

Development Control Committee 4 September 2019

Planning Application DC/19/0224/FUL – Land Ne Haverhill, Wilsey Road, Little Wratting

Date Registered: 07.02.2019

Expiry Date: 04.04.2019

Case Officer: Penny Mills

Recommendation: Approve Application

Parish: Haverhill Town
Council

Ward: Haverhill East

Proposal: Planning Application - Planning Application - Provision of temporary holding area for storage of materials and machinery associated with the construction of Great Wilsey Park, including the siting of a portacabin to accommodate welfare facilities

Site: Land Ne Haverhill, Wilsey Road, Little Wratting

Applicant: Redrow Homes Limited

Synopsis:

Application under the Town and Country Planning Act 1990 and the (Listed Building and Conservation Areas) Act 1990 and Associated matters.

Recommendation:

It is recommended that the Committee determine the attached application and associated matters.

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Background:

The north-east Haverhill Great Wilsey Park site was granted outline planning permission for a development of 2,500 homes and associated development under application DC/15/2151/OUT.

Redrow are to deliver the first phases of the development and the compound and access sought in this application are proposed to facilitate the construction work associated with those phases.

The application has been submitted now to ensure that construction infrastructure is in place ready to support the delivery of the development.

A separate application relating to a proposed construction access from Chalkstone Way (reference DC/19/0225/FUL) is also being considered by the local planning authority. The determination of the development proposed in the application before Committee would not prejudice the ongoing consideration of the separate application at Chalkstone Way referenced above.

This application has been referred to Development Control Committee as a result of a call-in by a Ward Member.

A site visit is proposed for Monday 2 September 2019.

Proposal:

1. The application seeks consent for a temporary holding area compound, accessed from the A143 Haverhill Road, associated with the future construction works for Great Wilsey Park.
2. The proposed development forms part of the wider construction vehicle access and routing strategy, full details of which are set out in a Construction Method Statement (CMS) and a Construction Traffic Management Plan (CTMP), which have been submitted, in parallel with this application. These documents have been submitted to meet the requirements of conditions 12 and 25 respectively, of the outline permission (reference DCON(D)/15/2151).
3. The temporary holding area compound comprises the following elements:
 - A new temporary construction vehicle access on A143 Haverhill Road;
 - Heavy Goods Vehicle (HGV) holding area and trip consolidation area;
 - Bulk material storage and waste compound;
 - Site welfare facilities;
 - Staff and visitor parking for circa 75 vehicles; and
 - A haul road connecting with the northern element of the Great Wilsey Park development.
4. The temporary holding area compound would be returned to its original condition following completion of the works and therefore the facilities are temporary in nature. However, it is recognised that the construction period of the northern element may extend up to 10 years in duration.

Application Supporting Material:

5. The following plans and documents (which include amended/additional plans submitted during the course of the application) are relevant to the proposed development:
 - Transport Statement
 - Drainage Statement
 - Landscape Statement
 - Ecology Report
 - Archaeological Evaluation,
 - Layout drawings and illustrative compound images
 - Access drawings

Site Details:

6. The application site is located on the southern side of the A143 Haverhill Road, immediately adjacent to the north eastern edge of the application site for the Great Wilsey Park development.
7. The application site covers 3.7 hectares of open agricultural land, with existing hedging along the northern boundary with the A143 Haverhill Road. The A143 is a single carriageway road with a footway on the northern side and a layby on the southern side adjacent to the site frontage. The road is subject to National Speed Limit, reducing to 30mph approximately 250m to the west of the site.
8. There are neighbouring dwellings to the north of the site and on the opposite side of Haverhill Road.

Planning History:

9. Historic applications

DC/15/2151/ OUT Outline Application (Means of Access to be considered) - Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure.
Application Granted

10. Relevant current related applications

DC/19/0224/FUL - Planning Application - Provision of temporary holding area for storage of materials and machinery associated with the construction of Great Wilsey Park, including the siting of a portacabin to accommodate welfare facilities. **Pending Consideration**

DC/19/0834/RM Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2151/OUT (Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses

(with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure).

