



St Edmundsbury
BOROUGH COUNCIL

DEV/SE/19/024

Development Control Committee 28 March 2019

Planning Application DC/18/1024/FUL – Hengrave Farm, Stanchils Farm Lane, Hengrave

Date Registered:	31.05.2018	Expiry Date:	30.08.2018
Case Officer:	Britta Heidecke	Recommendation:	Approve Application
Parish:	Flempton Cum Hengrave	Ward:	Risby
Proposal:	Planning Application - Importation and engineering of suitable restoration materials to allow use of land for agriculture		
Site:	Hengrave Farm, Stanchils Farm Lane, Hengrave		
Applicant:	Troston Farms Ltd		

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:

Britta Heidecke

Email: britta.heidecke@westsuffolk.gov.uk

Telephone: 01638 719456

Background

The application site is a remnant of historic sand and gravel workings of approximately 1ha. The application proposes restoration of the site to return it to agricultural use. The proposal at the same time will be a waste recovery operation and will require an Environmental Permit besides planning permission.

Minerals extraction and waste management are normally dealt with at County level. However, pre-application advice from Suffolk County Council was sought by the applicant and the use of imported material to achieve restoration was not viewed as 'disposal of waste' as the material is being put to a beneficial use, so would be an engineering operation and due to the modest scale of the proposed operation this should be dealt with by the Local Planning Authority.

During the course of the application amendments were made to the access and internal routing of HGVs and additional information was submitted regarding ecology.

The application is before Development Control Committee following call in by the Ward Member (Risby) because of concerns raised by local residents. The application being a major application by site area has therefore been referred directly to the Development Control Committee.

Proposal

1. The application proposes the importation and engineering of suitable restoration materials to allow the use of the land for agriculture. The works require the importation of some 30,000 to 35,000 cubic metres of suitable restoration material to raise the level of a small area so that it can be merged into the adjacent arable land for farming. The number of lorry loads per day are proposed to be a maximum of 15, on that basis and depending on the availability of suitable reclamation material the works are anticipated to take ca. 2 years.

Application Supporting Material

- Existing and proposed plans
- Planning Statement
- Planning statement update 1
- Planning Statement update 2
- Operations plans (initial works and final works)
- Flood Risk Assessment
- Ecological Assessment

Site Details

2. The application site lies between Hengrave and Risby within the countryside in policy terms and in an area characterised by arable fields of generally large size to reflect current farming practice. The site itself is a remnant of historic sand and gravel workings of approximately 1ha. It lies on the southern edge of a large arable field which is also restored land following mineral extraction. The application site, due to its shape and depth has no productive use and has reverted to grassland.

3. North of the site lies Hengrave Park, a typical parkland with individual trees and an outer wooded boundary. Directly south of the site are a range of modern farm buildings and hardstanding with a further large farm building complex to the west.
4. Access to the site is off Flempton road to the west and from off Mere Lane to the east. An electric gate is installed just north-west of the agricultural farm buildings and hardstanding.
5. Residential properties lie to the west, Flint Cottage being the nearest approx. 118m west of the actual site, and Stanchils farmhouse, a grade II listed building approx. 218m. A cluster of five dwellings, converted agricultural buildings, lie to the north of Stanchils farmhouse and further five properties lie some 430m west of the site along the existing farm track off Flempton Road.
6. On the opposite side of Flempton Road lies the independent day and boarding school Brookes Cambridge, with the access some 67m north of the Hengrave Farm access.

Planning History

7. There are a number of applications in relation to the farmhouse, the agricultural buildings to the north which have been converted to four 'living-work units' and the modern agricultural buildings. However, the only permission in relation to the land subject to this application is set out below:
8. E/77/2190/P: CONTINUATION OF EXTRACTION OF GRAVEL AND SAND, Approved (03.09.1978)

Consultations

9. The below is a summary of consultee comments, which are available in full on the Councils' website.

Parish Council	No comments received.
Ward Councillor	No formal comments received. The ward member was concerned about residential amenity, has been involved in lengthy negotiations with the applicant and neighbours to ensure adequate mitigation. Despite the proposed mitigation there remains some objection from a neighbour which is why the application has been called in to committee.
Minerals & Waste SCC	No objection.

