



*St Edmundsbury*  
BOROUGH COUNCIL

# DEV/SE/19/019

## Development Control Committee 7 March 2019

### Planning Application DC/19/0042/FUL – Land to the South of Fortress Way, and South East of Lady Miriam Way, Suffolk Business Park

**Date Registered:** 15.01.2019      **Expiry Date:** 16.04.19

**Case Officer:** Peter White      **Recommendation:** Approve Application

**Parish:** Rushbrooke With Rougham      **Ward:** Rougham and Moreton Hall

**Proposal:** Planning Application - (i) Construction of access road and (ii) construction of Ambulance Depot with associated landscaping and parking

**Site:** Land to the South of Fortress Way, and South East of Lady Miriam Way, Suffolk Business Park

**Applicant:** East of England Ambulance Trust

**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.

CONTACT CASE OFFICER:

Pete White

Email: peter.white@westsuffolk.gov.uk

Telephone: 01284 757357

## **Background:**

**The application site sits between Fortress Way to the north and the A14 to the south. The site was previously part of much larger arable field/airfield which is allocated as the Suffolk Business Park Extension.**

**The application is before the Development Control Committee for two reasons. Firstly, the Officers' recommendation is one of APPROVAL, which is not wholly consistent with the Development Plan. The overall use does not fall into any defined use class order whereas the allocation is for B1 and B8 uses. Secondly because the Council has a financial interest in the land.**

## **Proposal:**

1. The planning application seeks consent for an ambulance depot. The primary function of the building is the storage of Ambulances and their ongoing replenishment of medical facilities and cleaning. The depot will act as a base for clinical staff to start and finish shift work. The building will also have a training and office rooms. The second function of the building is for the maintenance and repair of the ambulances in the workshop.
2. The proposed use overall is sui generis i.e. it does not fit into a specific use class.
3. The application has been amended or additional/ new information has been submitted. These are as follows;
  - Amended elevations;
  - Amended ground floor plan;
  - Amended first floor plan;
  - Amended roof plan;
  - Amended planning application form;
  - Amended detailed planting plan;
  - Amended landscape proposal;
  - Amended Design and Access Statement;
  - Amended Arb impact Assessment;
  - Amended Site Location Plan;
  - Amended Site layout;
  - Amended Tree Protection Plan;
  - Amended Transport Assessment;
  - Amended Site Specific Flood Risk Assessment

## **Application Supporting Material:**

4. Information submitted with the application as follows:
  - Application Form
  - Design and Access Statement
  - Planning Statement
  - Surface water drainage strategy
  - Ecological Plan
  - Landscape Details
  - Parking, Cycle and Footpath Details
  - Site Location and Layout
  - Elevations, Floor Plans and Sections

5. The full list of plans and documents, which are relevant to the proposed development are detailed in full within Condition 2 in the recommendations section of the report.

### **Site Details:**

6. The site is situated north of the A14 and south of Fortress Way which is the new internal link road on Suffolk Park which links Lady Miriam Way South and Rougham Tower Avenue.
7. The site is currently undeveloped and was previously agricultural fields. Prior to the sites agricultural use the site formed part of the Rougham Airfield which was a Second World War airfield.
8. To the east are two storage and distribution warehouses which have been recently completed but are not yet complete. To the west is the original Suffolk Business Park where Sealeys, Denny Brothers and other business are situated.

### **Planning History:**

9. Outline consent granted under DC/16/2825/OUT for B1 and B8 uses including structural landscaping, and an internal access road. One plot was identified as being for RC Treatts and was for a B1, B2 and B8 use. The internal access road has now been completed and has been called Fortress Way.

### **Consultations:**

10. Highway Authority: No objection, recommend conditions
11. Environment Agency: No comment, however they state that if the development proposes to use deep infiltration systems including boreholes and other structures that by-pass the soil layer they would wish to be re-consulted.
12. Public Health and Housing: No objection, recommend conditions.
13. Environment Team: No objection concerning Contaminated Land, Local Air Quality and Environmental Permitting Issues, recommend conditions
14. Landscape and Ecology Officer: No objection, recommend conditions.
15. Suffolk County Council Flood and Water Engineer: No objection, recommend conditions.

### **Representations:**

16. Ward Member  
No comments received.
17. Rushbrooke with Rougham Parish Council: Support the application.
18. Neighbours: No representations received.

