

Development Control Committee

Report Title:	Construction of a borrow pit/tip for the extraction of aggregates and subsequent backfilling of the void space together with access to be used in conjunction with the Bury St Edmunds Eastern Relief Road. Rougham Airfield, Bury St Edmunds
Meeting Date:	19 July 2016
Lead Councillor(s):	Councillor Peter Beer
Local Councillor(s):	Councillor Terry Clements
Director:	Geoff Dobson, Director of Resource Management
Assistant Director or Head of Service:	John Pitchford, Head of Planning
Author:	Anita Seymour, Development Manager, Telephone: 01473 264747

Brief summary of report

1. This application is for a Borrow Pit to provide up to 30,000 cubic m as raised sand and gravel to facilitate the construction of the Eastern Relief Road, and subsequent infilling with an equivalent amount of surplus materials from the Eastern Relief Road construction.
2. The proposal would involve extraction from 3.8 hectares of farmland over a 12-month period.
3. To reach the Eastern Relief Road the operator would utilise the existing internal concrete airfield access track.
4. In policy terms, borrow pits are acceptable even though they may not be identified in the Suffolk Minerals Site Specific Allocations Development Plan document so long as they are:
 - a) close to the project site;
 - b) linked to the project;
 - c) environmentally acceptable; and
 - d) would not discourage recycling.
5. The application is supported by a Dust Assessment, Preliminary Ecological Appraisal and Noise Report.
6. Taking all of these factors into account it is recommended that this application be approved.

Action recommended

7. That planning permission be granted subject to the following conditions

- 1) The development shall commence within three years of the date of this permission.

Reason: Imposed in accordance with Section 91 of the Town & Country Planning Act 1990.

- 2) The development uses and associated activities hereby approved shall only be carried out in accordance with

- a) The letter from PDE Consulting Ltd dated 17 May 2016 and accompanying Planning Application Supporting Statements dated May 2016

- i) Dust assessment prepared by PDE Consulting Ltd
- ii) Preliminary Ecological Appraisal prepared by Wilkinson Associates Environmental Consultants
- iii) Noise Assessment Report Prepared by WBM Acoustic Consultants

- b) The approved plans Nos:

- i) Drawing Number JBC/5077/0000/PA/01 entitled Site Plan
- ii) Drawing Number JBC/5077/0000/PA/02 entitled Working Plan Phase 1
- iii) Drawing Number Phase Drawing Number BC/5077/0000/PA/03 entitled Working Plan Phase 2
- iv) Drawing Number JBC/5077/0000/PA/04 entitled Working Plan Phase 3
- v) Drawing Number JBC/5077/0000/PA/05 entitled Working Plan Phase 3 Sections
- vi) Drawing Number JBC/5077/0000/PA/06 entitled Soil Restoration Plan

Reason: To ensure that new development is completed in accordance with the submitted details.

- 3) The applicant shall give the Minerals Planning Authority ten working days' notice of the start of mineral extraction.

Reason: To enable the Minerals Planning Authority to ensure development is carried out in accordance with the submitted details.

Archaeology

- 4) No development shall take place within the area indicated [the whole site] until the implementation of a 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.

- 5) 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) Provision to be made for analysis of the site investigation and recording
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e) Provision to be made for archive deposition of the analysis and records of the site investigation
- f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g) The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the County Planning Authority.

Reason: To enable the archaeological interest to be adequately investigated and recorded and in accordance with National Planning Policy Framework (NPPF) Section 12 and Development Plan Policy DM20.

- 6) The site investigation and post investigation assessment shall be completed, submitted to and approved in writing by the Minerals Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under condition 3 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To enable the archaeological interest to be adequately investigated and recorded and in accordance with NPPF Section 12 Development Plan Policy DM20.

Precautionary Method Statement

- 7) No development shall take place until a Precautionary Method Statement for protected and priority species has been submitted to and agreed in writing by the Minerals Planning Authority. The agreed actions, requirements and other measures shall be implemented in their entirety in accordance with the approved Method Statement.

Reason: In accordance with NPPF Section 11 and Development Plan Policies.

Vehicle Movements

- 8) Before excavations commence the agreed vehicular protocol for vehicles crossing the airfield between the excavation and Eastern Relief Road shall be submitted to and approved in writing by the Minerals Planning Authority.

The protocol shall include

- a) Advisory Signs
- b) Speed Signs
- c) Operation arrangements for aircraft and quarry vehicles

The approved protocol shall be adhered to throughout the development.

Reason: In the interest of safety of all Airfield users.

