

Application No. 15/01996/MFUL

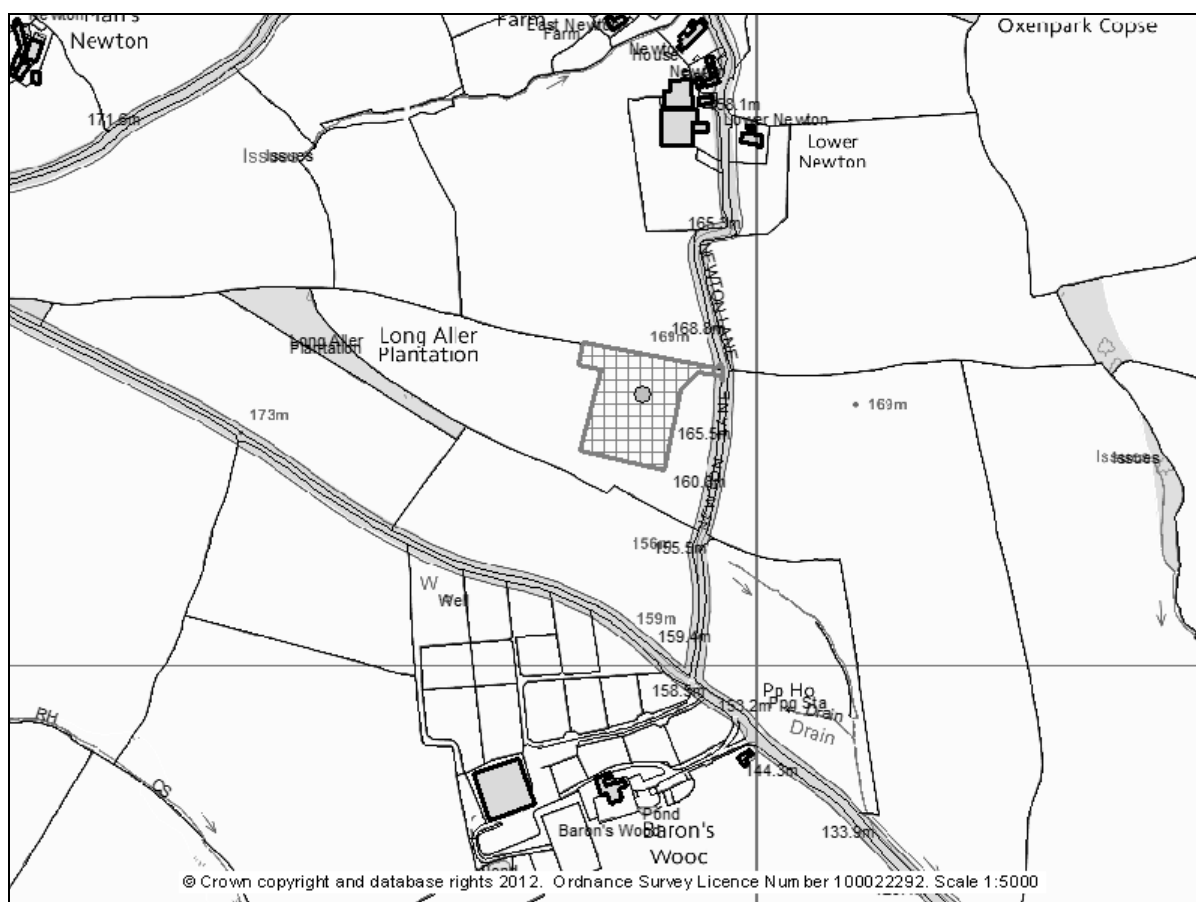
Grid Ref: 104236 : 269824

Applicant: Mr A Lawson

Location: Land at NGR 269824
104236 (SW of Lower
Newton Farm) Zeal
Monachorum Devon

Proposal: Erection of parlour,
cubicle and covered
feed building
(1876sqm)

Date Valid: 23rd December 2015



REPORT OF THE HEAD OF PLANNING AND REGENERATION –MRS JENNY CLIFFORD

15/01996/MFUL - ERECTION OF PARLOUR, CUBICLE AND COVERED FEED BUILDING (1876SQM) - LAND AT NGR 269824 104236 (SW OF LOWER NEWTON FARM) ZEAL MONACHORUM DEVON

Reason for Report:

To consider the above planning application.

RECOMMENDATION(S)

Grant permission subject to conditions

Relationship to Corporate Plan:

The emerging corporate plan recognises the priorities of economy and the environment. Farming forms part of Mid Devon's economy and that there are a higher proportion of people working in agriculture in Mid Devon than other Devon districts. One of the recognised long term visions of the corporate plan is: to create a prosperous economy, secure and well-paid jobs and a sustainable environment; this will make Mid Devon the destination of choice for successful businesses. This includes support for relocation and expansion opportunities for businesses.

The corporate plan recognises the need to maintain the high quality of the natural and built environments whilst meeting the economic and social needs of the residents, and sets out a long term vision to promote and protect our outstanding environment and beautiful countryside.

