

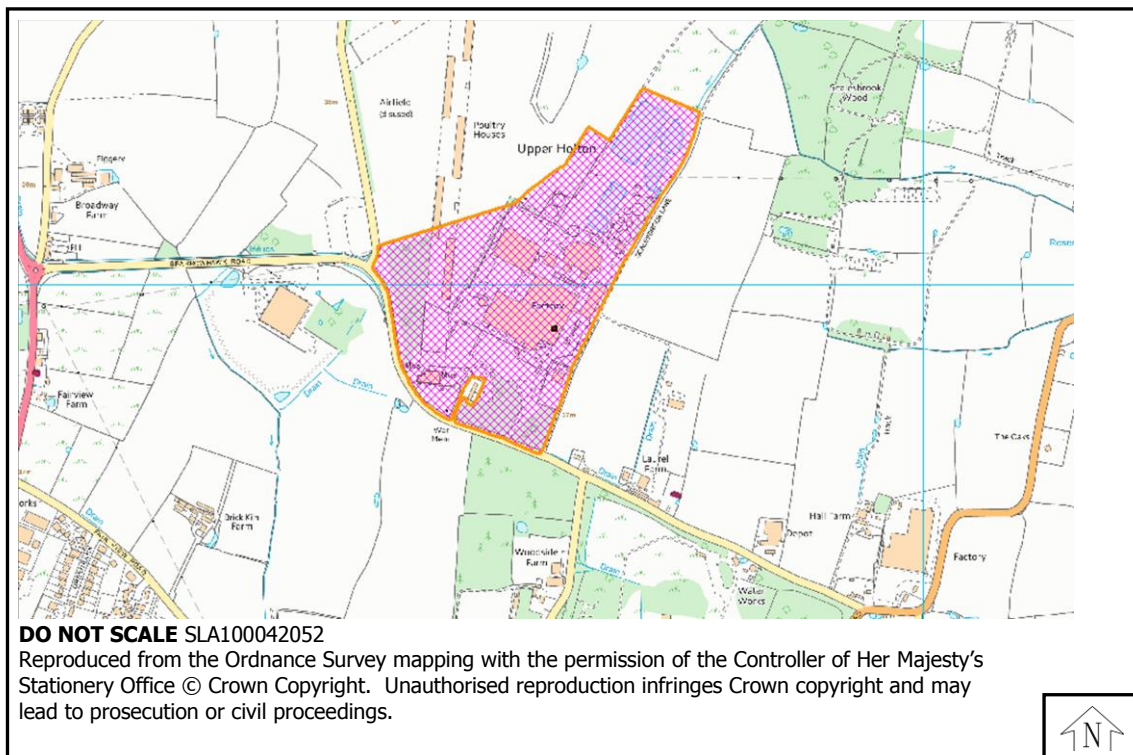
SHADOW PLANNING COMMITTEE (NORTH) – 16 April 2019

APPLICATION NO DC/18/4428/FUL REP46(SH)

LOCATION

Bernard Matthews
Scalesbrook Lane
Holton
Halesworth
Suffolk
IP19 8NJ

EXPIRY DATE 24 January 2019
APPLICATION TYPE Full Application
APPLICANT Amber Real Estate Investments (Industrial) Limited
PARISH Holton
PROPOSAL Erection of a new chicken processing factory



1. SUMMARY

- 1.1 This proposed application is for the extension of the Bernard Matthews Factory onto adjacent primarily brownfield land on the Holton site. It is an allocated employment area in the East Suffolk Council – Waveney Local Plan (March 2019). The new facility will create 650 new full time jobs over and above those already associated with the company, which is a significant benefit of the proposal. The facility will process chicken rather than turkey.
- 1.2 The landscape mitigation and design are considered satisfactory and the company already operates public transport from the major towns to the site, the efficiency of which will be enhanced by the proposal.

- 1.3 The application is considered a well thought out proposal which complies with local and national planning policy and will generate significant local employment. Acknowledging the concerns raised via the consultation process, in this instance the benefits of the proposal are considered by officers to outweigh the harm and the application is therefore recommended is for approval.

