

Conditions:

Standard

1. The development permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91(1) of the Town and Country Planning Act, 1990 (as amended by section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with plans/drawings:
 - Plot 10 - Site Location Plan - 222003-PLOT10-PL01 Rev C
 - Plot 10 - Proposed Overall Site Plan - 222003-PLOT10-PL16 Rev H
 - Plot 10A - Proposed External Fencing and Impact Protection Plan - 222003-PLOT10A-PL06 - Rev A
 - Plot 10A - Cycle Shelter Layout - 222003-PLOT10A-PL10 - Rev A
 - Plot 10A - Proposed Warehouse Ground Floor Plan - 222003-PLOT10A-PL17 - Rev A
 - Plot 10A - Proposed Main Office Plans - 222003-PLOT10A-PL18 - Rev A
 - Plot 10A - Proposed Roof Plan - 222003-PLOT10A-PL19 - Rev A
 - Plot 10A - Proposed General Arrangement Section - 222003-PLOT10A-PL20 - Rev A
 - Plot 10A - Proposed Elevations - 222003-PLOT10A-PL21 - Rev A
 - Plot 10B - Proposed Site Plan - 222003-PLOT10B-PL03 - Rev J
 - Plot 10B - Proposed External Finishes Plan - 222003-PLOT10B-PL05 - Rev K
 - Plot 10B - Proposed External Fencing and Impact protection Plan - 222003-PLOT10B-PL07 - Rev J
 - Plot 10 - Proposed Fencing and Bollard elevations - 222003-PLOT10-PL08 - Rev A
 - Plot 10B - Sprinkler Tanks Layout - 222003-PLOT10B-PL09 - Rev D
 - Plot 10B - Cycle Shelter Layout - 222003-PLOT10B-PL11 - Rev B
 - Plot 10B - Bin Store Layout - 222003-PLOT10B-PL12 - Rev D
 - Plot 10B - Proposed Ground Floor Plan - 222003-PLOT10B-PL27 Rev G
 - Plot 10B - Proposed Main Office Floor Plans - 222003-PLOT10B-PL28 Rev C
 - Plot 10B - Proposed Roof Plan - 222003-PLOT10B-PL29 Rev D
 - Plot 10B - Proposed Elevations - 222003-PLOT10B-PL30 Rev E
 - Plot 10B - Proposed GA Sections - 222003-PLOT10B-PL31 Rev B
 - Plot 10B - Proposed Substation Details 222003-PLOT10B-PL34 Rev B
 - Landscape Proposals Plot 10A - 22.1650.001
 - Landscape Proposals Plot 10B - 22.1650.002
 - Overall Drainage Strategy Plan - 2022.9506.SK01E
 - 222003 – SK300 – Plot 10 DVP – Southern Boundary Section
 - 222003 – SK300 – Plot 10 DVP – Phasing Plan Rev A

Air Quality Assessment – July 2022 V2

Arboricultural Impact Assessment, Method Statement and Tree Protection Plan - April 2022

Archaeological Desk-Based Assessment - July 2022

Geophysical Survey Report – August 2022

Design and Access Statement - April 2022

Flood Risk Assessment and Drainage Strategy – July 2022

Geo-Environmental & Geotechnical Desk Study - March 2022

Phase 2 Intrusive Ground Investigation Report – July 2022

UXO Desk Study & Risk Assessment - April 2022

Noise Assessment – August 2022 V2
Ecological Impact Assessment - March 2022
BIA Review – 31 August 2022
Transport Assessment - April 2022
Travel Plan - September 2022 Rev A
Economic Impact Note - April 2022
Landscape and Visual Appraisal – April 2022 22.1650.R1A

unless as otherwise required by condition attached to this permission or following approval of an application made pursuant to Section 96A of the Town and Country Planning Act 1990.

Reason: For the avoidance of doubt and to ensure a high-quality development.