SCC Flood And Water Team	No objections to the planned infilling as the restoration mimics the existing landforms.
Anglian Water Services Limited	No comments received.
Natural England	<p>Natural England has responded to the consultation by forwarding the Natural England's <i>Local Planning Consultation Advice For Minerals And Waste Applications – V. July 2017</i>. This is an advice note that takes a standardised approach to sites where Natural England has undertaken an initial screening of the planning application and considers that a bespoke response is not required. They consider that the assessment of impacts on designated nature conservation sites and/or protected landscapes for this application, and any associated planning controls that may be required, is straightforward and should be considered by the planning authority.</p>
Ecology And Landscape Officer	<p>The Ecology and Landscape officer has assessed the proposals against the requirements of the NE advice note. The proposals are considered acceptable with regards to Ecology, subject to conditions. Having considered the potential for effects on Breckland SPA and SAC, likely significant effects can be screened out. Further information clarified that ancient and veteran trees are not within the vicinity of the proposal, which subsequently has no potential to adversely effect these.</p>
Environment Agency	<p>(...) no objection to the above application but wish to make the following comments. The site is in a sensitive location. The site lies on top of Croxton Sands (secondary aquifer) which is in turn underlain by chalk. This is within the Water Framework Directive Cam and Ely Ouse Chalk groundwater body. Groundwater is potentially deep (approx. 22m from BGS data).</p>

It is not clear where the restoration soils will come from. However as this proposal will require an Environmental Permit, in addition to planning permission, this matter will be addressed as part of the permitting process.

Norfolk And Suffolk Constabularies

No comments received.

Forestry Commission

No comments received.

Public Health And Housing

No objection in principle subject to conditions to control noise and dust from the movement of vehicles to and from the development site and controls over the site workings (operation hours, careful management of tipplings and the erection of an appropriately sited noise bund, prevention of dust, enforcement of speed limits).

Environment & Transport - Highways

1. Raised concerns about access from Mere Lane as originally proposed, which was subsequently ruled out as an option.
2. SCC Highway raised no objection to utilising the alternative existing access off Flempton/ Risby Road subject to a condition to prevent mud and debris to be brought onto the highway (by way of Delivery Management Plan). The comments note that the speed limit is 60mph and vehicle numbers are higher than at the junction of Mere Lane, where the limit is 30mph. The proposed use of Flempton/Risby Road would also avoid the potential detrimental impact on Mere Lane. Internal routing are not concerns that the Highway Authority will address.

Representations

10. Below is a summary of the matters of concern raised by local residents in response to the original application and the subsequent amended scheme. Full comments can be viewed on the online file.
11. Representations with regards to the original proposal have been received from five residential properties, with three properties mainly raising concerns about the access off Mere Lane and loss of amenity by reason of additional vehicle movements. There was no objection if the access

road to Stanchils Farm at Flempton Road was used. No further comments were received from those three properties in response to the re-consultation following the amendments and re-routing.

12. Representations from two properties and Brookes Cambridge boarding school were received in response to the amended proposal raising the following summarised concerns:

- Highways safety and traffic at the access from the highway and along the farm track
- Impact on residential amenity from vehicle movements
- Noise and dust concerns
- Potential loss of privacy and security issues from inter-visibility with passing HGV's (Officer note: Whilst the concerns about security issues are noted, this could however be overcome for example by the use of CCTV and is not a material planning consideration.)
- Environmental impacts
- Impact on listed building

Policy

13. The following policies of the Joint Development Management Policies Document, the St Edmundsbury Core Strategy 2010 & Vision 2031 Documents have been taken into account in the consideration of this application:

