of a larger scale, will be seen in the context of the existing industrial buildings within the wider allocated rural employment site. It will be of a utilitarian design, and plainly of a substantial scale, exacerbating the initial adverse visual impact. However, muted colours are proposed for the external cladding, in order to assist the building to blend in with the surroundings.
39. It is Officers view that in this context, the proposed soft landscaping will in time adequately mitigate the effects of the new building, notwithstanding its utilitarian scale and form. On this basis the proposals are not considered to have such an adverse effect on the visual amenities of the area so as to justify refusal. As such the proposals are considered to comply with policy DM2 and DM13 in terms of its visual impacts.

### Ecology

40. The application site is within 400m of Breckland Farmland SSSI and Thetford Heath's SSSI, and therefore well within the 1.5km stone curlew constraints associated with Breckland Special Area of Conservation (SAC), and therefore has the potential to affect their interest features.
41. However, Natural England considers that the proposed additional development in this location will be unlikely to lead to a significant effect on stone curlews for the reasons set out in their submission. Natural England state that the proposal is unlikely to have a significant effect on any European site or damage or destroy the interest features for which these sites have been notified, providing the proposed development is carried out in strict

accordance with the details of the application, as submitted, and subject to mitigation to address potential disturbance during the construction period.

42. The Council, as competent authority have screened the proposal for Habitats Regulation Assessment (HRA). The screening conclusion is that if the construction period is undertaken outside of the stone curlew breeding season (March to the end of August), the proposal will not have a likely significant effect on any European site, and can therefore be screened out from any requirement for further assessment. This can be controlled by condition.
43. There is also one body of standing water in the north-west corner of the application site, some 100m to the north of the part of the site for the proposed building and separated by an existing building and hard standing.
44. The application is supported by an Ecology Survey. This found that the pond at present is of poor health but confirmed the presence of adult Great Crested newts, considered to be a result of breeding 10 – 15 years previously when the pond was in good health. There was however no sign of newt larva, smaller or other species. The report concludes that the proposed development will not adversely affect the overall situation with regards to viability of the species as this section of land has no particular importance of habitat to GCNs.
45. The Ecology Survey includes ecological mitigation and enhancements. The Landscape and ecology officer has considered this and has no objection to the scheme subject to their implementation and precautionary site clearance and management of the site to avoid harm to amphibians, which is recommended by condition.
46. Policies CS2, DM10, DM11 and DM12 of the Core Strategy and Joint Development Management policies seek to conserve and enhance biodiversity through the assessment of the impact of the development and the provision of mitigation. The information submitted with the application has demonstrated that the impact on protected sites and species is unlikely to be significant and is capable of mitigation and enhancement through the imposition of conditions. As a result the proposal is compliant with the policies listed above.

#### Residential Amenity

47. The proposal has been amended from B2/B8 to B8 industrial storage only. Therefore, with no industrial processes other than storage the proposal is not likely to result in noise nuisance, over and above noise arising from loading and unloading and associated vehicles movements within and to and from the site. Public Health and Housing have no objection to the proposal and subsequently removed their request for a Noise Assessment.
48. Any future change of use to B2 would require planning permission which would enable re-consideration of noise impacts and to secure appropriate noise insulation if required.
49. The nearest dwelling is North Farm (> 130m). The separation between the proposed building and any surrounding dwellings is such that the building would not result in any adverse impact by reason of overshadowing, loss of outlook, noise or vibration associated with any activity at the site. Impact in terms of vehicle movements and any impacts arising this is discussed in more detail in the paragraphs below.



## Highways matters

50. The C633 Station road is subject to a Traffic Regulation Order (TRO) restricting the HGV movements along this road. Therefore any HGV movements at this site must be in accordance with this TRO. However, whilst the road is a rural C class road and only suitable for HGVs in one direction, it is principally a road accepted for use by HGVs.
51. Policy DM45 requires the submission of a Transport Assessment for major developments appropriate to the scale of development and the likely extent of transport implications. The footnote in the policy refers for thresholds to Appendix B, Department for Transport Guidance March 2007, Guidance on Transport Assessment. Whilst this Guidance has now been withdrawn the advice was that for B8 development *no assessment* is required for a floor area under 3000sqm. Between 3000-5000sqm floor area would require a Transport Statement and over 5000sqm a Transport Assessment. A Transport Assessment was therefore not reasonably required.
52. However, the proposed storage building is of a speculative nature and the future occupants are not known at this stage. The expected traffic volume is therefore not certain.
53. Due to the constraints of the local highway network, to prevent unacceptable numbers of HGV movements and to limit the potential for any unacceptable impacts on residential amenity by reason of traffic noise generated from the proposed development, the number of HGVs associated with the new development will need to be restricted by condition.
54. The traffic survey submitted in support of the application established an average of 542 HGV movements over a 24 hour period over three days in November 2017. Between the hours of 7am and 7pm there were 421 HGV movements. In discussion with the Highway Authority in terms of impacts on the local road network and in the interest of residential amenity HGV movements should not increase by more than 10% as a result of the proposed development in order to ensure that the impacts remain acceptable.
55. On that basis HGV movements shall be restricted to 42 per day between the hours of 7am and 7pm. A condition will secure that a log shall be kept by the site management of all HGVs entering and leaving the site associated with the development. Officers do not consider such an increase to severely impact on the highway nor to result in unacceptable impacts on residential amenity, such that it could justify a refusal on these grounds.
56. The amended proposal omits B2 use and is for a B8 industrial storage building only. Subsequently 27 parking spaces, 12 cycle parking spaces and 2 powered two-wheel vehicle parking spaces are proposed. This meets the parking standards in accordance with policy DM46.
57. The proposal would utilise the existing access of Station Road. The traffic survey in support of the application established actual speeds at the site and subsequent required visibility splays. SCC Highways are satisfied that adequate visibility can be achieved on land owned by the applicants or Highways.