2. SITE DESCRIPTION

- 2.1 The application site is located approximately 2km north-east of Halesworth town centre and approximately 1km north of Holton Village. This site is "white land" (unallocated land), of an overall area of 172.34 Ha on the former airfield, adjacent to existing industrial units, runway and poultry houses.
- 2.2 There are considerable areas of a concrete airfield apron in the immediate vicinity and this area is close to the centre of the original WW2 airfield so has brownfield character with existing Bernard Mathews Factory, Solar Farm, and the Halesworth Airfield Memorial Museum in situ.
- 2.3 The footprint is currently partly in use for parking heavy goods vehicles (HGVs) associated with the existing factory. This parking takes place on part of the concrete-surfaced former airfield runway. The existing vehicular access to the site is from Sparrowhawk Road and also serves the adjacent Halesworth Airfield Memorial Museum to the south. The site operator uses this area to park lorry trailers, both curtain-side and refrigerated. The refrigerated trailer compressors are quite noisy and probably one of the greater sources of noise within the existing site.
- 2.4 There are two semi-detached bungalows in close proximity to the Museum and proposed site and a string of residential properties to the east of the existing main site access. Beyond this the area is agricultural in nature.
- 2.5 The site is served to the East by B1124 Beccles Road and from the West by A144 Halesworth Road. The existing factory site has 240 marked spaces within its boundaries and informal space elsewhere that satisfies current peak demand during the pre-Christmas period.

3. PROPOSAL

- 3.1 The proposal is for the construction of a new factory building adjacent to that existing with associated office/amenities and dedicated plant room of overall floor-space of 19,409 square metres. The ridge height is to be 11m and the eaves at 9m.
- 3.2 The site is proposed to be served solely by Sparrow Hawk Road with two new security controlled accesses, one providing access and egress for employees and visitors Heavy Goods Vehicles will use the one way access around the new factory.
- 3.3 This employer currently provides bus transport from major local centres and this will continue with capacity enhancement where required.

- 3.4 The proposal is assessed as creating a peak requirement for 360 spaces for those not utilising the dedicated bus services. No additional spaces are shown as informal provision on this large site is considered satisfied by present conditions.
- 3.5 Provision is made for Lorry parking and loading and unloading and for externally sited smoking and cycle shelters
- 3.6 The site will operate at all times of the year as does the existing site.

4 CONSULTATIONS/COMMENTS

4.1 Parish Council Comments

Holton Parish Council objects to the above application in its current format. There are concerns regarding the impact of the anticipated increase in traffic using the site which it is felt require mitigation prior to approval. Please refer to our summary of key areas of concern below.

Footpath/Cycleway

2.4 *Existing Waveney Plan in the Transport Assessment*

2.4.11 (Page 5) *Design Principles; Development proposals will be expected to; make provision for access by pedestrians & cyclists, Developers will be expected to connect to existing footpaths, cycle paths and bridleways*

2.5.4 (Page 6) *Development will be supported where; It is well integrated into and enhances the existing pedestrian routes and the Public Rights of Way network.*

2.5.5 *Developers will be required to connect to the existing cycling and cycle networks*

This is an ideal opportunity to continue the cycle path from the Spectra factory to the footpath opposite the airfield museum. The extended cycle path would also benefit the many dog walkers who currently do the circular walk but have step onto the grass to avoid the traffic.

Lorry Park.

9.1.10 (page47) *Transport Assessment states they could extend the existing main car park adjacent to the existing factory access road*

The planning application does not show where the lorry park is moving to. It is believed to be the 2nd area to the right of the main entrance of the current factory shown in the Environmental Impact Assessment submitted to Waveney District Council in May 2018. If this was done in conjunction with the above extension of the existing car park, considerably more screening would be lost, again increasing noise. The applicants have not submitted the plan for this yet, the Parish Council would not wish for any loss of existing woodland/screening proposed in both applications.

Table 3.1 Page 13 Summary of PIC data - Transport Assessment

Link 1 – Sparrowhawk Road

The graph indicates 2 Personal Injuries Collisions from April 13 to April 18. There is no record however of the 4 non injury accidents which occurred in icy weather last winter. This is a common occurrence every year. A mini roundabout at the bottom of Sparrowhawk Road and a new entrance off it to the proposed factory would reduce accidents and HGV noise.

HGV noise could be mitigated significantly if all HGVs to both factories were to enter/exit via this new junction and travel around the rear of the new factory.

The new lorry park should be located behind both factories to shield the noise of the refrigerated lorries etc.