Submission of details for the reserved matters access, landscaping, layout and scale for the Spine Road and associated strategic infrastructure to support the delivery of the first phase of development at Great Wilsey Park.

Pending Consideration

DCON(D)/15/2151 Application to Discharge Conditions 12 (construction and environment management plan) and 25 (HGV movements) of application DC/15/2151/OUT.

Pending Consideration

Consultations:

11. The consultation responses set out below are a summary of the comments received and reflect the most recent position. Full comments are available to view on the public planning file on the Council's website: <https://planning.westsuffolk.gov.uk/onlineapplications/applicationDetails.do?activeTab=documents&keyVal=PMIKZ2PDLTI00>
12. Suffolk County Council Highways: No objection subject to conditions
 - Response dated 11th March raised initial concerns regarding the access layout detail and requested further information in relation to HGV holding bays and sustainable travel modes.
 - Response dated 3rd July confirmed Highway Authority notes that the location of the temporary holding area is acceptable in principal. However, further details are required, to be secured by conditions.
 - Recommended conditions relate to:
 - provision of access in accordance with PB8301-RHD-CE-SW-DR-D-0102 Rev P03;
 - provision of visibility spays in accordance with PB8301-RHD-CE-SW-DR-D-0102 Rev P03
 - access onto the A143 shall be properly surfaced with a bound material for a minimum distance of 20 metres from the edge of the metalled carriageway
 - details showing the means to prevent the discharge of surface water, mud and other debris from the development onto the highway
 - ditch beneath the proposed access shall be piped or bridged
 - details of the internal layout accesses roads and footpaths,
 - means to remove the access and reinstate the highway
 - details of the areas for loading, unloading, manoeuvring and parking of vehicles and holding/waiting for construction delivery vehicles,
 - details of the areas to be provided for the secure, covered cycle storage
 - details of the areas to be provided for storage and presentation of Refuse/Recycling bins and associated waste collection strategy; and,
 - construction management plan.
13. Suffolk County Council Flood and Water Management – comments made summarised below:
 - Response dated 1st March confirmed that the overall design philosophy is acceptable but sought further information in relation to some elements.

Additional information is currently being reviewed by the Flood and Water Engineer and Committee will be updated on this point at the meeting. Discussions with the Flood and Water Engineer have indicated that the additional details could be secured by condition.

14. Suffolk County Council Archaeology – No objection subject to conditions
 - Any permission granted should be the subject of planning conditions to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.
15. Anglian Water – confirmed no comments to make
16. West Suffolk Public Health and Housing – comments made, summarised below:
 - Access to the proposed temporary compound off Haverhill Road, Little Wratting is virtually opposite Jessamine Cottage. Vehicle movements to and from the site are therefore likely to impact significantly on the occupiers of Jessamine Cottage.
 - Recommended that consideration be given to the relocation of the access point.
 - The compound will need to be carefully managed to minimise dust emissions from the access driveway and noise from the operation of any mobile plant and equipment, including any generators on site.
17. Environment Agency – No objection subject to conditions
 - The site is sensitive in respect of ground waters. However, sufficient information has been provided to demonstrate that risks of pollution to controlled waters are understood and can be addressed through appropriate measures.
 - Three conditions are recommended to ensure contamination risks are managed appropriately.

Representations:

18. The representation set out below are a summary of the comments received. Full comments are available to view on the public planning file on the Council's website:
<https://planning.westsuffolk.gov.uk/onlineapplications/applicationDetails.do?activeTab=documents&keyVal=PMIKZ2PDLTI00>
19. Haverhill East Ward Member, Cllr Burns – Comments made, summarised below:
 - Building an internal haul road would be preferable.
 - Construction vehicles approaching from the east and south must be conditioned NOT to use either Millfields Way or Chalkstone Way as a short cut to the main A143 site and instead use the A-class roads available. When the new NW Relief Road is built and open then construction vehicles from the west MUST be conditioned to use that route to avoid the congested and narrow Withersfield Road to avoid the congested and narrow Withersfield Road which already suffers from high N2O levels.
 - Large construction vehicles should be advised to avoid the B1061 routes as much as possible to avoid conflict with village residents along the route.