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

20. Joint Development Management Policies Document (adopted February 2015):

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM2: Creating Places – Development Principles and Local Distinctiveness
- Policy DM3: Masterplans
- Policy DM6: Flooding and Sustainable Drainage
- Policy DM7: Sustainable Design and Construction
- Policy DM10: Impact of Development on Sites of Biodiversity and Geodiversity Importance
- Policy DM11: Protected Species
- Policy DM12: Mitigation, Enhancement, Management and Monitoring of Biodiversity
- Policy DM13: Landscape Features
- Policy DM14: Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards
- Policy DM20: Archaeology
- Policy DM44: Rights of Way
- Policy DM45: Transport Assessment and Travel Plans
- Policy DM46: Parking Standards

21. Bury St Edmunds Vision 2031 (adopted September 2014):

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

22. St Edmundsbury Core Strategy (adopted December 2010):

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

23. St Edmundsbury Borough Council Local Plan Policies Map (adopted February 2015) – Bury St Edmunds Inset Map 1

#### **Other Planning Policy:**

- National Planning Policy Framework (2018)
- National Planning Practice Guidance
- Concept Statement Suffolk Business Park Extension Adopted October 2007
- Suffolk Business Park Extension Masterplan Adopted June 2010
- St Edmundsbury Green Infrastructure Strategy Dated September 2009

## Officer Comment:

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

- Principle of Development
- Design and appearance
- Landscape and Ecology matters
- Sustainable Transport and Highway matters
- BREEAM Matters
- Other matters

### Principle of Development

25. The proposal seeks consent for an ambulance depot. The overall use is made up of a maintenance and repair workshop for the ambulances, a make ready area which will clean out and replenish the medical provisions in the ambulances, offices, storage areas, changing rooms, and training rooms. The overall use is defined as a Sui Generis (use class of its own) use and as such does not accord to the uses allocated for the Suffolk Business Park. E.g. the Suffolk Business Park is allocated for B1 and B8 (not B2). As a consequence when assessing this application the scales start off unevenly balanced against the scheme. Accordingly planning law states that planning applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. Put plainly this application should be not be approved unless material considerations indicate otherwise.

26. The Planning Statement acknowledges that the proposed use is contrary to Development Plan. It says at 6.3

*The exceptional circumstances which are considered to be a material consideration in this case are:*

- *EEAST performs an essential public service, providing emergency and often life-saving, ambulance services to the district and wider region, and*
- *EEAST has selected this site as the most suitable for its central operational purposes - the site location is key to them delivering its strategic roll out of the NHS backed 'Make Ready' facility for this region and allows them to provide a central facility with a fleet depot repair workshop, enabling a viable and comprehensive service from a single venue.*
- *The relocation of the current ambulance facility from the centre of the town will free up other land for development*

27. Officers are of the view that the public benefit of the use should be given significant weight as the service provided is essential to society and the wider health service.

28. The rest of the report will discuss the other material considerations and then weigh up, and conclude the acceptability of the scheme.

## Design and appearance

29. The Suffolk Business Park Extension is intended to be a high quality business park, which is a clear instruction of the adopted Masterplan. To achieve a high quality business park both the design of buildings and landscaping are equally important.
30. The building comprises two key elements which join to form an inverted 'L' shape of built form. The two elements comprise the 'Make Ready' ambulance station and the fleet depot.
31. The building will be two storey commercial building with a maximum height of 7.625m above ground level to ridge. There will be a lower element to the building on the north west corner of the building holding the 'Make Ready' area for the four ambulances
32. There will be a shallow pitched roof partially hidden behind a low parapet edge. The overall mass of the building is broken down by the use of materials and window surrounds and the use of a simple colour palette.
33. The Environmental Statement which supported the outline application for the site gave examples of the types of buildings that would be delivered on this part of the park. Whilst this application is separate from the outline and not bound by it, officers are satisfied that the proposed building would sit comfortably, and contribute positively to bringing forward a high business park. The industrial nature of B2 uses means they can negatively impact on the aspiration of delivering a high quality business park. In this instance the B2 element on the proposed use will be out of view when people visit the site and the location of the plot will itself be well hidden within the overall park.
34. Therefore given the above officers are satisfied that the design of the building is acceptable and will positively contribute to the appearance of a high quality business park.