Pre-Commencement

3. No development shall take place until a detailed design and associated management and maintenance plan of the surface water drainage for the site, in accordance with the principles outlined within:
 - a. Delta Simons, Flood Risk Assessment and Drainage Strategy, Plot 10, Dove Valley Park (July 2022) ref: 22-0012.01 including any subsequent amendments or updates as approved by the Flood Risk Management Team.
 - b. And DEFRA's Non-statutory technical standards for sustainable drainage systems (March 2015),
have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not increase flood risk and that the principles of sustainable drainage are incorporated into this proposal, and sufficient detail of the construction, operation and maintenance/management of the sustainable drainage systems are provided to the Local Planning Authority, in advance of full planning consent being granted.

4. No development shall take place until a detailed assessment has been provided to and approved in writing by the Local Planning Authority, to demonstrate that the proposed destination for surface water accords with the drainage hierarchy as set out in paragraph 80 reference ID: 7-080-20150323 of the planning practice guidance.

Reason: To ensure that surface water from the development is directed towards the most appropriate waterbody in terms of flood risk and practicality by utilising the highest possible priority destination on the hierarchy of drainage options. The assessment should demonstrate with appropriate evidence that surface water runoff is discharged as high up as reasonably practicable in the following hierarchy:

- I. into the ground (infiltration);
- II. to a surface water body;
- III. to a surface water sewer, highway drain, or another drainage system;
- IV. to a combined sewer.

5. Prior to commencement of the development, the applicant shall submit for approval to the LPA details indicating how additional surface water run-off from the site will be avoided during the construction phase. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved system shall be operating to the satisfaction of the LPA, before the

commencement of any works, which would lead to increased surface water run-off from site during the construction phase.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development.

6. The attenuation ponds should not be brought into use until such a time as it is fully designed and constructed in line with CIRIA SuDS manual C753 and to the agreed specifications on document:
 - a. Delta Simons, Flood Risk Assessment and Drainage Strategy, Plot 10, Dove Valley Park (July 2022) ref: 22-0012.01 including any subsequent amendments or updates as approved by the Flood Risk Management Team.and an associated management and maintenance plan, in line with CIRIA SuDS Manual C753 is submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed attenuation pond does not increase flood risk, that the principles of sustainable drainage are incorporated into the proposal, the system is operational prior to first use and that maintenance and management of the sustainable drainage systems is secured for the future.

7. Prior to the commencement of the development a Construction Environmental Management Plan (CEMP) for the proposed development shall be submitted to and approved in writing by the Local Planning Authority.

The CEMP shall provide details of how demolition and construction works are to be undertaken and include:

- i) The identification of stages of works;
- ii) The parking of vehicles of site operatives and visitors;
- iii) The erection and maintenance of security hoarding including external safety and information signage, interpretation boards, decorative displays and facilities for public viewing, where appropriate;
- iv) Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays); There shall be no such activities whatsoever on Sundays, public holidays and bank holidays.
- v) Details of all plant and machinery to be used during preparatory and construction stage, including an inventory of all Non-road Mobile Machinery (NRMM);
- vi) Details of any further Unexploded Ordnance Surveys;
- vii) Details of community engagement arrangements and complaints procedure;
- viii) Details of a acoustic hoarding on boundary of site;
- ix) Details of mitigation measures any species identified on site;
- x) Details for avoiding vegetation clearance during the bird nesting season;
- xi) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- xii) Details of external lighting demonstrating no unacceptable impact on wildlife;
- xiii) Details of noise, dust and air quality monitoring and compliance arrangements, including provision for monthly attendance at the Parish council meeting;
- xiv) Details of measures to remove/prevent re-colonisation of non-native species;

- xv) The appointment of an Ecological Clerk of Works to oversee the works and approved monitoring and compliance arrangements;
- xviii) Access and protection measures around the construction site for pedestrians, cyclists and other road users;
- xiv) Use of protective fences, exclusion barriers and warning signs.
- xv) The location and timing of sensitive works to avoid harm to biodiversity features;
- xvi) The times during construction when specialist ecologists need to be present on site to oversee works;
- xvii) any proposed temporary traffic management;
- xviii) routes for construction traffic to and from the site and measures to ensure adherence to the approved routing plan for vehicles under the applicant's / developer's control; and
- xix) storage of plant and materials

The Proposed Development shall only be carried out in accordance with an approved CEMP.