Neighbour consultation/representations

4.2 Six letters of objection letters have been received raising the following matters:

- The applicant states there haven't been any complaints in the past; we have been here four years and have complained to the company without action. We have just been told we should complain to Waveney District Council.
- Concern over odour especially in the summer, with impact on our preceding health issues.
- Lorries and cars speed along the road and damage the drains leading to flooding to our cottage. There is a 30mph speed limit east of the factory entrance that is ignored and the road is too narrow for Lorries to pass. This has led to damage to trees in our property. There have been accidents and protected wildlife has been killed.
- Whilst job creation is essential, at present there is a total lack of any control on traffic past my property resulting in both noise and safety issues.
- Any further development of the factory site will negatively affect property values.
- Concern is safety and noise pollution.
- Was promised speed monitoring and further works seven years ago after contacting the Highways department, no actions have been forthcoming.
- Potential for increased light pollution. There should be a pre-determination light survey and a condition that external lighting should be "directional" to avoid additional light pollution.
- Additional processes may exacerbate odour. Particular wind direction causes distinctive smells from the existing plant, similar to "breaded chicken cooking". Additional or different processes will create additional odours with greater impacts on the local community. A condition requiring odour control on all ventilation extract equipment including that existing is required.
- There is potential for increased noise levels to the local community. A condition is required to require noise levels to be maintained at or below current noise levels. The current noise levels should be determined by appropriate specialists with surveys taken in a range of weather conditions and times of year. In particular height of summer when chilling type plant is working hardest and with still nights the noise can be heard a significant distance away and locally can be intrusive hampering sleep. These surveys should be made available to the public. The noise surveys should also taken into account any vehicles with chiller equipment fitted when they are parked up on the site.
- There will be additional traffic for workers, deliveries in and outward. A traffic survey should be undertaken for surrounding roads to determine current traffic numbers and patterns. The narrow Primes Lane is used from the Lowestoft direction and vehicles using Sparrowhawk Road speed in the 30mph zone.
- Whilst the company uses buses for some workers the proportion is unclear.
- As the transport assessment shows the existing car park meets peak, further parking demand is not required and would encourage car use. These unnecessary

spaces are at close proximity to us harming our amenity by removing the planting and bunding.

- This would be further exacerbated by the additional vehicle movements the new factory is expected to generate at all hours of the day. There are other places on the site where 120 car parking places could be relocated to.
- Note that the Environmental Health officer is still worried about noise impact given the existing noise environment. Removal of the bund and trees will cause further harm.
- The latest Site Plan and Soft Landscaping Plans still show no attempt to mitigate the noise from the proposed factory by creating earth banks or tree planting to the north and west of our bungalow.
- The new car park is not acceptable. This will require the removal of the high bund and trees between us and the site exit. The noise report and EHO comments show the current noise environment is harmful to us, so this will be yet worse. The transport assessment does not indicate a requirement for more parking space, this is just a requirement set by the County and it could go elsewhere. The residents of Hatchett place want the bund continued all around us, from the museum in the west to the road in the east.

Consultees

4.3 Environment Agency

No objections to the proposal provided that the conditions outlined below on groundwater and contaminated land are included should permission be granted. Without these conditions, we would object to the application.

The applicant may be required to vary their permit to allow the new plant to operate.

Groundwater and Contaminated Land

The site is located within a source protection zone 1 and drinking water protection catchment. We have reviewed the Phase 1 Geology Environmental Assessment and note section 5.2.2 identifies potential sources of contaminants at Areas A and B of the site. We agree with the conclusions in section 5.8.1 of this report that an intrusive investigation should be carried out in both areas to confirm if any contamination is present. Infiltration drainage is not proposed, however we would wish to be consulted if this changes.

Contamination conditions are suggested and included in the recommendation section.

4.4 Historic England

Do not wish to offer any comments and suggest that the views of the specialist conservation and archaeological advisers are sought.

4.5 Head of Environmental Health

An air quality assessment of the proposed "Energy Centre" is required before work starts.

A Construction Management Plan (CMP) is required before a start to ensure excessive construction work dust is prevented. An Odour Management Plan is required to prevent nuisance to occupiers of neighbouring properties.

The contamination assessment has identified numerous potential sources of contamination which require further investigation / assessment. The report recommends that an intrusive investigation is completed and the EHO officer would concur with this. These works, together with any remediation (including UXO) and validation, should be secured using appropriately worded conditions. (Note that the Environment Agency conditions requested are of a similar nature and considered to cover for these matters).