- Site should be connected to the mains to ensure clean drinking and potable water for use in kitchens, toilets, washing areas, etc. Supplies brought in by road tanker will not only add to the traffic generated but will need specialised testing to ensure hygiene standards are met.
- Strongly recommended that a temporary extension of the 30mph speed limit be made to at least 200 metres north of the site entrance with a view to making this permanent after the usual consultation period.
- The roundabout scheduled to service the development from the A143 should be built very early on to naturally slow traffic on the A143 as well as separating construction traffic from any potential residents.
- Not shown on the plan where the wheel washing system will be located. It is strongly recommended that these are as far from the entrance as possible to keep the road surface clean at all times but not to obstruct the haul road.
- The use of energy efficiency options such as solar panels and electric charging points use of water retention facilities such as recycling wheel washing systems should be considered.
- Suggested that an aerial/drone view of the entire Great Wilsey Park development be considered for the sake of history and for future generations.

20. Withersfield (former) Ward Member, Cllr Midwood – Supports Cllr Burns proposals

- Strongly endorses the comments put forward by Councillor John Burns on the two planning applications for site management works at the Great Wilsey Farm development.
- This site will be seriously detrimental to the local area while under construction unless it is managed meticulously with a view to minimum disruption.
- Large construction vehicles should be advised to avoid the B1061 routes as much as possible
- Site should be connected to the mains to ensure clean drinking and potable water for use in kitchens, toilets, washing areas, etc.
- This site entrance is currently within a 60mph (national speed limit area). Lorries trying to exit, particularly right to go north on A143, will have very little time to cross the road safely from a standing start. It is STRONGLY recommended that a temporary extension of the 30mph speed limit be made to at least 200 metres north of the site entrance with a view to making this permanent after the usual consultation period.
- The roundabout scheduled to service the development from the A143 should be built very early on to naturally slow traffic on the A143 as well as separating construction traffic from any potential residents.
- It is not shown on the plan where the wheel washing system will be located.

21. Haverhill East Ward Member, Cllr Tony Brown - Advised unacceptable for the reasons summarised below:

- The A143 at this location is very busy at certain times of the day.
- No filter lane on the A143 for vehicles accessing the site from the Haverhill direction.
- Already a significant amount of excess speeding on that stretch of road, this new entrance and extra vehicle traffic increases the probability of a serious accident.
- HGVs leaving the site onto a relatively fast busy road will also pose a potential danger.

- Mud on the road.
- Number of vehicles using temporary entrance
- This so-called temporary entrance could end up being in place for many years.
- Nuisance to the nearby neighbours especially the residents of Jessamine Cottage.
- Better for Haverhill residents in general, nearby neighbours and the users of the A143 if the proposed permanent roundabout entrance to the development was bought forward and the access to the site compound and development was from there

22. Haverhill Town Council – advised that they strongly object, on the following grounds, summarised below:

- Highway safety: Lack of justification of an access; lack of wheel washing provision a satisfactory distance from the access point; close to access to persimmon Site; no protected right turn; unnecessary vehicle movements on the highway; and, alternative safe access can be created.
- Disturbance to neighbours: Support concerns raised by neighbouring property owners.
- Damage to the public highway and disturbance to neighbours by use of second access rather than an internal haul road.
- The Town Council recommends refusal on the grounds that a safer access can be easily be achieved by the applicant via their own proposed roundabout and restricting as much HGV movement as possible to being entirely within the main site rather than via the public highway. The blight, disturbance and damage this proposal will cause are all avoidable. It is strongly recommended that these are as far from the entrance as possible.

