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Application Number:	21/00445/FULM
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Application Type:	Full Planning
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Proposal Description:	Change of Use of a former Agricultural grainstore to B8 (storage and distribution) and conversion of a redundant agricultural cartshed to Class E (offices) or Class B8 (storage and distribution), with associated means of access and parking. (Being resubmission of 16/02123/FULM refused 13/02/2020).
At:	Manor Farm Cottages Wakefield Road Hampole Doncaster DN6 7EP

For:	Mrs Elizabeth Nelson
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Third Party Reps:	38 letters of objection	Parish:	Hampole And Skelbrooke
		Ward:	Sprotbrough

Author of Report:	Nicola Elliott
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SUMMARY

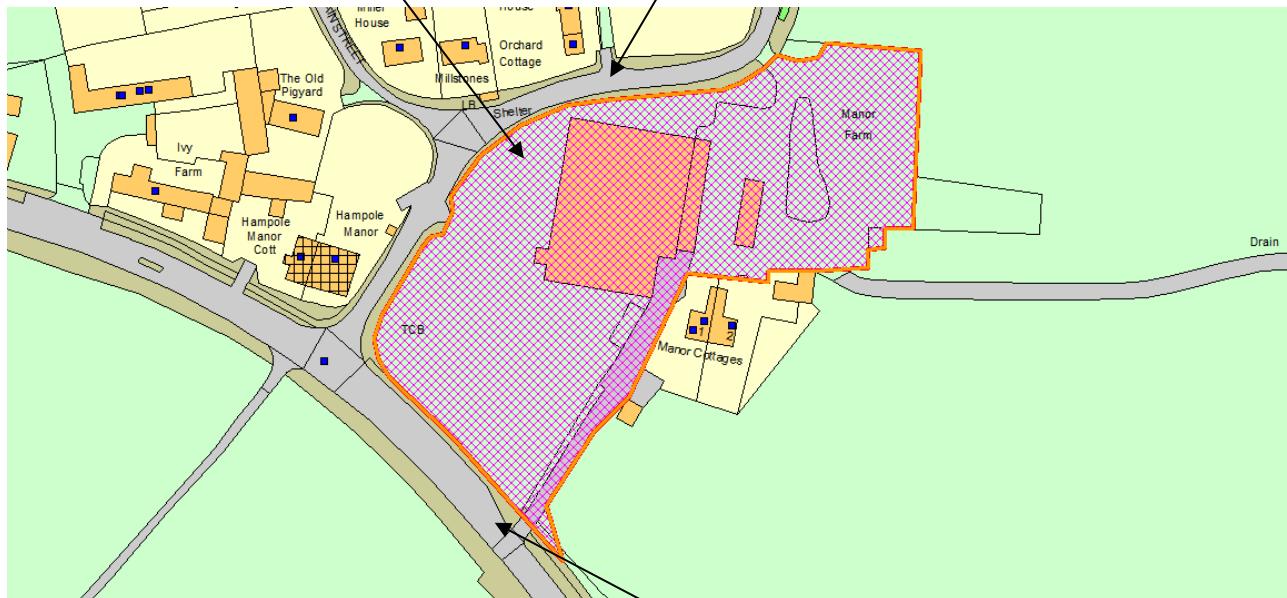
The proposal seeks permission for the change of use of a former agricultural grainstore to B8 (storage and distribution) and conversion of a redundant agricultural cartshed to Class E (offices) or Class B8 (storage and distribution), with associated means of access and parking. The application is a resubmission of a previous application refused by Planning Committee on the 13th of February 2020. The proposal is considered to be acceptable in policy terms having a limited impact on the openness of the Green Belt and the amenities of occupiers of neighbouring dwellings. The proposal is considered to be an acceptable and sustainable form of development in line with paragraph 7 and 8 of the National Planning Policy Framework (NPPF, 2021).

The report demonstrates that there are no material planning considerations that would significantly or demonstrably outweigh the social, economic or environmental benefits of the proposal in this location. The development would not cause undue harm to the Green Belt, neighbouring properties, heritage assets, the highway network or the wider character of the area.

RECOMMENDATION: GRANT planning permission subject to conditions.

Application Site

Leys Lane



A638

1.0 Reason for Report

- 1.1 This application is being presented to Planning Committee as the application is a departure from the Development Plan. The proposal has also resulted in a significant level of objection from local residents.

2.0 Proposal and Background

- 2.1 Planning permission is sought for the change of use of a former agricultural grainstore to B8 (storage and distribution) and conversion of a redundant agricultural cartshed to Class E (offices) or Class B8 (storage and distribution), with associated means of access and parking.
- 2.2 The former application sought permission for the *change of use from Agricultural grainstore to B1 (light industrial) / B8 (storage and distribution) and the change of use of redundant agricultural cartshed to B1 offices with associated means of access and parking* and was refused by Planning Committee in February 2020 for the following four reasons;
 01. In the opinion of the local planning authority, as a result of the anticipated noise and congestion associated with the proposed use, the proposal would have a harmful impact on residential amenity. The proposal is therefore contrary to policies CS 1 and CS 14 of the Doncaster Council Core Strategy (adopted in 2012).
 02. In the opinion of the local planning authority, as a result of the proposed access, the associated vehicle movements and the size and numbers of vehicles accessing and egressing the site, the proposal would have a detrimental impact on highway safety, contrary to policy CS 14 of the Doncaster Council Core Strategy (adopted in 2012).
 03. In the opinion of the local planning authority, the proposal represents inappropriate development within the Green Belt for which very special circumstances have not been demonstrated. Furthermore, the visual presence of cars parked at the site at any one time would not preserve the openness of the Green Belt. The proposal is therefore contrary to policy ENV 3 of the Doncaster Unitary Development Plan (adopted in 1998) and policy CS 3 of the Doncaster Council Core Strategy (adopted in 2012).
 04. In the opinion of the local planning authority, the proposed development would harm the setting of a number of Listed buildings within Hampole, as such the proposal is contrary to policy ENV 34 of the Doncaster Unitary Development (adopted in 1998) and policy CS 15 of the Doncaster Council Core Strategy (adopted in 2012).
- 2.3 This current proposal removes the B2 and B1c light industrial elements previously proposed, which the applicant states is to take account of local resident concerns raised about a light or heavy industrial use taking place from the premises.
- 2.4 There are two elements to the proposal; the change of use of the grain store (the larger building) to a storage and distribution use, and to change the use of the former cart shed to offices. It should be noted that the proposal remains speculative in that no end user has been identified. Regardless of who occupies the units, the Use Class sets the appropriate use for the site, not the user. The two may be occupied separately and the applicant feels that the cartshed may also offer local people with an office workspace hub as opposed to a single user.
- 2.5 As with the previous application, the proposed access, which is to be widened, is from Leys Lane at the north of the site. There is a further access onto the A638 which serves the existing dwellings. The access to the west onto Leys Lane is to be blocked off.

3.0 Site Description

- 3.1 The proposal lies opposite Hampole Manor, a Grade II listed building. The site is located in a rural hamlet and consists of three large agricultural sheds which are the dominant feature as well as a historic cartshed. Around the site is a historic stone wall with decorative gate piers.
- 3.2 Adjacent to the site, to the east and presumably part of the original farm complex, are two cottages. The remaining residential properties within Hampole are to the north and west of the application site. Beyond the application site are open fields.

4.0 Relevant Planning History

- 4.1 The relevant planning history is as follows:

Application Reference	Proposal	Decision
16/02123/FULM	Proposed Change of use from Agricultural grainstore to B1 (light industrial) / B8 (storage and distribution) and the change of use of redundant agricultural cartshed to B1 offices with associated means of access and parking.	Refused - 13.02.2020

5.0 Site Allocation

- 5.1 The Doncaster Local Plan identifies the site as Green Belt.