Financial Implications:

None

Legal Implications:

None

Risk Assessment:

None

Consultation carried out with:

1. Coldridge Parish Council
2. Hittisleigh Parish Council
3. Highway Authority
4. Environment Agency
5. Zeal Monachorum Parish Council
6. Environmental Health

1.0 PROPOSED DEVELOPMENT

1.1 Erection of parlour, cubicle and covered feed building (1876 sq. m)

The proposal is to construct a new agricultural dairy unit building measuring 48.768m x 36.272m (including roof over-sail areas) x 9.558m (maximum height to ridge). The building also includes for a 16.631m x 6.096m x 6m (height) mono-pitched extension at its eastern gable end, to provide separate storage, machine/office room and tank room facilities. The building will be of standard modern steel portal frame agricultural form and construction, with walls being constructed over pre-cast concrete and concrete block walls set under a fibre cement roof (Profile 6 roof sheets in natural grey) with a protected open ventilated ridge, and with use of roof lights. The eastern gable end will be clad down to within 1.85m of ground level with box profile steel walls painted in olive green set over a pre-cast concrete wall 2.0m high to the portal frame. The western gable end will be similarly clad down within 1.85 m of ground level but with Yorkshire spaced boarding set on a 2.0m high pre-cast panel walls below. There will be provision for 2 no. openings at either side of the western gable end.

The lean-to will be clad with 2.44m high pre-cast panels and with use of similar box-profile sheeting. The north and south side elevations will be left open with the exception of galvanised steel feed barriers to the main steel portal frame.

The building is intended to provide a new, relocated, dairy unit for the housing of 132 dairy cows in a purpose built building (and which will include robotic milking equipment). The applicants currently operate a small 114 dairy-herd family farm in the South Hams (Earlscombe Farm, near Ivybridge). Given increasing tenanted land and other constraints now affecting the operation of this farm, the applicants have decided to sell up in favour of now purchasing, and relocating to the Lower Newton Farm, comprising 120 acres with 60 acres to be rented with a future option to purchase. The building will initially accommodate 132 dairy cows.

The slurry from the building will be stored in a slurry store, which is the subject of a separate, though linked, application (15/01994/FULL), and proposed to be located to the immediate south of the new dairy unit.

The site is located within an open sloping field some 200m+ to the south of the existing main farm buildings at Lower Newton Farm, itself some 2 kilometres to the west of the village of Zeal Monachorum. The proposed new building will be set into

the southward facing slope of the field, lying just below the hedge line running west to east across the ridge line and which separates it from of the adjoining north-sloping field. An 11Kv overhead line passes north to south across the field and the new building has been positioned accordingly so as not to interfere with it. Access into the field will be via an existing gated access off the narrow Newton Lane.

This present application follows an earlier application made under 15/01334/MFUL; the earlier application had proposed locating a similar sized new dairy unit (and related slurry store building) immediately adjacent to the existing buildings at Lower Newton Farm. However, due to concerns by your planning officers at the proximity of the new farm buildings to other neighbouring residential dwellings (including heritage assets), the application was withdrawn and a fresh application has now been submitted for the new proposed location.

2.0 APPLICANTS SUPPORTING INFORMATION

Design and Access Statement. Key Points:

- The building is required to house 132 cows in a purpose-built facility offering the best in animal welfare
- The development has been carefully considered and designed to offer the best overall layout, taking into account the day to day management of the building in accordance with the current BS5502
- The layout of the building has been designed to minimise its impact on the site and surrounding area
- There will be additional allowance for landscaping
- Rainwater will be either stored in the underground water tanks or disposed of via soakaway.

Farm Waste Management Plan (FWMP). Key points:

- Approx. 68% of all agricultural land in England is now in a Nitrate Vulnerable Zone (NVZ): although the land in and around Lower Newton Farm is not included in such a zone, the proposal has been designed to accommodate all the regulations.
- The FWMP sets out a proposed 5 month slurry storage requirement of 1,446 cubic metres, in order to comply with 5-month NVZ storage requirements for the proposed dairy herd to be accommodated on the holding
- All slurry produced in the dairy building will be scraped by automated scrapers into the three underground slurry transfer channels, and then onto the (proposed) slurry store.
- There are no external movements of animals as the milking facilities are enclosed under the same roof: therefore there are no dirty yards areas being affect by rainfall
- All wash water from the milking stations and dairy will be piped direct to the (proposed) slurry store where it will be stores as part of the total containment system.
- Organic manure and other wastes will be spread and/or dealt with in accordance with separate Nitrate Pollution Prevention Regulations 2008, restricting when and how this is undertaken.

Wildlife Trigger List:

No significant ecological triggers identified requiring fuller ecological wildlife survey.

Drainage Management Plan. Key points:

- The site is on high ground in Flood Zone 1 and is therefore not at risk of flooding
- The area of hardstanding which will be created consists of 2,636sqm of proposed roof space and another 1,218sqm of concrete yard area; this includes the proposed entrance that runs away from the road into a gulley and joins water storage tank; it is impossible for water to leave the site and get onto the road
- The hard standing area will be made up of concrete yard and tracks that will be drained into water storage tanks through silt raps
- The soakaway has been designed following permeability tests and will cope with the additional run off
- The site of the proposed building is made up of shillet and relatively free draining soil on clay
- No surface water will enter the foul water system given 40,000 litre storage tanks; surface water will be kept separate from foul water
- Purely as a precautionary measure, a further soakaway will be constructed so that there will be no increase in flood risk to adjacent land
- Rainwater harvesting will be incorporated into the scheme
- All construction works will be carried out in accordance with separate EA guidelines relating to works near or liable to affect any watercourses etc.