23. Public Representations

Notification sent to 9 neighbouring properties and site notice posted. Three representations received, summarised below:

Address	Nature of comment	Points raised
Hills farm, Haverhill Road	Objection	<ul style="list-style-type: none"> • Highway safety impact on Haverhill Road. • Suggest use of approved roundabout. • Impact on enjoyment of property from noise, dust, dirt and smell. • Visual impact. • Length of time – likely to be at least 10 years. • Clarity over use of land between the boundary and proposed land form.
30 Bartlow Place	Objection	<ul style="list-style-type: none"> • Plant movement details are under estimated. • No restriction on access times A section 61 agreement should be included. • Wheel wash should be used at all times, and road cleaning 3 times a day.
Jessimine Cottage	Objection	<ul style="list-style-type: none"> • Concern that the planning application does not set a firm date at which the works will be completed. • Noise, nuisance and smell in close proximity • Loss of privacy

		<ul style="list-style-type: none"> • Risk of damage to private a public property • Impact on highway safety • Using roundabout would be a better alternative • Previously approved application for the Great Wilsey development included provision of an area of proposed green infrastructure “buffer zone” adjacent to our property.
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Development Plan Policy:

24. On 1 April 2019 Forest Heath District Council and St Edmundsbury Borough Council were replaced by a single Authority, West Suffolk Council. The development plans for the previous local planning authorities were carried forward to the new Council by Regulation. The Development Plans remain in place for the new West Suffolk Council and, with the exception of the Joint Development Management Policies document (which had been adopted by both Councils), set out policies for defined geographical areas within the new authority. It is therefore necessary to determine this application with reference to policies set out in the plans produced by the now dissolved St Edmundsbury Borough Council.
25. The following policies of the St Edmundsbury Core Strategy 2010 (Core Strategy) the Haverhill Vision 2031 (Vision) and the Joint Development Management Policies Document (JDMPD) have been taken into account in the consideration of this application:
26. St Edmundsbury Core Strategy 2010
- Core Strategy Policy CS1 - St Edmundsbury Spatial Strategy
 - Core Strategy Policy CS2 - Sustainable Development
 - Core Strategy Policy CS3 - Design and Local Distinctiveness
 - Core Strategy Policy CS12 - Haverhill Strategic Growth
27. Haverhill Vision 2031
- Vision Policy HV1 - Presumption in Favour of Sustainable Development
 - Vision Policy HV4 - Strategic Site - North-East Haverhill
28. Joint Development Management Policies Document 2015 (JDMPD)
- 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 DM13 Landscape Features
 - Policy DM14 Protecting and Enhancing Natural Resources, Minimising Pollution and Safeguarding from Hazards.
 - Policy DM20 Archaeology
 - Policy DM45: Transport Assessments and Travel Plans

Other Planning Policy:

29. National Planning Policy Framework (2019) (NPPF)
30. The NPPF was revised in February 2019 and is a material consideration in decision making from the day of its publication.
31. Paragraph 213 is clear 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 NPPF; the closer the policies in the plan to the policies in the NPPF; the greater weight that may be given.
32. The key development plan policies in this case are set out above. The policies set out within the Joint Development Management Policies have been assessed in detail and are considered sufficiently aligned with the provision of the 2019 NPPF that full weight can be attached to them in the decision making process.

Officer Comment:

33. Class A, Part 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) allows for "the provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on adjoining land." Therefore, the creation of a construction compound, such as the one proposed in this application, does not normally require the benefit of planning permission.
34. The relevant section of the GPDO cited above goes on to specify that in order to be permitted development, planning permission for those operations must be granted or deemed to be granted. In this case, the development has an outline consent and a reserved matters application for the main infrastructure within phase 1 is currently being considered by the local planning authority. The applicant has advised that the timing of the delivery of the construction compound is such, that it is needed to come forward in advance of the approval of the first reserved matters application.
35. In this case, a new access from the A143 Haverhill Road is also proposed, which would not be covered by Part 4 of the GDPO, or any other relevant part due to it being a classified road.
36. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The detail of the proposal must therefore be assessed against the relevant Development Plan policies and national planning guidance, taking into account relevant material planning considerations.
37. The key considerations in determining this application are:
 - Highways impacts;

- Impacts on residential and visual amenity; and
- Permitted development fall-back position.

