

Committee Report

Item No: 6B

Reference: DC/21/04056

Case Officer: Jasmine Whyard

Ward: Lavenham, Long Melford, Sudbury North West

Ward Member/s: Cllr Jan Osborne, Cllr Trevor Cresswell, Cllr Elizabeth Malvisi, Cllr John Nunn, Cllr Clive Arthey and Cllr Margaret Maybury

RECOMMENDATION – APPROVE THE MATTERS RESERVED BY CONDITION

Description of Development

Discharge of Conditions Application for B/15/01718- Condition 30 (Construction Environmental Management Plan)

Location

Chilton Woods Mixed Development to North of, Woodhall Business Park, Sudbury, Suffolk

Expiry Date: 14/09/2021

Application Type: DOC - Discharge of Condition(s)

Applicant: Taylor Wimpey London

Agent: Mr Nick Wanstall

Parishes: Acton, Chilton, Long Melford and Sudbury

Site Area: 117 hectares

Details of Previous Committee / Resolutions and any member site visit: None

Has a Committee Call In request been received from a Council Member: No

Has the application been subject to Pre-Application Advice: Yes

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason/s:

The previous committee resolution on the associated infrastructure application for Chilton Woods (DC/21/05183) recorded that Members wished for the Discharge of Conditions application, once submitted, for the Construction Environmental Management Plan to come before committee for determination.

PART TWO –CONSULTATION SUMMARY AND PLANNING HISTORY

Consultations and Representations

During the course of the application Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Town/Parish Council

- **Acton Parish Council**

Object on the basis of: 1- lack of clarity on dust controls, 2- not committed to recommended standards on air quality and air pollution, 3- not committed to recommended standards on noise nor have they carried out a noise assessment, 4- not committed to using the lowest noise equipment, 5- no hard fencing on boundaries for noise mitigation, 6- lack of clarity on SuDS and water management provision and 7- compound on area that is not for development.

- **Chilton Parish Council**

Object on the basis of: 1- developer has not confirmed nor denied that they will sign up to the Considerate Contractors Scheme, 2- no site visit has taken place and is now proposed in November, 3- CEMP does not use a sequential mitigation hierarchy (avoidance, minimisation, restoration or remediation), 4- CEMP does not comply with the IAQM Guidance on classifying and mitigating dust risks and relies on the old EIA, 5- soiling of surfaces by dust is not thoroughly considered nor mitigated, 6- No assessment of air pollution on sensitive receptors has undertaken, 7- no noise monitoring survey has been undertaken, 8- tonal alarms are to be used on construction vehicles which are not necessary, 9- developer should use the newest and quietest equipment, 10- electric construction vehicles should be used, 11- solid hoarding should be used instead of heras fencing, 12- piling details should be included in the CEMP, 13- working hours should be amended to minimise disruption to residential areas and rush hours, 14- water conservation methods should be included, 15- public open space is being used for compounds and no details of the remediation methods are included, 16- closing PROWs is unacceptable and 17- periodic reviews should be incorporated.

- **Great Cornard Parish Council**

No comment.

- **Great Waldingfield Parish Council**

Object on the basis of 1- insufficient mitigation and screening to prevent dust pollution

- **Little Waldingfield Parish Council**

No comment.

- **Long Melford Parish Council**

No comment.

- **Newton Parish Council**

No comment.

- **Sudbury Town Council**
Recommend approval.

County Council Responses

- **Highways**
No objection.

Internal Consultee Responses

- **Place Services Ecology**
No objection.
- **Environmental Health- Noise, Odour, Light and Smoke**
Recommend discharge of condition following amendment of working hours.

B: Representations

At the time of writing this report at least no representations were received. A verbal update will be given where necessary.