Dust Management

- 9) a) General
 - i) At all times during the carrying out of operations authorised or required under this permission, water bowsers and sprayers, (whether mobile or fixed) shall be used at such times as is necessary to minimise the emission of dust from the site.
- b) Haul Routes
 - i) Speed limits of 20mph or less for surfaced roads and 5mph for unmade roads.
- c) Vehicles
 - i) All vehicles used for movement of materials within the site shall be equipped with exhausts pointing away from the ground (above the horizontal);
 - ii) All relevant heavy plant shall be fitted with radiator fan deflector plates;
 - iii) All loads entering and leaving the excavation site to be covered.
- d) Excavation and Earthworks
 - i) Dusty activities to be damped down during working hours, especially during dry weather.
- e) Complaints Log
 - i) A log of complaints from the public and a record of the measures taken to be kept and submitted to the Mineral Planning Authority on request.

Reason: In the interests of clarity, to protect the amenity of neighbouring occupiers having regard to Policy WDM2 of the Suffolk Waste Core Strategy Adopted 2011 and the National Planning Policy Framework and its accompanying Technical Guidance for ensuring that suitable control is in place in respect of dust emissions.

Hours of Operation

- 10) Except as provided at b) and c) below:
 - a) No operations authorised or required by this permission shall be carried out on the site except between: 0800-1700 hours Mondays to Fridays;

- b) No servicing, maintenance and testing of plant shall be carried out except between: 0700-1700 hours Mondays to Fridays;
- c) The above time restrictions shall not apply to environmental monitoring.
- d) There shall be no working on Saturdays, Sundays, or on Bank/Public Holidays.
- e) This condition shall not apply in cases of emergency when life, limb or properties are in danger. The Minerals Planning Authority shall be notified, in writing, as soon as possible after the occurrence of any such emergency.

Reason: To ensure that the amenity of neighbouring properties and rural environment is maintained having regard to the National Planning Policy Framework, and Policy WDM2 of the Suffolk Waste Core Strategy Adopted March 2011.

Noise

- 11) Control limits as listed below have been set at monitoring points shown on plan no SCC\0125\16SE for the purpose of routine monitoring, and at the facades of the noise sensitive properties which are related to the monitoring points as stated below. In the case of complaint(s) noise may be required to be measured at façade(s) and in this event these measurements will take precedence. Noise limits are set at 1.2 metres above ground level at monitoring points, and facades at a point 1 metre from the façade.

Monitoring Point	Normal Operations	Site	Noise Limit dB
1	Mon – Fri 0800 to 1700		55 L Aeq,1hr
Monitoring Point	Temporary Operations		Noise Limit dB
1	Mon – Fri 0800 to 1700		70 L Aeq,1hr

Normal operations include mineral extraction, and landfilling and temporary operations include noise bund formation, soil stripping and restoration works. Temporary operations shall be limited to a maximum of 8 weeks in any 52-week period and shall only be carried out when subject to at least seven days’ prior written notification to the Mineral Planning Authority and the residents of noise sensitive premises identified below:

Monitoring Point 1 relates to The Wallow
 Monitoring Point 2 relates to The Ranch House

Reason: To protect the amenity of neighbouring occupiers in accordance with Policy WDM2 of the Waste Core Strategy Adopted March 2011, and

Effective Silencers

- 12) Silencers shall be fitted to, used and maintained in accordance with manufacturers' instructions on all vehicles, plant and machinery used on the site. No machinery shall be operated with the covers open or removed.

Reason: To protect the amenity of neighbouring occupiers in accordance with policy WDM2 of the Waste Core Strategy Adopted March 2011, and NPPF and its accompanying Technical Guidance.

Noise from Reversing Vehicles

- 13) Prior to the commencement of operations, details of the proposed arrangements for minimising any adverse impact that the warning signal emitted by reversing vehicles may have on residential or rural amenity shall be submitted to and approved in writing by the Mineral Planning Authority. The approved arrangements shall be implemented and maintained throughout the life of the site.

Reason: To protect the amenity of neighbouring occupiers in accordance with Policy WDM2 of the Waste Core Strategy Adopted March 2011, and NPPF and its accompanying Technical Guidance.

Loudspeakers

- 14) No sound reproduction or amplification equipment (including public address systems and loudspeakers) which is audible at the nearest noise sensitive location shall be installed or operated on the site.

Reason: To protect the amenity of neighbouring occupiers in accordance with Policy WDM2 of the Waste Core Strategy Adopted March 2011, and NPPF and its accompanying Technical Guidance.