## Landscape and Ecology

35. Policy DM13 of the Joint Development Management Policies document requires that development will be permitted where it will not have an unacceptable adverse impact on the character of the landscape, landscape features, wildlife, or amenity value. The policy goes on to note the sensitivity of the Special Landscape Areas and requires that individual proposals within or adjacent to these areas will be assessed based on their specific landscape and visual impact. Policy DM13 also requires that all development proposals should demonstrate that their location, scale, design and materials will protect, and where possible enhance the character of the landscape, including the setting of settlements, the significance of gaps between them and the nocturnal character of the landscape. Finally the policy advises that where any harm will not significantly and demonstrably outweigh the benefit of the proposal, development will be permitted subject to other planning considerations. However the policy also requires that it is essential that commensurate provision must be made for landscape mitigation and compensation measures, so that harm to the locally distinctive character is minimised and there is no net loss of characteristic features.

36. Policy BV13 states in part that amongst other things, *the design and landscaping have been informed by a masterplan for the site*. The Suffolk Business Park Extension Masterplan was adopted in June 2010. Landscaping and ecology is dealt with in section 5. This states that *the landscape objectives for the site are to retain where possible the existing landscape features which make a positive contribution to the appearance of the area, and to enhance the site with extensive new planting. Therefore, the principal trees and hedgerows will be substantially retained and will be incorporated into the structure of Suffolk Park Extension*. The masterplan goes on to state that, *within plots, planting will be used to soften frontages and provide some enclosure of vehicle parking and manoeuvring areas appropriate to the use. A landscaping strategy will be formulated to ensure consistency in the nature of the planting and in the species used. Native species will be used where possible. This will ensure that landscape is an integral part of plot design and result in a consistent appearance throughout the development*.
37. The landscaping scheme has been amended since its original submission. This is principally involved narrowing the 4 metre proposed landscape strip on the western boundary to 2 metres and adding a 2 metre strip on the eastern boundary. Other changes to the internal landscaping have occurred which are relatively minor and include species changes or slight location changes to individual trees. Lastly the Root Protection Areas have been clarified with amended plans. The proposed landscaping is considered acceptable given the scale and massing of the proposal and its discreet location on the park. The existing and proposed boundary landscaping will frame and set the building appropriately and as such it is considered that the scheme accords with the adopted Masterplan for the Park and is therefore acceptable.

Sustainable transport and Highway matters.

38. Policy BV13 requires a Travel Plan to be implemented to reduce dependency on the motor vehicle. Having discussed this with officers at Suffolk County Council who oversee Public Transport Operations and Travel Plans it was agreed that the requirement for a Travel Plan and contributions towards a bus service would not be sought unless in exceptional circumstances. This decision was taken by the LPA when determining the outline application for Jaynics part of the Suffolk Business Park Extension, which is now referred to as Suffolk Park (DC/16/2825/OUT).
39. To replace this approach the council will be requiring that facilities are installed in all new premises on the Suffolk Business Park Extension that allow for staff to walk and cycle to work. These practical facilities would exceed what would normally be delivered and echo what has already been secured on the Festool, Treatts, Servest, and TNS developments. Such facilities will include separate male and female changing rooms, with lockers that can accommodate wash kit, a suit or other work wear, drying rooms to dry wet clothes, and multiple shower cubicles.
40. The outline consent DC/16/2825/OUT required a cycling and walking strategy to be drawn up and approved by the Local Planning Authority. Whilst this application is not a reserved matter application that is bound by the parameters set by the outline, officers considered what would have been required by the strategy and how this proposal compared to those requirements.

41. In this instance the proposal exceeds the amounts of lockers, accords with the length of rail space available to hang clothes in the drying room, and meets the amount of covered, secure and lit cycle storage. However the proposal does not have separate male and female changing rooms which is required by the strategy. Whilst this is disappointing and weighs against the scheme the proposal does have an overprovision of shower rooms which is considered appropriate mitigation.
42. The proposed building would have a floor area 2657m<sup>2</sup>. The Suffolk Parking Standards do not have parking standards for the proposed use. If the floor area were all a B1 use or a B2 use this would allow for a maximum allowance of 88 car parking spaces. In this instance the proposal includes 71 spaces for Ambulance vehicles and 7 spaces for response cars and 2 for District Liaison officers. Lastly the proposal then includes 85 car parking spaces with 20 of these spaces identified for employees who work within the fleet depot element of the site. This therefore represents just over a 96% car parking spaces against the SCC parking standards when testing the floor area of the proposal as a B1/B2 mix.
43. The Highway Authority are very aware that in the past on the Moreton Hall area uses have come forward which have not had sufficient parking on site which has led to parking on the highway network. Given the unusual nature of the proposal and the shift pattern of many of the staff the Highway Authority required additional information from the applicant/ operator to understand staff numbers, parking on site at existing facilities and how future demands/ staff increases had been planned for. An amended Transport Assessment was submitted which set out to demonstrate the acceptability of the scheme and how the amount of parking on site was acceptable. This has been accepted by the Highway Authority who are satisfied with the scheme.