- Core Strategy Policy CS4 - Settlement Hierarchy and Identity
- Core Strategy Policy CS13 - Rural Areas
- Policy DM1 Presumption in Favour of Sustainable Development
- Policy DM2 Creating Places Development Principles and Local Distinctiveness
- Policy DM5 Development in the Countryside
- Policy DM6 Flooding and Sustainable Drainage
- 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 DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards

Other Planning Policy

14. National Planning Policy Framework 2019

15. The NPPF was revised in July 2018 and again in February 2019. The NPPF is a material consideration in decision making from the day of its publication. Paragraph 213 is clear however that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the revised NPPF. Due weight should be given to them according to their degree of consistency with the Framework; the closer the policies in the plan to the policies in the Framework, the greater weight that may be given. The Policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provisions of the 2019 NPPF that full weight can be attached to them in the decision making process.

Officer Comment

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

- Principle of Development
- Highways considerations
- Impact on amenity
- Ecology
- Other matters (Flooding and drainage, contamination, EIA screening, Impact on listed building)

Principle of Development

17. The application site is a remnant of historic sand and gravel workings of approximately 1ha. Due to its shape and depth the site has no productive use and has reverted to grassland. The application seeks to restore the site with suitable restoration materials to return the land to arable use.

18. The NPPF in chapter 17. *Facilitating the sustainable use of minerals* seeks to ensure that *'worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place'* (para 204). The proposal therefore is acceptable in principle subject to compliance with other relevant policies and material planning considerations.

19. At this stage it is not clear where the restoration materials will come from. However, the Environment Agency has clarified in their comments that *'as this proposal will require an Environmental Permit, in addition to planning permission, this matter will be addressed as part of the permitting process'*.

Highways considerations

20. The application originally proposed to facilitate the existing access off Mere Lane, east of the site. Following concerns raised by the Highway Authority with regard to the suitability and poor condition of Mere Lane the proposal has been amended. It is now proposed to use the existing access off Flempton / Risby Road for all HGV movements.

21. Concerns have been raised by local residents and the school about the increase in heavy traffic that will be in the vicinity of the school and along the existing farm access.

22.NPPF paragraph 109 makes clear that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

23.Around 30,000 cubic metres of reclamation material will be needed to restore the site. The planning statement submitted with the application explains in the traffic section 3.6 assumed that ca. 15,000 cubic metres will be delivered per year and a lorry load takes up 10 cubic metres then evenly spread over the year (250 working days) the daily number of loads would be 6, resulting in 12 movements (6 in and 6 out) per day.

15,000 m³ : 250 days : 10m³/lorry = 6 load/day (12 movements)

24.The planning statement further explains that the timescales for the project depend on the availability of suitable material and it will be necessary to apply flexibility to account for fluctuations.

25.It is suggested that in order to manage the traffic a limit is set by condition that restricts the daily number of lorries delivering reclamation material to 15 (i.e. 30 movements), which can be monitored throughout the project.

26.This means that there may be days with up to 15 lorries delivering materials and other days with very few or no deliveries. How this may impact on residential amenity is set out in detail below.

27.SCC Highways have raised no objections to the amended proposal and note *'the visibility splays available to drivers using the Flempton/Risby Road access are of a good standard and that the access is appropriately engineered to take the proposed vehicles'*.

28.Residents raised concerns about the potential of lorries having to wait on the highway for another vehicle to leave the farm access. However, the first part of the access is sufficiently wide for a vehicle or lorry to pull off Flempton Road and if necessary wait there for passing vehicles to leave the access.

29.Given the limited number of additional lorry movements associated with the proposed development the proposal cannot reasonably be argued to have severe impacts on the road network. Given the suitably engineered existing farm access the proposal is also not considered to have unacceptable impacts on highway safety. On the basis of the above the proposal is therefore considered acceptable with regards to highways matters, subject to a condition ensure mud is not carried on to the highway.