Oil tanks

- 15) Any fixed or free standing oil or fuel tanks shall be surrounded by a fully sealed impermeable enclosure with a capacity not less than 110% of that of the tanks so to fully contain their contents in the event of any spillages. All filling points, vents and sight glasses shall be within the sealed impermeable enclosure; and there shall be no drain through the impermeable enclosure.

Reason: To prevent contamination of the soil resource and pollution of the land drainage and groundwater regime. In accordance with Policy WDM2 e) and m) of the Waste Core Strategy Adopted 2011, and the National Planning Policy Framework.

Preventing Damage to Top Soil

- 16) Before any part of the site is excavated or traversed by heavy vehicles or

machinery (except for the purpose of stripping that part or stacking topsoil on that part), or used for the stacking of subsoil or soil making material, all available topsoil shall be stripped from that part.

Reason: To prevent damage of the soil resource by avoiding movement during unsuitable conditions having regard to Policy WDM2 of the Waste Core Strategy Adopted March 2011 and the NPPF Technical Guidance on Restoration and Aftercare of mineral sites.

Soil Stripping

17) Topsoil, subsoil and soil making material shall only be moved or placed when they are in a dry and friable condition, no movement of soils shall occur:

- a) during the period October to March inclusive; or
- b) when the soil to be handled or trafficked upon has a moisture content which is equal to or greater than that at which the solid becomes plastic in accordance with the "Worm Test" as set out in former BS 1377- 9 1990: - British Standard Methods for test for soils for civil engineering purposes. In-situ tests
- c) there are pools of water on the soil surface.

Reason: To prevent damage of the soil resource by avoiding movement during unsuitable conditions having regard to Policy WDM2 of the Waste Core Strategy Adopted March 2011 and the NPPF Technical Guidance on Restoration and Aftercare of mineral sites.

Removal of Excessive Vegetation

18) Prior to the stripping of any soils from the site, excess vegetation [excessive vegetation means all vegetation above a height of 154mm 6" above ground level] shall be removed from the areas to be stripped.

Reason: To remove any crop and avoid incorporation of concentrations of decaying vegetation into the soil having regard to Policy WDM2 of the Waste Core Strategy Adopted March 2011 and the NPPF Technical Guidance on Restoration and Aftercare of mineral sites.

Formation Layer

19) Prior to the re-spreading of soil making materials or subsoil the upper layers of the surface shall be:

- a) prepared so that it does not contain material injurious to plant growth;
- b) ripped to a depth of 600mm to loosen rock, stone, boulder, wire rope, cable, metal plastics and other foreign objects and compacted layers that may impede normal agricultural and land drainage operations including mole ploughing or subsoiling, and;
- c) stones, or rubble which exceed 200mm in any dimension shall be removed from the site or buried at a depth of not less than 2 metres

below the final pre-settlement contours;

- d) wire rope, cable, metal plastics or other foreign objects that occur on the surface of the ripped and loosened ground shall be removed from the site.

Reason: To ensure that the site is reclaimed in an orderly manner to a condition capable of beneficial after-use having regard to the National Planning Policy Framework and Technical Guidance.

Subsoil Replacement

- 20) Subsoil shall be placed in sequence over the formation layer and spread evenly in layers not exceeding 450mm in thickness so that:
 - a) differing subsoils are mixed to provide a uniform profile;
 - b) after replacement of topsoil and after settlement, the gradients are not steeper than proposed on the submitted plans; and
 - c) the land is free from ponding and capable of receiving an effective underdrainage system.

The surface shall then be ripped at a spacing of 600mm and to a depth of 450mm to loosen any object in excess of 200mm in any direction; such objects arising shall be removed from the land.

Reason: To ensure that the site is reclaimed in an orderly manner to a condition capable of beneficial after-use having regard to the National Planning Policy Framework and Technical Guidance.

Topsoil Replacement

- 21) Topsoil previously stripped from the site shall be spread evenly to a minimum depth of 250mm over the reinstated subsoil so as to form the final approved contour. Differing types of topsoil shall be mixed before replacement. The restored surface shall be ripped during a period when the soil is dry, in such a manner as to disturb the whole soil profile to a depth of 350mm.

Reason: To ensure that the site is reclaimed in an orderly manner to a condition capable of beneficial after-use having regard to the National Planning Policy Framework and Technical Guidance.

Vegetation of Storage Bunds

- 22) Within three months from the date of this planning permission, details of the vegetation and management of all storage bunds intended to remain in situ for more than three months shall be submitted for the approval of the Minerals Planning Authority.