5.2 National Planning Policy Framework (NPPF 2021)

- 5.3 The National Planning Policy Framework 2021 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The National Planning Policy Framework is a material consideration in planning decisions and the relevant sections are outlined below:
- 5.4 Paragraph 2 states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.5 Paragraphs 7 – 11 establish that all decisions should be based on the principles of a presumption of sustainable development.
- 5.6 Paragraph 55-56 states that Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. Planning conditions should be kept to a minimum and only be imposed where necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

- 5.7 Paragraph 57 states that planning obligations must only be sought where they meet all of the following tests:
- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- 5.8 Paragraph 111 states 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.
- 5.9 Paragraph 130 states planning decisions should ensure developments will function well and add to the overall quality of the area, are visually attractive and optimise the potential of the site.
- 5.10 Paragraph 137 states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 5.11 Paragraph 138 lists the five purposes that Green Belt serves:
- a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 5.12 Paragraph 147 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 5.13 Paragraph 148 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 5.14 Paragraph 150 states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:
- a) mineral extraction;
 - b) engineering operations;
 - c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;
 - d) the re-use of buildings provided that the buildings are of permanent and substantial construction;
 - e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
 - f) development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.
- 5.15 Paragraph 162 states that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk

assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.

- 5.16 Paragraph 164 states that the application of the exception test should be informed by a strategic or site specific flood risk assessment, depending on whether it is being applied during plan production or at the application stage. For the exception test to be passed it should be demonstrated that:
- a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
 - b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- 5.17 Paragraph 174 states that planning policies and decisions should contribute to and enhance the natural and local environment by:
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- 5.18 Local Plan**
- 5.19 Policy 1 sets out the Borough's settlement hierarchy, seeking to preserve the openness and permanence of Doncaster's Green Belt. Within the Green Belt, national planning policy will be applied including the presumption against inappropriate development except in very special circumstances.
- 5.20 Policy 13 seeks to promote sustainable transport within new developments.
- 5.21 Policy 29 seeks to protect the Borough ecological networks.
- 5.22 Policy 30 deals with the need to value biodiversity.
- 5.23 Policy 32 states that the design process should consider woodlands, trees and hedgerows.
- 5.24 Policy 46 states that all non-residential and commercial developments must be designed to be high quality, attractive, and make a positive contribution to the area in which they are located by meeting a number of requirements.
- 5.25 Policy 54 requires the need to take into account air and noise pollution.
- 5.26 Policy 55 deals with the need to mitigate any contamination on site.
- 5.27 Policy 56 requires the need for satisfactory drainage including the use of SuDS.
- 5.28 Policy 57 deals with the need to consider flooding.
- 5.29 Policy 58 deals with low carbon and renewable energy within new developments.

5.30 Other material planning considerations and guidance

- Community Infrastructure Levy (CIL) Regulations (2010)
- Town and Country Planning (Environmental Impact Assessment) Regulations (2017)
- Development Requirements and Guidance Supplementary Planning Document (SPD) (2015)
- South Yorkshire Residential Design Guide (SPD) (2015)
- National Planning Policy Guidance

6.0 Representations

6.1 This application has been advertised in accordance with Article 15 of the Town and Country Planning Development Management Procedure (England) Order 2015 (as amended) by means of site notice, council website, press advertisement and neighbour notification. The application has been advertised as a departure and as development affecting the setting of a Listed Building.

6.2 Following this publicity, a total of 38 letters of objection were received. A summary of the material planning issues raised is set out below:

- proposal will change the nature of the village – industrialised
- increase in heavy traffic – incl HGVs
- removal of verge trees and hedgerows
- impact on Green Belt
- impact on Listed Buildings
- witness statement of truth is misleading
- warehousing/industrial development is inappropriate
- no pedestrian access – dangerous
- noise and smells harmful to amenity
- hazardous access, no footpaths
- access not been used for high volume traffic
- no benefit to the community
- agricultural activity at the site was limited due to seasonal working
- removal of trees planted to screen wind turbines

6.3 Non material issues raised included the following

- impact on the history of the area incl the medieval mystic Richard Rolle
- application should not have been allowed to be submitted
- end user not known
- there are lots of tourist visitors to the village

7.0 Parish Council

7.1 Hampole and Skelbrooke Parish Meeting – Previously made an objection in January 2020 to planning application 16/02123/FULM, on the basis of inappropriate development in Green Belt, harm to the countryside, damage to residential amenity, harm to the setting of a listed building and traffic and transport and safety issues. It was also noted that the proposal is a departure from the development plan and contravenes both local and national planning policies, as explained in detail in previous letters from the Parish Meeting. The latest 'new' application for storage and distribution is no different from the last amended version of 16/02123/FULM which had a so-called prospective tenant and was rejected

unanimously by the Planning Committee in February last year. The current 'new' proposal is even shorter on detail and would not only allow the previous prospective tenant but a lot more as well.

- 7.2 **Marr Parish Meeting** - We can see no positive difference or advantage nor any differential between this planning application and the amended one submitted by the applicant in 2020, which was submitted under reference number 16/02123/FULM. The previous application, was subsequently refused planning consent on 13th February 2020, a decision made unanimously by the Planning Committee after fully reviewing and considering the application. Subsequently, since this 'new' proposal continues to rely heavily on resubmitted evidence dating back to 2015 with no new validated evidence, we therefore do not believe that there are any contributory or meaningful material planning differences between this planning application and the amended 2020 proposal. We are astonished and are at a loss to understand why the Planning Department and its Officers have allowed an almost identical proposal to be re-submitted. As such, we respectfully ask that the application be rejected.

[The local planning authority cannot refuse to accept an amended application. The applicant has a right to a 'free-go' following a refusal within one year.]

8.0 Relevant Consultations

- 8.1 **National Grid** – National Grid has no objections to the above proposal which is in close proximity to a High Voltage Transmission Overhead Line –Electricity Tower, Overhead Electricity Line.
- 8.2 **Northern Gas Networks** – No comments received.
- 8.3 **Ward Members** – No objections have been received.
- 8.4 **Architectural Liaison Officer** – The Police Designing Out crime officer suggests that the windows and doors fitted to the properties all comply with Police Approved Specifications. Details of which can be found on the Secured by Design website at <https://www.securedbydesign.com/>
- 8.5 **Environment Agency** – No comments received.
- 8.6 **South Yorkshire Fire and Rescue Service** –
- 8.7 **South Yorkshire Passenger Executive** – No comments received.
- 8.8 **Yorkshire Water** – No comments received.
- 8.9 **Pollution Control (Air Quality)** – No comments received.
- 8.10 **Ecologist** - Following the submission of concluding ecological information, No objections on ecological grounds, subject to condition.
- 8.11 **Trees and Hedgerows Officer** – Overall, if minded to grant consent it may be appropriate to require landscape planting to act as screening for the residential properties opposite or the site as a whole. Further guidance on the Council's requirements for landscaping can be found in section 8 Landscape, Trees and Hedgerows of the Council's Development Guidance and Requirements

Supplementary Planning Document – particularly section 8.11 Key landscape considerations for non-residential developments.

- 8.12 Environmental Health Officer** – No objections subject to a condition requiring that vehicles to be permanently based at the site to be fitted with the white noise type of vehicle reversing alarm rather than the single tone pulse variety. This would apply to vehicles stationed on site all the time and those coming and going from the site if they are owned or operated by the site user, but would not apply to vehicle visiting the site for less than 24hours. A condition should also be added condition limiting the site to 20 two-way HGV movements per day between the stated hours of operation given Peak Acoustics report Ref:LH1011163NR Rev.3 and a condition to limit external noise from plant.

Additionally it is recommended that the mitigation programme detailed at points 14.3 and 14.4 of Peak Acoustics report Ref:LH1011163NR Rev.3 are adopted as conditions which would require insulation to the structure and condition the hours of operation to mitigate the noise.

- 8.13 Highways Development Control** – No objections, subject to condition.

- 8.14 Local Plans Team (Employment)** – In brief, the proposals should support a prosperous rural economy and the buildings should be of a permanent and substantial construction. Consideration should be given to the appropriate use of planning conditions – such as restricting the cartshed to Use Class E – offices

- 8.15 Structural Engineer** – The Council no longer has a Structural Engineer, however comments were as follows on the previous application;

There should be no issues for re-using the existing sheds for workshop and storage facilities.