PLANNING HISTORY

REF: DC/20/04763	Application for Non Material Amendment following approval of B/15/01718 - Revisions to the land parameter plans.	DECISION: GTD 09.11.2020
REF: DC/20/05269	Discharge of Conditions Application for B/15/01718- Condition 29 (Levels) and Condition 38 (Hard and Soft Landscaping Scheme- Part Discharge)	DECISION: GTD 05.05.2021
REF: DC/20/05270	Discharge of Conditions Application for B/15/01718- Condition 9 (Surface Water Drainage Scheme), Condition 10 (Implementation, Maintenance and Management) and Condition 28 (Foul Water Drainage Strategy)	DECISION: GTD 18.06.2021
REF: DC/21/01166	Discharge of Conditions Application for B/15/01718- Condition 38 (Hard and Soft Landscaping Scheme) (Part discharge for western boundary)	DECISION: GTD 21.04.2021
REF: DC/21/01460	Discharge of Conditions Application for B/15/01718- Condition 8 (Design Code)	DECISION: GTD 13.08.2021
REF: B/15/01718	Outline application (with all matters reserved except for access) - Erection of up to 1,150 dwellings (Use Class C3); 15ha of employment development (to include B1, B2	DECISION: GTD 29.03.2018

and B8 uses, a hotel (C1), a household waste recycling centre (sui generis) and a district heating network energy centre); village centre (comprising up to 1,000m² Gross Floor Area (GFA) of retail floor space (A1, A2, A3, A4 and A5), village hall (D2), workspace (B1a), residential dwellings (C3), primary school (D1), pre-school (D1) and car parking); creation of new vehicular access points and associated works; sustainable transport links; community woodland; open space (including children's play areas); sustainable drainage (SuDS); sports pavilion (D2) and playing fields; allotments; and associated ancillary works.

PART THREE – ASSESSMENT OF APPLICATION

1. Site and Surroundings

- 1.1. The site is located to the north of the A134 and adjoins Tesco, Woodhall Business Park and adjacent residential estates within Sudbury and Chilton. To the north, east and west of the site are agricultural fields with sporadic development before reaching more defined settlements within Newman's Green, Acton, Great Waldingfield, Chilton and Long Melford. The site straddles the parishes of Acton, Chilton, Long Melford and Sudbury, with the largest proportion of land falling within Chilton. The site is currently comprised of Grade 3 agricultural land (land with moderate limitations).
- 1.2. There is a Public Right of Way (footpath) running through the site starting adjacent to Mountbatten Road and running northwards through the site. There is another Public Right of Way (footpath) located to the north east of the site running eastwards and south east into surrounding fields.
- 1.3. The site is neither within nor adjacent to an Area of Outstanding Natural Beauty, Site of Special Scientific Interest (SSSI), Air Quality Management Area, Special Landscape Area, Local Green Space, or Area of Visual/Recreational Amenity. There are several protected trees within the development site. The site does fall within a SSSI Risk Impact Zone; however, the proposal is not for development categorised as being a risk to the SSSI.
- 1.4. The eastern 'limb' of the Site, comprising part of the airfield is, however, recognised for its high ecological value and as such is designated as a County Wildlife Site (Waldingfield Airfield Arable Margins CWS).
- 1.5. The site is located wholly within Flood Zone 1 and is the least vulnerable to fluvial (river) flooding the site is also at a very low risk from pluvial (surface water) flooding.
- 1.6. There is a Scheduled Monument (Wood Hall Moat) to the south west of the site. The site sits outside of any Conservation Area, with the nearest Conservation Area being within the centre of Sudbury to the south. There are a range of listed buildings near to, but outside of, the site. The

nearest of these include Grade II* listed Barn at St Bartholomew's Priory Farm, Chapel at St Bartholomew's Priory Farm and Chilton Hall and Grade II listed St Bartholomew's Priory Farmhouse, Walled Garden east of Chilton Hall and Chilton Hall Historic Park and Garden.