Reason: To clarify those details approved and to prevent the accumulation of harmful weeds in the soil resource when finally used in restoration having regard to.

Aftercare

- 23) Within three month of the commencement of development an agricultural aftercare scheme providing for such steps as may be necessary to bring the land to the required standard for use for agriculture has been submitted to and approved in writing by the Minerals Planning Authority.

The aftercare scheme shall be implemented as approved.

The submitted scheme shall specify the steps to be taken and state the five-year period during which they are to be taken and shall make provision for:

- a) Soil analysis;
- b) Planting;
- c) Biodiversity enhancements;
- d) Cultivation;
- e) Fertilising;
- f) Watering;
- g) Drainage;
- h) Weed control measures;
- i) Grazing management;
- j) Keeping of records;
- k) Annual meetings before 1st May each year with representatives of the Waste Planning Authority, landowners and interested parties to review performance; and
- l) Written records, during the aftercare period recording the previous and proposed forward 12 month steps to achieve the aftercare objectives.

The period of agricultural aftercare for the [site or any part of it] shall commence on the date of written certification by the Waste Planning.

Authority that the site or, as the case may be, the specified part of it, has been satisfactorily restored.

Should sufficient progress not be made in any one year of the aftercare period the Waste Planning Authority shall advise the person/s responsible for undertaking the aftercare in writing that he aftercare period shall be extended to take account of the delayed progress.

Reason: To provide for the return of the site to the required standard for the specific aftercare use during the 5-year aftercare period having regard to Policy DC8 of the Suffolk Minerals Core Strategy Adopted September 2008 and the NPPF Technical Guidance on Restoration and Aftercare of Minerals Sites.

Cessation

- 24) In the event of the extraction/importation spoil material from the Eastern Relief Road construction being discontinued for any 10-month period in a

calendar year the land shall be restored in accordance with a scheme of restoration approved under to be submitted to and approved in writing by the Minerals Planning Authority. The approved scheme shall be commenced within one month of notice of cessation being agreed with the Mineral Planning Authority and shall be completed in its entirety.

Reason: To ensure the reclamation of the site is achieved and to enable integration of the restored land into the landscape having regard to Policy WDM2 of the Waste Core Strategy Adopted March 2011, and NPPF that seeks to minimise the adverse effect of minerals workings within the environment and that restoration and aftercare of mineral sites is achieved as the earliest opportunity, to a high standard.

Reason for recommendation

8. Having regard to National and Local planning policies, it is considered that the proposal is in general conformity with planning policy.
9. The detrimental impacts of the extraction and subsequent infilling are short term and can be mitigated by condition.
10. The proposal would reduce the need for approximately 11,850 off site HGV movements which is considered a significant benefit.

Alternative options

11. To refuse consent or approve with alternative conditions.

Main body of report

Need

12. The Construction of the Eastern Relief Road has commenced and requires a significant amount of aggregate to be imported for construction works. To mitigate the amount of aggregates that will need to be imported, it is proposed to extract from a borrow pit approximately 500m from the Eastern Relief Road 30,000 cubic m of sand and gravel, subsequently back filling the excavation with surplus material from the construction of the Eastern Relief Road.

Benefits

13. It is estimated by the applicant that there would be a reduction of 5,100 off site HGV movements associated with aggregate deliveries and a reduction of 6,750 HGV movements as a result of diverting surplus material to the excavation as a result of this proposal.

Application Site

14. The site is located to the south of Mount Lane, within the boundaries of Rougham Airfield. It is approximately 1.8km west of Thurston, 0.75km east of Morton Hall residential area, and 0.7km to the north of the Eastern Relief Road which is currently under construction.
15. The site is currently rough grassland. Along the northern boundary is a 2m high chain-link fence which separates the site from a cycle/footway, a landscape belt separates the cycle/footway from Mount Lane. The façade of the closest residential property is approximately 80m to the west separated from the

proposed workings by a copse; the haul road however, would follow their southern boundary (30m to the south).

16. The settlement known as the 'Battlies' are approximately 500m east of the excavation and 170m from the proposed haul route.

Proposal

17. The proposal is to extract up to 30,000 cubic m of sand and gravel from an area of 3.8 ha to supply the Eastern Relief Road construction; the resulting excavation would be infilled with surplus material arising from the construction of the Eastern Relief Road. The total operational period of the workings would be 12 months followed by a five-year aftercare period.