30.Whilst not a highways matter, concerns have also been raised by a local resident about the lack of passing points along the ca. 0.5km farm access between the internal junction some 300m east of the access and the agricultural buildings south of the site. The farm road is not public highway but an existing private farm road used at present by two-way farm traffic, and 12 residential properties. The introduction of a circular route for the one-way use by all HGVs associated with the proposed

development and farm traffic will significantly reduce the potential that vehicles may meet. Officers acknowledge that there may be the occasion where vehicles will meet, like does occasionally occur now with farm traffic, residents, the bin lorry or a delivery van. This however is not an issue as the result of the proposed development and due to the proposed circular route the development is not considered to increase this risk, it may actually reduce it.

31. However, the applicant has committed in the *Updated Planning Statement 2* to review the need and location for passing places along the farm road during the duration of the project and provide them if needed. This is an informal commitment which, given that the *need* in this case is subjective, cannot be conditioned. However, given that the probability of vehicles meeting would, due to the provision of a temporary circular route, in the view of officers not increase as a result of the proposal, passing points are not considered *necessary* to mitigate the impacts of the proposal and if provided would be goodwill by the farm management rather than a matter that it is considered should or even could otherwise be secured by condition.

Impact on amenity

32. The proposal has the potential to impact on residential amenity by reason of noise and dust from the movement of vehicles to and from the development site and from the actual workings. Public Health and Housing (PHH) have raised no objection to the proposal subject to conditions and commented that the route chosen for movement of delivery vehicles will be key in minimising to an acceptable level any potential adverse effects from HGV noise and dust.

33. However, it must be noted that there will only be a need for six lorry loads (at 10 m³) a day to meet the target of 15,000m³ per year and that the maximum lorry loads per day will be restricted to 15. If all deliveries were spread out evenly 15 lorry loads per day between the hours of 08:00 and 17:00 would mean one lorry every 36min. In comparison, six loads evenly spread would result in one lorry every 90min. Taking into account the expected fluctuations in availability of suitable material there will be days with no lorry movements, some with very few but 'worst case days' would see 15 lorry or a lorry entering the site every 36min if delivered in equal intervals.

34. It must also be noted that a 10m³ dumper is no larger than the existing farm vehicles or the average refuse lorry.

35. During the life of the application a site meeting was held and the case officer has worked closely with the residents, farm management and their agent. The farm management had further meetings with concerned residents to discuss how best to mitigate the impacts.

36. Due to the small scale of the development and its relatively short timescale investment in costly alternative access options, which would require major construction works, are accepted by Officers as not being viable or reasonable in these circumstances. Therefore the only practical option is to use the existing infrastructure and to work with the topography of the wider site.

37. The Planning Statement Update 2 explains that leading out of these discussions is a one-way system around the farm building complex. This involves providing a short length of temporary internal road to the north of the buildings that increases significantly the separation distance to the residential properties (approx. 30m). This temporary road is also at a lower level due to the fall of the ground and with a soil bund in the location shown in the operations plan, will provide additional mitigation.
38. The dwellings along the existing farm road are generally set back (Flint Cottages ca. 20m, Stanchils ca. 32m and The Bungalows between 12m and 21m) from the track behind gardens which are largely screened by mature trees and hedging.
39. Mitigation proposed include operation and delivery hours to only be between Monday to Friday 08:00 to 17:00, speed limits to be monitored and enforced by the applicant, speed bumps, upkeep of the existing road during the project, appropriate wetting when required and earth bunds. Details of the mitigation measures can be secured by condition.
40. The site of the workings is some 110m from the nearest property. The tipped materials will need to be levelled around 4-5 times a year using a bulldozer to create a new base level in the depression. Controls over the site workings such as the careful management of tippings, measures to control the emission of dust and dirt during works and the provision of a noise bund as shown on the operations plan, will be conditioned.
41. On the basis of the above, given the limited number of HGV movements and the separation between the route and the workings from adjacent properties and taking mitigation measures into account the proposed development is not considered to have unacceptable adverse impacts on residential amenity by reason of noise, loss of privacy, dust or volume or type of vehicular activity generated in accordance with policy DM2 and is acceptable in this respect.