2. Proposal

- 2.1. This application seeks to discharge condition 30 for the Construction Environmental management Plan (CEMP) of the Outline permission B/15/01718. Condition 30 states:

"No development in any phase shall take place until a Construction Environmental Management Plan (CEMP) for that phase has been submitted to and approved in writing for that phase of the site by the local planning authority. The CEMP shall include the following details:

- a. The means of access for construction traffic to and from that phase.*
- b. Parking provision for site operatives and visitors.*
- c. The loading and unloading of plant and materials.*
- d. The storage of plant and materials used in constructing the development.*
- e. The erection and maintenance of site security.*
- f. Wheel washing facilities (including full details of its specification and siting).*
- g. Measures to control the emission of dust and dirt during construction.*
- h. A scheme for the recycling/disposal of waste resulting from construction works.*
- i. Siting and appearance of contractors' compounds.*
- j. Measures for ensuring that construction traffic does not use rural routes alongside best practicable measures to ensure construction traffic entering and leaving the site is routed via the A134 Springlands Way.*
- k. Details of the method and frequency of liaison with the community for the duration of the construction period.*
- l. Noise assessment and noise management strategy to reduce construction noise as far as possible in accordance with BS 5228-1:2009.*
- m. Application of a 20mph speed limit during construction.*
- n. Measures for the protection of ecology and wildlife identified in section 5.5 Environmental Statement Addendum (Amec Foster Wheeler, May 2017) including an Ecological Clerk of Works.*
- o. Training of construction workers to comply with the approved CEMP. Development of that phase shall be carried out in accordance with the approved scheme or any amended scheme submitted to and approved in writing by the local planning authority.*

Reason - To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity."

3. Principle of Development

- 3.1. An application for approval of details reserved by condition is not an application for planning permission and therefore determination does not have to be made in accordance with the legal test set out in S38(6) of the PCPA 2004 (i.e. in accordance with the development plan unless material considerations indicate otherwise).
- 3.2. The principle of development has been previously established under Outline permission B/15/01718. Under B/15/01718 the access points were approved and indicative layouts of site-wide infrastructure, spine road and drainage systems were provided. Subsequent reserved

matters applications have been submitted. DC/20/05183 secured approval for site-wide infrastructure and DC/21/02764 secured approval for the first phase of residential development. The CEMP seeks to provide a holistic approach to the construction works for the whole scheme mitigating against undue disturbance to residential amenity, ecology and highway safety.

- 3.3. The delivery of this site is considered of strategic importance and the aims for the development are guided by Core Strategy policy CS4.
- 3.4. It is important that Members note that this is not a planning application but rather a discharge of conditions application and must be considered in the context of the Outline permission under which it sits. A determination under a discharge of conditions application must therefore have regard to the Outline permission and the wording of the condition in question. It affords no opportunity to revisit matters of principle which benefit from planning permission. The following sections provide detail on the CEMPs approach to construction and measures for mitigating potential disturbance of the development.
- 3.5. Notably the specific details of many matters are subject to separate conditions (with varying trigger points) and future reserved matters applications.

4. Consultation and Engagement with the Community

- 4.1. Extensive consultation and engagement has been carried out by Taylor Wimpey and their professional consultants on this CEMP with parish councils, local residents, local stakeholders, members, officers and consultees, specifically via fortnightly working group meetings. Feedback has been invited and is understood to have been acted on so far as appropriate, feasible and viable. It is considered that there has been proactive engagement and that it has been effective to identify issues between participants and exchange views thereon. The CEMP document has been through an iterative process of reflection and amendment over a 6-month+ culminating in the 'Version 6' document now before Members.
- 4.2. The Council has undertaken consultation with a number of Parish Councils as reported above.