From the report, the cartshed looks to be in reasonable condition overall. There are a number of structural defects but these can be addressed with minimum impact on the existing fabric of the building. The Structural Engineer would highlight the displacement of the front corners due, in part at least, to the thrust from the stone arches. Measures should be considered to reinstate the arch stonework and reduce the risk of future movement that could lead to collapse. The cracked stone pillars should also be assessed by a stone mason.

- 8.16 Transportation** – The proposal does not generate a significant amount of trips to have a severe impact on the highway network and, therefore, is in accordance with NPPF Paragraph 109 (*former reference as per NPPF 2019*). Cycle Parking is proposed in accordance with DMBC Standards, this is welcomed. EV Charging Condition to be applied to this application should it be granted. [Comments provided prior to revision to NPPF].

- 8.17 Design and Conservation Officer** – If the fields to the west are shown to be left undeveloped, with suitable landscaping and restoration of the walling with appropriate gates/infill, they should provide a suitable buffer to the site that will help preserve the setting of the listed building. Little objection in terms of impact on the historic environment could then be raised. Subject to the above the proposal would be considered to be in accordance with saved policy ENV 34 of the Doncaster UDP, emerging policy 37 of the Local Plan, Policy CS15 of Doncaster Core Strategy, particularly sections A, and Section 16 (Conserving and enhancing the

historic environment) specifically paragraphs 190, 192 and 193 of the National Planning Policy Framework on determining applications. *[Comments provided prior to adoption of Local Plan and revision to NPPF]*.

8.18 Drainage – No comments received.

9.0 Assessment

9.1 The principal issues for consideration under this application are as follows:

- Principle of development;
- Impact on setting of a listed building
- Impact on residential amenity & quality of life
- Highway safety and traffic
- Ecology
- Trees and landscaping
- Overall planning balance

9.2 For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little
- No

Principle of development

9.3 As stated in the NPPF, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (para 147). This is reinforced by Policy 1 of the Local Plan. It is further stated in the NPPF (para 148) that ‘when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.’

9.4 Paragraph 150 of the NPPF states that certain other forms of development are also not inappropriate in the Green Belt provided that they preserve its openness and do not conflict with the purposes of including land within it. Part (d) lists the re-use of buildings provided that the buildings are of permanent and substantial construction’ as one such form of development.

9.5 Policy 1 of the Local Plan does not repeat national Green Belt policy set out in the NPPF. In accordance with the NPPF and the Local Plan, the re-use of existing buildings and the redevelopment of brownfield land are all capable of being appropriate as long as they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

9.6 The proposal seeks a change of use of two existing buildings which is entirely consistent with Green Belt policy. There is no extension to either building, furthermore there is no proposal to change the external appearance of the grain store in anyway. The cart shed would be renovated to facilitate the conversion to offices, including the insertion of roof lights and fully glazed timber/aluminium door and screens, however the main fabric of the building would be as existing. Therefore there is no harm to the openness of the Green Belt and there is no need to demonstrate very special circumstances, because the proposal is not inappropriate development. The Council's former Structural Engineer confirmed at the time of the consideration of the previous application that the buildings were of a permanent and substantial construction and that any 'structural defects but these can be addressed with minimum impact on the existing fabric of the building'.

9.7 Whilst there are minimal changes proposed to the buildings, there is some alteration to the outside area to form circulation space and parking, and the access from Leys Lane is to be widened. The assessment of the impact on the openness can be found at sections 9.23 to 9.26 of this report.

9.8 As stated in paragraph 138 of the NPPF, Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

It is not considered that the approval of this application would contradict any of these five purposes, with the proposal comprising of the re-use of existing buildings.

9.9 As such, in accordance Paragraphs 138, 147 and 150 of the NPPF and Policy 1 of the Local Plan, it is not inappropriate development and this is not considered to be a departure from Green Belt policy and significant weight is afforded to this.

Sustainability

9.10 The National Planning Policy Framework (NPPF 2021) sets out at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs

9.11 There are three strands to sustainability, social, environmental and economic. Para.10 of the NPPF states that in order sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

SOCIAL SUSTAINABILITY

Impact on Residential Amenity

9.12 Paragraph 130 (f) of the NPPF states that planning decisions should ensure that developments create places that are safe, inclusive and accessible and which

promote health and well-being, with a high standard of amenity for existing and future users. Policy 46 of the Local Plan supports non-residential, commercial and employment proposals which are designed to have no negative effects upon the amenity of neighbouring land uses or the environment.

9.13 Much of the objection, and reason for refusal no.1, is in relation to the potential impact on residential amenity from the B8 use and the likelihood for associated noise, disturbance and smell from the use. A B8 Use Class incorporates storage and distribution. A B8 use can only change to a C3 use (dwellings) subject to a prior approval. There is no permitted change to any other use class. As such, it is most likely that a B8 use would incorporate warehousing and it is also likely that there would be large vehicle movements and loading equipment and this concerns local residents.

9.14 One of the other key areas from concern when Planning Committee considered the previous application was that the application was speculative and the end user not known. This remains the case as the applicant has not been able to obtain an end user to date, and it is also reasonable to expect that before marketing the site, planning permission would be granted, otherwise the prospective tenant has no assurance that the use is acceptable. Regardless of this, it is not reasonable to make the permission personal to the tenant. The National Planning Policy Guidance in paragraph 015 advises that;

Planning permission usually runs with the land and it is rarely appropriate to provide otherwise. There may be exceptional occasions where development that would not normally be permitted may be justified on planning grounds because of who would benefit from the permission. For example, conditions limiting benefits to a particular class of people, such as new residential accommodation in the open countryside for agricultural or forestry workers, may be justified on the grounds that an applicant has successfully demonstrated an exceptional need.

A condition limiting the benefit of the permission to a company is inappropriate because its shares can be transferred to other persons without affecting the legal personality of the company.

9.15 Therefore, it is not appropriate to make the permission personal and it is the use as a whole that should be considered, and whether it can be mitigated by any conditions were are considered reasonable, such as opening hours, vehicle movements, sound levels. Even if the end user were known, there would be no guarantee that this company would remain at the premises, and other businesses in the same use class could operate at the site. Therefore, it is not considered the speculative use should form the basis of a reason for refusal.

9.16 In order to assess the amenity implications, the applicant has submitted the same Acoustic Report as the previous proposal, as they consider this to remain entirely robust and valid. The applicant considers that it provides a useful benchmark given that it assessed and reflected B2 uses in its findings; now that the proposed uses are of a lesser impact then any impact would be proportionately lesser in value too. As such, an updated report has not been provided.

9.17 The report has been assessed by the Council's Environmental Health who continues to raise no objection to the proposal, subject to conditions which limit vehicle movements to 20 two-way HGV movements per day, as set out in the Acoustic Report, a limit on external noise levels produced by fixed external plant, vehicles to be fitted with the white noise type reversing alarm rather than the single tone pulse

variety and the mitigation programme detailed in the Acoustic Report which would require insulation to the structure and condition the hours of operation to mitigate the noise. With conditions in place to this effect, it is not considered that the proposal would create significant harm to residential amenity.

- 9.18 The use of the site would be restricted to Monday to Friday only, and no Bank Holiday working, at the suggestion of the application, with hours of operation being 7am to 7pm as set out in the Mitigation Programme set out in the Acoustic Report, which is to be conditioned separately. As such, it is not considered that these hours would harm amenity given that they are not unreasonably early in a morning, or late into the evening. They are normal waking hours. Environmental Health, the technical experts in this field, raise no objection.
- 9.19 A Statement of Truth has been prepared by the applicant in relation to the previous agricultural of the site, and this is contested by some local residents who have lived in Hampole for some time, including working at the site in agriculture. Limited weight is attached to any of these statements as the application has been considered on the basis of the proposal and not what has gone before. Some weight is however attached to the fact that any agricultural enterprise could be run from the site without planning permission which not have the control imposed by the attached conditions.
- 9.20 A condition is also attached to ensure that the cart shed remains as offices, as Class E contains a number of business and commercial uses, including shops, which may have more impact on residential amenity. There is also a permitted change the residential. Therefore restricting this gives the local planning authority control over other uses.