The revised acoustic report provides detailed sound control measures which it predicts should, at the very least, result in no increase in noise and, potentially, should realise reduced noise levels at the nearest noise sensitive receptors. The noise control measures detailed within the report are crucial and should be secured with a suitably worded condition

4.6 Suffolk County Council Local Lead Flooding Authority

Following receipt and review of the drainage strategy are able to recommend conditional approval.

4.7 Suffolk County Highways Authority

The amended drawings and submitted draft Travel Plan have addressed previous comments and therefore, no objection subject to recommended conditions

4.8 Suffolk County Council– Public Rights Of Way

Byway 2 is adjacent to the proposed development area. Do not have any objections to this proposal

4.9 Suffolk County Council– Archaeology

No objection subject to conditions

4.10 Head of Economic Development

Are supportive of an application B2, and B8 floor-space, by means of a new build, that would create room for existing businesses to expand. This would support the economic growth ambitions outlined in both local and regional strategies (the East Suffolk Growth Plan, the East Suffolk Business Plan, the Suffolk Growth Strategy and the Norfolk and Suffolk Economic Strategy). The Council's Economic Growth Plan states the importance of encouraging existing businesses to grow, and attracting businesses to the area. All of this requires suitable premises and land to be available in order to meet the needs of growing businesses. Also very much welcome the increase in employment and the strengthening of our key sectors in East Suffolk.

The increase of a further 600 FTE employees drawing from the rural area and hinterland will help create prosperity, drive enterprise and have a significant impact on the local economy and potentially drive skills development.

5 PUBLICITY

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Major Application, Public Right of Way Affected,	09.11.2018	30.11.2018	Beccles and Bungay Journal
Major Application, Public Right of Way Affected,	09.11.2018	30.11.2018	Lowestoft Journal

6 SITE NOTICES

The following site notices have been displayed:

General Site Notice x 3	Reason for site notice: In the Vicinity of Public Right of Way, Major Application, Date posted 06.11.2018 Expiry date 27.11.2018
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7 RELATED APPLICATIONS

Reference No	Proposal	Decision	Date
DC/18/2261/EIA	EIA Screening Opinion - The proposed development includes demolition of an existing poultry storage building and construction of up to 29,000 square metres of floor-space for use as a poultry slaughter and processing plant and associated parking.	EIA Not Required	14.06.2018

8 PLANNING POLICY

- 8.1 Section 38 (6) Planning and Compulsory Purchase Act 2004 states that: "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."
- 8.2 The National Planning Policy Framework (2019) and National Planning Policy Guidance (NPPG) forms a material consideration in the determination of this application
- 8.3 The East Suffolk Council – Waveney Local Plan (March 2019) was adopted in March 2019 and contains the following policies of relevance to the determination of this application:
- Policy WLP8.29 - Design
 - Policy WLP8.13 - New Employment Development
 - Policy WLP8.35 - Landscape Character
 - Policy WLP8.40 - Archaeology

9 PLANNING CONSIDERATIONS

- 9.1 An Environmental Impact Assessment Screening Opinion (reference DC/18/2261/EIA refers), has been undertaken by the Authority as the proposal is 29 times the threshold of 1000 sqm for slaughter of animals / packing of animal products. The Local Planning Authority has undertaken a thorough assessment and concluded that impacts do not justify EIA submission in this instance.

Policy

- 9.2 This site is adjacent to the existing factory and is allocated as an employment area in the East Suffolk Council – Waveney Local Plan (March 2019). In this case there are considerable concrete aprons in the immediate vicinity and this area is close to the centre of the original airfield so has brownfield character.
- 9.3 Policy WLP8.13 – New Employment Development where at paragraph 8.71 states: *“Proposals adjacent to existing employment areas will be considered carefully against the natural and historic environment policies in this Local Plan (Policies WLP8.34 to 8.40)”*.
- 9.4 Given the 11m ridge height there will be some landscape impact however there is mitigation within the proposal and the landscape adviser deems the policy met (see section 9.26 and 9.27)
- 9.5 The new local plan is now adopted (March 2019). Policy WLP8.13 – where new Employment Development Proposals “falling within use classes B1, B2 and B8 will be permitted adjacent to Existing Employment Areas and outside of Settlement Boundaries where it would not have an impact on surrounding land uses and where: An additional need for employment development has been demonstrated; or there is no land available within Existing Employment Areas, existing employment allocations or within settlement boundaries to accommodate the proposal”.
- 9.6 The National Planning Policy Framework is supportive in that paragraph 80 states *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future”*.
- 9.7 The proposal seeks to provide a significant number of full time jobs to address the lesser opportunities for the recruitment of temporary guest workers.
- 9.8 Paragraph 83 of the NPPF states *“ Planning policies and decisions should enable: the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings”*. There is nothing to convert, but the new building proposed uses good quality forms of construction. The creation of 675 full time year round jobs proposed and the way that this secures existing jobs at the site and with the current transport from major centres laid on by the employer the proposal is considered sustainable, despite the relatively rural location.

