

<b>ITEM:</b>		<b>RECOMMENDATION:</b>	APPROVAL
<b>REF NO:</b>	3PL/2022/0013/F	<b>CASE OFFICER</b>	Barbara Greengrass
<b>LOCATION:</b>	ROUDHAM/LARLING Rory J Holbrook Roudham Road	<b>APPNTYPE:</b>	Full
<b>APPLICANT:</b>	Mr Rory Holbrook Rory J Holbrook, Roudham Road Roudham Road	<b>POLICY:</b>	Out Settlemnt Bndry
<b>AGENT:</b>	Collective Community Planning 24 Old Lakenham Hall Drive Norwich	<b>CONS AREA:</b>	N
<b>PROPOSAL:</b>	New office building, relocation of informal vehicle parking, and removal of existing portacabin office building		
		<b>LB GRADE:</b>	N
		<b>TPO:</b>	N

## DEFERRED REASON

### A Background

A.1 The application was deferred at Planning Committee on 13 December 2022 following comments from members asking for highway comments which have now been received.

A.2 The applicant has submitted amended plans showing additional parking spaces for staff of the new office building, to the rear of the existing MOT/service building to replace spaces lost on the site of the new building and secure sufficient car parking spaces for the additional floorspace created.

A.3 As the red line has been extended within the applicants land ownership a re-consultation has taken place with Parish and residents and responses are set out below.

### B Consultation responses

#### Roudham Parish Council

Roudham and Larling Parish Council feel that there are conflicting statements in this application which we feel need further clarification. 1. The application shows a removal of vehicle parking to make way for the new office building - what provision has been made for replacing these spaces elsewhere on the site as we understand lack of parking spaces has been an issue for some time. 2. Clarification on exterior lighting and how this may impact residents/rest of the industrial estate. 3. We understand that the site does not have clear hours of operation in place. We feel that it is essential that hours of operation are established/laid out and should be in line with those hours of operation in place for other businesses on Roudham Industrial Estate and a consistent approach enforced.

#### Highways Authority

For the avoidance of doubt my response is based drawing 0249 01D. We are advised that the office element of the business is currently housed in a portacabin and also part of a hanger on the site. The proposal seeks to consolidate these into a new facility. On the basis of the current use of the site this Authority does not wish to raise an objection subject to the following conditions being imposed:-

Prior to the first use of the development hereby permitted the proposed car and cycle parking/servicing/loading/unloading/turning/waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

#### Contaminated Land

I have looked at the application submitted and, based on the information provided to me at this time; there are no objections or further comments on the grounds of Environmental Protection, providing the development proceeds in line with the application details. Comments made on 26/2/22 still apply.

#### Environmental Health

I have looked at the revised details submitted and, based on the information provided to me at this time; there are no objections or comments on the grounds of Environmental Protection, providing the development proceeds in line with the application details.

### **C Assessment**

C.1 The main assessment to undertake in this deferral, is that of on site parking provision and any resultant highways safety consequences. The proposed office replacement and provision of expanded space is to be sited along the eastern boundary of the Holbrook site on an existing informal parking area and where an existing small portacabin office is sited but to be removed. The office is to consolidate the Holbrook staff into one building as an improved facility on site as some of the staff currently work from the hangar building to the rear.

C.2 The previous concern was that by placing the new building on an area already used for informal parking and in addition requiring extra parking for the extended space, that this would lead to displacement and lack of sufficient parking on site, such that this would lead to parking on the adjoining highway to the detriment of highway safety. This is also in light of the fact that the site is busy and congested at present with numerous vehicles also visiting the MOT/service centre which is situated next to the site and is also owned by the applicant.

C.3 Amended plans have been received which now show provision for adequate car parking spaces within the site to accommodate any displaced parking and new parking space required for the office staff. The agent has advised that there are currently 20 office staff members on site. The proposals show provision for a total of 37 parking spaces including two disabled and two EV spaces for use by the offices on an area largely to the rear next to the industrial building. The parking area to the front of the MOT/service building remains unaffected and will remain as it is at present. This is now to the satisfaction of the County Highway Authority, who are content that sufficient on site parking is provided to prevent parking on the highway. The proposal therefore accords with Policies TR01 and TR02 of the Breckland Local Plan (adopted 2019).