Additional Supporting Statement. Key points:

- The applicants have been farming for generations and have come to the point with their current farm where there is no longer any room for improvement to continue with their business in the long term; the family are dedicated to continue farming for future generations.
- There are not any suitable farms for sale in the South Devon area and land prices are prohibitive; the family have carried out an extensive search of suitable farms for sale over the past 9 years.
- The Lower Newton Farm site is seen as now meeting with all their required needs:
 - Providing sufficient land to support their business
 - Providing suitable site for expansion
 - Providing existing farm accommodation close by (although it is acknowledged that additional accommodation may be required in the long term and that a mobile home nearer to the proposed dairy unit will also be required in the short term, subject to a separate planning application).
- The existing buildings (at Lower Newton Farm) are not suitable for the milking of cows but are suitable for storage of machinery and fodder and rearing of followers on straw bedding with no slurry
- The proposed site will provide an improved access to and from the proposed buildings and also a more suitable route for transporting the slurry from the site to the surrounding land, using umbilical piping so that no slurry will make contact with the road
- The new site will take away the need for removal of any large sections of hedgerow; just some mechanical realignment of the hedge will provide a larger entrance to the site and provide for improved visibility splays
- There will be a vehicular access to the existing buildings but mostly from the new development via the fields that adjoin the 2 sites to reduce vehicular movements to and from the site by the existing entrance to a minimum; vehicular access will be with small vehicles that are suited to the existing entrance and by tractor
- The propose development is now located a good distance from the Grade 2 listed properties to the north of the site.

- The grading of the proposal into the site will be fully landscaped and grassed over to blend the proposal into its surroundings
- The development will ensure minimal risk of pollution
- The development with its robotic milking equipment will mean that it operates 24 hours/day rather than the more traditional 2 or 3 times/day: the proposed new siting combined with modern design of pumps and sound proofing to the machinery will result in little noise pollution/affect on any surrounding properties
- Feed deliveries will be during the day as well as straw/sand for bedding: the only vehicular movements outside this time will be from milk tankers etc.: projected vehicle movements are milk tanker every other day; feed lorry 2 x /month; 2 miscellaneous lorry delivers/mth; possibly 1 car/day (agricultural reps. etc.).The only other movements would consist of agricultural vehicles that would normally operate as part of a working farm.
- The hard standing surrounding the proposal will provide good turning /movement areas for all lorry movements; the site can be accessed safely by all vehicles visiting the site
- The scale and layout of the site will have no impact on the local ecology wildlife or protected species; the development site is purely on open grassland (the proposal could benefit the ecology with installation of bat and owl boxes to the western elevation of the building).
- No soil will be removed from the site

The location as now proposed follows on from a report (prepared by Savills) which was commissioned by local residents in support of their objections in relation to the withdrawn application 15/01334/MFUL, and following a further site meeting with the planning officer.

3.0 PLANNING HISTORY

15/01334/MFUL Erection of milking parlour, cubicle and covered feed building: This application was withdrawn before it was formally determined.

15/01333/FULL Erection of a covered slurry store: This application was withdrawn before it was formally determined.

15/01994/FULL Erection of roof to provide cover to slurry store (760sqm) – The development proposed by this application is also recommended for approval.

4.0 DEVELOPMENT PLAN POLICIES

Mid Devon Core Strategy (Local Plan Part 1): COR1, COR2, COR9, COR18

Local Plan Part 3 (Development Management Policies): DM2, DM4, DM6, DM7, DM8, DM20, DM22, DM27, DM29

National Planning Policy Framework

5.0 CONSULTATIONS

Coldridge Parish Council - 25th January 2016

On Thursday January 21st Coldridge Parish Council held an Open Meeting prior to the scheduled Parish Council Meeting. This attracted 10 parishioners, all of whom are opposed to both the above developments. The Parish Council listened to their concerns, then discussed the issues as a Council and agreed to strongly oppose the two planning applications on the following grounds.

Lack of consultation

The Parish Council was informed that the developers had resisted any meaningful consultation with local residents, which is a requirement of the planning process. This is a

major concern; as such behaviour does not bode well for future relationships or with the developer's adherence to other planning requirements.

Access issues

This is currently an undeveloped agricultural field, and is located a significant way from any main roads.

This means that the 6 or 8-wheel or articulated vehicles required to build both these developments will need to use very narrow roads, which according to the Ordnance Survey maps are all less than 4m wide, the equivalent of 13 feet. The road from Zeal Monachorum to Lower Newton Farm via Baron's Wood would be unsuitable as it has a bridge with 7.5 tonne weight limit on it, prohibiting such vehicles. The turn off the road from Farley's Grave would require a very tight turn into the road leading to this proposed development, and is therefore unsuitable. This means that all traffic will approach and leave this site from the north via Leigh Cross. This in itself is a very tight turn and is totally unsuitable for access. It is likely that these large vehicles will cause damage to verges when turning. The road from Blackditch Cross on the B3220 to Leigh Cross is about 2 km with one passing space. When two vehicles meet on this road one of them needs to reverse a significant distance, and possibly cause damage to verges, ditches and hedges. This road also has a steep hill [1 in 7 to 1 in 5] which is likely to cause problems for lorries ascending or descending.

The alternative route through East Leigh is equally unsuitable, and the turn at East Leigh towards Leigh Cross is narrow and blind.

In either case the road south of the existing farm buildings leading to the proposed site there is a very sharp double bend which would be impossible for long and articulated vehicles to negotiate without causing damage to verges and hedgerows.

If these developments do go ahead there would then be the ongoing problems of access for feed vehicles, which tend to be 8-wheelers, and the collection of milk from the parlour, again with large 8-wheel or articulated tankers.