9.9 Paragraph 108 requires *“specific applications for development, it should ensure that: appropriate opportunities to promote sustainable transport modes”*. Have *“safe and suitable access to the site”.....“for all users”*; and *“any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
The existing and proposed increased bus infrastructure associated with this site

9.10 Paragraph 111 states: *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”*. The applicant has worked with the County Council's Travel Planner to generate a scheme that builds on the network of buses already provided. The provision of only limited parking spaces within the site is testament to the success of this current scheme.

Employment

9.11 A year round full time workforce of a scale matching the peak Christmas period workforce is attractive in employment terms. This was stated as to be achieved by processing other poultry as well as turkey, outside this traditional peak.

9.12 The existing factory is used for the preparation of turkey-based food products and operates throughout the year, though 75% of total annual production takes place during December requiring the recruitment of in excess of 650 employees for this short period each year, something now proving more difficult to achieve.

9.13 Demand for chicken based food is consistent throughout the year and the new factory adjacent to the existing facilities will enable 675 mainly full-time staff basis to be employed. These additional staff would be re-deployed in the run up to Christmas to supplement the workforce in the turkey production factory meeting the seasonal peak in demand.

9.14 The proposed expanded site would generate little additional traffic compared with the existing peak season, but the peak traffic level would become year round.

9.15 This working practice improves the productivity and efficiency of the site and creates more stable and attractive employment within the local community.

Residential Amenity

9.16 There are two nearby bungalows, known as 1 and 2 Hatchett Place, close to the application site. Noise levels at a visit by the area office to the neighbour's property, were observed as being low in regard to the factory, with most relating to the generators on waiting refrigerated trailers. It seems there is some low bunding, though this appears of limited attenuation of noise currently and the proposed lorry delivery and parking location appears to be more distant from the dwellings.

9.17 It was noted that the existing area between the factory and the solar farm is used to park around 40 lorry trailers half being curtain-side types and half being refrigerated and therefore noisy when the compressors are operating.

- 9.18 There will be little additional impact with regard to light, outlook or privacy, given the distances available for mitigation features, where these can be set away from the curtilage boundary of these properties and providing that screening both by fencing and landscaping is provided, and oppressive harm from hard provision can be softened by planting. The main amenity concern therefore is noise dealt with in following sections of this report.

Noise Issues

- 9.19 Following extensive discussion and further calculation the Council's Environmental Health Officer is content that the new construction, together with the 3m high loading bay dense noise barrier taken in combination with the reduced ground level within the loading dock will more than mitigate the noise environment with regard to the existing loading bay and goods travelling into the site, and the new facility itself by virtue of the screening provided by the building itself and the noise barriers. In addition the removal of the trailers with the refrigeration plant to another part of the site will further reduce existing harms arising on site.
- 9.20 The Council's Environmental Health Officer is now also satisfied that the revised noise report of 25 February 2019 deals with impacts from the additional car parking spaces provided expanding the current staff parking to the south with bunding and fencing with regard to impact on the amenity of the two bungalows enveloped by the site.

Archaeology.

- 9.21 The County have suggested model conditions for the examination and recording of the site, at this stage it is difficult to understand just how much of the runway is to be lifted. Typically runways for ww2 bomber bases are up to 225mm thick mass concrete.

Ground Water

- 9.22 The Environment Agency have been consulted: This is an inner area of a Source protection zone that is centred on this processing site where the food factory abstracts water from deep aquifers. There are therefore issues relating to existing latent contamination and possible mobilisation of contaminants due to ground disturbance during construction and the issue of drainage to hard surfaced areas possibly containing contaminants from vehicles. The Environment Agency note the intent to take water to existing drainage systems such that aquifers will not be affected and so subject to suggested conditions do not require further work, unless the drainage strategy changes as a result of other consultees requirements.
- 9.23 Suffolk County Council is the Local Lead Flood Authority. The principles of sustainable drainage usually require drainage to land, though in this source protection zones the intent is to use existing drains with attenuation measures. As over 1 hectare a Flood Risk Assessment has been submitted. There is some record of localised surface water flooding between the bund at the front of the site and the highway; this is not a particularly unusual thing as most highways show some localised drainage failure under deluge conditions.