Conclusion on Social Impacts.

- 9.21 In conclusion of the social impacts of the development, it is not considered that residential amenity will be adversely affected by the proposal subject to adherence to the attached conditions to restrict hours of operation, sound proofing vehicle movements, outdoor storage and reversing alarms, and the proposal is considered to accord with paragraph 130 of the NPPF and Policy 46 of the Local Plan.

9.22 ENVIRONMENTAL SUSTAINABILITY

Impact upon the openness of the Green Belt

- 9.23 Paragraph 150 of the NPPF and Policy 1 of the Local Plan require proposals to preserve the openness of the green belt and not to conflict with the purposes of including land in it. The impact of the proposal on the openness of the Green Belt is therefore of paramount importance when considering if the proposed change of use is acceptable.
- 9.24 Although it is expected that there will be some new hardstanding to form the car parking spaces to the north of the site, the area of the site which will accommodate vehicle parking and turning is mostly hard surfaced, as such there is no greater harm to the openness of the Green Belt. Whilst the plans to not show any outdoor storage, a condition is attached to ensure that remains the case.
- 9.25 It could be considered that the parking of vehicles on the site could affect openness, however these are not in situ permanently so when the premises is not in use, there can be little change expected from the current situation. Furthermore,

the site has an agricultural use and should this be re-instated, the local planning authority would have no control on outdoor storage.

- 9.26 There is negligible impact on the openness of the Green Belt from the proposed access widening, the site is currently a prominent feature in this location, therefore it is not the case that it would open up views of the site.

Design and impact on character of the area

- 9.27 Paragraph 130(a) states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, part (c) seeks to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 9.28 Policy 46 of the Local Plan in part (A) requires parking, servicing and storage areas to be located unobtrusively and to reduce their visual impact through landscaping and boundary treatments. Developments should also be well landscaped, include provision of amenity areas for occupiers, visitors or workers, and ensure good quality external works are co-ordinated across the site.
- 9.29 As stated in other sections of this report, there is minimal change to the external appearance of the buildings, therefore it is not considered that there will be a detrimental impact on the character of the area.
- 9.30 In terms of layout, all storage is to be indoors, so as not to affect the character of the area. Parking is provided externally, but focussed to an area of existing hardstanding. There is a total of 18 car parking spaces proposed overall, 6 for the office and 12 for the warehouse. Parking standards are set out in Appendix 1 of the SPD Development Guidance and Requirements. This is set at 1 space per 35 m² for offices and 1 space per 3 staff or 1 space per 60m² gross floor area up to 300 m² then 1 space per 100 m² up to 1000 m² and 1 space per 150 m² thereafter for a storage and distribution use.
- 9.31 The Transport Statement submitted with the proposal states that the parking meets with the SPD and Highways Development Control have raised no objections on parking. The internal floorspace of the grain store is approximately 1753 m² and the internal floorspace of the office is approximately 100 m². This means that 12 spaces is required for the warehouse and 3 spaces for the office. As such, there are an additional 3 spaces provided. 4 cycle parking spaces are also proposed.
- 9.32 Whilst the stone wall is to be retained, additional landscaping is requested by condition to enhance the site and also mitigate against tree and vegetation loss.

Impact on Highway Safety

- 9.33 In accordance with NPPF paragraph 111, 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. Policy 13 of the Local Plan states that the Council will work with developers to ensure that access to the development can be made by a wide choice of transport modes, including walking, cycling, and the private car, and public transport where appropriate; appropriate levels of parking provision should be provide in accordance

with the standards sets by appendix 6 of the Local Plan. Policy 1 also re-iterates paragraph 111 of the NPPF in that development should not result in an unacceptable impact on highway safety, or severe residual cumulative impacts on the road network. Developers must consider the impact of new development on the existing highway and transport infrastructure.

- 9.34 The application is accompanied by a Transport Statement and consultation has taken place with the Council's Transportation team and Highways Development Control team. The Transportation team state that the proposal does not generate a significant amount of trips to have a severe impact on the highway network and, therefore, is in accordance with NPPF Paragraph 111. A condition is imposed for electric vehicle charging and cycle parking is also proposed, which accords with DMBC standards. A further condition limiting HGV movements to 20 two way movements per day is also requested by Environmental Health and this will ensure that movements are kept to a minimum.
- 9.35 There are two proposed access points, both of which are existing. The main access is from Leys Lane, which is proposed to be widened, and there is an additional access straight onto the A638. It was previously recommended that access would only be from Leys Lane only, however the Highways Officer has not recommended this on this occasion. Concern is raised from local residents with regard to highway safety and implications for pedestrians, however the Highways Officer has not objected on this ground. There is currently no footpath in this area. It is requested that a 15m setback for the access gates is provided to ensure sufficient distance is provided for HGVs accessing the site.
- 9.36 A Stage 1 Road Safety Audit (RSA) has been provided which are welcomed by the Highways Officer in that they provide an independent view on road safety which should allay concerns in this respect. To improve the safety of the access, recommendations made by the RSA include setting back the barrier to the site to ensure vehicles do not overhang Leys Lane, cut back vegetation to the rear of the verge and any overhanging the carriageway to improve visibility. There are subsequently no objections to the proposal from a highway safety perspective subject to conditions.

Impact Listed Building

- 9.37 Policy 36 (A) of the Local Plan states that proposals that harm the significance of a listed building or its setting will not be supported other than in circumstances where that harm is clearly outweighed by the public benefits of the proposal having regard to the significance of the heritage asset affected.
- 9.38 Paragraphs 195, 197 and 199 of the NPPF all seek to protect heritage assets, and their settings, avoid or minimise conflict between the asset's conservation and the proposal, enhance the significance of heritage assets including taking account of the positive contribution heritage asset make to communities and local character and distinctiveness.
- 9.39 The proposal lies opposite Hampole Manor, a Grade II listed building. The site is located in a rural hamlet and consists of three large agricultural sheds which are the dominant feature as well as a historic cartshed, which on old maps once was part of a larger farm u-shaped complex. Unfortunately the latter was curtailed presumably to build the large sheds. The large sheds are of low architectural interest but given their agricultural usage are part of the local rural character.

Around the site is a historic stone wall with decorative gate piers which also encloses two small fields to the west. To the east is an area of hardstanding.

- 9.40 Consultation has taken place with the Council's Design and Conservation Officer and whilst there are still no objections to the conversion of the cartshed, which would give this historic building a future use with minimal impact, the conversion of the large sheds is considered more problematical by the Conservation Officer as these are considered to have a negative impact on the area, including the setting of Hampole Manor, a Grade II listed building. Replacement of the existing barns with more traditional forms especially if these are based on historical records, maps and photos would therefore be promoted. Whilst the agricultural use of the existing modern sheds would be appropriate in terms of its rural location the conversion to a commercial use raises concerns as it potentially could create a more urban feel to the area.
- 9.41 This was considered previously and officers maintain the view that this could be successfully defended at appeal given that there are no proposed changes to the external appearance of the site that cannot be sufficiently controlled by condition. The buildings are already in situ, and provided that their agricultural appearance remains, there is no further harm to the character of the area. Any advertisement requiring planning permission would be subject to separate consent and there are no proposed alterations to the large grain store unit. Vehicle storage is to be contained within the building, and there is to be no open storage. Therefore, there is the possibility for greater control of this proposed use than any potential agricultural use which would not require planning permission.
- 9.42 The Conservation Officer also seeks assurances that the two fields to the west will not be part of the development of the site. *[There is no development shown on the proposed site plan and there will be a condition preventing external storage]*. These presently have a generally green open character that helps with its rural location and the setting of the listed building. The expansion of the proposed use to these fields would be considered to be highly likely to be harmful and why clarity was needed over what the intention for these fields is. Any proposal should be accompanied with restoration of the boundary walls to these fields and appropriate landscaping. Where there are gateways in the wall rather than these be blocked with walling the use of appropriately detailed gates might provide a more suitable solution, and this is subject to condition.
- 9.43 As such, subject to the above, there if no objection to the proposal from the Conservation Officer and the proposal is considered to accord with NPPF paragraphs 195, 197 and 199 ad Policy 36 of the Local Plan.