58. Additionally, Suffolk County Council as Highway Authority have requested some carriageway widening for an extra 1.5m width for at least 50m, which is likely to be the more congested area. This is to protect the verge from damage from overrun which may otherwise cause a dangerous drop off on the carriageway edge/s. This can be secured by condition.

59. Based on the above, the proposal is not considered to have a severe impact on the Highway such that would otherwise justify refusal. SCC Highways have raised no objections subject to conditions.

#### Sustainable design and construction

60. The area proposed exceeds 1000sqm and as such policy DM7 (sustainable design and construction) will require the development to achieve BREEAM Excellent.

61. The application is supported by a Sustainable Design and Construction Statement to demonstrate that in this case the exceptions set out in policy DM7 apply. The Statement outlines measures incorporated in the design and construction of the building to enhance its sustainability and reduce its carbon use, including the use of materials manufactured locally, energy efficiency measures and the submission of a travel plan prior to the first occupation of the building. This would consider travel movements during operation and can form a condition of approval.

62. Subject to a condition requiring compliance with the statement's commitments, the proposal goes as far as practicable towards addressing Policy DM7 at the present time and will comply with the requirements of policy DM45, which for major development requires the applicant to submit a Travel Plan that identifies the physical and management measures necessary to address the transport implications arising from development.

#### Other matters

63. Other consultation responses around land contamination, flooding, surface water drainage, foul surface water, ground water protection, were not in objection to the scheme subject to standard conditions.

64. Anglian Water commented that the development may lead to an unacceptable risk of flooding downstream as a result of foul water drainage and suggested a pre-commencement condition to secure a drainage strategy to be prepared in consultation with Anglian Water to determine mitigation measures. However, the proposal does not include any water use within the proposed building and as such the condition is unreasonable as there will not be any foul water. In case the need arises in the future a condition will secure that such a strategy shall be submitted prior to the installation of any water supply to the building.

#### **Conclusion:**

65. The proposed new building for B8 use is considered an appropriate employment use for Station Yard in accordance with policy RV4(E) in the Rural Vision 2031, CS9 and CS13 of the St Edmundsbury Core Strategy. As such the proposal is acceptable in principle. The benefits arising from the provision of additional employment use weighs significantly in favour of the application. Additionally to the long term employment provisions, the proposal would also

make a modest contribution to the local economy by way of providing jobs during the construction phase.

66. Due to the scale and massing the new building will initially have an impact on the visual amenities of the area. However, policy DM13 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.
67. With the retention of the existing hedge along the western boundary and proposed screen planting it is Officers view that in the context of the existing industrial site the amended scheme will adequately mitigate the visual impacts. The harm arising as a result of the proposed development will be limited and diminish over time when the screen planting matures.
68. The impact on highways safety and residential amenity by reason of traffic movements/ noise will be limited by way of condition. Subject to the conditions set out below the proposed development will have no severe impact on the highway and limiting HGV numbers and times will ensure that impact on residential amenity is minimal.
69. The proposal will have no adverse impact on ecology or biodiversity interests and enhancements are recommended and will be secured by condition which will result in a nett gain in terms of ecology, in accordance with policy DM12.
70. The material considerations which weigh in favour of the application are considered to outweigh the limited harm identified above. 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:**

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

- 1 The development hereby permitted shall be begun not 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:

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

<b>Reference No:</b>	<b>Plan Type</b>	<b>Date Received</b>
1733 3C	Proposed Elevations & Floor Plans	19.07.2017
22050/001 0	Topographic Survey	19.07.2017
2017/28_001 REV A	Landscape plan	02.01.2018
1733 1 I	Site and Location Plan	20.12.2017

- 3 Prior to the installation of any water supply to the building a foul water strategy shall be submitted to and approved in writing by the Local Planning Authority. The use of any water installations shall not commence until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

REASON: To prevent environmental and amenity problems arising from flooding.