Working of the site

18. Soils would be stripped from the operational areas and placed in a bund on the western boundary, subsoil would then be removed and placed in an adjacent bund. Sand and gravel would then be extracted west to east and transported as raised to the construction site by dump trucks. Surplus materials would then be transported back on back loads, this would be stored on site until sufficient void space has been created, these materials would be stored to the east of the extraction.
19. Progressive restoration of the site would take place, once the final layers of surplus material have been placed in the void the topsoil would be replaced and the site seeded.
20. The applicant has set out in their supporting statement the number and type of machinery that would be used on site this includes; during soil stripping two 21t excavators, and a 20t dumper; for the mineral extraction one hydraulic excavator, a loading shovel, two/three dumper trucks (20t); for infilling one D4 dozer and one 13t roller to place and compact surplus; Two/three 20t dumpers to haul the material from the stockpile; and for restoration two 21t excavators, one for excavating the bunds, one for placing material and a 20t dumper to move material.
21. Material would be transported to and from site utilising a private access track across Rougham Air Field directly to the section of the Eastern Relief Road between Lady Miriam Way and Sow Lane and to form an embankment adjacent to the A14.

Time Scale

22. Mineral extraction would take approximately 16 weeks. Restoration would be delayed by six weeks to enable sufficient void to be created. It is anticipated that the development would take 12 months to complete.
23. Hours of extraction and backfilling would be between 08:00 and 17:00 Monday to Friday.

Construction of the Eastern Relief Road

24. The proposed borrow pit would provide class 1A granular fill this is not available as a recycled material.
25. Recycled materials are being used wherever possible in the construction of the Eastern Relief Road including the capping, base layer and surfacing of two farm tracks.

Policy

26. The National Planning Policy Framework (NPPF) and Technical Guidance were published on 27 March 2012. Paragraph 144 of the NPPF lists the type of factors to be considered by local authorities when determining planning applications for minerals development. These include:
- the avoidance of unacceptable impacts on the natural and historic environment, and upon human health; and
 - the avoidance of problems associated with noise and dust emissions.

Development Plan

27. At the time of writing the Development Plan consists of the Suffolk Minerals and Waste Development Framework and the St Edmundsbury Local Development Framework.

Suffolk Minerals and Waste Development Framework

28. The Minerals Core Strategy was adopted in September 2008 and includes relevant policies in respect of:

- borrow pits in Policy 7 (as set out below)

“Policy 7: Borrow pits to provide sand and gravel to serve major civil engineering projects will be acceptable as long as:

- “They are in proximity to the project site;
- “The borrow pit is worked and reclaimed as part of the project; and
- “Suitable environmental conditions consistent with those recommended for allocated sites can be applied.

“Any proposal for a borrow pit will be required to demonstrate that priority has been given to maximising the use of secondary and recycled materials/aggregates prior to consideration of the extraction of land-won sand and gravel.”

29. Policy 8; Transport assessment: The minerals Planning Authority would consider proposals to be satisfactory where anticipated HGV movements would not give rise to
- Unacceptable risks to the safety of other road users; and
 - Unacceptable impact on traffic flow or residential and rural amenity arising from the movement and / or timing of vehicles on the public highway
- Suitable designed access and egress to the public highway from the site must be secured.
30. DC1 landscape character; states that proposals that would result in an adverse impact on landscape character and/or historic features of a Suffolk Landscape Character Type would not be permitted.
31. Policy DC2 seeks to protect sites of geological or ecological.
32. Policy DC3 Archaeology.

33. Policy DC6; seeks to implement measure to prevent issues caused by spillages of debris on the highway.
34. Suitable restoration and aftercare proposals are required to satisfy policies DC7 and 8.
35. The Suffolk Waste Core Strategy was adopted in March 2011 and includes relevant policies in respect of;
Policy WDM2 General Considerations relevant to all waste management facilities

“In general waste management development will be acceptable so long as the proposals adequately address, where appropriate:

- a) “Potential for adverse impact upon the integrity of Natura 2000 sites;
- b) “Potential flood risk;
- c) “Potential impact of proposed vehicle movements and access design;
- d) “Potential impact upon landscape;
- e) “Potential impact upon biodiversity;
- f) “Potential impact upon archaeological or cultural heritage;
- g) “Requirements of PPG13 including the use of rail freight shipping;
- h) “Compatibility with neighbouring landuse;
- i) “Potential impact upon agricultural land;
- j) “Potential impact from noise and vibration;
- k) “Potential impact upon air quality including odour;
- l) “Potential visual impact, including from lighting;
- m) “Potential impact upon the local water environment;
- n) “Land instability;
- o) “Site management issues including litter, vermin and birds.”