C.4 This application has been assessed against the conservation objectives for the protected habitats of the River Wensum Special Area of Conservation and the Broads Special Area of Conservation and Ramsar site concerning nutrient pollution in accordance with the Conservation of Species and Habitats Regulations 2017 (as amended) (Habitats Regulations). The Habitat Regulations require Local Planning Authorities to ensure that new development does not cause adverse impacts to the integrity of protected habitats such as the River Wensum or the Broads prior to granting planning permission. This site is located outside of the catchment

area of the sites identified by Natural England. The development proposed does not involve the creation of additional overnight accommodation and is such it is unlikely to lead to a significant effect as it would not involve a net increase in population in the catchment. This application has been screened, using a precautionary approach, as unlikely to have a significant effect on the conservation objectives either alone or in combination with other projects and there is no requirement for additional information to be submitted to further assess the effects. The application can, with regards nutrient neutrality, be safely determined with regards the Conservation of Species Habitats Regulations 2017 (as amended).

C.5 Policy INF 03 of the Breckland Local Plan (adopted 2019), includes a requirement for the Council to undertake a Partial Update of the Plan with regard to housing, non-travelling gypsy and travellers, accessibility of homes standards and economic development by November 2022. On this basis, the Council has carried out a Single Policy Partial Update of Policy INF 03. The Partial Update was submitted for Examination on 29 November 2022. The Partial Update of the Local Plan sets out the rationale behind the approach. The Council therefore concludes that it has met the requirement set by Policy INF 03 and that the relevant policies within the Development Plan, against which this application has been considered, remain up to date and have been given full weight in the determination of this application.

C.6 The Parish Council has raised concerns with regards to operational hours and lighting, the latter is to be covered by a lighting condition, as set out in the report below (paragraph 7.2, condition 8). With regards to operational hours of operation, a condition is proposed (condition 9) limiting the hours, as follows:

*06:30 to 18:30 Monday to Friday and 08:00 to 12:00 on Saturdays.  
And shall operate at no time on Sundays, Bank Holidays or Public Holidays.*

C.7 With respect to all other matters in relation to planning policy set out in the adopted Breckland Local Plan (2019), the NPPF, and with respect to the site itself and characteristics these remain as previously considered in the December 2022 Planning Committee report, which follows this deferred section. It is therefore not necessary to revisit those matters set out in detail below.

## **D.Conclusions**

D.1 Having regard to the above, the amendments and additional information set out above do not affect the overall planning balance and the proposed development remains compliant with the policies contained within the Breckland Local Plan (adopted 2019), and accordingly the application remains recommended for approval.

## **E Recommendation**

E.1 The application remains recommended for approval subject to the conditions sets out below. The conditions requested by the highway authority have been added.

All other matters in respect of the consideration of the application remain unaltered and the assessment within the attached original Committee report is still therefore relevant.

### **REASON FOR COMMITTEE CONSIDERATION**

The application is significant for local people.

### **KEY ISSUES**

Principle  
Highways  
Design  
Amenity  
Ecology and Biodiversity  
Contamination, Flooding and Drainage  
Other

#### **DESCRIPTION OF DEVELOPMENT**

The proposed development seeks to provide a new office building on the Roudham Industrial Estate. The new office will be located at the front of the site to the east of the existing access road and the portacabin will be removed and the vacant space will be utilised for replacement parking.

Vehicle access will be off Roudham Road using the existing site access and pedestrian access will be at the front of the building. Both accesses will be accessed from within the site via an internal pedestrian path.

The offices are to be used by staff of the Rory Holbrook business who already work on site and will provide a consolidated office facility for the business. There will be no additional staff employed and additional parking will be provided to the rear of the site to the front of the industrial buildings.

#### **SITE AND LOCATION**

The application site is part of the Roudham Industrial Estate. Specifically, it is on the Rory J Holbrook Haulage and Aggregates Depot, on the south of Roudham Road. It is outside of the Roudham Settlement Boundary but within a designated General Employment Area.