5. Construction Environmental Management Plan Overview

- 5.1. The CEMP includes confirmation that all construction works on the infrastructure and residential phases of the development shall be done carried out in accordance with the submitted CEMP. However, in the event that construction changes and/or a different approach is needed on any of the phases, amended scheme(s) would be submitted to the Local Planning Authority to "re-discharge the condition".
- 5.2. The CEMP seeks to address a variety of concerns and covers the following matters:
 - Means of access for construction traffic through each phase
 - Parking provision for site operatives and visitors
 - Loading and unloading of plant and materials
 - Storage of plant and materials for construction
 - Site security measures
 - Wheel washing facilities
 - Measures to control construction dust and dirt
 - Waste recycling/ disposal measures from construction
 - Siting and appearance of contractor's compounds

- Measures to mitigate against construction traffic using inappropriate rural roads and to ensure such traffic uses the A134 Springlands Way
- Details of methods and frequency of liaison with community during construction
- Noise assessment and noise management strategy to reduce construction noise
- 20mph speed limit during construction
- Ecology and wildlife protection measures
- Training construction workers to comply with CEMP

5.3. The submitted CEMP solely covers the construction periods for the infrastructure, residential phases and village centre (1,150 dwellings and associated infrastructure) as these are the only areas within the applicant's control. The development to be brought forward on the employment land in the future would be subject to a new CEMP which would have to be submitted to and approved by the Local Planning Authority. The school site is also not within the applicant's control, but access must be made available for SCC to action unexploded ordnance and archaeological works.

5.4. The construction period is anticipated to last between 2021 and 2032. The construction is proposed to be carried out via three main stages.

1. Enabling works:

- Hoardings and gates
- Arboricultural works
- Ecology works
- Unexploded ordnance works
- Archaeological works

2. Stage 1: Infrastructure (as approved under application DC/20/05183)

- S278 works to highway
- Formation of on-site infrastructure
- Construction of temporary pod marketing area (as approved under application DC/20/04815). The temporary pod shall be removed once the first five show homes are completed
- Construction of foundations on show homes
- Access and egress for infrastructure phase shall be taken from Aubrey Drive

3. Stage 2: Residential Phase Delivery

- Construction of show homes
- Construction of foundations, drains and sub-structures for new homes
- Erection of dwellings, roofs and facades
- Installation of building services and internal fitting out
- External works- including hard and soft landscaping
- Inspections and release for occupation
- Access will be via Acton Lane and Egress will be via Aubrey Drive
- Each of these measures shall be done in turn for each phase

5.5. Each of the matters listed under condition 30 and how the submitted CEMP deals with them are discussed in turn below. Some matters are dealt with in the CEMP together and as such these matters are combined within the below discussion.

a) The means of access for construction traffic to and from that phase and j) Measures for ensuring that construction traffic does not use rural routes alongside best practicable measures to ensure construction traffic entering and leaving the site is routed via the A134 Springlands Way

The access and egress for the infrastructure works shall be Aubrey Drive. Acton Lane shall then be used as the access for the residential works and Aubrey Drive shall be the egress. Temporary haul roads shall be created on site, mostly around the proposed compound to enable construction traffic and materials to be delivered close to working areas. The access approach taken is consistent with what Members were advised to expect when originally granting planning permission.

Prior to work commencing on site a condition report showing Aubrey Drive's current condition shall be carried out. Any damage caused by construction vehicles on Aubrey Drive shall then be remediated as soon as practicably possible.

The A134 is the part of the Regional Highway Network closest to the site and thus will be the one used by construction vehicles and deliveries. Proposed construction access routes have been included within the CEMP showing each phase of the development, these will be agreed with SCC Highways. All construction routing shall be communicated to workers and delivery drivers and anyone found to be breaching such routes shall be sent a written warning, and for any repeat breach, shall be banned from site. In doing so construction traffic shall not be using rural routes. Signage shall also be erected to alert drivers of certain routes that are not for Chilton Woods related traffic.

b) Parking provision for site operatives and visitors

Car parking will be provided on site for staff and visitors. The number of vehicles on site may amount to 70 vehicles during peak hours, and adequate provision shall be provided as such.

All staff and visitors shall be encouraged to utilise electric vehicles when visiting the site, which shall be accommodated by the provision of electric vehicles charging points in the car park. The use of electric plant is also being looked into by the applicant. However, Members should note that this is not a matter that forms part of the requirements of the condition and is therefore only something that can be encouraged and not insisted on.

c) The loading and unloading of plant and materials and d) The storage of plant and materials used in constructing the development

The principal plant and equipment used shall vary at different stages in the construction.