Highways Impacts

38. The NPPF advises in paragraph 108 that in assessing applications for development, it should be ensured that:
 - a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the types of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and,
 - c) any significant impacts from the development on the highway network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
39. Policy DM2 of the JDMPD requires that new development should produce designs that accord with standards and maintain or enhance the safety of the highway network. Policy DM45 of the same document sets out criteria for the submission of Transport Assessments and Travel Plans to accompany planning applications.
40. The application is accompanied by a Transport Statement which provides an overview of the development proposals and considers the design of the proposed access arrangements and the likely traffic movements associated with construction activities.
41. The Transport Statement concludes that the proposed access arrangement would result in a negligible increase in traffic movements on the A143 Haverhill Road during the network peak periods and that the proposed temporary holding area compound would not have a significant impact on the local highway network.
42. The local highway authority has confirmed that they have no objection to the principle of a direct access from the A143 to the construction compound. However, some initial concerns were raised with the access detail.
43. The A143 at this location is a busy derestricted principal road and as such it is important to ensure that the access is designed to be commensurate with the traffic flows and speeds, taking into account the projected traffic for the life of the access.
44. In response to the concerns raised by the Highways Officer, the applicant carried out traffic modelling of the A143 at the site location using projected traffic figures for the next 10 years and as a result of this, they have revised the junction layout to include a right turn into the construction access. The applicant has also entered into discussions with Suffolk Highways Speed and Safety Management to reduce the speed limit past the proposed access. The proposed speed restriction is indicated on the submitted access drawing.
45. The applicant has advised that HGV Holding spaces and staff and visitor parking spaces can be increased depending on demand at any given construction phase. In light of this, the highways authority have not

recommended conditioning a specific layout drawing. Rather, a parking strategy would be approved as part of the discharge of any internal layout and/or parking condition.

46. The applicant has advised that they intend to encourage sustainable travel modes for site workers, which is welcomed by the Highways Officer and is in line with Development Plan Policy. However, due to the nature of large construction sites with multiple sub-contractors, the highway authority has advised that a Travel Plan would be difficult to enforce and not the best way to secure such measures in this instance. Instead, the proposed condition for the internal layout would ensure that there is sufficient infrastructure to encourage more sustainable travel options. This should include, footways, cycleways and cycle storage facilities, mini-bus parking and possibly connections to exiting public transport.
47. Following the submission of additional highways information and the amended junction design, the Highways Officer is satisfied that a suitable design for the access is now proposed, which includes the alterations necessary to the existing highway network to protect highway safety as much as is possible. In light of this, the Local Highway Authority has confirmed that the location of the temporary holding area is acceptable subject to the use of conditions.
48. Given the response of the local Highway Authority, who are the statutory consultee in this respect, it is considered that the proposal is acceptable in terms of the guidance contained within the NPPF in relation to highway safety and in accordance with the requirements of policies DM2 and DM45 of the Joint Development Management Policies Document 2015.

Residential amenity, Visual Amenity and Permitted Development Fall-back

49. It has been noted above that a development compound can normally be constructed under the permitted development rights given by Class 4 Part A of the GDPO without the need for a planning application. This is the case for compounds on land adjacent to an approved development as well as those contained within the development site itself.
50. The permitted development rights allow for buildings, moveable structures, works, plant and machinery and the only condition in terms of the length of time for which they can remain in situ, is that they must be removed when the operations have been carried out. The land must then be reinstated to its previous condition as soon as is reasonably practicable.
51. With the exception of the new access from Haverhill Road, the development proposed would be possible under permitted development rights and this permitted development fall-back position is a material consideration in the decision making process.
52. The weight to be given to such a material consideration varies according to whether what could be built using the GDPO would have a broadly similar or worse impact to what is proposed; and the reasonable likelihood or possibility that, if permission were refused, permitted development rights would in fact be resorted to.