Flooding and Drainage

- 9.44 The application site lies within an area designated as Flood Risk Zone 1 and has a low probability of flooding. Policy 56 of the Local Plan requires development sites to incorporate satisfactory measures for dealing with their drainage impacts to ensure waste water and surface water run-off are managed appropriately and to reduce flood risk to existing communities. Paragraph 167 of the NPPF states that where appropriate, applications should be supported by a site-specific flood risk assessment. Paragraph 168 states that applications for some minor development and changes of use should not be subject to the sequential test or exceptions tests but should still meet the requirements for site-specific flood risk assessments (set out by the NPPF). The site is greater than 1 hectare and in Flood Risk Zone 1.

- 9.45 A Flood Risk Assessment was not submitted, however flood risk information was provided in the Planning Statement. As the proposal is a change of use, a sequential test is not required, and the proposed use falls under a less vulnerable use, as does agricultural buildings, therefore there is no greater vulnerability and an exceptions test is not required.
- 9.46 The Council's Drainage Engineer, and Yorkshire Water have all been consulted on the proposal however no comments were received. As such, as the proposal is largely the same as the previous application in terms of built development, the same informatics from the Drainage Officer's previous response have been carried over.
- 9.47 As such, in accordance with Policy 56 and the NPPF, it is not considered that there are any flooding or drainage issues which would prevent approval of the application, which carries considerable weight. Furthermore, it was not considered unacceptable on flooding and drainage grounds previously, so it would be unreasonable to add a reason for refusal on this basis given that there are no material changes.

Trees and Landscaping

- 9.48 Paragraph 174 (b) states that planning decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland. Policy 32 of the Local Plan states that proposals will be supported where it can be demonstrated that woodlands, trees and hedgerows have been adequately considered during the design process, so that a significant adverse impact upon public amenity or ecological interest has been avoided. There will be a presumption against development that results in the loss of deterioration of ancient woodland and/or veteran trees. Part D requires proposal to include sufficient provision of appropriate replacement planting where it is intended to remove trees and hedgerows.
- 9.49 Consultation has taken place with the Council's Trees and Hedgerows Officer who states that from a trees and hedgerows perspective the proposal hasn't changed. Consequently, there is no objection to this proposal on arboricultural grounds. It is advised that if Members are minded to grant consent it may be appropriate to require landscape planting to act as screening for the residential properties opposite or the site as a whole. As such, a landscaping scheme is requested by condition.
- 9.50 A number of the representations, and part of the discussion by Planning Committee in February 2020, raised concern at the loss of trees that were apparently planted to screen the wind turbines at Marr. However, in the absence of any objection from a Trees and Hedgerows perspective and a replacement landscaping scheme, it is not considered that this should prevent any future development, when the trees can be replaced elsewhere.
- 9.51 The proposal is therefore considered to accord with paragraph 174 of the NPPF and Policy 32 of the Local Plan as there is no significant adverse effect from the loss of these trees.

Ecology and Wildlife

- 9.52 Paragraph 174 part (a) states that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils. Policy 29 of the Local Plan seeks to deliver a net gain for biodiversity and protect, create, maintain and enhance the Borough's ecological networks by (A) being of an appropriate size, scale and type in relation to their location within and impact on the ecological network.
- 9.53 Consultation has taken place with the Council's Ecologist and following the submission of concluding ecological information there are no ecological objections.
- 9.54 The bat survey of 6th May 2021 identified pipistrelle day roost in building B1 and no roosts in either of the other two buildings. This is the only bat roost identified on the site and this has been the only bat roost identified. It is considered to be a roost of 'low conservation value' as it is not a maternity roost and is used by low numbers of a single species of bat. The surveying ecologist is an experienced bat surveyor and has proposed that the loss of the roost can be legally addressed through a Bat Mitigation Class Licence (BMCL) which is streamlined process where roost of 'low conservation value' are to be lost.
- 9.55 The ecologist will apply for a BMCL through having the site registered for the licence scheme through Natural England. In order to carry out the works associated with the loss of a bat roost a bat mitigation strategy will have to be implemented and this can be conditioned within a Construction Ecological Management Plan.
- 9.56 In respect of the biodiversity net gain assessment the use of DEFRA metric 2.0 has indicated a 23.45% increase in habitat and an increase of 022 hedgerows from nothing.(this cannot be expressed as a %). As the biodiversity net gain is to be delivered within the site the Council's Ecologist requests a landscape scheme to be delivered with the long a long term management plan as the net gain assessment requires the hedgerow and the trees to be planted to be maintained for 5 and 27 years respectively to reach the required target condition.
- 9.57 As also stated in the Kingdom Ecology Ltd. Report a scheme of lighting to ensure that the disturbance to wildlife particularly bats and birds should be conditioned. This is due to the rural location of the site the location the bat boxes linked to the mitigation strategy of the BMCL licence and the potential for a range of species to be using the site.
- 9.58 As such, there is no conflict with paragraph 174 of the NPPF or Policy 29 of the Local Plan.

Pollution issues

- 9.59 Consultation has taken place with the Council's Pollution Control team in respect of contaminated land and air quality. With regard to land contamination, the "YALPAG Agricultural screening assessment form" has been submitted with the application, and confirms the buildings in question has been previously used to store chemicals and undertake vehicle maintenance. It is noted this is no longer the case, and the agent isn't aware of any evidence of poor house-keeping/spillages on site. The photos provided confirm the buildings are now empty, clean and tidy, with hard standing floors.

9.60 The above change of use application is for a commercial end use, that doesn't involve demolition. In light of the above it is strongly recommended that a condition be attached should any contaminants be found. There are no air quality comments, as was the case previously. The proposal is therefore considered to accord with policies 54 and 55 of the Local Plan.

Conclusion on Environmental Issues

- 9.61 Para.8 of the NPPF (2021) indicates, amongst other things, that the planning system needs to contribute to protecting and enhancing the natural built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 9.62 In conclusion of the environmental issues, it is considered that issues in relation to trees, ecology, highways, flood risk and drainage and pollution have been overcome subject to suitably worded conditions. Collectively these issues weigh significantly in favour of the application. Overall therefore, the proposal is considered to balance positively in relation to environmental matters.

9.63 ECONOMIC SUSTAINABILITY

- 9.64 Para 8 a) of the NPPF (2021) sets out that in order to be economically sustainable developments should help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- 9.65 The applicant states that Manor Farm is a long established agricultural site which has been rented by one of the Estate tenant farmers with the main warehouse portal framed shed having being used as a grain store with drying plant integrated within it. The farmer has now moved and the site has become surplus to requirements. It is stated that the redundant cart shed has only been used for general agricultural implement storage.
- 8.66 The buildings are vacant and the proposal would see them being brought back into use thus contributing to the local economy. The landowner has been unable to find a suitable tenant, therefore it seems reasonable to allow an alternative use, rather than the building remaining vacant.
- 8.67 The Local Plans (Employment) Team has been consulted on the proposal and states the proposals should support a prosperous rural economy and the buildings should be of a permanent and substantial construction. Consideration should be given to the appropriate use of planning conditions – such as restricting the cartshed to Use Class E – offices.

Conclusion on Economy Issues

- 9.68 Whilst the economic benefit of the proposal is slight and afforded only limited weight, it does not harm the wider economy of the borough and for that reason weighs in favour of the development.

10.0 PLANNING BALANCE & CONCLUSION

- 10.1 In accordance with Paragraph 11 of the NPPF, the proposal is considered in the context of the presumption in favour of sustainable development. Officers have identified no adverse economic, environmental or social harm that would significantly or demonstrably outweigh any benefits identified when considered against the policies in the NPPF taken as a whole. It is considered that subject to the recommended conditions, there are no material considerations which indicate the application should be refused.
- 10.2 The proposal will bring back into use a vacant site which would have a positive impact on the character of the surrounding area. There are few external alterations and as such there is no harm to the openness of the Green Belt and the proposal does not conflict with the purposes of including land within it.
- 10.3 It is considered that amenity issues can be mitigated by condition and the low scale nature of the proposal, some of which are additional conditions that those previously recommended to try to further mitigate against the development's impact and address previous reasons for refusal. Officers have identified no adverse economic, environmental or social harm that would significantly or demonstrably outweigh the benefits identified when considered against the policies in the Framework taken as a whole. The proposal is compliant with the development plan and there are no material considerations which indicate the application should be refused.