#### BREEAM matters

44. Policy DM7 of the JDMPD requires all new non-residential developments over 1,000 square metres to achieve the BREEAM Excellent standard or equivalent unless it can be demonstrated why this is not feasible, technically achievable or unviable. The application is supported by an Energy Statement and a BREEAM Pre Assessment. The application seeks flexibility on the BREEAM Excellent standard because the proposal includes biodiversity features along with enhanced walking and cycling facilities. It also makes a commitment to provide at least 20% of onsite energy provision from renewable/ low carbon sources.
45. As the proposal does not accord with policy DM7 by achieving BREEAM Excellent this must weigh against the proposal. It should be noted that other developments that have already been consented on the Suffolk Business Park have also not achieved BREEAM Excellent. Officers have accepted this on previous proposals for the three following reasons;
- a) Enhanced facilities on site to encourage walking and cycling like drying rooms, full sized lockers, showers etc;
  - b) Biodiversity mitigation;
  - c) Reduction in energy demand or 20% of energy produced on site



46. In this instance the proposal will deliver these three mitigating factors and so officers are satisfied that a lesser BREEAM level is acceptable.

#### Other matters

47. Other matters considered acceptable include land contamination, noise, fire hydrants, surface water drainage and Electrical Vehicle charging points.

#### **Conclusion:**

48. The scheme is contrary to the Development Plan as set out at the beginning of the report. However the function that the use will fulfil and the public benefit that it will bring are considered to carry significant positive weight. Indeed officers consider that the scales are positively balanced when just the public benefit of the scheme is weighed against the contrary nature of the use vs. the development plan. There are some matters weigh negatively against the scheme (B2 use and a lack of separate changing rooms) but these carry very minor weight given the mitigation around them which is discussed above. Other matters such as design, landscaping and ecology and transport are considered acceptable and accord with policies. Therefore it is considered that the scheme should be approved as an exception to the Development Plan with the below conditions.

#### **Recommendation:**

49. 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:

- Drawing Number 11074 PL001 REV C – Location Plan
- Drawing Number 11074 PL002 REV C – Proposed Site Layout
- Drawing Number 11074 PL003 REV C – Ground Floor Plan
- Drawing Number 11074 PL004 REV B - First Floor Plan
- Drawing Number 11074 PL005 REV B – Roof Plan
- Drawing Number 11074 PL006 REV B - Elevations
- Drawing Number 11074 PL007 - Proposed Sections
- Drawing Number 836-SW-01 REV D - Landscape Details
- Drawing Number 836-SW-02 REV D - Landscape Details
- Drawing Number JBA 18-298-TP01 Rev A – Tree Protection Plan
- Drawing Number Arb Impact Assessment Statement Dated 22.1.19

BREEAM Pre Assessment  
Planning Assessment  
Design and Access Statement Rev A  
Transport Statement Rev A  
Noise Assessment

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

3. The existing access off Fortress Way shall be used for the construction of the development hereby approved and no other access shall be used.

Reason: In the interest of highway safety.

4. Within 1 month of development commencing on the building hereby approved full details of the Refuse/Recycling bins storage area, including the fences and gates around them shall be submitted to an approved in writing by the Local Planning Authority. The approved details shall be implemented in their entirety before the development is brought into use and shall be retained thereafter.

Reason: To ensure a satisfactory development.

5. The building hereby approved shall not be first brought into use until the new access road and footway alongside it have been laid out and completed in all respects in accordance with drawing no. 11074 PL002 REV B and been made available for use. Thereafter the road and access shall be retained in the specified form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and is brought into use before any other part of the development is commenced in the interests of highway safety.