#### **EIA REQUIRED**

No

#### **RELEVANT SITE HISTORY**

3PL/2022/0414/F Retrospective planning application for a change of use from agricultural land to open storage of aggregates, plant equipment, HGVS and the erection of noise bund. Approved

3PL/2022/0014/F - New industrial units with landscape enhancements, and demolition of existing workshop/depot (hanger). Undecided

#### **POLICY CONSIDERATIONS**

The following policies of the Breckland Local Plan, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework and National Planning Policy Guidance have also been taken into account, where appropriate

COM01	Design
COM03	Protection of Amenity
EC03	General Employment Areas

ENV02	Biodiversity protection and enhancement
ENV06	Trees, Hedgerows and Development
ENV09	Flood Risk & Surface Water Drainage
GEN02	Promoting High Quality Design
INF03	Local Plan Policy Review
NPPF	National Planning Policy Framework (Revised 2021)
NPPG	National Planning Practice Guidance
TR01	Sustainable Transport Network
TR02	Transport Requirements

**OBLIGATIONS/CIL**

Not Applicable

**CONSULTATIONS**

**ROUDHAM & LARLING P C**

Both applications say that the foul sewerage will be disposed of via a mains sewer. My Council was not aware that mains sewerage existed on any part of the industrial estate, and so, unless the applicant is intending to have this installed, feels that this may well be an inaccurate statement.

The stated hours of operation for the proposed office building application are Monday to Friday 06:30-18:30, and Saturday 08:00-12:00, and for the industrial units, application Monday to Friday 05:30-20:30. As the red lines for both applications include the entrance gates to the whole site we assume, then, that this will be kept locked at all other times as the hours of operation surely apply to the red line site.

Page 2 of the industrial units Design and Access Statement says. A weight restriction allows access (to and from the A11(T) and B1111) only to the industrial estate and so prevents HGVs heading towards East Harling village. This is untrue. The businesses on the industrial estate are specifically exempted from the weight restriction through East Harling, so it does not prevent HGVs heading that way.

Industrial Units: Although the Design statement refers to 12 industrial units, the designs indicate that there are actually going to be six, each theoretically having room to contain two HGV. Each of these six units is equipped with its own entrance (front and back) and toilet and utility sink area. No specific mention is made, but it seems clear that the design is such as to support letting to other users. Although the projected use is stated to be primarily for vehicle maintenance and servicing there is no provision for inspection pits and no height for ramps.

The new building, with its nearly divided units, especially if sections are let to other businesses, will have no such space, and we can foresee that storage facilities will be necessary outside the rear doors. My Council has obvious concerns that eventually this will become a further incursion into the agricultural field behind.

With the new office block being at the front of the site, my Council has concerns that one vehicle will pull in and stop, and further ones will be parked on Roudham Road as they wait to be able to enter.

Parking: The application says that there are currently 40 car parking spaces and that after the proposed development there will still be 40 places. The number of spaces is inadequate at the moment, as some staff regularly park on the small area of (what used to be) grass outside the entrance to the site.

#### **HISTORIC ENGLAND**

On the basis of the information provided, you do not need to notify Historic England of this application under the relevant statutory provisions.

#### **CONTAMINATED LAND OFFICER**

I recommend approval providing the development proceeds in line with the application details and subject to conditions to alleviate environmental concerns.

#### **TREE AND COUNTRYSIDE CONSULTANT**

No comments.

#### **ENVIRONMENTAL HEALTH OFFICERS**

I have looked at the application submitted and, based on the information provided to me at this time; there are no objections or comments on the grounds of Environmental Protection, providing the development proceeds in line with the application details.

#### **NORFOLK COUNTY COUNCIL HIGHWAYS**

No Comments Received

#### **REPRESENTATIONS**

None

#### **ASSESSMENT NOTES**

##### **1.0 Principle of Development**

1.1 Paragraph 81 of the NPPF 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...!.

1.2 Policy GEN 01 sets out that the Breckland Local Plan will seek and enable development that improves the economic, social and environmental objectives of Breckland through the application of national and locally distinctive sustainable development principles including directing jobs and growth towards the most sustainable locations, contributing towards the economy and jobs in rural areas, helping to achieve the right balance throughout the District. Policy GEN 05 details that outside the defined settlement boundaries such as this application site that development is restricted to recognise the intrinsic character and beauty of the countryside. Development outside the defined settlement boundaries will only be acceptable where it is compliant with all relevant policies set out in the development plan, of particular relevance to this application Policy EC 03, General Employment Areas.