Highway and travel matters

- 9.24 The County Highways team were critical of the intention not to increase parking provision on site, though the nature of the parking guidance issued by the County where under-provision for other than domestic land uses is encouraged in order to discourage car use, makes it difficult to refuse permission on this basis. The revised drawings submitted show 120 additional spaces to the west side of the existing site entrance, and south of the existing main factory car park. This technical under provision will serve to reinforce the need to Travel Plan all year round and not just at Christmas where the current peak in employment will with this proposal become a year round phenomenon. It will further reinforce the operation and effectiveness of the bus services offered to this site for employees, by the operator from the major local centres.

Ecology

- 9.25 An ecology report has been submitted (January 2019) concluding that trees that might harbour bats require felling with a suitable ecologist on site and mitigating measures and enhancement measures is incorporated, but that currently there is nothing present on site that indicates development cannot proceed, providing correct time periods for works are observed.

Landscape

- 9.26 The Council's Arboricultural and Landscape Officer has worked with the applicant to provide a scheme that will when mature conceal and break up the outline of the factory in the direction of the Blyth valley, there was some comment from neighbours, regarding the clearing of all existing trees and further comments from the Landscape Officer make it plain that complete removal is supported for good practical reasons namely: The existing trees are a mix of species of little compatibility with the surrounding landscape character. The Ash trees within the existing belt are suffering of Ash dieback disease and other trees also have a limited lifespan. It is the officer's opinion that the short term visual intrusion that will occur will be compensated for by the new belt of healthy trees that are not susceptible to disease, and suited to the setting.
- 9.27 The landscape plan P18-1054_10 should be added to the list of plans that are to be fully complied with. Greater clarification on maintenance and management of the new planting is needed in a five year landscape management plan. This should include use of mulching as well as herbicide weed control, and even watering if necessary.

Design and Appearance

- 9.28 The drawings show a high quality industrial building, in terms of the cladding system to be used and the colours chosen. While a large physical presence it is considered that the new building will not detract from the area, given the general industrialised setting and mitigation proposed.

- 9.29 Odour control

While factory facilities such as this proposed are sealed production environments and modern equipment will filter out odour, a condition requiring further agreement of air

handling plant and the disposal of waste is needed, though it should be noted that smells arising from the existing plant cannot be so controlled and it will be difficult in practice to identify the source of future complaint. It is however the duty of the planning service to ensure that odour is not worsened by this proposal.

10. CONCLUSION

- 10.1 The site is an allocated employment area and adjacent to an existing employment area in the East Suffolk Council – Waveney Local Plan (March 2019). This proposal delivers a considerable number of new full time jobs to the district and provides sustainable transport to the location.
- 10.2 There will be some landscape impact but this can be compensated for by the new belt of healthy trees that are not susceptible to disease, and suited to the setting.
- 10.3 The main amenity concern from the proposed development is noise but it has been demonstrated that this can be mitigated to satisfactory levels.
- 10.4 The proposal will generate significant local employment and it is considered that the benefits of the scheme outweigh the harm and the application is therefore recommended is for approval.

RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.

2. The development hereby permitted shall be completed in all respects strictly in accordance with

2254-CFL-00-00-DR-A-502 Proposed site plan received 12th March 2019

- Existing Site Plan, Drawing Ref: 2254-CFL-00-00-PL-A-0201
- Proposed Ground Floor Plan, Drawing Ref: 2254-CFL-00-00-PL-A-0601
- Proposed Roof Plan, Drawing Ref: 2254-CFL-00-03-PL-A-0603
- Proposed Cycle Shelter, Drawing Ref: 2254-CFL-00-XX-PL-A-4092
- Proposed Smoking Shelter ,Drawing Ref: 2254-CFL-00-XX-PL-A-4093
- Proposed Sections, Drawing Ref: 2254-CFL-00-ZZ-PL-A-0701
- Proposed Section, Drawing Ref: 2254-CFL-00-ZZ-PL-A-0702
- Proposed Elevations (1 of 2), Drawing Ref: 2254-CFL-00-ZZ-PL-A-0801
- Proposed Elevations (2 of 2) ,Drawing Ref: 2254-CFL-00-ZZ-PL-A-0802
- Model View 1, Drawing Ref: 2254-CFL-00-ZZ-PL-A-0803
- P18-1054_001A Site Location: all received 26th October 2018
- P18-1054_10B Soft Landscape plan received 28 January 2019
- P18-1054_09 Bund detail to car park received 12th March 2019 (submitted as illustrative and subject to further condition for detailed design); for which

permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Reason: For the avoidance of doubt as to what has been considered and approved.