6. Prior to the building hereby approved being first brought into use the area(s) within the site shown on drawing no. 11074 PL002 REV B, for the purposes of loading, unloading, manoeuvring and parking of vehicles shall be provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the onsite 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.

7. Within 1 month of development commencing on the building hereby approved full details of cycle storage for staff and visitors shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the following;

- 50 cycle spaces for staff
- Detail of how the staff cycle storage is covered, secure (lockable) and internally illuminated
- 4 cycle spaces for visitors
- Details of how the visitor spaces are covered and illuminated

The approved details shall be implemented in their entirety before the development is brought into use and shall be retained thereafter.

Reason: To ensure that the facilities to allow staff to cycle and walk to work are installed and available as mitigation for the scheme not having a Travel Plan or making a public transport contribution.

8. If, during development, contamination not previously identified is found to be present at the site then no further development of the associated area of the site (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority 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 line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and the Environment Agency's approach to groundwater protection (available at: <https://www.gov.uk/government/collections/groundwater-protection>).

9. No development shall commence on area A as shown on drawing number 11074 PL008 until a detailed surface water drainage scheme for that area, based on the agreed Drainage Strategy by Richard Jackson Engineering Consultants, draw ref. 49498-PP-002 & dated Jan 2019 and the FRA by Richard Jackson Engineering Consultants, ref 49498 Rev A & dated 31/01/2019, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the building hereby approved is first brought into use. Details to be submitted include:-

- 1) 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). Borehole records should also be submitted in support of soakage testing.
- 2) Infiltration devices should be no more than 2m deep and will have at least 1.2m of unsaturated ground between base of the device and the groundwater table.
- 3) Dimensioned plans illustrating all aspects of the surface water drainage scheme including location and size of infiltration devices and the conveyance network. A statement on the amount of impermeable area served by each infiltration device should also be illustrated on the plans and should be cross referenceable with associated design calculations.
- 4) Full modelling results (or similar method) to demonstrate that the infiltration device has been adequately sized to contain the critical 100yr+CC event for the catchment area they serve. Each device 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.
- 5) Infiltration devices will have a half drain time of less than 24hours (or provide extra storage for a subsequent 10yr storm).
- 6) Modelling of conveyance networks showing no above ground flooding in 1 in 30 year event, plus any potential volumes of above ground flooding during the 1 in 100 year rainfall + CC.
- 7) Infiltration devices shall only be used where they do not pose a threat to groundwater. Only clean water will be disposed of by infiltration devices due to the site being inside an Source Protection Zone. Demonstration of adequate treatment stages for water quality control shall be submitted - SuDS features should demonstrate betterment to water quality, especially if discharging towards a watercourse or aquifer.

- 8) Topographic plans shall be submitted depicting safe exceedance flow paths in case of a blockage within the main SW system and/or flows in excess of a 1 in 100 year rainfall event. These flow paths will demonstrate that the risks to people and property are kept to a minimum.
- 9) 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.
- 10) Arrangements to enable any Surface water drainage within any private properties to be accessible and maintained including information and advice on responsibilities to be supplied to future owners.

Reasons: To prevent the road development from causing increased flood risk off site over the lifetime of the development (by ensuring the inclusion of volume control). To ensure the development is adequately protected from flooding. To ensure the development does not cause increased pollution to water environment. To ensure clear arrangements are in place for ongoing operation and maintenance.

9. No development shall commence on area B as shown on drawing number 11074 PL008 until a detailed surface water drainage scheme for that area, based on the agreed Drainage Strategy by Richard Jackson Engineering Consultants, draw ref. 49498-PP-002 & dated Jan 2019 and the FRA by Richard Jackson Engineering Consultants, ref 49498 Rev A & dated 31/01/2019, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the building hereby approved is first brought into use. Details to be submitted include:-