Reason: To safeguard residential amenity, to ensure safe and suitable access for all users, in the interests of highway safety, recognising that initial preparatory works could bring about unacceptable impacts / inconvenience for existing highway users / nearby residents and protect areas of nature conservation interest.

8. No above ground works shall commence until the new bellmouth access to the A511 has been constructed. The junction shall be laid out in accordance with the approved plans, constructed to base level, drained, lit, provided with white lining and signage and visibility sightlines of 129m to the south and 124m to the north, both measured to a point 1m in from the nearside edge of the carriageway, as measured from a point located centrally and 2.4m back into the access. The area within the sightlines shall thereafter be kept clear of any object greater than 1m in height (0.6m in the case of vegetation) above the nearside carriageway channel level. Prior to the occupation of any phase as set out in 222003 – SK300 – Plot 10 DVP – Phasing Plan Rev A, the approved internal access road shall be completed.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

9. No part of the development shall commence until geotechnical information has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways to demonstrate that the proposed earthworks associated with the development will have no adverse effect on the structural integrity of the SRN.

Reason: To ensure that the A50 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980, in the interest of road safety.

10. a) No development shall take place until a Written Scheme of Investigation for archaeological work has been submitted to and approved by the local planning

authority in writing, and until any pre-start element of the approved scheme has been completed to the written satisfaction of the local planning authority. The scheme shall include an assessment of significance and research questions; and

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation

b) No development shall take place other than in accordance with the archaeological Written Scheme of Investigation approved under condition (a).

c) The development shall not be occupied until the site investigation and post investigation reporting has been completed in accordance with the programme set out in the archaeological Written Scheme of Investigation approved under condition (a) and the provision to be made for publication and dissemination of results and archive deposition has been secured.

Reason: In the interests of archaeology and designated heritage asset protection, conservation and recording.

11. Prior to the commencement of each phase as set out in 222003 – SK300 – Plot 10 DVP – Phasing Plan Rev A of development including preparatory works the details of any fencing (including temporary) including the specification of suitable mammal gaps shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of safeguarding against harm to protected species during the period of construction and throughout the life of the development.

12. Prior to the occupation of the development a Landscape and Biodiversity Enhancement and Management Plan (LBEMP) shall be submitted to, and be approved in writing by, the LPA prior to the commencement of the development. The aim of the LBEMP is to enhance and sympathetically manage the biodiversity value of on-site and off-site habitats and should combine both the ecology and

landscape disciplines. It shall be suitable to provide to the management body responsible for the site and shall include the following: -

- a) Description and location of features to be retained, created, enhanced and managed.
- b) Details of bat and bird boxes to be installed including location, type and number
- c) Details of hedgehog connectivity gaps including a plan showing locations
- d) Aims and objectives of on-site and off-site management.
- e) Ecological trends and constraints on site that might influence management.
- f) Appropriate management methods and practices to achieve aims and objectives.
- g) Prescriptions for management actions.
- h) Preparation of a work schedule (including a five-year work plan capable of being rolled forward in perpetuity).
- i) Details of the body or organization responsible for implementation of the plan.
- j) Ongoing monitoring and remedial measures including benchmarking of the site enhancement areas against the DEFRA conditions sheets reportable to the authority at 5-, 10-, 15- and 30-years post completion

The land used as off site mitigation to secure the Biodiversity Net Gain shall be held for that use only in perpetuity/for the lifetime of the development.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. This will incorporate both the onsite and offsite enhancement measures detailed with RammSanderson RSE_5833_L1_V1 Dated 31st August 2022 Re Dove Valley Business Park – BNG Consolidated Approach. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: In the interests of safeguarding against harm to protected species throughout the construction period and for the life of the development.