St Edmundsbury Development Plan

36. Core Strategy Policy CS11 (adopted 2010) states that additional housing will not be permitted until the completion of the Eastern Relief Road to junction 45 of the A14 (Rookery Crossroads).
37. Aspiration 9 of the Bury St Edmunds Vision 2031 Document identifies the construction of the Eastern Relief Road between Moreton Hall and the A14 at Rougham as essential before development in the area identified in the Bury St Edmunds Vision 2031 can be occupied.
38. Policy BV20: Rougham Airfield states that proposals for new buildings on the site associated with these uses will be conditioned so that they cannot be brought into use until the Eastern Relief Road (Core Strategy Policies CS11 and CS14) is constructed.

Consultations

St Edmundsbury Borough Council

39. No objections.

Rougham Parish Council

40. Happy to support this application.

Archaeology

41. No objections subject to standard conditions.

County Ecologist

42. No objections. "Based on the information submitted by the applicant (Preliminary Ecological Appraisal, Wilkinson Associates May 2016), I am satisfied that no further surveys & assessments are required to identify the likely impacts from this development. The report has been based on local desktop data to inform surveys and prepared by a suitably qualified ecologist.

43. "I recommend the preparation of a Precautionary Method Statement and its implementation in full is a condition of any consent.

44. "I am satisfied that this development can avoid adverse impacts on Protected and Priority habitats and species and the Local Planning Authority can demonstrate it is meeting its statutory biodiversity duty. I would recommend that opportunities are explored for biodiversity and enhancements secured as part of the restoration & aftercare to achieve a better site than before extraction".

Air Quality Advisor

45. No objections "The dust assessment is appropriate, and I agree that, with mitigation, the impacts are likely to be negligible. I recommend one additional mitigation measure; any stockpiles should be re-vegetated or covered to prevent them from becoming sources of dust.

46. "The assessment has not considered the potential impacts of exhaust emissions from on-site plant and HGVs transporting material between the two sites on local air quality. The number of plant operating on site is limited; the number of HGV movements delivering aggregate to the Eastern Relief Road site will be equal to the number removed from the wider local road network.

47. "Given the location of the site (rural location, outside of any Air Quality Management Areas), existing air quality is likely to be good. The access road is more than 50m from existing properties. Therefore, vehicle emissions are unlikely to have a significant impact on pollutant concentrations at nearby properties."

Noise Advisor

48. No objections "An assessment of noise has been completed by Walter Beak Mason (WBA). I agree with the assessment made and on this basis recommend that when considering noise alone, planning permission could be granted for the borrow pit and associated HGV movements. I suggest that the planning conditions are set to protect local residents from noise due to the proposed works."

Environment Agency

49. No objection an update will be provided at committee.

Representations

50. One representation has been received following neighbour notifications, site notice and press notice. The objector raises concerns regarding noise, dust and fumes from the proposed new relief road.

Policy

National Planning Policy Framework

51. This proposal in combination with the attached planning conditions would satisfactorily address Paragraph 144 of the NPPF because they would:
- a) avoid unacceptable impacts on the natural and historic environment, and upon human health; and
 - b) would avoid of problems associated with noise and dust emissions.

Development Plan

52. Policy MP1 refers to the need to provide an environmentally acceptable source of minerals resources. These proposals are environmentally acceptable.

Suffolk Minerals and Waste Development Framework

53. These proposals are in accordance with Minerals Core Strategy. In respect of Policy 7 because they are:
- a) close to the project site;
 - b) linked to the project;
 - c) environmentally acceptable; and
 - d) would not discourage recycling (there being no large potential sources close by). Suitable recycled materials will be used in the construction of the Eastern Relief Road wherever possible as confirmed by the Project Manager for the scheme.