Whilst the roads are not a responsibility of MDDC but of DCC the general state of these highways is poor, with DCC having insufficient funds to maintain the existing network in its current state. This information came from a senior member of DCC Highways. A significant increase in HGV traffic will clearly cause further damage to the road surface and highway edges.

Dangers other highway users

Apart from the added risk to local light traffic this development is also very close to the Devonshire Heartland Way, used by walkers and riders of all ages, it being a Public Bridleway.

In summary this development clearly goes against MDDC Local Plan Part 3, DM22 point d.

Moving onto to the application form submitted for the parlour, cubicle and covered feeding yard there are a number of points the Parish Council wish to raise.

Box 6 states there will not be a new or altered vehicle access to or from a public highway.

This is not the case, as at present it is just a gate into a field, and clearly this development will need a much more substantial entrance, with a fully surfaced road into the site from the public highway. This will cause disruption and damage to existing hedges and verges.

Box 7 can be seen as disingenuous as waste will be stored on this development in the form of slurry, although this slurry pit is the subject of a separate planning application.

Box 10 states there will be no onsite parking. It is hard to understand how this is the case as anyone looking after and checking on these animals will need to travel to the site, as there is no apparent linked accommodation. It is reasonable to assume this will be done using a light goods vehicle at least.

Box 14 states the site is not currently vacant. Whilst the definition of vacant may vary, this is currently an open field, with no development.

Box 24 states the site cannot be seen from a public road, which is not the case. This development will be clearly visible from surrounding roads and footpaths.

At present there is no apparent accommodation linked to this development. If this goes ahead it is reasonable to envisage a planning application being submitted for a dwelling on the site, which should be borne in mind.

The above points indicate this development can be seen to go against MDDC Local Plan Part 3, DM22 points b and c. Point a is open to discussion and without detailed financial information is hard to comment upon.

Coldridge Parish Council suggest very strongly that before any decisions are made on the application the planning committee carry out a site visit and meet with local residents and representatives of Coldridge Parish Council. This will enable them to see first-hand the local environment and access roads.

Hittisleigh Parish Council - 28th January 2016

Not sufficient information to make an informed response.

Highway Authority - 8th February 2016

Observations:

The Highway Authority has visited the site and met with the applicant's agent Mr Rice. The Highway Authority sought confirmation on a number of points and identified some of the concerns. The existing farm is 180 acres and the applicant is purchasing 120 and will be renting the remainder with a view to purchase at a later date.

Concerns were raised at an earlier date that there would be as a result of the application scheme the opportunity for two farms to operate.

This potential remains, and any tenancy agreement should be submitted to support the applicant's application and control over the traffic generations. The existing farm has the ability to run as a dairy farm without the need for planning consent and the traffic generated by the original farm would be equivalent to that of the new holding and subsequently as a single unit would not result in any increase in traffic over that of the original farms potential. As a standalone farm the new holding is 2/3 of the original farm and can be expected to generate a similar movement to that of the whole farm and the remaining portion similar with a potential for doubling the traffic on the network. However with the remaining part of the farm in their control through tenancy, then the likelihood of this is reduced until such time as the tenancy may be given up. Notwithstanding the above the existing buildings and access would have a traffic generation and this can be reasonably expected to be the same as the applications use for the storage and delivery of feed , bedding, veterinary visits and other miscellaneous visits similar to that of a farm of beef cattle. This would result in the additional traffic being that of milk tankers and slurry.

The location of the new unit would allow the slurry to be spread on the holding via umbilical pipe network and the storage facility allows it to be spread at the appropriate time and conditions. I am informed by the agent that the heard is 120 strong and all the slurry will be spread on the holding with no off site movements. This will result in an operational increase in traffic of only the Milk tanker. The applicant has indicated room for an expansion and the Local Planning Authority should seek assurances and or impose conditions that would necessitate further mitigation should the use of Umbilical pipe not be used, and off site spreading take place. The Highway Authority viewed the new location and the point of access from Newton Lane and is happy with the layout plan for the new access and the effective improvements to the existing gateway and road widths.

The roads in the area remain substandard in terms of width and alignment and while construction traffic is temporary it should be controlled by a construction management plan which should details routes, road condition surveys, and will take into account delivery times, vehicle sizes etc. The Highway Authority is equally of concern to some of the bends and their swept paths as is the Parish Council but these will be dependent upon the routing of vehicles. There is the potential of construction vehicles avoiding Newton Lane altogether and access to the site being taken from Essington road between Newton Cross and Leigh cross with a temporary haul road to the site across the applicants land. Such an access will deliver a better farm access to the fields and additional passing opportunities as a result, and will reduce the impact on the residents in Lower Newton.

A concern has been raised over a pedestrian gate on the inside of the bend and an existing safety concern expressed by the residents over the lack of visibility. The speed of traffic along Newton Lane was observed to be 10-20mph and the sight stopping distance to the gate is available. Notwithstanding this application, the necessary improvements to alleviate the existing concern is in the gift of the residents themselves as the garden wall is in excess of a meter in height and a reduction in wall height would afford the appropriate visibilities for pedestrians.

Alternatively the Local Planning Authority may consider the widening of the road at this location to improve the amenity of the resident, but this will necessitate hedge and bank removal.