Standalone trigger

13. The development hereby permitted shall not be occupied until such time as secure (and under cover) cycle parking has been provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the cycle parking shall be maintained and kept available for use.

Reason: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2019).

14. Prior to their incorporation into the buildings hereby approved for each phase as set out in 222003 – SK300 – Plot 10 DVP – Phasing Plan Rev A, details and samples of the external materials shall be submitted to and approved in writing by

the Local Planning Authority. The buildings shall thereafter be constructed in accordance with the approved materials.

Reason: In the visual interest of the buildings and character and appearance of the area.

15. Prior to the installation of lighting fixtures a detailed lighting strategy shall be submitted to and approved in writing by the LPA to safeguard bats and other nocturnal wildlife. This should provide details of the chosen luminaires, their locations and any mitigating features such as dimmers, PIR sensors and timers. Dependent on the scale of proposed lighting, a lux contour plan may be required to demonstrate acceptable levels of lightspill to any sensitive ecological zones/features. Guidelines can be found in Guidance Note 08/18 - Bats and Artificial Lighting in the UK (BCT and ILP, 2018). Such approved measures will be implemented in full.

Reason: In the interests of safeguarding against harm to protected species throughout the construction period and for the life of the development.

16. Prior to the implementation of the roofs for each phase, the approved drainage strategy must be completed in accordance with the Drainage Strategy, as detailed on the Overall Drainage Strategy Plan (Ref: 2022.9506.SK01E)

Reason: To ensure surface water is managed appropriately, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development.

Prior to occupation

17. Prior to the occupation of any phase as set out in 222003 – SK300 – Plot 10 DVP – Phasing Plan Rev A the details of the acoustic fence as highlighted in drawing number 222002 SK300 shall be submitted to and approved in writing by the Local Planning Authority. The details shall include dimensions, plans, materials, specification and subsequent testing at pre agreed locations to ensure the fence mitigates noise sufficiently.

Reason: To mitigate noise impacts arising from the development and to protect the amenity of surrounding development.

18. Prior to the first occupation of any phase as set out in 222003 – SK300 – Plot 10 DVP – Phasing Plan Rev A of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure that the drainage system is constructed to the national Non-statutory technical standards for sustainable drainage and CIRIA standards C753.

19. No part of the development hereby permitted shall be first occupied until a Travel Plan, which sets out actions and measures with quantifiable outputs and outcome targets, has been submitted to and agreed in writing by the Local Planning

Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

Reason: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2019).

Compliance

20. Any access gates / bollards / chains / other means of obstruction shall be hung to open inwards and thereafter retained a minimum distance of 15m metres from the near channel edge of the adjacent carriageway. Any sidewalls/fences/hedges adjacent to the access shall be splayed at an angle of 45 degrees from each of the outside gateposts to the front boundary of the site.

Reason: In the interests of highway safety enabling vehicles to safely draw off the highway before the gates/obstruction is opened.

21. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters, future end users of the land, neighbouring land, property and ecological systems from potential pollutants

22. No stripping, demolition works, or vegetation clearance shall take place between 1st March and 31st August inclusive, unless preceded by a nesting bird survey undertaken by a competent ecologist no more than 48 hours prior to clearance. If nesting birds are present, an appropriate exclusion zone will be implemented and monitored until the chicks have fledged. No works shall be undertaken within exclusion zones whilst nesting birds are present. Any such written confirmation should be submitted to the local planning authority.

Reason: As per the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

23. The scheme of tree protection as set out in Section 7 of the Arboricultural Impact Assessment, Method Statement and Tree Protection Plan (April 2022) shall be implemented prior to any works commencing on site and thereafter retained throughout the construction period.

Reason: To protect existing trees and hedgerow through the construction period of the development.

24. Throughout the period of construction vehicle wheel cleaning facilities shall be provided and retained within the site. All construction vehicles shall have their wheels cleaned before leaving the site in order to prevent the deposition of mud and other extraneous material on the public highway.

Reason: In the interest of highway safety and that there would be no debris on the highway during the construction period.