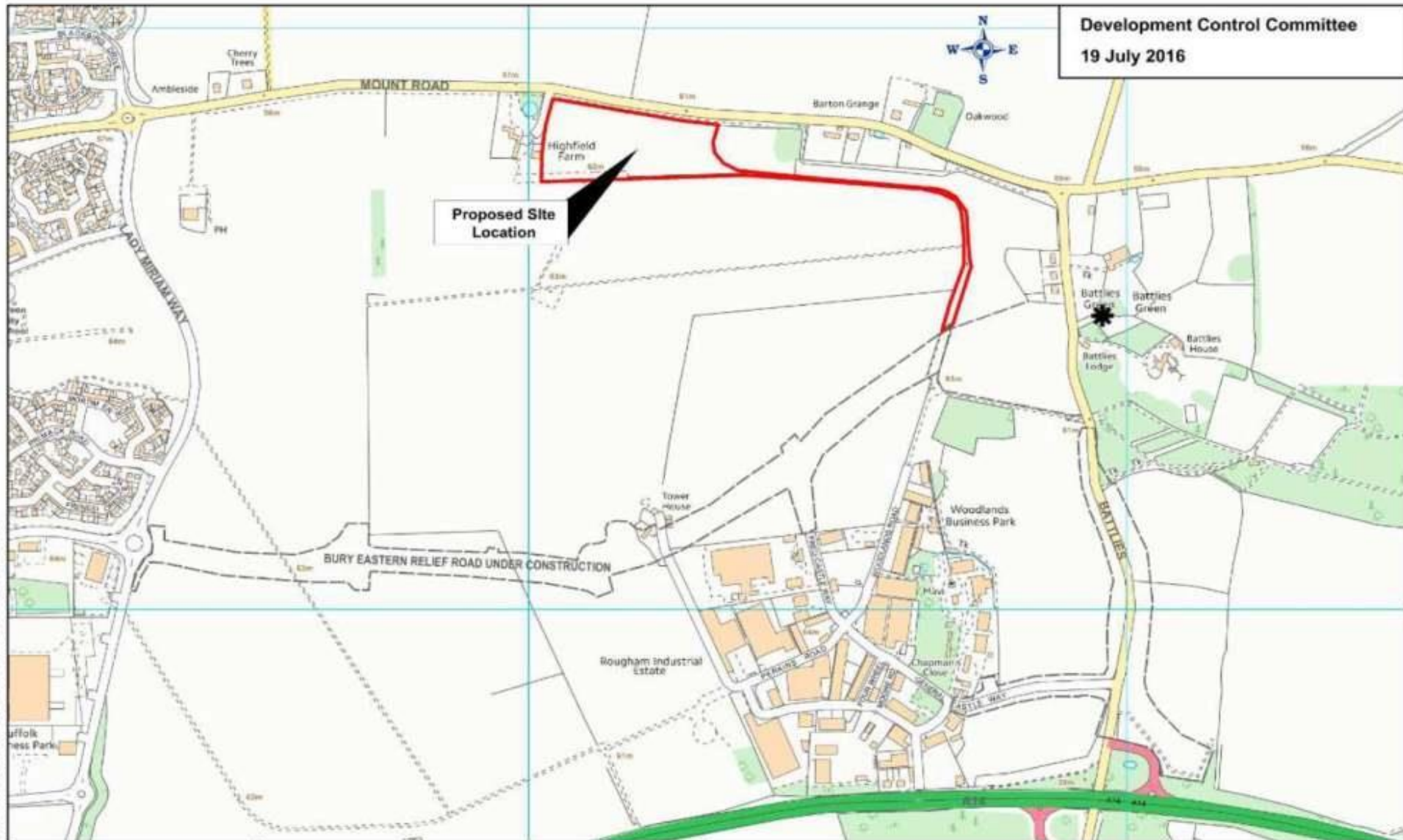
Conclusion

54. Having regard to National and Local planning policies, it is considered that the proposal is in general conformity with planning policy.
55. The detrimental impacts of the extraction and subsequent infilling are short term and can be mitigated by condition.
56. The proposal would reduce the need for approximately 11,850 off site HGV movements which is considered a significant benefit. All HGV movements associated with the development would be within the boundaries of the airfield therefore local roads would not be impacted by the development.
57. The material raised from the borrow pit is not available as a recycled material. The proposal would assist in the timely delivery of the Eastern Relief Road which would deliver economic benefits to the local community.

Sources of further information

- a) File Reference SCC\0049\16W.
- b) The application and consultee responses can be viewed at:
<https://secure.suffolkcc.gov.uk/ePlanning/loadFullDetails.do?apllid=21812>
- c) The Planning Officers file is an open file and can be consulted by prior appointment with the case officer Anita Seymour (01473 264747) at the Development Section, Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX.

Development Control Committee
19 July 2016



Proposed Site Location

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Suffolk
County Council
Scale 1:6000

Strategic Development Resource Management, Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX.

- Key**
- ★ Objectors
 - Proposed Site Boundary
 - - - Route of Bury Eastern Relief Road

SCC\0125\16SE
ROUGHAM AIRFIELD, BURY ST EDMUNDS, IP30 9ND
Construction of a borrow pit/tip for the extraction of aggregates and subsequent backfilling of the void space together with access to be used in conjunction with the Bury St Edmunds Eastern Relief Road.