Concern has been raised over the abuse of the weight restricted bridge that has previously occurred and potential for it to be exacerbated. The Existing Bridge has an axle weight limit of 7.5 tonnes, and at present anomalies to the signing mean it is unenforceable. However desk to studies have indicated that the bridge can take anything from 13 tonnes to 40 tonnes, and is planned to be reassessed and the orders formalised so enforcement can take place. More over the haylage observed traversing the bridge in the past will be used by the applicant and therefore be likely to alleviate the potential abuse.

Therefore given the potential use of the existing farm and the waste management, the potential increase in traffic along this narrow lane would be the introduction of the milk tanker, should this be seen as a standalone without the tenancy. With the tenancy then the traffic is not likely to increase over the potential traffic that can be generated by the existing holding. I would advise that the Local Planning Authority seek confirmation from the applicant in writing of the information I have received, and it will be a matter for the Local Planning Authority to consider whether or not the tenancy can be considered as part of this application.

The Highway Authority would strongly advise that the applicant consider improvements along the highway of Newton Lane, such improvements would include additional passing opportunity at the double bends, at the pedestrian gate, and on the verge to the north of the residential properties.

Also the Highway Authority would seek improvement to the junction visibility at Leigh Cross on land in the control of the applicant and an improvement to visibility from the existing access to the established barns south towards the new unit.

Therefore, should consent be granted the following conditions should be imposed:

Recommendation:

1. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Traffic Management Plan (TMP) including:

- (a) the timetable of the works;
- (b) daily hours of construction;
- (c) any road closure;
- (d) hours during which delivery and construction traffic will travel to and from the site;
- (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
- (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
- (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
- (h) hours during which no construction traffic will be present at the site;
- (i) the means of enclosure of the site during construction works; and
- (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
- (k) details of wheel washing facilities and obligations
- (l) The proposed route of all construction traffic exceeding 7.5 tonnes.
- (m) Details of the amount and location of construction worker parking.
- (n) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;
- (o) Waste management including Slurry spreading
- (p) details of the access and temporary hall roads have been submitted and approved.

2. A) No other part of the development hereby approved shall be commenced until the

- B) access
- C) parking facilities
- D) commercial vehicle loading/unloading area
- E) visibility splays
- F) turning area
- G) access drive
- H) and access drainage

have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

REASON: To ensure that adequate facilities are available for the traffic attracted to the site.

3. Off-Site Highway Works No use of the development shall take place on site until the off-site highway works for the provision of improved junction and access visibilities, improved passing opportunities, have been designed submitted to and approved in

writing by the Local Planning Authority and have been constructed and made available for use.

REASON: To minimise the impact of the development on the highway network in accordance with Paragraph 32 of the National planning policy Framework.

Environment Agency

Operational development less than 1ha within Flood Zone 1 - No consultation required - see surface water management good practice advice - see standard comment.

Zeal Monachorum Parish Council - 21st January 2016

Zeal Monachorum Parish Council met on the 14th January 2016 and discussed the above planning application.

Eleven residents of properties nearby the applicant address were in attendance and were very concerned regarding the scale and impact of the development, particularly in regard to the road infrastructure.

The Parish Council noted that there is limited detail within the design and access statement with regard to impact on road structure and traffic movement considering the scale of development.

In view of the lack of that information The Parish Council was unable to form a resolution either in support or opposition to the applications.

Environmental Health - 12th January 2016

Contaminated Land - no objections to these proposals

Air Quality - no objections to these proposals

Environmental Permitting - N/A

Drainage - no objections to these proposals

Noise & other nuisances - no objections to these proposals

Housing Standards - Not applicable

Licensing - No Comments

Food Hygiene - No objections.

Informative: Should applicant wish to pasteurise milk or make dairy products contact Environmental Health for advice as prior approval will most likely be needed.

Private Water Supplies - Not applicable

Health and Safety - no objections to this proposal. Informative: If there is a foreseeable risk of asbestos being present in the existing structure e.g. concrete. A Refurbishment and Demolition Survey following HSG264 available at <http://www.hse.gov.uk/pUbns/priced/hsg264.pdf> should be carried out before work commences to identify precautions and legal requirements enforced by Health and Safety Executive.

6.0 REPRESENTATIONS

Eighteen letters of objection have been received in relation to the application, they are summarised as follows:

- Concern over the traffic impacts and generation of the proposed development and the considerable pressure imposed by the development on the surrounding unclassified road network.