3. No development shall take place within the area defined as Site A in the Desk-based Assessment (Pegasus 2018, page 3) until a scheme of archaeological evaluation of the site has been submitted to and approved in writing by the Local Planning Authority. The evaluation shall be carried out in its entirety as may be agreed to the satisfaction of the Local Planning Authority.

Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development.

4. No development within the area defined as Site A in the Desk-based Assessment (Pegasus 2018, page 3) shall take place until a written report on the results of the archaeology evaluation of the site has been submitted to the Local Planning Authority and confirmation by the Local Planning Authority has been provided that no further investigation work is required in writing.

Should the Local Planning Authority require further investigation and works, no development shall take place on site until the implementation of a full programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording.
- b. The programme for post investigation assessment.
- c. Details of the provision to be made for analysis of the site investigation and recording.
- d. Details of the provision to be made for publication and dissemination of the analysis and records of the site investigation.
- e. Details of the provision to be made for archive deposition of the analysis and records of the site investigation; and
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

The written scheme of investigation shall be carried out in its entirety prior to any other development taking place, or in such other phased arrangement including a phasing plan as may be previously approved in writing by the Local Planning Authority.

Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development.

5. No building shall be occupied until the archaeology evaluation, and if required the Written Scheme of Investigation, have been completed, submitted to and approved, in writing, by the Local Planning Authority. Furthermore, no building shall be occupied until analysis, publication and dissemination of results and archive deposition from the archaeology investigations as agreed under the Written Scheme of Investigation has taken place, unless an alternative agreed timetable or phasing for the provision of results is agreed in writing by the Local Planning Authority.

Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development.

6. Prior to each phase of development approved by this planning permission no development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - 1) A preliminary risk assessment which has identified: all previous uses , potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors, potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect and prevent the pollution of the water environment (particularly groundwater associated with the underlying Secondary and Principal Aquifers, from potential pollutants associated with current and previous land uses) in line with National Planning Policy Framework (NPPF; paragraphs 170 and 178), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements (2017) A4 - A6, J1 - J7 and N7.

7. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the

verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To protect and prevent the pollution of the water environment (particularly groundwater associated with the underlying Secondary and Principal Aquifers, from potential pollutants associated with current and previous land uses) in line with National Planning Policy Framework (NPPF; paragraphs 170 and 178), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements (2017) A4 - A6, J1 - J7 and N7.

8. If, during development, contamination not previously identified is found to be present at the site then no further development (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 for conditions 6 to 8: To protect and prevent the pollution of the water environment (particularly groundwater associated with the underlying Secondary and Principal Aquifers, from potential pollutants associated with current and previous land uses) in line with National Planning Policy Framework (NPPF; paragraphs 170 and 178), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements (2017) A4 - A6, J1 - J7 and N7.

9. Piling or any other foundation designs 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: Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater. The National Planning Policy Framework paragraph 170 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

10. No other part of the development hereby permitted shall be brought into use until the existing vehicular access has been improved, laid out and completed in all respects in accordance with drawing numbers 2254-CFL-00-00-PL-A-P0501 Rev P04; and T18096 SK01 Rev B. Thereafter the access shall be retained in the specified form.

Reason: In the interests of highway safety to ensure that the layout of the access is properly designed, constructed and provided before the development is commenced.

11. The new chicken processing factory building hereby permitted shall not be brought into use until a continuous footway link has been provided on Sparrowhawk Road as indicatively shown on drawing number T18096 SK04.

Reason: In the interests of highway safety and sustainable travel.
12. Before the works to alter the entry point to the site next to the museum is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the new access and hardstanding onto the public highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.
13. Gates shall be set back a minimum distance of 20 metres from the edge of the adopted highway

Reason: In the interests of road safety.
14. All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the 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
15. The lux level of the lighting at ground level at the highway boundary shall not exceed 1 lux.