Infrastructure phase:

360 excavators, dumpers, muck away lorries, ready-mixed concrete delivery lorries, general delivery vehicles and road paving machines

Residential phase:

- Ground works: 360 excavators, dumpers, muck away lorries, read-mixed concrete delivery lorries, general delivery vehicles

- Superstructure: Load-all Telehandlers, ready-mixed concrete delivery lorries, general delivery vehicles, standing scaffolding and loading bays
- Fitting out: general delivery vehicles, standing scaffolding
- External works: mini excavators/ powered barrows, general delivery vehicles (including medium to large vehicles for fencing, turf, paving etc)

Whilst the applicant shall have mortar silos on site, during the residential construction phasing, deliveries of ready mixed concrete will be required.

All materials and plant shall be stored on site in designated areas (store close to their point of use or in materials compound and shall periodically move on site in accordance with the phasing of construction. All loading and unloading shall be carried out under control of suitably qualified personnel.

All vehicles and plant used on the highway shall be no heavier than the weight allowed by law and all vehicles shall be covered when entering and leaving the site to prevent debris entering the highway.

e) The erection and maintenance of site security

The majority of the site shall be secured using heras fencing or timber boarding which is a typical feature of construction sites and shall be moved in accordance with construction phases. Such fencing will prevent unauthorised access and protect the PROW. The sales areas will be enclosed with close boarded fencing.

Clear health and safety signage shall be located at various locations on site, this will be alongside a gate attendant who will control vehicle movements in and out of the site. All staff, operative and visitors shall be signed in on site.

The site compound shall use motion detection lighting in the evening for CCTV purposes. 'Robowatch' cameras shall also be used for surveillance purposes.

The applicant's own corporate policy requires the use of reversing alarms on HGVs, this is not an uncommon practice and all working hours are restricted mitigating disturbance from such alarms and other noise generating activity.

All workers and delivery drivers shall be made aware of the nearby children's play area

f) Wheel washing facilities (including full details of its specification and siting)

The wheel washing facilities shall have hardstanding laid and drain into a sump/ gully leading to settlement tank to filter water from mud/ debris. The discharge water shall pass through a petrol-interceptor whilst the settled silt will remain in the tank until it is removed. The facilities will also have hosepipes, pressure washers, brushes and an adequate water supply. Traffic marshal and driver shall inspect the wheels and underside for any remaining debris that would then be washed away. The hardstanding will be periodically cleaned.

g) Measures to control the emission of dust and dirt during construction

The applicant has identified sensitive receptors along the boundaries of the site where dust could cause potential issues to neighbouring properties and wildlife.

Dust generating activities are anticipated to run for around 155 months in total in a sequential manner in accordance with the construction phasing. Such activities are likely to occur during site clearance and ground work stages.

Such mitigation measures would include:

- misting (damping down)
- regular road sweeping on and off site
- enhancing existing site boundary fencing with debris netting/ monarflex sheeting to prevent the spread of dust and debris
- site management to undertake daily inspections to identify boundaries that need further enhancement and may suspend works in instances where dust risks are increased (i.e. windy conditions)
- storage of materials will not be adjacent to sensitive receptors
- wheel washing areas will be hard paved
- hoardings provide with polythene skirts and ballast to prevent sediment run off into adjacent gardens
- haul routes shall be checked regularly and repaired where necessary and on designated cross-site routes being used during groundwork stages consolidated surfaces shall be used
- all loads entering and leaving the site shall be covered
- 5mph speed limit on site
- Concrete and mortar batching shall not be used and ready-mixed concrete and mortar shall be used instead
- Ready mixed concrete shall be delivered wet
- Minimise drop heights
- Arising removed from site as much as possible
- Appropriate mitigation (including damping down, covering, washing, extracting and ventilating) shall be applied if any cutting, grinding, sawing, scabbling, sand/ grit and shot blasting, planing and sanding and fitting out are carried out and where chutes and skips are used.