1.3 The site falls within a General Employment Area where the principle of industrial development is accepted by virtue of Policy EC 03 of the Breckland Local Plan (adopted 2019), subject to compliance with the policy specifics. Policy EC03 seeks to direct employment development to designated employment areas.

The uses proposed, use class B1(a) are specifically noted within policy EC03 of the Breckland Local Plan (adopted 2019) and as such it is considered that the proposal is acceptable in principle.

1.4 Following amendments to the use classes order have been made and use class B1 is now Class E. Class E now includes retail uses and as such a condition is required to restrict the type of uses within class E to offices, research and development of products or processes and industrial process (which can be carried out in any residential area without causing detriment to the amenity of the area and shall exclude shops, financial and professional services, food and drink, non-residential institutions and assembly and leisure uses. This is because these uses are not suitable in this out of town location and to have regard to policy EC03 of the Breckland Local Plan (adopted 2019). A condition limiting the use to prevent retail and other uses will be placed on the permission to ensure continued compliance with policy EC03 of the Breckland Local Plan (adopted 2019).

1.5 Subject to the condition referenced above and others as required through assessment, the development is considered acceptable in principle.

## **2.0 Highways**

2.1 Paragraph 110 of the National Planning Policy Framework (2021) (NPPF) states that applications for development should ensure that;

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 ; and

(d) 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.

2.2 Paragraph 111 of the NPPF (2019) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.3 Policy TR02 reflects the need not to adversely impact on the safety and operational functioning of the highway and aims to ensure there is enough off-road parking on site. Vehicle access will use the existing site entrance off the Roudham Road, which in turn leads to the B1111 and A11. The proposal information states that it will not generate significant transport movements and is unlikely to result in a material increase in traffic.

2.4 While it appears that there will be sufficient space for parking on site and turning areas and the removal of the current portacabin office accommodation on site will allow for informal parking to relocate from the footprint of the proposed office and there are other parking spaces on the wider site, confirmation is awaited from Highways with regards formal comments following a request for additional information.

2.5 It is assessed, subject to no objections from Norfolk County Council Highways and subject to any reasonable and enforceable conditions which are requested, that the development is acceptable and in accordance with policies TR01, TR02 and EC03 of the Breckland Local Plan (adopted 2019) and paragraph 111, 112 and 113 of the National Planning Policy Framework 2021 (NPPF).

### **3.0 Amenity**

3.1 Policy COM 03 (Protection of Amenity) aims to ensure acceptable levels of amenity for future occupants and protect the amenity of neighbours. The relationship of the development to neighbouring buildings is such that visual dominance, loss of light, overlooking and overshadowing impacts all fall within acceptable parameters. It is considered that the type of use proposed is consistent with that of an industrial area and should not cause significant harm with regards to noise, odour and other forms of disturbance. There have been no objections from Environmental Health nor any requirements for the development to be restricted by condition. A condition will be attached restricting the hours of operation to those applied for in the interest of clarity. The development can be assessed as compliant with Policy COM 03 of the Breckland Local Plan (adopted, 2019).

### **4.0 Design**

4.1 The office building will be two storey and have a GIA of 626 sqm. It will have a layout to align with the internal driveway and existing buildings on site, including those buildings on the adjacent land to the east. The office building will be visible from Roudham Road, however this will be mitigated by planting of a new hedgerow along the front of the building.

4.2 Policy GEN 02 seeks to ensure the highest standards of design are achieved in all new development. The proposed development represents an acceptable design outcome for the following reasons:

- The siting of the development is well considered having regard to its immediate built form context;
- The scale, form and profile of the development is respectful of the character of the broader area.
- Finishing materials and design detailing is not out of keeping with neighbouring buildings and the character of the broader area;
- The development will not appear overly prominent in views from public or private vantage points and in doing so will not result in an adverse character outcome.

4.3 In light of the above observations, the development is assessed, on balance, as compliant with Policies GEN 02 and COM01 of the Breckland Local Plan (adopted, 2019).

### **5.0 Ecology and Biodiversity**

5.1 The application site is currently a predominately hard surfaced area and an existing building on site. The site is within an employment area, surrounded by industrial buildings, as such it can be safely assumed that there is no notable biodiversity or ecology present.

5.2 The application site is brownfield industrial land and not subject to any statutory ecological designations, tree preservation orders or protected species. It falls within the Impact Risk Zone for East Harling Common SSSI, which lies just under 2km to the east, however it does not fall into the category requiring consultation with Natural England.