53. The applicant has confirmed that given the scale and complexity of the development of Great Wilsey Park and the nature of the proposed build programme, the use of a separate compound adjacent to the northern side of the site will be the approach.
54. In light of the above, any visual or residential amenity impacts arising from the compound and the associated activities, buildings, works, plant and machinery, other than those associated with the new access, must be considered in the context that such activities would be likely to take place under permitted development.
55. Policies DM2 and DM22 of the Joint Development Management Policies Document seek to safeguard residential amenity from potentially adverse effects of new development. Policy DM13 also seeks to restrict development that would have an unacceptable adverse impact on the character of the landscape, landscape features and amenity value.
56. The outline permission for the Great Wilsey Park Development applied conditions to safeguard the amenities of adjacent properties from noise and disturbance, requiring the submission of a Construction Method Statement. This document has been submitted alongside this application in a discharge of condition application (reference DCON(D)/15/2151). This document has been reviewed by the local authority's Public Health and Housing Officer and they have raised no concerns with the provisions that have been put forward.
57. The document sets out, the expected standards of construction practice and the proposed mitigation measures in relation to dust and air quality, traffic and accessibility, wheel washing facilities and noise.
58. The construction compound has the potential to impact on the residential amenity of those neighbouring properties closest to the application site. However, these impacts would be mitigated and controlled by the measures contained within the submitted Construction Method Statement. A similar statement could also be secured by condition in relation to the setting out and operation of the compound itself and the construction of the associated temporary access.
59. The proposed access would be closer to the neighbouring properties on the northern side of Haverhill Road, particularly Jessimine Cottage than the approved access roundabout for the Great Wilsey Park Development. However, the possible locations for the access are limited given the location of the proposed compound and the position of the approved roundabout to serve the development and the applicant has advised that the use of the roundabout itself would not be practical in this case.
60. The Transport Statement concluded that the access itself would have a negligible impact on the amount of construction traffic on the Haverhill Road and the activities within the compound would be the same, regardless of the precise location of the access. In this context, whilst the impacts on neighbouring amenity associated with the construction traffic and activities within the compound are acknowledged, it is considered that, subject to the use of conditions to mitigate the impact, and noting the clear fall-back position in this case, the amount of weight to be attributed to the impact on amenity, weighing against the development, would be reduced.

61. In terms of the visual impact, the proposed compound is located on an area of undeveloped agricultural land and it would be visible from the adjacent Haverhill Road and in more distant views from public rights of way in the area.
62. The applicant has submitted a landscape strategy, setting out the approach it integrate the compound into the existing landscape in a manner that retains the predominant agrarian character of fields and hedgerows.
63. Along the north and eastern boundaries a 1 metre high bund is proposed with a 1:3 slope and a 1 metre wide flat top, planted with a pre-grown mixed species native hedge, which will be installed at a height of between 0.8 metres and 1 metre to provide an immediate visual buffer. It is proposed that the sides of the bunds would be planted with a calcareous meadow-mixture to provide the field like margins that currently exist on the arable fields. This additional hedgerow planting (approximately 326m) would also help to mitigate the loss of existing hedges which would be removed to facilitate the visibility splays for the roundabout and compound access.
64. The development would have a temporary impact on the landscape and visual amenity. However, the degree of landscape mitigation proposed with the compound is such that the visual impact of the scheme would be significantly less than a compound that could be brought forward under permitted development without the need for a planning application. In this context and subject to the use of conditions, including a condition relating to the reinstatement of the land, it is considered that the development would not have an unacceptable adverse impact on the character of the landscape. The development is therefore considered to be in accordance with policy DM13 of the JDMP.