- 1) 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). Borehole records should also be submitted in support of soakage testing.
- 2) Infiltration devices should be no more than 2m deep and will have at least 1.2m of unsaturated ground between base of the device and the groundwater table.
- 3) Dimensioned plans illustrating all aspects of the surface water drainage scheme including location and size of infiltration devices and the conveyance network. A statement on the amount of impermeable area served by each infiltration device should also be illustrated on the plans and should be cross referenceable with associated design calculations.
- 4) Full modelling results (or similar method) to demonstrate that the infiltration device has been adequately sized to contain the critical 100yr+CC event for the catchment area they serve. Each device 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.
- 5) Infiltration devices will have a half drain time of less than 24hours (or provide extra storage for a subsequent 10yr storm).
- 6) Modelling of conveyance networks showing no above ground flooding in 1 in 30 year event, plus any potential volumes of above ground flooding during the 1 in 100 year rainfall + CC.
- 7) Infiltration devices shall only be used where they do not pose a threat to groundwater. Only clean water will be disposed of by infiltration devices due to the site being inside an Source Protection Zone. Demonstration of

adequate treatment stages for water quality control shall be submitted - SuDS features should demonstrate betterment to water quality, especially if discharging towards a watercourse or aquifer.

- 8) Topographic plans shall be submitted depicting safe exceedance flow paths in case of a blockage within the main SW system and/or flows in excess of a 1 in 100 year rainfall event. These flow paths will demonstrate that the risks to people and property are kept to a minimum.
- 9) 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.
- 10) Arrangements to enable any Surface water drainage within any private properties to be accessible and maintained including information and advice on responsibilities to be supplied to future owners.

Reasons: To prevent the plot development from causing increased flood risk off site over the lifetime of the development (by ensuring the inclusion of volume control). To ensure the development is adequately protected from flooding. To ensure the development does not cause increased pollution to water environment. To ensure clear arrangements are in place for ongoing operation and maintenance.

10. No development shall commence on area A as shown on drawing number 11074 PL008 until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-

- i. Temporary drainage systems
- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
- iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan

11. No development shall commence on area B as shown on drawing number 11074 PL008 until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-

- i. Temporary drainage systems

- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
- iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan

12. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and the Environment Agency's approach to groundwater protection (available at: <https://www.gov.uk/government/collections/groundwater-protection>).

13. All HGV and construction 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.

Reason: To reduce and or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas.

14. Before development commences details of one fire hydrant to serve the site shall be submitted to and agreed in writing with the Local Planning Authority. The approved details shall be installed and made available prior to the building hereby approved first being brought into use.

Reason: To ensure that sufficient fire hydrants are in situ to serve the business park.

15. Details of the facing and roofing materials for the hereby approved building shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development is satisfactory.

16. Prior to the commencement of any development in Area B the Tree Protection Measures as shown on drawing number JBA 18/298 TP01 Rev A and drawing number 836-SW-02 Rev D shall be implemented in their entirety and shall be maintained and retained until the development is completed. Within the root protection areas the existing ground level shall be neither raised nor lowered

and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon. If any trenches for services are required within the fenced areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.

Reason: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground

17. Within one month of the development commencing on the building hereby approved details of external lighting for the entire site including any proposed along the access road shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall include the location, lux levels and other features necessary to minimise the spillage of light from the site including but not limited to light hoods, timers and motion sensors. The approved details shall be implemented before the building is first brought into use and retained thereafter.

Reason: To ensure that bat corridors are protected

18. All planting shown on drawing number 836-SW-01 Rev D and 836-SW-02 Rev D and within Area A shall be carried out in the first planting season following the completion of the access road within Area A (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Reason: To enhance the appearance of the development

19. All planting shown on drawing number 836-SW-02 Rev D shall be carried out in the first planting season following the building hereby approved first being brought into use (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Reason: To enhance the appearance of the development

20. The recommendations in the Walkover Ecology Survey Report 2018 shall be implemented in full throughout the entire construction phase.

Reason: To ensure that biodiversity is protected during the construction phase

21. Within one month of the development commencing on the building hereby approved an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a

timeline for implementation. The approved details shall thereafter be implemented in the approved timeframe and retained thereafter.

Reason: To ensure that biodiversity is enhanced

22. Within 1 month of development commencing on the hereby approved building full details of the lockers, drying room (including heating source and how clothes and other items will be stored (rails/ hook/ benches)) shall be submitted to and approved in writing with the Local Planning Authority. The approved details shall be fully installed and available to staff before the building hereby approved is first brought into operation and thereafter retained.

Reason: To ensure that the facilities to allow staff to cycle and walk to work are installed and available as mitigation for the scheme not having a Travel Plan or making a public transport contribution.

23. Notwithstanding the submitted details, prior to their installation details of the siting, design, height and materials of screen walls, fences and gates shall be submitted to and approved in writing by the Local Planning Authority. The approved screen walling and/or fencing and/ or gates shall be constructed or erected before any of the buildings hereby approved are first brought into use and thereafter retained in the form and manner installed.