5.3 All developments are required to provide a biodiversity net gain and the applicant has confirmed in writing



that proposal includes some planting of native species hedgerow will be planted to the front of the office building for some net biodiversity gain and amenity benefits for those working in the offices. Subject to conditions the application is assessed as in accordance with policy ENV02 of the Breckland Local Plan (adopted 2019).

## **6.0 Contamination, Flooding and Drainage**

6.1 The Contamination Report submitted in support of the application concludes that there is no evidence of potential contamination on-site or nearby that may affect the suitability of the site for the proposed commercial end use and no objections have been raised by the Contaminated Land Officer subject to a condition regarding unexpected contamination which shall be applied to the of planning permission.

6.2 With reference to flooding, the site is located within Flood Zone 1 and there is no risk of surface water flooding as shown on the Environment Agencies Maps. The LLFA have not been consulted on this application as it is a minor application.

6.3 In terms of drainage, the application proposes, as per the application form, that the foul sewerage shall be disposed of through the mains connection which the applicant has advised is as existing. The additional information submitted in support of the application in relation to foul water states that on site foul drainage investigation will be required to assess the sizing and capacity. A foul water drainage condition shall be placed on the planning permission to ensure additional details are submitted and approved.

6.4 In terms of surface water drainage additional information was submitted demonstrating that infiltration drainage is not the optimal solution for this site and as such a full drainage scheme will be required to be conditioned. This will include, as detailed within the drainage information submitted exceedance information and demonstrate that all surface water will be dealt with on site. Thus, the application can be assessed as in accordance with policy ENV09 of the Breckland Local Plan (adopted 2019) subject to conditions.

## **7.0 Other**

7.1 Historic England were consulted because of the potential impact on a non listed aircraft hanger on the adjacent site which is subject to a separate application reference 3PL/2022/0013/F. They have no comments nor objections to make on the current application.

7.2 There has been an in depth objection from the Parish Council which is summarised above. The discrepancies in the report are noted and where necessary additional information and clarification was supplied by the applicant. With reference the operational hours of this development and the one adjacent this can be controlled by condition and each application is decided on merit. With regards lighting this can be conditioned to require a lighting scheme to be submitted prior to any lighting being installed. The other matters raised are either dealt with above or have been dealt with through the submission of additional information which corrected the discrepancies between this application and the adjacent one.

## **8.0 Conclusion**

8.1 In terms of the overall planning balance of the scheme and subject to no objections being received from highways, approval of the application is accordingly recommended, subject to conditions.

**RECOMMENDATION**

The application is recommended for approval subject to conditions and no objections from the Highway Authority.

<b>CONDITIONS</b>
-------------------

**1 Full permission 3 year time limit**

The development hereby permitted shall be begun before the expiration of THREE YEARS from the date of this permission.

Reason for condition:- To comply with section 91 of the Town & Country Planning Act 1990 (as amended).

**2 In accordance with submitted plans NEW 2017**

The development shall be carried out in strict accordance with the application form, and approved documents and drawings as set out in the table at the end of this notice.

Reason for condition:- To ensure the satisfactory development of the site, in accordance with Policy COM01 of the Breckland Local Plan (adopted 2019).

**3 External materials as approved**

The development hereby permitted shall be constructed using the materials specified on the planning application form and / or submitted drawings.

Reason for condition:- To enable the Local Planning Authority to ensure the satisfactory appearance of the development, as required by Policies COM03, GEN02 and COM01 of the Breckland Local Plan (adopted 2019).

**4 Precise details of foul water disposal**

Prior to commencement of any development above the laying of foundations, precise details of the means of foul water disposal shall be submitted to and approved in writing by the Local Planning Authority. The foul water disposal system shall be implemented in full in accordance with the approved details prior to the development hereby approved being brought into use.

Reason for condition:- To minimise the possibilities of flooding from the outset of the development, in accordance with Policy COM03 and ENV09 of the Breckland Local Plan (adopted 2019).

**This condition will require to be discharged**

**5 Precise details of surface water disposal**

Prior to commencement of development above the laying of foundations, precise details of the means of surface water disposal shall be submitted to and approved in writing by the Local Planning Authority. The surface water disposal system shall be implemented in full in accordance with the approved details prior to the development hereby approved being brought into use.