h) A scheme for the recycling/ disposal of waste resulting from construction works

Waste generated on site shall be used in a variety of ways as part of a Site Waste Management Plan:

- reused on site
- reused on other sites
- salvaged/ reclaimed for reuse
- returned to supplier via a 'take-back' scheme
- recovered from site by approved waste management contractor and recycled

Other waste that will be removed from site includes:

- excavated materials
- waste produced on site as a consequence of construction work
- waste produced from site offices and canteen
- unwanted packaging

Specialist waste carriers will be employed by the applicant will separate waste taken off site to ensure such waste is recycled wherever possible.

Any hazardous waste shall be removed from the site by specialists under controlled conditions in accordance with approved method statements.

i) Siting and appearance of contractor's compounds

The applicant's compound, parking provision and materials compound shall all be located together. The first compound will be located on a small area of proposed open space which is to be delivered under the planning permission in accordance with the approved land use parameter plan. The compounds and parking shall be repositioned on site in accordance with construction phases. There shall be a total of three separate locations where such compounds and parking shall be located across the 11-year construction period.

No such details of the appearance of the compound have been submitted in the CEMP, however it is considered that this could easily be submitted to the Local Planning Authority for review prior to formally discharging the condition as reflected in the recommendation.

k) Details of the method and frequency of liaison with the community for the duration of the construction period

As part of local communication, a designated specific staff member will be assigned and responsible for co-ordinating and liaising with neighbours. Such person will be contactable by mobile 24/7. Such contact details shall be provided to the Local Planning Authority, police and local residents and shall also be displayed on hoardings.

A newsletter shall be issued to local residents prior to works commencing and at regular intervals throughout the construction period (quarterly intervals). Bulletins will be used from time to time as appropriate to inform local residents of particular site activities (e.g. opening of sales, expected large deliveries). Local residents shall also be invited to a meet the builder event.

Educational engagement with local schools will also occur to educate children on the risks of building sites.

l) Noise assessment and noise management strategy to reduce construction noise as far as possible in accordance with BS 5228-1:2009

Alongside controlled working hours, background noise surveys, standard guidance is to be used to determine the likely noise impacts of proposed construction works which will be calculated and appropriate noise mitigation measures will then be used. It is inevitable that construction works will generate a level of noise, however officers consider that the proposed surveys and mitigation measures that could be employed would satisfactorily reduce the level of potential disturbance. In the event that such noise becomes significant issue it would be up to the Council's Environmental Health Team to address such concerns.

m) Application of a 20mph speed limit during construction

A 20mph speed limit will be imposed during construction along the adjacent roads. A 5mph speed limit will however apply on site.

n) Measures for the protection of ecology and wildlife identified in section 5.5 Environmental Statement Addendum (Amec Foster Wheeler, May 2017) including an Ecological Clerk of Work

All construction shall be carried out in accordance with the recommendations and mitigation measures contained in the previously submitted supporting ecological surveys. Specific measures are listed within the CEMP in potential affects to different species and habitats and such measures as to be used. It is noted that a Landscape and Ecological Management Plan (LEMP) is secured via a separate condition which holds further details on such matters.

All construction works shall also be carried out in accordance with the previously submitted Arboricultural Impact Assessment which identified trees to be retained and recommends root protection areas and further mitigation measures where such areas cannot be avoided in construction to ensure the protection of trees and shrubs to be retained.

o) Training of construction workers to comply with the approved CEMP

All workers shall be provided with full induction training to ensure compliance with the measures included in the CEMP.

6. Other Matters

Piling

Noting the issues and disturbance caused to properties during the construction of the nearby Chilton Grove development caused by piling, the submitted CEMP includes a requirement that in the event piling is to be used on site a piling programme, type of piling, hours, days and periods of piling, breaks from piling and the method and intention to notify neighbours will be submitted to the Local Planning Authority for approval prior to the activity commencing. It is however noted that at this stage strip foundations are envisaged to be used.