Ecology

42. The site is located approximately 3.5km from the closest farmland component of Breckland Special Protection Area (SPA), 2.67km from the closest woodland component of Breckland SPA, and just over 6km from Deadman's Grave, Icklingham Site of Special Scientific Interest (SSSI), and Cavenham-Icklingham Heaths SSSI which are components of both Breckland Special Area of Conservation (SAC) and Breckland SPA. The site is also 2km from Lackford Lakes SSSI. The site is also outside of the 1500m stone curlew, and 400m woodlark and nightjar constraint buffers. The site is within the 7.5km recreational buffer however the proposals will not lead to recreational effects.
43. A Preliminary Ecology Appraisal primarily based on field survey undertaken in July 2018 has been submitted in support of the application, which considers areas of habitat and protected species, including bats, badger, reptiles and Great Crested Newt, birds and other notable species of wildlife as well as flora.

44. Woodland belts and hedgerows have been identified as moderate in ecological value in the local context. The Grassland within the small ditch-like depression is being managed by occasional cutting and is also grazed by rabbits. The reptile survey recorded a low population of adders using the Site (one animal was recorded) along with a single observation of grass snake nearby. The ecological value of the habitat is therefore considered to be low to moderate in the local context, elevated above low evaluation due to the low population of reptiles.
45. The Preliminary Ecology Assessment concludes that the direct ecological impacts overall are considered to be low provided due vigilance during clearance works. Indirect impact on the immediate area and also at the wider habitat level have been considered. There will be no predictable indirect effects on any of the notified sites of nature conservation interest (CWSs, SSSI's or sites designated under European Directive). There will be some inevitable localised and relatively short term disturbance to the nearby habitats and inhabiting wildlife by reason, which will likely include noise, vibration, visual and particulate dust pollution, which may affect birds, bats and other wildlife in the wider vicinity of the Site to some extent. The report sets out a mitigation strategy and enhancement measures.
46. Natural England (NE) has been consulted in respect to this proposal and has responded by forwarding the Natural England's *Local Planning Consultation Advice For Minerals And Waste Applications – V. July 2017*. This is an advice note that takes a standardised approach to sites where Natural England has undertaken an initial screening of the planning application and considers that a bespoke response is not required.
47. The Council's Ecology and Landscape officer has assessed the proposals against the requirements of the NE advice note and concluded that the proposals are considered acceptable with regards to Ecology, subject to conditions to ensure implementation in accordance with the mitigation and enhancement strategy.
48. A Habitats Regulation Assessment has been undertaken by the Council's Ecology and Landscape Officer. Having considered the potential for effects on Breckland SPA and SAC, likely significant effects can be screened out.
49. Additional information provided by the applicant clarified that ancient and veteran trees are not within the vicinity of the proposal, which subsequently has no potential to adversely effect on these.
50. On the basis of the above the proposal is considered to comply with policy DM11 and DM12 and is considered to be acceptable in respect of its ecological impacts.

Other Matters

51. With regards to flooding and drainage, in view of the geology and topography of the site and adjacent land, there is no need for any external drainage of surface water. Within the immediate setting of the site, the surface water drainage follows the natural fall of the land which is to the north where there is a field edge drain. SCC Flood and Water

Management had no objection to the planned infilling as the restoration mimics the existing landforms. The proposal therefore accords with the requirements of policy DM6.