Reason for condition:- To minimise the possibilities of flooding from the outset of the development, in accordance with Policy COM03 and ENV09 of the Breckland Local Plan (adopted 2019).

**This condition will require to be discharged**

**6 Soft landscaping scheme to be submitted**

Prior to the commencement of development above the laying of foundations full details of landscaping, which shall take into account of any existing trees or hedges on the site, shall be submitted to and approved in writing by the Local Planning Authority.

These details should include:

-Planting plans;

-Written specifications ( including cultivation and other operations associated with plant and grass establishment);

-Schedules of planting, noting species, plant sizes and proposed numbers/densities where appropriate;

-Implementation programme

The details shall also take account of the Council's leaflet 'Tree pack' (Landscaping advice for applicants) which is available for down load on the Council's website. The development shall accord with the approved details.

Reason for condition:- In the interests of the satisfactory appearance of the development in accordance policies GEN02 and COM01 of the Breckland Local Plan (adopted 2019).

**This condition will require to be discharged**

**7 No other use within Use Classes Order**

This planning permission allows Use Class E(g)((i), E(g)(ii) and E(g)(iii) uses as defined in the Town and Country Planning (Use Classes) Order 1987 as amended only. Any other Use Class E uses including shops, financial and professional services, food and drink, non-residential institutions and assembly and leisure are not hereby permitted.

Reason for condition:- Use Class B1 has been replaced by Use Class E which also includes former Use Class A and D uses which are town centre uses and not suitable in this out of town General Employment Area location having regard to Policy EC 03 of the Breckland Local Plan (adopted 2019).

**8 Full details of external lighting**

No external lighting shall be erected unless full details have first been submitted to and approved in writing by the Local Planning Authority. The details shall include a lighting plan indicating luminance levels both on the site and beyond, and a schedule of equipment including mounting heights. Such lighting shall be kept to the minimum necessary for the purposes of security and site safety and shall prevent upward and outward light radiation. The lighting shall be installed, maintained and operated in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason for condition:- In the interests of the amenities of the area and local residents and to minimise light pollution in accordance with Policy COM3 of the Breckland Local Plan (adopted 2019).

**This condition will require to be discharged**

**9 Hours of use - general 8am - 6pm Mon to Friday  
9am-1pm Sat**

The development hereby permitted shall not operate, other than for welfare reasons, outside of these hours;

06:30 to 18:30 Monday to Friday and 08:00 to 12:00 on Saturdays.

And shall operate at no time on Sundays, Bank Holidays or Public Holidays.

Reason for condition:- In the interest of the amenities of nearby residents, in accordance with Policy COM 03 of the Breckland Local Plan (adopted 2019).

**10 Net Gain in Biodiversity**

Prior to first use of the development hereby approved, a scheme demonstrating how net gains for biodiversity are being secured as part of the development, shall be submitted to and approved in writing by the Local Planning Authority. This could include bird/bat boxes, swift bricks and hedgehog holes for example. The development shall be carried out in accordance with the approved details, prior to first occupation.

Reason for condition:- To ensure a net gain in biodiversity in accordance with Policy ENV02 of the Breckland Local Plan (adopted 2019).

**11 Unexpected Contamination**

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with details to be agreed in writing with the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority.

Reason for condition:- To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This condition is imposed in accordance with Section 15 of the National Planning Policy Framework.

**12 Prior to the first occupation/use of the development hereby**

Prior to the first occupation/use of the development hereby permitted, the proposed access/on-site car and cycle parking/servicing/loading/unloading/turning/waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason for condition:- To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with Policies TR01 and TR02 of the Breckland Local Plan (adopted 2019).

**13 Development shall not commence until a scheme detailing**

No development shall commence, unless or until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason for condition:- To ensure adequate off-street parking during construction in the

interests of highway safety in accordance with Policies TR01 and TR02 of the Breckland Local Plan (adopted 2019). This needs to be a pre-commencement condition as it deals with the construction period of the development.

14

**NOTE - Contaminated Land Informative  
(Extensions)**

NOTE - Where remediation of contaminated land is required, the developer is advised to put in place measures to ensure that any future alterations/extensions to the development do not undermine completed remediation works and, if appropriate, that the future alterations/extensions include the same scheme of remediation as that included in the original development.