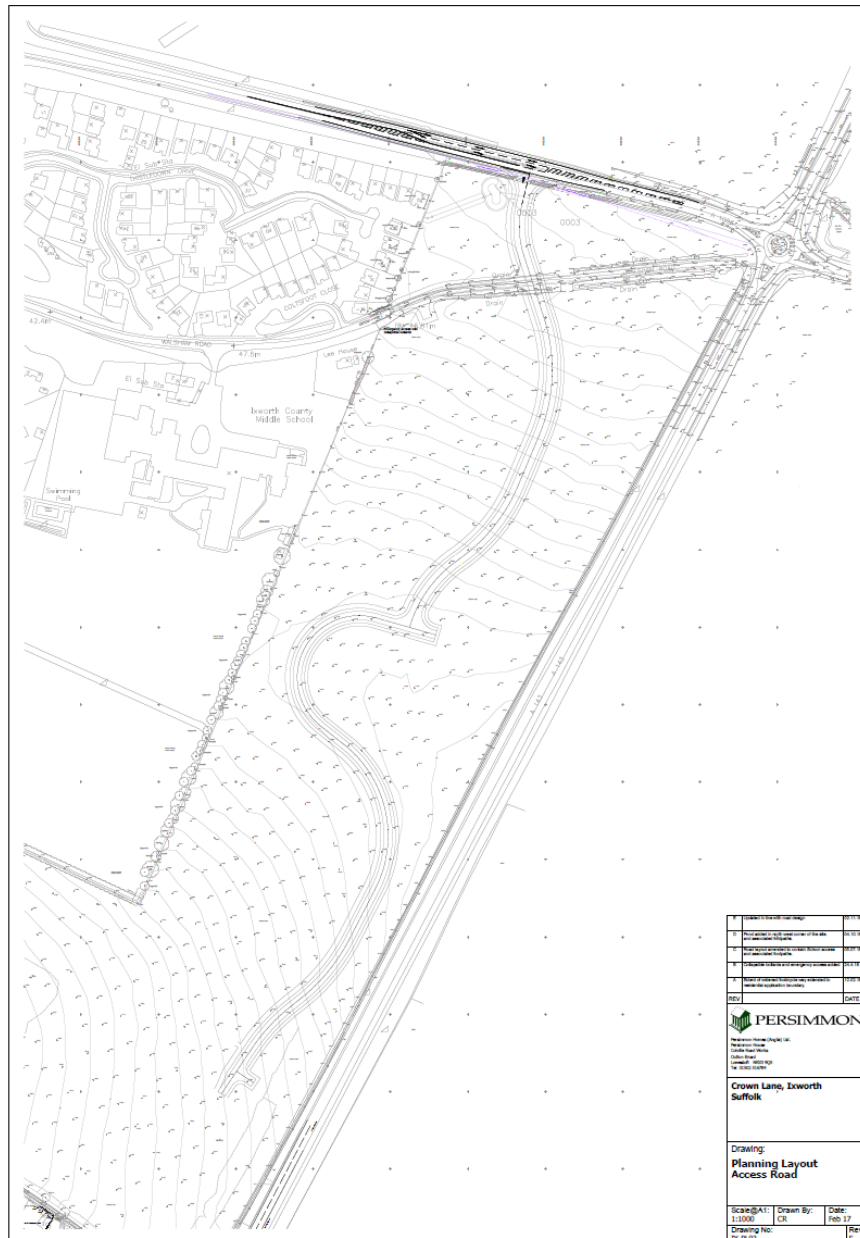


Development Control Committee Thursday 3 January 2019

Late Papers

Item 5 - DC/17/0339/FUL – Land To The South Of A1088 And Crown Lane, Ixworth

1. Following publication of the Committee Report in respect of the above application it was noted that the Block Plan on Page 93 is incorrect. A corrected block plan is provided below:



2. Following publication of the Committee Report SCC Highways has provided further comments and has confirmed that it does not object to the application subject to the imposition of appropriate conditions. SCC Highways has also confirmed the following:

The drainage solution as put forward is not to SCC standard design and has many elements that require more maintenance than is usual and has some elements not usually adopted by SCC. Whilst it is acknowledged that this system may work for this location, any adoption of this system would require over and above maintenance and inspection.

At this time SCC are not convinced that the system is adoptable and therefore would require the maintenance and inspection to be undertaken by a management company and details of how that management should be made available to SCC before construction and agreed in writing.

This would not prejudice the adoption of the carriageways, cycleways and footways subject to detailed design by SCC via a section 38 agreement.

3. Following submission of revised highway engineering layouts to address comments made by SCC Highways, planning condition 2 is updated as follows:

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

IX-SL02 – Site location plan
IX-PL03E – Road layout plan
215-E-200 Rev B – Engineering layout sheet 1 of 2
215-E-201 Rev B – Engineering layout sheet 2 of 2
E3772-910B – Signings and linings sheet 1 of 2
E3772-911A – Signings and linings sheet 2 of 2
FRA to App C 280/2016/FRA Rev P9 Nov 2018
FRA App D to App F Nov 2018
FRA App G to App I Nov 2018

Reason: To define the scope and extent of this permission

4. The following additional planning conditions are recommended and should be read in conjunction with the planning conditions on Pages 77 to 83 of the Committee Report:

17. The gradient of the access road shall not be steeper than 1 in 20 throughout its length.

Reason: To ensure that vehicles can enter and leave the public highway in a safe manner, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

18. No other part of the development shall be commenced until the new vehicular access road has been laid out and completed in all respects in accordance with Drawing Nos 215-E-201 Rev B & 215-E-200 Rev B and has been made available for use. 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 accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

19. Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of discharge of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure that the access is designed and constructed to an acceptable standard, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement since it relates to highway safety and it is necessary to secure details prior to any other works taking place.

20. 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 Local 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.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV movements and parking whilst waiting to deliver and during delivery due to the location of the site with regard to the school on a narrow road and the road potentially being accessed by the A1088 and in the interests of highway safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

21. All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Construction Management Plan which shall be submitted to the Local Planning Authority for approval a minimum of 28 days before any deliveries of materials commence.

The site is adjacent to a school via a narrow adopted road and the A1088. The site crosses an adopted highway that must remain open to all traffic and care should be taken not to introduce mud and detritus onto the highway.

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 should contain amongst other usual remediation, the parking location of construction vehicles and method of control and removal of mud control onto the highway.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV and construction vehicles on the immediate area and adopted roads and footways and in the interests of highway safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

22. Before the access is first used visibility splays shall be provided as shown on Drawing Nos 215-E-201 Rev B & 215-E-200 Rev B and thereafter retained in the specified form. 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 access have sufficient visibility to enter the public highway safely and vehicles on the public highway have sufficient warning of a vehicle emerging to take avoiding action in the interests of road safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.