52. Policy DM14 seeks to minimise pollution and safeguard from hazards. Concerns have been raised with regards to the fill material. The fill will consist of inert, non-hazardous material. The development will, besides planning permission require an Environment Permit which will control the suitability of the fill material and where it comes from. There is therefore no unacceptable risk of contamination.
53. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Schedule 2 descriptions of development include in at paragraph 1 *Agriculture and aquaculture* (a) Projects for the use of uncultivated land or semi-natural areas for intensive agricultural purposes. However, it is officer's view that the application site, being managed and mown regularly and with only low to moderate ecological value is not uncultivated land or a semi-natural area in the sense of the EIA schedule 2 developments. Whilst the development involves the importation of suitable 'waste' material to restore the site, the proposal is an engineering operation that will be controlled through an Environment Permit to reinstate the land for agriculture and is therefore not considered to fall within the description of development given in Schedule 2, Paragraph 11 Other projects (b) *Installations for the disposal of waste (unless included in Schedule 1)*.
54. The farm house 'Stanchils' is grade II listed and lies approx. 32m north of the existing farm access which is proposed to be used one-way by HGV traffic. The councils' conservation officer has been consulted and confirmed verbally that the proposal is not considered to have any impact on the setting of the listed building and due to the separation between the farm road and the listed building the use of the track was not considered to be an issue. On that basis the proposal is not considered to cause harm to the significance of the heritage asses and as such complies with policy DM15 and the NPPF in this respect.

Conclusion:

55. In conclusion, the site is an unproductive remnant of historic sand and gravel workings which should in accordance with national policy be reclaimed at the earliest opportunity. The proposal subject to the mitigation measures proposed would not have unacceptable impacts on residential amenity or biodiversity interests. The proposal due to its small scale is acceptable with regards to impacts on the local highway network and given the existing access is appropriately designed for large vehicles the proposal would be acceptable with regards to highway safety. Any adverse impacts can be adequately mitigated and will be temporary during the operation of the project. The long-term benefits of the scheme therefore clearly outweigh any minor adverse effects.
56. Having regard to the Framework, the relevant local plan policies and all other material planning considerations the proposal is considered to comply with the provisions of both national and development plan policy. On this basis, the application is recommended for approval.

Recommendation:

57. 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 developer shall notify the Local Planning Authority in writing 2 weeks prior to the implementation of this planning permission and of the commencement of the infill of the Site.

Reason: To enable the site to be monitored by the Local Planning Authority to ensure compliance with the planning permission.

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

Planning statement (received 30.05.2019)
Update statement – 2 (received 07.02.2019)
Location Plan 1706/L/2 (received 07.02.2019)
Operation Plan Initial Works 1706/0/1a (received 07.02.2019)
Operation Plan Final Works 1706/0/2a (received 07.02.2019)
Proposes Plan Completed Works 1706/CW/2 (received 07.02.2019)
Sections 1706/CS/1 (received 30.05.2019)

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

4. Construction Method Statement (04D)
Prior to commencement of development, including any works of demolition, a Construction Method Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i) Loading and unloading of plant and materials;
 - ii) Storage of plant and machinery;
 - iii) Speed enforcement measures;
 - iv) A site waste management plan;
 - v) Wheel washing facilities;
 - vi) Measures to control the emission of dust and dirt during works;
 - vii) A list of construction activities categorised in terms of the noise they would generate as non-intrusive, intrusive and noisy;
 - viii) a list of plant and machinery to be used on site;
 - ix) Access and protection measures around the construction site for pedestrians, cyclists and other road users including arrangements for diversions during the construction period and for the provision of associated directional signage relating thereto;
 - x) Reference to other measures intended to minimise harm to amenity.

Reason: To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and

disturbance, in accordance with policies DM2 and DM14 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 to ensure that appropriate arrangements are put into place before any works take place on site that are likely to impact the area and nearby occupiers.

5. No operations shall commence on site until the applicant has submitted to the Local Planning Authority, a Lorry Management Plan for the routing of HGVs from the public highway to and from the site. The scheme shall be implemented as approved, or as may subsequently be approved, in writing by the Local Planning Authority. The scheme shall make provision for:
 - a) monitoring of the approved arrangements during the life of the site;
 - b) ensuring that all drivers of vehicles under the control of the applicant are made aware of the approved arrangements, and
 - c) the disciplinary steps that will be exercised in the event of default.

Reason: In the interests of highway safety and the amenities of the area, in accordance with policies DM2 and DM14 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 to ensure that appropriate arrangements are put into place before any works take place on site that are likely to impact the area and nearby occupiers.