11.0 RECOMMENDATION

Planning permission be **GRANTED** subject to the following conditions;

01. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.
REASON
Condition required to be imposed by Section 91(as amended) of the Town and Country Planning Act 1990.
02. The development hereby permitted must be carried out and completed entirely in accordance with the terms of this permission and the details shown on the approved plans listed below:
Proposed Site Plan - Drawing Number 476182 - 04D - Feb 21
Proposals Floor Plan & Elevations Cart Shed Barn - Drawing Number LNBU 351385 - 05B - Nov 15
POTENTIAL HIGHWAY MITIGATION SCHEME FOR ACCESS ONTO LEYS LANE - 3301 SK001 05 Rev D
REASON
To ensure that the development is carried out in accordance with the application as approved.
03. No development shall take place on the site until a detailed hard and soft landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The hard landscape scheme shall include details of all external hard surfacing materials. The soft landscape scheme shall include a soft landscape plan; a schedule

providing plant and tree numbers and details of the species, which shall comply with section 8 Landscape, Trees and Hedgerows of the Council's Development Guidance and Requirements Supplementary Planning Document (with particular attention to 8.11 Key landscape considerations for non-residential developments), nursery stock specification in accordance with British Standard 3936: 1992 Nursery Stock Part One and planting distances of trees and shrubs; a specification of planting and staking/guying; a timescale of implementation; and details of aftercare for a minimum of 5 years following practical completion of the landscape works. Thereafter the landscape scheme shall be implemented in full accordance with the approved details and the Local Planning Authority notified in writing within 7 working days to approve practical completion of any planting within the site. Soft landscaping for any individual housing plot must be implemented in full accordance with the approved scheme, prior to occupation the Class E (offices) or Class B8 (storage and distribution) unit, which will be monitored by the Local Planning Authority. Any part of the scheme which fails to achieve independence in the landscape, or is damaged or removed within five years of planting shall be replaced during the next available planting season in full accordance with the approved scheme, unless the local planning authority gives its written approval to any variation.

REASON

In the interests of environmental quality.

04. Prior to the commencement of any development works the Local Planning Authority (LPA) must be provided with evidence of the Site Registration Confirmation from Natural England. Within one month of completion of the development works evidence of installed mitigation must be provided to the LPA.

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan Policy 29 and that no offence is committed in respect of protected species legislation.

05. No development shall take place (including any demolition, ground works, site clearance) until a method statement for relating to all parts of the building identified as having a bat roost has been submitted to and approved in writing by the local planning authority. The content of the method statement shall be based on the sections 4.2.3 and 4.2.4 of the report Hampole Manor Farm, Updated Ecology Report, Kingdom Ecology Ltd. 19th May 2021, and must also include a pre-commencement toolbox talk to be delivered to the contractors in order to explain the presence of bats, their legal protection, roles and responsibilities, the proposed method of working, basic identification of bats and procedures should bats be found. The works shall be carried out strictly in accordance with the approved details and any proposed deviation from this should be subject to early consultation with the LPA.

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan Policy 29 and that no offence is committed in respect of protected species legislation.

06. Prior to the commencement of development a Management Plan for proposed onsite habitats shall be submitted to the Local Planning Authority for approval in writing. The Management Plan shall detail the following:

- An adaptive management plan for the site detailing the management measures to be carried out over the phased restoration of the site in order to achieve the target conditions proposed for each habitat parcel in the.
- Objectives relating to the timescales in which it is expected progress towards meeting target habitat conditions will be achieved.
- A commitment to adaptive management that allows a review of the management plan to be undertaken and changes implemented if agreed in writing by the LPA and if monitoring shows that progress towards target conditions is not progressing as set out in the agreed objectives.
- That monitoring reports shall be provided to the LPA on the 1st November of each year of monitoring (Years 1, 3, 5, 20, and 30)) immediately following habitat creation.
- Data will be provided in an agreed standard format to allow for collation into a district-wide biodiversity network database.

Once approved in writing the management measures and monitoring plans shall be carried out as agreed.
REASON

To ensure a net gain in biodiversity is delivered on the site in line with Paragraph 174 of the NPPF

07. Any luminaries used in the vicinity of the bat boxes should be of the LED type which provide a lower intensity of light. I warm white spectrum (preferably 2700Kelvin) should be adopted to reduce the blue light component with a wavelength exceeding 550nm and thereafter shall be retained as such for the lifetime of the development unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority

REASON

To ensure the ecological interests of the site are maintained in accordance with Local Plan Policy 29.

08. Prior to the occupation of the development hereby approved, details of electric vehicle charging provision shall be submitted to and approved in writing by the local planning authority. Installation shall comply with current guidance/advice. The first dwelling/development shall not be occupied until the approved connection has been installed and is operational and shall be retained for the lifetime of the development. The development shall be carried out in accordance with the approved details.

REASON

To contribute towards a reduction in emissions in accordance with air quality objectives and providing sustainable travel choice in accordance with Policy 13 of the Local Plan and paragraph 112 of the National Planning Policy Framework.

09. Should any unexpected significant contamination be encountered during development, all associated works shall cease and the Local Planning Authority (LPA) be notified in writing immediately. A Phase 3

remediation and Phase 4 verification report shall be submitted to the LPA for approval. The associated works shall not re-commence until the reports have been approved by the LPA.

REASON

To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to guidance set out in the National Planning Policy Framework.

10. The hours of operation shall be limited to Monday - Friday 07:00 - 19:00 and not at all at any other time and the use shall not operate during Bank Holidays.
REASON
To ensure that the development does not prejudice the local amenity.
11. No outside industrial activity of any kind, except for loading and unloading, shall take place within the curtilage of the building to which this permission relates without the prior approval of the local planning authority.
REASON
To ensure that the development does not prejudice the local amenity.
12. No storage of vehicles (other than staff/customer cars), equipment, goods or materials shall take place within the application site other than within a building unless otherwise approved in writing with the local planning authority.
REASON
To safeguard the amenities of occupiers of adjoining properties.
13. No vehicular movements, nor any loading or unloading of vehicles, shall take place on the site except between the hours of 0700 hours and 1900 hours on Monday to Friday and not at any time on Saturdays, Sundays or Bank Holidays.
REASON
To ensure that the development does not prejudice the local amenity.
14. All vehicles to be permanently based at the site shall be fitted with the white noise type of vehicle reversing alarm rather than the single tone pulse variety. This applies to vehicles stationed on site all the time and those coming and going from the site if they are owned or operated by the site user, but would not apply to vehicle visiting the site for less than 24hours.
REASON
In the interests of amenity.
15. Prior to the commencement of the development or use hereby granted, soundproofing for all party walls and ceilings between this property and adjacent properties shall be installed in accordance with a scheme submitted to and approved in writing by the local planning authority.
REASON
To ensure that the occupants of adjacent properties are not unduly affected by noise generated within the development.