- The access is via narrow, undulating, steep and twisting lanes, they are substandard in terms of width and visibility at junctions, and are unsuitable to serve the development.
- The Black Ditch junction and at Leigh Cross have poor visibility, the increase in the frequency of vehicles will increase the potential for traffic accidents
- Roads are unsuitable for use which is likely to be frequent, by large and multi axel vehicles, access for large vehicles would be essential to serve an intensive indoor dairy herd in the highly competitive industry which relies on large scale machinery, safety concerns over the use of such vehicles. There are generally no passing places and there is a weak bridge nearby that is unsuitable for heavy vehicles. There is only one formal passing place in 1.6 miles, vehicles are forced to reverse up to a mile to give way. There have been a number of previous incidents and a major accident.
- No reference in the application to highways infrastructure, proposed traffic volumes, or parking and turning areas.
- Concern over the disruption caused during the development and inability of vehicles delivering the materials to access the site. No information has been provided as to the types, weights and sizes of the vehicles required, or how the highway will be managed. There is a need for a Traffic Management Statement.
- Lack of detail provided on the plans and anomalies, including about the access arrangements, the use of existing and new entrances is unclear. The entrance is already not fit for purpose and would be subject to intense activity. The route from the existing entrance to the proposed site involves a 180 degree turn on to Newton Lane and two 90 degree bends. Concern it is not possible to police that only more appropriate routes are used by drivers.
- Incorrect labelling of the proposed route, and this is stated in relation to construction phase, clarification needed of the designated route for future traffic.
- Concern over the loss of ancient hedgerow to create a new access and visibility splay.
- Concern for safety of other road users, including pedestrians, cyclers, walkers and horse riders.
- Impact on neighbours, particularly Newton Barn. Safety concerns for those occupying Newton Barn whose garden path enters onto Newton Lane inside a tight corner blind to vehicles approaching from the north, with poor visibility to the south. The gate is 50cm from the lane edge and the lane itself is only 2.8 metres wide, with an ancient Devon bank opposite.
- This revised application does not address the major concerns of the local community that were expressed regarding the previous applications (15/01333/FULL and 15/01334/MFUL)
- Road conditions have further deteriorated due to recent adverse weather, the surface and bank edges are breaking down, neither is suitable. The Devon lanes are already being heavily eroded by the current level of traffic the development will further exacerbate this.
- This is not an expansion/extension to an existing farming enterprise; the applicants are not currently farming in the local area.
- The application form states the development will not be seen from public roads or footpaths, this is incorrect. The site is beside a public land and adjacent to the Devonshire Heartland Way, it will be seen from several angles and from a considerable distance. The Devonshire Heartland Way route is used by most locals and many visitors to the area, the route has fantastic views to Exmoor and Dartmoor, this would be interrupted.
- Wildlife and geology trigger table states the site is less than 0.1 hectares, this is incorrect, and a wildlife report should have been submitted.
- The applicants have not engaged with neighbours.

- The new plans remain unchanged, the industrial scale of the unit is unsuited to this environment.
- Environment impacts, including the impact on the nature reserve immediately down the valley, which will have ponds fed by a rising spring, concern over runoff of the proposed development.
- The proposal is not compatible with Mid Devon's planning aims which include: to protect landscapes strong rural character and dark night skies, and the strong sense of tranquillity within the valleys, retaining their general absence of built development, protecting views from rising valley slopes maintaining the valleys roles as a visual link to other landscape types. The illumination of the buildings throughout the night will impact upon the dark night skies.
- The development will have an unacceptable visual impact within the surrounding landscape due to its location on a skyline, and will not be adjoining to existing farm buildings.
- Concern additional development will likely be required to support the enterprise, including residential accommodation. Additions would substantially enlarge the development footprint that is already considered an industrial scale.
- Concern over expansion of the venture from the currently proposed minimum of 132 dairy cows.
- The development will result in noise, light and odour pollution in this quiet area, from machinery, traffic movements at antisocial hours, slurry spreading, and lighting of buildings.
- Use of other alternative sites, a number of existing dairy units have been sold, including those with good highway access. The current plight of the dairy industry is stated to be due to oversupply; the development will further pressure existing units. A national announcement on the 29/01/16 stated dairy farming had reached a crisis, it was impossible to make a living from it and farms are going out of business at an alarming rate. Concern over the viability of the proposed unit, objectors do not wish the site to become a blot on the landscape if unsuccessful.
- The development will result in the loss of an extensive area of productive pasture land, this land could be better utilised.
- Applicant has not yet purchased the farm
- Despite understanding the need for farming and agriculture to grow, this is inappropriate development for this location and is contrary to planning policy.
- The development will be disastrous for ecology, will pollute the surrounding areas, affecting the quality of life of nearby residents.
- The farm waste management plan has not prepared a risk map of areas where ground conditions are not suitable for the spreading of slurry. This map is also required to indicate a reasonable buffer zone around neighbouring residential properties. This should be agreed and be enforceable to minimise the loss of amenity for neighbours.

7.0 MATERIAL CONSIDERATIONS

The main issues in the determination of this application are:

1. Policy
- 2 Background and principle of development
3. Design and impact on the landscape character
4. Impact on neighbouring properties and uses
5. Access and highways issues
6. Other matters

1. Policy

The site is located in the open countryside where Policy COR18 of the Mid Devon Core Strategy 2026 seeks to control development but permits appropriately scaled employment and farm diversification schemes and agricultural buildings. Policy COR4 seeks to encourage measures to diversify the agricultural and rural economy whilst protecting the character of the countryside. Policy DM22 of the Local Plan Part 3 (Development Management Policies) permits agricultural development where it is reasonably necessary to support the farming activities of the immediate agricultural community provided that it does not affect the living conditions of any nearby residents and does not have an unacceptable adverse impact on the highways network, the wider environment, character and appearance of the area. Other relevant policies include DM2 (dealing with design), DM4 (waste management), DM6 (transport and air quality), DM7 (pollution), DM27 (development affecting heritage assets), and DM29 (protected landscapes).

2. Background and Principle of development

National policy as set out in the NPPF also establishes a presumption in favour of sustainable development and supports farm development and diversification and the erection of new agricultural buildings in the open countryside that contribute to the sustainable growth of the rural economy (para. 28), provided that it does not cause unacceptable harm.

The current proposal is to serve an intended new dairy unit to be located on land at Lower Newton Farm. Active commercial farming activities are understood to have been considerably reduced over the past 8 or 9 years, although the land has continued to be still used/rented out for agricultural purposes (including grazing and other arable farming). The main farm bungalow and associated buildings were established some 40+ years ago at their present site, which is located some 200+ metres to the north of the proposed new dairy unit, to be located on the other side of the hillside. The existing farm buildings consist mainly of two large agricultural storage/former livestock buildings and some smaller outbuildings.