- 4 The strategy for the disposal of surface water (dated October 2017, ref: 22050/802 by Plandescil) and the Flood Risk Assessment (FRA) (dated Oct 17, ref: 22050/FRA&SWDS/Rev0/CS) shall be implemented as approved in writing by the local planning authority. The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained

- 5 The [dwelling/building] hereby permitted shall not be occupied until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register

- 6 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: required pre-commencement to ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan.

- 7 HGV movement associated with the building hereby approved shall be limited to 42 per day.

Reason: In the interest of highway safety, residential amenities and amenities of the area.

- 8 HGV movements associated with the building hereby approved shall not occur outside the hours of 7am - 7pm of any day of the week.

Reason: In the interest of residential amenities and amenities of the area.

- 9 On commencement of the use of the building hereby approved the owners/operators of the site shall keep at all times an up-to-date log of all

HGVs entering and leaving the site associated with the building hereby approved which shall include the times and registration of the vehicle entering/leaving the site each day. The Register shall be made available for inspection on demand by the Local Planning Authority.

Reason: To ensure that the Local Planning Authority retains control of the HGV movements associated with the building hereby approved due to the constraints of the local road network and the potential impact on residential amenity from significant increase in HGV movements from the development hereby approved.

- 10 The site 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: To protect the amenity of the area.

- 11 No security lights or floodlights shall be erected on site without the submission of details to, and written approval from, the Local Planning Authority to ensure a lighting environment of low district brightness at residential properties.

Reason: To protect the amenity of the area.

- 12 The vehicular access hereby permitted shall be a minimum width of 7.3 metres for a distance of 15m metres measures from the nearby edge of the carriageway.

Reason: To ensure vehicles can enter and leave the site in a safe manner.

- 13 Before the use of the building hereby approved commences details of the areas to be provided for storage of Refuse/Recycling bins 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 for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

- 14 Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: Required pre-commencement to prevent hazards caused by flowing water or ice on the highway.

- 15 Gates shall be set back a minimum distance of 15m metres from the edge of the carriageway and shall open only into the site and not over any area of the highway.

Reason: In the interests of road safety.

- 16 The use shall not commence until the area(s) within the site shown on drawing 1733 1 I for the purposes of loading, unloading, manoeuvring and parking of vehicles for both existing and proposed units and the secure storage of cycles has been provided and thereafter that area(s) 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.

- 17 Before the access is first used clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 4.5m metres from the nearside edge of the metalled carriageway at the centre line of the access point (X dimension) and a distance of 153 metres in a westerly direction and 164m in an easterly direction along the edge of the metalled carriageway from the centre of the access (Y dimension).

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) 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 drive 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.

- 18 The carriageway shall be widened to at least 6.5m for at least 50m from the access in an easterly direction.

Reason: In the interests of highway safety, to allow HGVs sufficient room to pass without using the verge and causing danger to other vehicles.

- 19 Construction works must not take place within the stone curlew breeding season (March to the end of August). If it is proposed to carry out works during this period, an assessment of the effects of the proposals which must include review of RSPB nest records up to 500m from the site to assess whether birds are likely to be nesting within the distance where they may be disturbed. The assessment should be submitted and agreed in writing prior to commencement of development and any mitigation measures provided in full.

Reason: To ensure that stone curlew are not adversely effected and mitigation measures are provided to ensure that wildlife habitats are maintained and are not adversely affected by the development.

- 20 Prior to commencement of the building hereby permitted details for precautionary site clearance and management of the site including a method statement shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented as

approved in writing by the local planning authority.

Reason: Required pre-commencement as relevant to site clearance to avoid harm to amphibians and protected species.

- 21 The works shall be carried out in accordance with the details contained in the Biodiversity Survey by Framlingham Environmental dated 29th June 2017. The enhancement measures shall be implemented in full within 12 month following commencement of the development hereby approved and the area maintained as detailed in the survey thereafter.

Reason: To ensure that mitigation measures are provided to ensure that wildlife habitats are maintained and are not adversely affected by the development.

- 22 The works shall be carried out and the building operated in accordance with the details contained in the SUSTAINABLE DESIGN AND CONSTRUCTION STATEMENT received on 19 Dec 2017.

Reason: To comply with policy DM7 to adhere to the broad principles of sustainable design and construction.

- 23 A Travel Plan as detailed in the SUSTAINABLE DESIGN AND CONSTRUCTION STATEMENT received on 19 Dec 2017 shall be submitted to and agreed in writing with the Local Planning Authority prior to the first occupation of the building hereby approved. The approved details shall be implemented prior to the first use of the building and the development shall thereafter be operated in accordance with details agreed in the travel plan unless otherwise approved in writing by the Local Planning Authority.

Reason: To comply with policy DM7 to adhere to the broad principles of sustainable design and construction.

### **Documents:**

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/17/1487/FUL](https://www.framlingham.gov.uk/DC/17/1487/FUL)