16. The rating level of sound emitted from any fixed plant and/or machinery associated with the development and /or[industrial activities at the use hereby approved shall not exceed background sound levels between the hours of 0700-2300 (taken as a 15 minute LA90 at the boundary of nearest sound sensitive premises) and shall not exceed the background sound level between 2300-0700 (taken as a 15 minute LA90 at the boundary of nearest sound sensitive premises). All measurements shall be made in accordance with the methodology of BS4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments).
- Where access to the boundary of the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property.
- Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the local planning authority.
- REASON**
- To ensure that the development does not prejudice the local amenity.
17. There shall be no more than 20 two-way HGV movements per day.
- REASON**
- In the interests of amenity.
18. The cart shed building shall only be used for Class E (g) (i) Offices and for no other purpose including any other purpose within Class E of the Town and Country Planning Use Classes (Amendment) Order 2005 (or any subsequent order or statutory provision revoking or re-enacting that order with or without modification).
- REASON**
- The local planning authority wishes to retain control over any subsequent change of use of these premises, in the interests of safeguarding the amenities of the area.
19. Before the development is brought into use, that part of the site to be used by vehicles shall be surfaced, drained and where necessary marked out in a manner to be approved in writing by the local planning authority.
- REASON**
- To ensure adequate provision for the disposal of surface water and ensure that the use of the land will not give rise to mud hazards at entrance/exit points in the interests of public safety.
20. The vehicle turning space as shown on the approved plans shall be constructed before the development is brought into use and shall thereafter be retained and maintained as such for the lifetime of the development.
- REASON**
- To avoid the necessity of vehicles reversing on to or from the highway and creating a highway hazard.
21. Before the development is brought into use, the sight lines as shown on the approved plan 3301 SK001 05 Rev D shall be rendered effective by removing or reducing the height of anything existing on

the land hatched black on the said plan which obstructs visibility at any height greater than 900mm above the level of the near side channel line of the public highway. The visibility thus provided shall thereafter be maintained as such, unless otherwise approved in writing with the local planning authority.

REASON

In the interests of road safety and to provide and maintain adequate visibility.

22. Before the development is brought into use, the existing hedge/wall abutting the highway shall be reduced to a height not exceeding 900mm above the near side channel line of the adjoining highway and/or entrance and the visibility thus provided shall be maintained, unless otherwise approved in writing by the local planning authority.

REASON

To ensure that there is adequate visibility for highway safety.

23. Gates to the vehicular access if provided shall not be less than 15m from the edge of the carriageway of the public highway and hung so as to open inwards. Any vegetation provided between the posts and the highway boundary shall be removed or reduced to a height not exceeding 900mm.

REASON

To provide adequate space for vehicles to exit the carriageway and to provide adequate visibility.

24. Details of wheel washing facilities for construction traffic connected with the development hereby permitted shall be submitted to and approved in writing by the local planning authority and shall be installed before the development hereby approved is commenced and once installed shall be used to prevent mud and other debris being deposited on the highway during the construction of the development.

REASON

In the interests of road safety.

25. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) - the parking of vehicles of site operatives and visitors
- ii) - loading and unloading of plant and materials
- iii) - storage of plant and materials used in constructing the development
- iv) - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v) - wheel washing facilities
- vi) - measures to control noise and the emission of dust and dirt during construction
- vii) - a scheme for recycling/disposing of waste resulting from demolition and construction works

REASON

To safeguard the living conditions of neighbouring residents and in the interests of highway safety.

26. Before development is commenced, details of a vehicular turning space sufficiently large to accommodate the type of vehicles normally visiting the site shall be submitted to and approved in writing by the local planning authority the development not brought into use until such turning space has been provided. The development shall be carried out in accordance with the approved details.
REASON
In the interests of road safety.

Informatives

01. **INFORMATIVE**
The developer's attention is drawn to the information provided by National Grid. The information may be found by viewing the consultation reply from the National Grid which is attached to the planning application on the Council's website. Please use the following link
www.doncaster.gov.uk/planningapplicationsonline
02. **INFORMATIVE**
Access for fire appliances should be in accordance with the Building Regulations Approved Document B, volume 2, part B5, section 15. Your attention is drawn to Table 15.2 where the minimum carrying capacity of 12.5 tonnes for a pump appliance and 17 tonnes for a high reach appliance are not correct for SYFR appliances. Any roadway and associated inspection covers should be capable of carrying 18 tonnes as this is the tonnage, fully laden, of SYFR appliances.

Water supplies for fire-fighting purposes should comply with the Building Regulations Approved Document B, volume 2, part B5 section 16.
03. **INFORMATIVE**
The Police Designing out crime officer suggests that the windows and doors fitted to the properties all comply with Police Approved Specifications. Details of which can be found on the Secured by Design website at <https://www.securedbydesign.com/>
04. **INFORMATIVE**
Works carried out on the public highway by a developer or anyone else other than the Highway Authority shall be under the provisions of Section 278 of the Highways Act 1980. The agreement must be in place before any works are commenced. There is a fee involved for the preparation of the agreement and for on-site inspection. The applicant

should make contact with Malc Lucas - Tel 01302 735110 as soon as possible to arrange the setting up of the agreement.

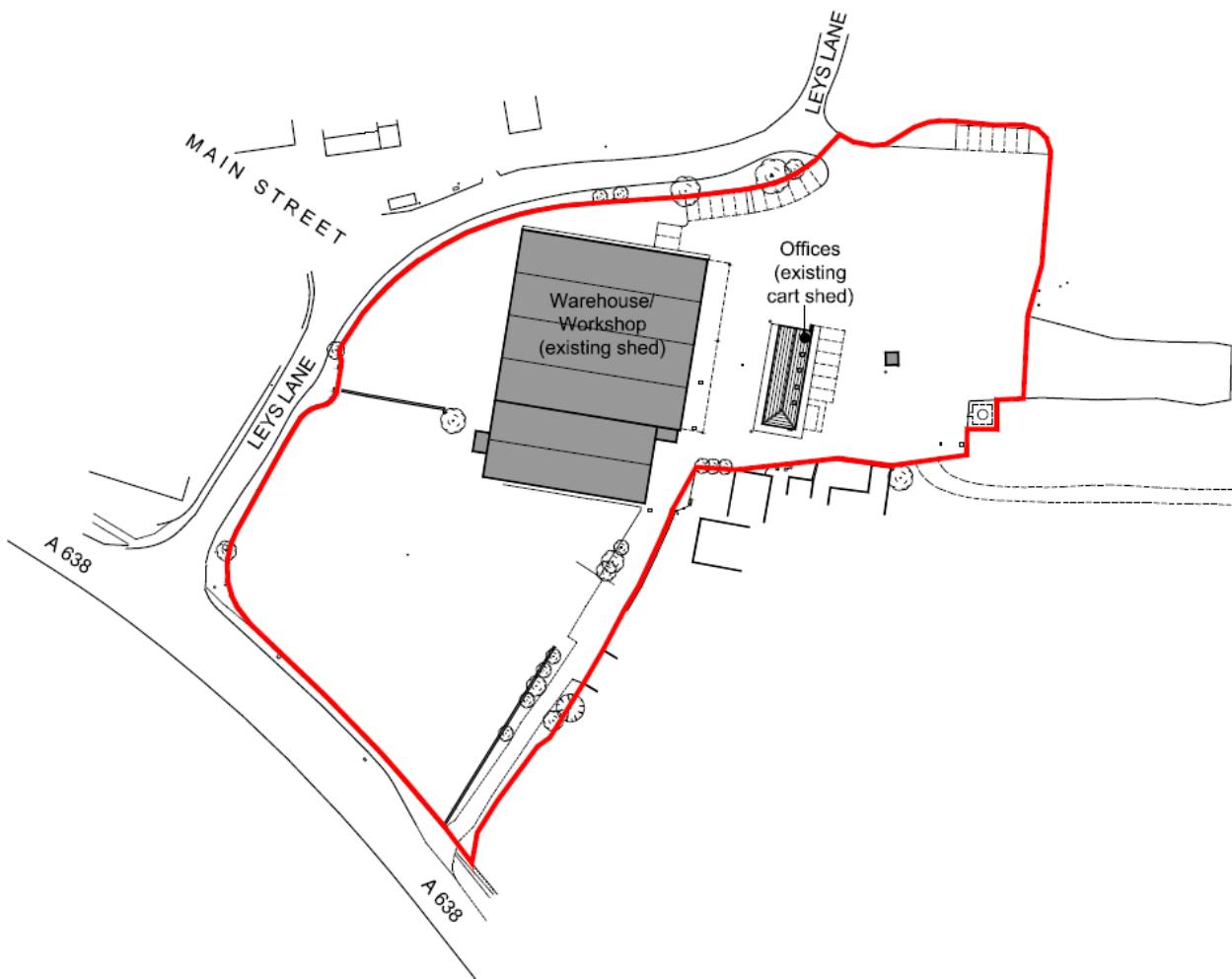
05.