Pollution

In order to prevent pollution of the site and neighbouring environments, the following mitigation measures are proposed:

- hoarding and boundary fencing with polythene skirts and ballast shall prevent sediment run off
- fuel storage will only be permitted in designated areas
- traps and interceptors shall be used to prevent any pollution into water when connecting to new or existing sewers. Any discharge of water would be subject to securing separate consents from relevant statutory undertakers (e.g. Anglian Water).
- a Silt Management Plan shall be submitted as part of condition 12 of the outline permission (Construction Surface Water Management Plan).
- all plant and equipment shall be regularly tested to comply with emissions requirements.

Mitigation Measures

A range of mitigation measures are proposed to reduce disturbance to neighbouring properties:

- Wherever possible and practicable, carry out works during quieter periods of the day avoiding rush hours/ school drop off and pick up and during school holidays
- All delivery drivers shall be advised of restrictions in place (hours, routing and speed limits)
- Working hours shall be between 08:00 and 18:00 Monday to Friday, 08:00- 13:00 Saturday with no work on Sundays or Public Holidays. Some exceptions may apply where

works are required outside of these hours, however the recommendation made on this application includes a proposed amendment for the applicant to include the requirement for the submission of details of such works, proposed hours and neighbour notification in such an event.

- No floodlighting shall be used. Lighting shall be installed on the sales pod (as to be agreed via separate condition). The compound will have low level lighting during working hours and motion detection lighting. Such security lighting shall not be directed towards neighbouring properties and shall not be so sensitive as to be triggered by birds etc.
- Dust suppression system shall be used to mitigate dust
- New boundary fencing shall be erected along Reynolds Way and Aubrey Drive which alongside existing high-level vegetation shall mitigate noise
- Noise levels shall be monitored and appropriate mitigation put forward, which may include acoustic blankets.
- No burning on site
- Carry out regular site inspections
- Accurate log of public complaints kept

Landscape

The CEMP is not required nor does it outline a landscape remediation strategy which is covered by a separately submitted Geoenvironmental Interpretive Report.

SuDS

Concerns were raised on the matters of additional SuDS basins; this is part of a separate matter controlled by SCC. Notwithstanding that it is not a matter for the applicant it is also not a matter that requires consideration within the CEMP.

Public Right of Way

Any construction matters affecting the PROW would be subject to a separate consent from SCC PROW Team.

PART FOUR – CONCLUSION

7. Conclusion

- 7.1. The submitted CEMP sets out a comprehensive and holistic approach to the construction phases of the preliminary infrastructure and residential aspects of the development. In the event such approach to construction changes further details would be submitted to the Local Planning Authority to reassess. Officers and statutory consultees (Highways, Environmental Health and Ecology) consider that the submitted details within the CEMP satisfy the requirements set out within condition 30 of the outline permission.
- 7.2. It is considered that there are no material considerations which indicate that the proposed Construction Environmental Management Plan is unacceptable or inappropriate to achieve its purpose in guiding good construction practices protecting highway users, residential amenity, the environment and ecology.

- 7.3. The positive determination of this discharge of condition application will be an important step forward in the delivery of this strategic site which forms a notable element in the provision of future homes in the district and contributes meaningfully to the housing land supply position of the District.

RECOMMENDATION

That authority be delegated to the Chief Planning Officer to approve condition 30 of the Outline planning permission B/15/01718 subject to securing the following amendments:

- The addition of information in the CEMP which specifies an approval mechanism for construction works required outside of the agreed working hours. Such approval mechanism to include: details of such works outside of agreed hours, hours of such works, mitigation methods required as a result of such works and method to notify neighbours shall be submitted to the Local Planning Authority for approval no later than 7 working days before such event.
- The addition of details of the appearance of the compounds in the CEMP.