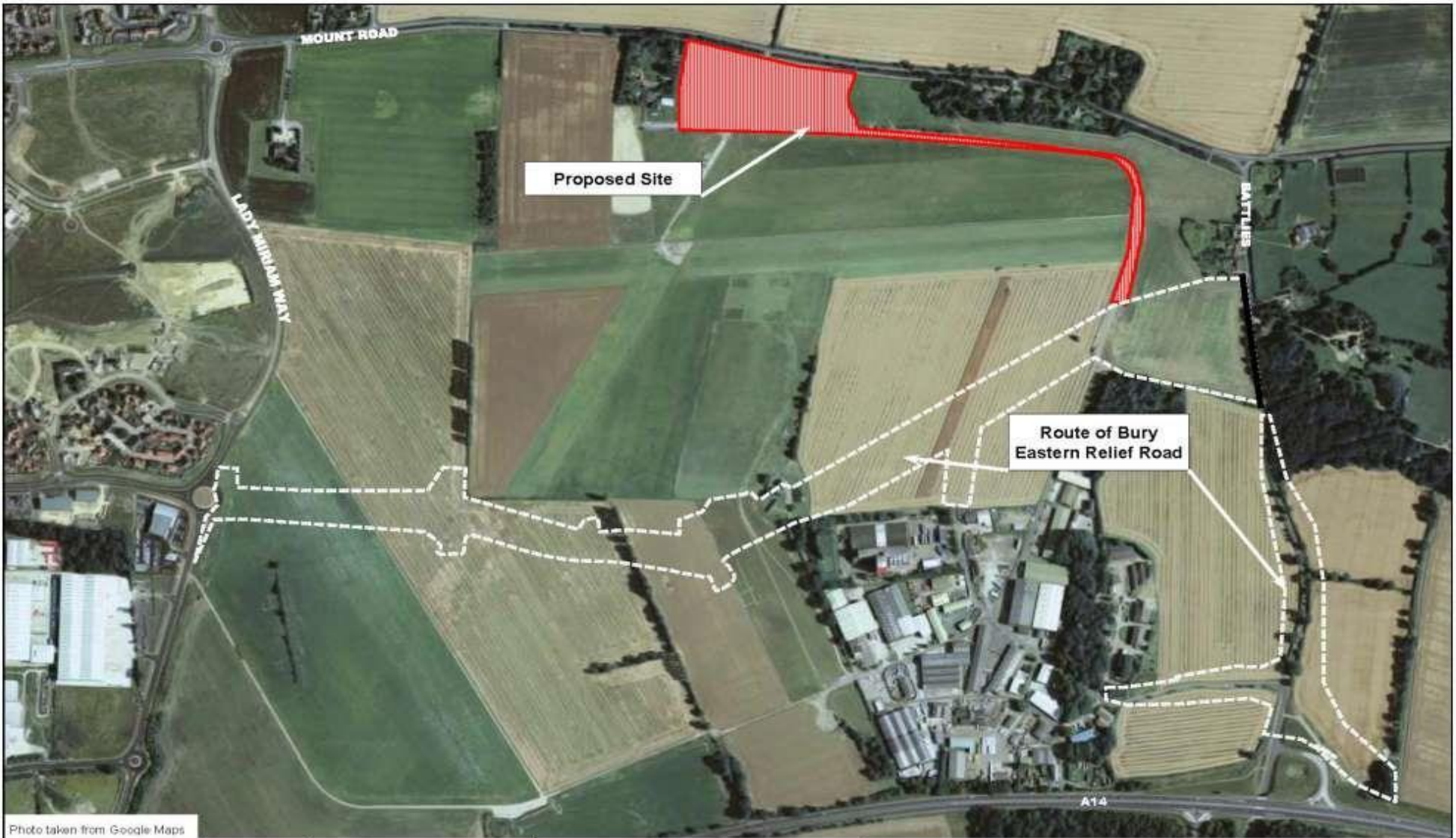




Photo taken from Google Maps

 <p>Suffolk County Council</p>	<p>Strategic Development Resource Management Endeavour House 8 Russell Road Ipswich, Suffolk IP1 2BX</p>	<p>Development Control Committee 19 July 2016</p>	<p>AERIAL PHOTO – ROUGHAM AIRFIELD, BURY ST EDMUNDS, IP30 9ND</p> 
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