Although it is understood that these buildings have not been much used by the present owner in recent years, one main building is nevertheless already currently being more actively used by the present applicant for the keeping of some calves and followers, as part of his existing farm operation (based at Ivybridge), and on a separate arrangement with the current owner. A former small dairy milking parlour is also sited within the main farm group of buildings although it is understood this will not form part of any sale of the main farm site itself. The Lower Newton Farm is understood to have last been operated as a dairy farm at least some 15 or more years ago. One former corner farm/rural building was sold off in recent years and has been converted to a dwelling (Lower Newton Barn) now in separate private ownership.

The existing farm buildings on the site are no longer fit for purpose in terms of meeting with modern dairy unit welfare requirements although clearly still have a useful functional agricultural use.

The main farm is closely situated to several other properties in this area, including 2 no. Grade 2 listed dwellings (Newton House and East Newton Farm).

As noted in the earlier section of this report, the application is unusual in that it will involve, effectively, the relocation of an existing farming enterprise from South Devon to a new site at Lower Newton Farm. It will also lead to the renewed active commercial use of the farm, once again, for dairy farming.

The general principle of the development has previously been considered at pre-application advice stage by planning officers, and considered as being generally consistent with planning policy, subject to consideration of all the material circumstances. As has previously been noted, the current application is for a new dairy unit in a revised red-line location, following the withdrawal of an earlier similar scheme which was to have been located immediately adjacent to the existing farm buildings. The site location as now proposed was first suggested by local residents (as set out in a report commissioned by them and prepared by Savills). The objectors have since made clear that the independent views put forward by Savills at that stage, in respect of suggesting possible alternative sites, did not necessarily meet with their own and by no means indicate endorsement by the local community.

Given the proposed modest scale of the dairy unit and bearing in mind the likely positive contribution the scheme will make to the rural economy and its agricultural nature, it is in principle considered to be acceptable.

It remains to consider the application set against all other relevant material planning considerations.

3. Design and impact on the landscape character

Policies DM2 and DM22 of the Local Plan Part 3 (Development Management Policies) seek to ensure that the development is of sufficiently high quality and is one that it is well integrated with, and respectful of, the character and appearance of its surrounding area. Policy DM29 relates to developments affecting protected landscapes and requires the special qualities of the landscape to be conserved or where possible enhanced, and also seeks improvements to biodiversity through appropriate landscaping and habitat creation: the proposed development is within the designated North Devon Biosphere Reserve.

The dairy unit building is intended to be constructed in the western section an open grass field on gently southward sloping ground approximately 250 metres to the north of the existing farm buildings. The field is approached via the narrow Newton Lane which extends from Leigh Cross, to its junction with the unclassified road near Baron's Wood to its south. The land is classified as Grade 3 agricultural land, and sits within a roughly elongated triangular field which is bordered on its western lower and upper edges by a small wooded plantation. The field is otherwise bordered by mainly 2m high hedges (along its northern, southern and western edges). Access is currently via a metalled 5-bar gate at its north easterly corner and close to another existing access serving a larger separate field. The northern boundary edge effectively forms a ridge line, with ground falling gently northwards towards Lower Newton Farm, and southwards, towards the proposed new building; the mapping data shows that the highest point (taken from near the entrance in the adjoining Newton Lane stands at 169m AOD, with the land then descending into the lower small dry valley section to 156m AOD, before then gently rising up near Baron's Wood to 159m AOD.

The proposed dairy unit building will be orientated east to west and positioned approx.30m southwards into the field as measured from the northern boundary, and some 60m from the existing access gate serving the field. An overhead 11kv electrical line traverses the field, south to north, just under 20m from the eastern gable end of the proposed building.

The landscape is described in the Mid Devon Landscape Character Assessment (October 2011) as forming landscape type LCT 5A, 'inland elevated undulating land'. This landscape type extends across most of the south-western part of the district, and it forms what is described as a 'strong cultural association with the adjacent landscape of Dartmoor that forms part of the setting of the moor and is very important to its value and appreciation'. Key characteristics include a medium to large scale, gently rolling, to steeply rolling, landform

with high points over 220m above the valley bottoms. Permanent grassland is the dominant land use pattern. The traditional and inherent patterns of this landscape type are strongly evident and are considered to have been altered far less over the last century than other landscape types. There is generally a lack of visually prominent buildings, with isolated houses and cottages being generally sited sympathetically into the landscape.

As noted above, another consideration in the assessment of this application relates to its protected landscape status, falling as it does within the transition area for the North Devon Biosphere Reserve. The area is a UNESCO designated reserve covering some 55 square miles of mainly North Devon. Such areas are recognised for their high biodiversity value combined with sustainable use of natural resources for the benefit of local communities. The purpose of the biosphere reserve is stated as being to reconcile the conservation of biodiversity with human development needs. The part of the reserve within this part of Mid Devon does not benefit from the very high levels of environmental protection found in the 'core area' at Braunton Burrows on the North Devon coast, but nevertheless contains agricultural activities that are recognised for their progress towards achieving an environmental and economic balance.