Reason: To provide clarification and ensure the satisfactory development of the site.

24. Within one month development commencing on the hereby approved building details of 5 electric vehicle charging points for non accessible car parking spaces and 1 electric vehicle charging point for an accessible car parking space shall be submitted to and approved in writing with the Local Planning Authority. The approved details shall be implemented prior to any building hereby approved first being brought into use and shall be retained thereafter.

Reason: To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 105 and 110 of the National Planning Policy Framework (NPPF) and the Suffolk Parking Standards.

25. Prior to development commencing on the building hereby approved an Energy Strategy for the building shall be submitted to and approved in writing by the Local Planning Authority. The submitted information shall demonstrate at least a 20% reduction in emissions against the Part L notional building as set out in the BRUKL document. (See note 7)

Reason: In the interests of sustainability to ensure the development minimises its environmental impact in accordance with policy DM7 of the Joint Development Management Policy Document 2015 in lieu of the required BREEAM Excellent award.

Note 7: The Local Planning Authority would accept a reduction in emissions either from energy efficiency or improvements in energy efficiency and the use of renewable energy technologies on site.



26. No later than 6 months after the building hereby approved is first brought into use, a certificate demonstrating that building has gained at least BREAAAM Very Good status shall be submitted in writing to the Local Planning Authority.

Reason: In the interests sustainability in compliance with Policy DM7.

27. Details of all plant and machinery, including any necessary shielding or other mitigation methods shall be submitted to and approved in writing by the Local Planning Authority within 1 month of development starting on the hereby approved building. The approved plant and machinery shall not exceed a combined total sound power noise level of 95 dB LwA. The approved details, including any mitigation shall be installed in their entirety before the building hereby approved is first brought into use.

Reason: To protect the amenity of the area.

28. Before development commences on area A as shown on drawing 11074 PL008, a comprehensive construction and site management programme shall be submitted to and approved in writing by the Local Planning Authority. The programme shall include the following details:-

- a. site set-up and general arrangements for storing plant (including cranes), materials, machinery and equipment, offices and other facilities and contractors vehicle parking, loading, unloading and vehicle turning areas;
- b. noise method statements and noise levels for each construction activity including any piling and excavation operations;
- c. dust, dirt and vibration method statements and arrangements;
- d. site lighting.
- e. Monitoring and auditing procedure
- f. Complaints response procedures
- g. Community liaison procedures

Reason: To protect the amenity of nearby residential properties.

29. Before development commences on area B as shown on drawing 11074 PL008, a comprehensive construction and site management programme shall be submitted to and approved in writing by the Local Planning Authority. The programme shall include the following details:-

- a. site set-up and general arrangements for storing plant (including cranes), materials, machinery and equipment, offices and other facilities and contractors vehicle parking, loading, unloading and vehicle turning areas;
- b. noise method statements and noise levels for each construction activity including any piling and excavation operations;
- c. dust, dirt and vibration method statements and arrangements;
- d. site lighting.
- e. Monitoring and auditing procedure
- f. Complaints response procedures
- g. Community liaison procedures

Reason: To protect the amenity of nearby residential properties.

30. The site preparation and construction works, shall be carried out between the hours of:

08:00 to 18:00 Mondays to Fridays

08:00 - 13.30 Saturdays

No times during Sundays or Bank Holidays without the prior written consent of the Local Planning Authority.

(If 'quiet work activities' are permitted by the Local Planning Authority upon receiving a formal request outside these hours they will not involve the use of generators, machinery and vehicles in external areas of the site).

Reason: To protect the amenity of the area.

31. No generators to be used in external areas on the site outside the hours of:

08:00 to 18:00 Mondays to Fridays

08:00 - 13.30 Saturdays

No times during Sundays or Bank Holidays

Reason: To protect the amenity of the area.

32. The Local Planning Authority shall be provided with three days' notice prior to any extended concrete pour taking place outside the agreed hours of construction for agreement that the works can proceed.

Reason: To protect the amenity of the area.

33. Any waste material arising from site demolition, preparation and construction works shall not be burnt on site but shall be kept securely in containers for removal to prevent escape into the environment.

Reason: To protect the amenity of the area.

### **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=PL3WXVPD00Z00>