6. All HGV traffic movements to and from the site, over the duration of the restoration 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 restoration materials commence.

The Deliveries Management Plan shall include details of a register of complaints and record of actions taken to deal with such complaints, that the site operator shall maintain at the site office throughout the period of the restoration of the site and shall be available for inspection at 24 hours notice.

The Deliveries Management Plan should include a methodology for avoiding mud from the site tracking onto the highway with details of any proposed preventative measures such as wheel washing. The approved strategy should address the prevention of mud leaving the site during periods of rain when the working site will get muddy. The approved strategy is to be adhered to until completion of the development.

Reason: To avoid the hazard caused by mud on the highway, which would be detrimental to 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.

7. Prior to commencement of development a scheme for the protection during the operations of the adjoining wood belt, buffer strips on the eastern and western edges of the Site and of the grounds of the adjacent Stanchil's Farm, to the west, including trees and shrubs, in accordance with BS 5837:2012 - Trees in relation to construction - Recommendations,

shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show the extent of root protection areas and details of ground protection measures and fencing to be erected around the trees, including the type and position of these. The protective measures contained with the scheme shall be implemented prior to commencement of any development, site works or clearance in accordance with the approved details, 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 disturbance.

8. Before any operations are commenced on the site, details of a scheme of soft landscaping shall be submitted to and approved in writing by the Local Planning Authority; such details shall incorporate the Ecological Enhancement Planting indicated in the Preliminary Ecological Appraisal by Susan Deakin BSc MSc CMLI Landscape Manager and Ecologist dated October 2018, Para 3.19. The works shall be completed in accordance with the approved plans and in accordance with a timetable to be agreed 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 aid screening and dust/ noise filtration from existing hedgerows and wood belts to appropriately protect and enhance biodiversity commensurate with the scale of the development, in accordance with policy DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

9. All ecological measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal by Susan Deakin BSc MSc CMLI Landscape Manager and Ecologist dated October 2018 (paragraph 3.14 to 3.19); as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination.

Reason: To secure biodiversity enhancements commensurate with the scale of the development, in accordance with policy DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

10. All reptile mitigation measures shall be carried out in accordance with the details contained in the Hengrave Farm – Reptile Survey & Great Crested Newt HSI Assessment dated October 2018 (section 9 and table on page 1-6); as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination. All site clearance shall be overseen on site by an ecological clerk of works, on-site ecologist or other appropriately competent person. A site attendance record shall be maintained by the applicant which shall contain name and purpose of the visit and shall be available for inspection at 24 hours notice.

Reason: To secure biodiversity enhancements commensurate with the scale of the development, in accordance with policy DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

11. Any deliveries to and from, and any works on site shall only take place between 0800 hours and 1700 hours Monday to Friday, unless approved in writing by the Local Planning Authority. No deliveries or works shall take place on Sundays or Public Holidays.

Reason: To ensure that the amenity of neighbouring properties and the rural environment is maintained, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

12. There shall be no more than 30 HGV movements (15 in and 15 out) per day. No HGVs shall arrive or leave the site outside of the approved hours or weekends or Public Holidays. A record of HGV movements made each day shall be maintained by the applicant and shall be available for inspection at 24 hours notice.

Reason: To ensure that the amenity of neighbouring properties and the rural environment is maintained, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

13. The operations hereby permitted shall be completed within three years of commencement of the infill of the Site. On completion of restoration all buildings, structures, security fencing, plant and machinery used in connection with the operation of the site shall be removed from the land. No mounds or waste heaps shall be left above ground level after completion of restoration, save any earthworks or mounds that form an integral part of the approved restoration scheme.

Reason: To restrict the period of the operations in accordance with the planning application and to enable the Local Planning Authority to retain control over operations at the site and secure restoration, having regard to policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, the National Planning Policy Framework and all relevant Core Strategy Policies.

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=summary&keyVal=P9HTW2PDGK300>