Other matters

Impacts on the water environment

65. The Lead Local Flood Authority has reviewed the submitted drainage documents and has advised that the overall design philosophy for the Suds on this temporary site is acceptable. However, the Flood and Drainage Engineer has requested further elements to be included in the design and the updated drainage information is currently being reviewed.
66. Notwithstanding the above, the County's Flood and Drainage Engineer has advised that if necessary the required information could be secured by condition. The Environment Agency has also confirmed that adverse effects on water quality can be prevented by the use of conditions. As such, it is considered that the proposal is acceptable in terms of its impacts on the water environment both in terms of floodrisk and drainage and contamination. It is therefore considered that the development is in accordance with policies DM6 and DM14 of the JDMPD.

Impacts on the historic environment

67. The proposed development site lies in an area of archaeological potential recorded on the County Historic Environment Record. Therefore, there is potential for the discovery of below-ground heritage assets of archaeological

importance within the proposed development site, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

68. Suffolk County Council Archaeology Service has advised that any permission granted should be the subject of planning conditions to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.
69. Subject to the use of the recommended conditions the application is considered to be acceptable in terms of its impact on the historic environment and in accordance with policy DM20 of the JDMPD.

Summary and Planning Balance

70. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.
71. The NPPF indicates that subject to s.38(6) referred to above, where a proposal accords with an up-to-date development plan, taken as a whole, then, unless other material considerations indicate otherwise planning permission should be granted without delay (paragraph 11(c)).
72. The highway authority has advised that a suitable access, including the necessary alterations to protect highway safety is proposed, and it is considered that, subject to the use of conditions, the development is acceptable in terms of the guidance contained within the NPPF and with the requirements of policies DM2 and DM45 of the Joint Development Management Policies Document 2015.
73. The proposal is acceptable in terms of its impacts on the water environment (both in terms of flood risk and drainage and contamination) and the historic environment and is therefore in accordance with policies DM6 and DM14 and DM20 of the JDMPD.
74. The development would have a temporary impact on the landscape and visual amenity. However, it is considered that subject to the use of conditions to secure the proposed landscaping and the appropriate reinstatement of the land, the development would not have an unacceptable adverse impact on the character of the landscape and would be in accordance with policy DM13 of the JDMP.
75. It has been acknowledged that the development has the potential to have an impact on neighbouring amenity. However, given that these impacts could be managed and mitigated through the use of conditions, and noting the clear fall-back position in this case, this would carry only limited weight against the development.
76. On balance, and taking into account the permitted development fall back position, it is considered that the development accords with the provisions of the Development Plan and any impacts associated with the development can be adequately addressed through the imposition of conditions.

Recommendation:

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

1. Time
2. Temporary consent
3. Reinstatement of land details
4. Implementation of landscaping
5. SCC Highways - Provision of access in accordance with PB8301-RHD-CE-SW-DR-D-0102 Rev P03
6. SCC Highways - Provision of visibility spays in accordance with PB8301-RHD-CE-SW-DR-D-0102 Rev P03
7. SCC Highways - Access onto the A143 shall be properly surfaced with a bound material for a minimum distance of 20 metres from the edge of the metalled carriageway
8. SCC Highways - Details showing the means to prevent the discharge of surface water, mud and other debris from the development onto the highway
9. SCC Highways - Any ditch beneath the proposed access shall be piped or bridged
10. SCC Highways - Details of the internal layout accesses roads and footpaths,
11. SCC Highways - Means to remove the access and reinstate the highway
12. SCC Highways - Details of the areas for loading, unloading, manoeuvring and parking of vehicles and holding/waiting for construction delivery vehicles,
13. SCC Highways - Details of the areas to be provided for the secure, covered cycle storage
14. SCC Highways - Details of the areas to be provided for storage and presentation of Refuse/Recycling bins and associated waste collection strategy
15. SCC Highways - Construction method and compound management statement.
16. Hours of construction
17. SCC Foods and Water – Implementation of Suds Strategy - additional Suds scheme details (if required)
18. SCC Archaeology condition – written scheme of investigation and completion of site investigation
19. SCC Archaeology condition - site investigation and post investigation assessment

Documents:

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online [DC/19/0225/FUL](https://www.dorset.gov.uk/DC/19/0225/FUL)