Reason: In the interests of road safety to prevent uneven light levels on the highway and to prevent light pollution.
16. The use of the new chicken processing factory shall not commence until the areas within the site shown on 2254-CFL-00-00-PL-A-P0501 Rev P04 for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles and secure, covered cycle storage have been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles and cycles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.
17. Before the access is first used for the new chicken processing factory; visibility splays shall be provided as shown on Drawing No. T18096 SK01 Rev B with an X dimension of 2.4

metres and a Y dimension of 124.5 metres and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure that sufficient visibility is available to allow safe egress without detriment to the safety of any users of the highway.

18. No later than six months after occupation of the processing factory a revised (or Full) Travel Plan must shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority, which is based on the 2019 Bernard Matthews, Sparrowhawk Road, Holton Travel Plan (dated 15th January 2019). This Travel Plan must contain the following:

Revised baseline employee travel data, with suitable measures, objectives and targets identified targets to reduce the vehicular trips made by employees across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met

Full contact details of a suitably qualified Travel Plan Coordinator to implement the Travel Plan

A commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority for a minimum period of five years using the same methodology as the baseline monitoring

A suitable marketing strategy to ensure that all employees on the site are engaged in the Travel Plan process

A Travel Plan budget that covers the full implementation of the Travel Plan

A copy of an employee travel pack that includes information to encourage employees to use sustainable travel in the local area

The approved Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Travel Plan and shall thereafter adhered to in accordance with the approved Travel Plan.

Reason: In the interest of sustainable development as set out in the NPPF, and Policy CS15 of The Approach to Future Development in Waveney to 2021 - Core Strategy Development Plan.

19. No development shall commence until an air quality assessment of the proposed energy centre has taken place, agreed and approved by the Local Planning Authority. The assessment will show how the proposed plant will comply with the limit values specified within the national air quality objectives. The assessment must be undertaken by competent persons and conform to prevailing guidance including EPUK/IAQM Guidance: Land -Use Planning and Development Control: Planning for Air Quality Jan 2017.

The work shall be undertaken to comply with the agreed design and shall be retained in the agreed condition.

Reason: To ensure air quality and odour control

20. The approved development must be completed in accordance with the Hoare Lea Noise Impact Assessment (Revision 6, 25th February 2019) and, in particular, but not limited to:
- the measures in section 3.1 including a 1.3m ramp down to the docking shelter;
 - relocation of the HGV waiting area as detailed in section 6.4 and figure 4;
 - the 3m solid barrier fence detailed in section 6.5 and figure 7;
 - the bunds and barriers detailed in section 6.8.1 and figure 9; and
 - any plant installed must comply with the details of section 6.9 and the limits specified in table 4.

Reason: To ensure noise is satisfactorily mitigated by measures set out with regard to impact on neighbours.

21. Before the new factory poultry unit is brought into use further details of the bund, acoustic fence and replanting to the east and north boundaries of the two bungalows known as 1 and 2 Hatchett Place, shall be submitted in writing to the local planning authority and shall have received written approval. The bund and fence shall be installed before use of the poultry unit in accordance with the agreed scheme and retained thereafter. The planting shall be conducted within the first planting season following the other works and any plants within the planting scheme as agreed above that die within the first five years shall be replaced to the satisfaction of the local planning authority.

Reason: To protect residential amenity.

22. Before the new factory poultry unit is brought into use further details of air handling equipment and filtration for odour control and methods for the disposal of waste to control odour shall be submitted in writing to the local planning authority and shall have received written approval. The equipment shall be installed before use of the poultry unit in accordance with the agreed scheme and retained thereafter.

Reason: To protect residential amenity.

23. Prior to the commencement of development a Construction Management Plan shall be submitted in writing to, and approved by, the Local Planning Authority. This shall be implemented in accordance with the agreed scheme. This should contain information on how dust will be controlled so as to not cause nuisance to occupiers of neighbouring properties. This plan should be developed in accordance with the Institute of Air Quality Management: Guidance on the Assessment of dust from demolition and construction.

Reason: To protect residential amenity.

24. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority.

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

25. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority. The strategy shall be

implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

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

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk.

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

27. No development shall commence 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:

- a. 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 or groundwater

BACKGROUND INFORMATION:

See application ref: DC/18/4428/FUL at www.eastsuffolk.gov.uk/public-access

CONTACT

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