INFORMATIVE

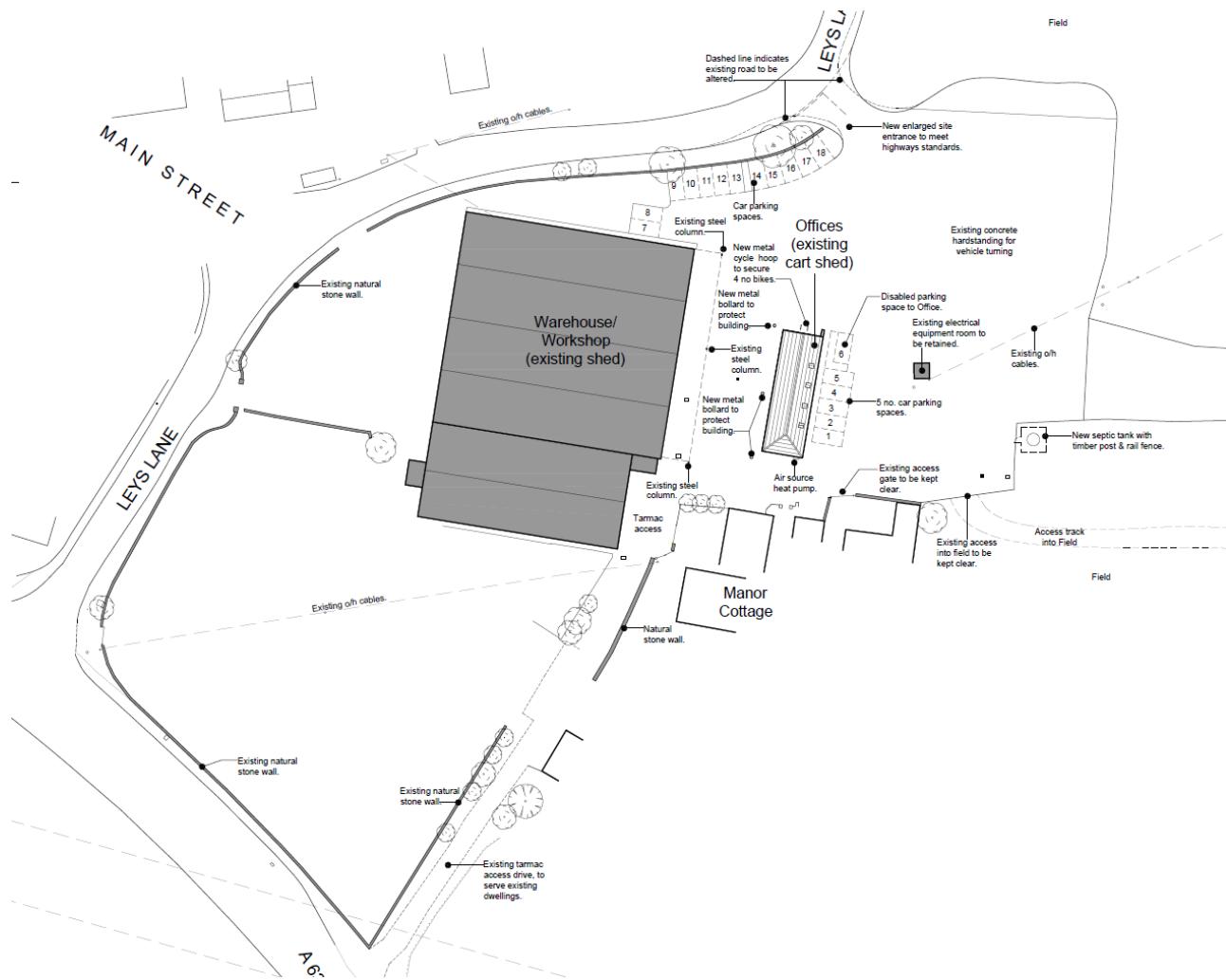
Doncaster Borough Council Permit Scheme (12th June 2012) - (Under section 34(2) of the Traffic Management Act 2004, the Secretary of State has approved the creation of the Doncaster Borough Council Permit Scheme for all works that take place or impact on streets specified as Traffic Sensitive or have a reinstatement category of 0, 1 or 2. Agreement under the Doncaster Borough Council Permit Scheme's provisions must be granted before works can take place. There is a fee involved for the coordination, noticing and agreement of the works. The applicant should make contact with Paul Evans - Email: p.evans@doncaster.gov.uk or Tel 01302 735162 as soon as possible to arrange the setting up of the permit agreement.

The above objections, consideration and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

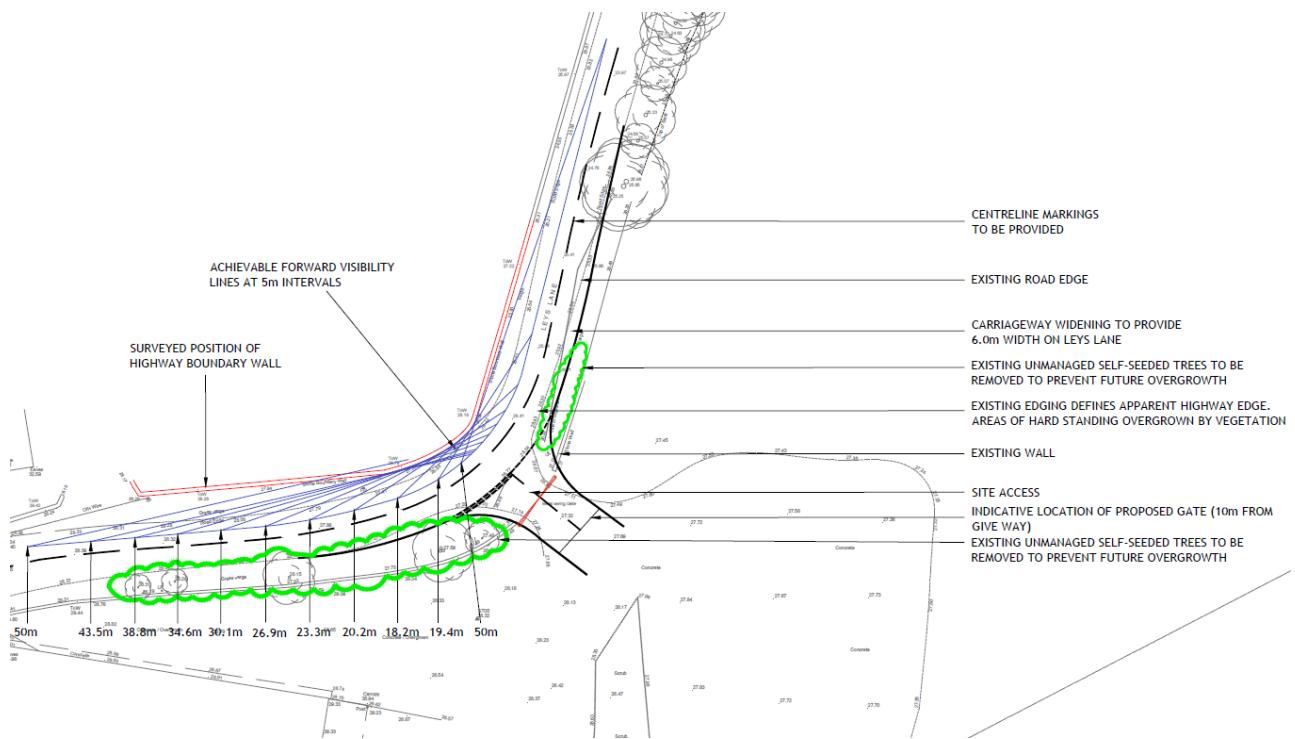
Appendix 1: Location Plan



Appendix 2: Site Plan



Appendix 3 – Leys Lane Access



Appendix 4 – Cart Shed Elevations and Floorplans