In this instance, given the nature and type of development, the applicants have not submitted – nor been asked to submit – a full Landscape and Visual Impact Assessment and detailed ecological report. The requirements of this policy are considered to have been satisfactorily met by the submissions contained within the Applicants Supporting Information, as outlined above, including the Design and Access Statement. Note has been taken of the statement made by the applicants to support biodiversity through installing bat and owl boxes within the new building. Consideration has also been given by your officers to SSSI Impact Risk Zone mapping analysis (as provided by Defra/MAGIC 'mapping), and which has confirmed that there are no protected species or habitats within the development site area. The nearest designated SSSI is shown as Staddon Moor, located some 2.4kms to the south west of the site. The vision for farming in the Biosphere Reserve area is stated as being farming that produces the agricultural products the community needs but in a way that supports the 3 key aims of conservation, sustainability and learning: it also requires farmers to create strong businesses producing good quality produce in way that fully recognises the environmental impacts on the farm and in the wider environment. The current applicant has provided evidence in the form of farm waste management plans and other information which supports his intentions to farm responsibly, and for the benefit of the wider environment.

One of the key considerations in selecting the revised location for the proposed new building has been to minimise its overall impact on the landscape: it will be located on the southward side of the gentle hill slope, just below the ridgeline, which will help to reduce the overall visual impact by being part cut into the land. The building will however still be partially visible above that ridgeline (given its overall height), by likely up to 3 or possibly 4 metres, although the general massing will be further screened from view by the existing hedge lines and treelines ; additional landscaping can also help further mitigate (though not completely hide) such visual impacts.

Views will however be largely hidden from those residents living near Lower Newton Farm approx. 300m, to the north, and will also be hidden from view, given the local topography, by the other nearest property, at Baron's Wood, some 280m+ to the south.

Note has been taken of the fact that the Devonshire Heartland (long distance footpath) passes along the unclassified lane to the south and runs up Newton Lane to cross into the field directly opposite the access into the proposed site. There will inevitably be broken glimpses and some more direct views of the building by walkers along this section of the route and from other more distant views from the surrounding countryside. However, the overall scale, massing and design of the building will read as another modern agricultural

building within the landscape. The building has a clearly functional modern agricultural appearance, being open sided and clad in profiled metal and timber boarding under a grey roof.

It will be of standard portal farm-type construction, sitting under a shallow (10-15 degree) roof pitch. The large eaves height, at over 5.6 metres, is required to accommodate modern machinery and also to ensure sufficient ventilation throughout the building. The siting of the building has also taken into account the topographical setting of the building, to help avoid any excessive wind draught or 'wind tunnel' effects.

Whilst the proposed building is undoubtedly significant in terms of its bulk and massing within this area of open countryside, it does not have a significant detrimental impact on the character and appearance of the area sufficient to warrant a refusal (subject to landscaping conditions).

4. Impact on neighbouring properties and uses

Policies DM2 and DM22 also draw attention to the need for the development to limit any adverse effects on the living conditions of local residents. This is further supported by Policy DM7, relating to pollution, which states that development will be permitted where the direct, indirect and cumulative effects of pollution will not have an unacceptable negative impact on health, the natural environment and general amenity.

With regard to noise and possible other pollution effects, the building will be housing livestock but the closest residential properties are at least some 280m away and there have been no objections raised by Environmental Health Officers (EHOs) following consultations. The proposed re-siting of the building from the previous proposed site near Lower Newton's Farm site to the present site has been supported by EHOs in terms of dealing with their previous environmental concerns. The current site is now sufficiently geographically removed from other residential properties such that any previous considered possible problems relating to smells, noise and other nuisances will be greatly reduced in nature and will be no more than would be expected of such an agricultural enterprise in the countryside, even allowing for the intended 24 hour operation of the unit with robotic equipment.

Overall, it is not considered that the development will cause harm to the privacy or amenity of any neighbouring properties and meets with the required policy commitments in terms of planning policy: should any future issues arise in terms of noise or smells etc., then these can be addressed by Environmental Health under separate Environmental Protection legislation.

5. Access and Highways issues

Policy COR9 of the Mid Devon Core Strategy (Local Plan Part 1) relates to access proposals and seeks a coordinated approach with a need to assess transport impacts of significant developments and to provide necessary infrastructure where necessary.

From the various letters of objection that have been received, including from Parish Councils, it is evident that particular concerns relate to the potential impacts of the development in terms of highways safety given the narrow lanes serving the area, and the development site, along Newtons Lane.

The application has been the subject of detailed consideration by the Highway Authority. As set out in his response above, the roads in the area are presently substandard in terms of their width and alignment. However, subject to the applicant undertaking various improvements along the approaching road along Newton Lane, to include passing

opportunities at the double bends, at the pedestrian gate (Newton Barn) and on the verge to the north of the existing residential properties near Lower Newton Farm, the HA would have no objections. The HA would also require other improvements to junction visibility at Leigh Cross on land in the control of the applicant, and on further improvement to visibility from the existing access to the established barns, south towards the new unit.

Further concerns of the Highway Authority have related to the question of whether there might ultimately still be 2 farm units operating, given that the current owner is only intending to sell 120 acres of his 180 acre holding at this stage. However since the Highway Authority submitted the comments as set out above, the applicant has provided further clarification confirming the intended long term tenancy arrangement relating to the remaining 60 acres, and providing for potential for their ultimate purchase. Given this information it is considered reasonable to conclude that the development proposals will generate a level of traffic that will be commensurate with the operation of a single dairy farm unit, and as already outlined earlier in this report, and not 2 dairy farm units which is the concern that has generated the local concerns in terms of predicted traffic flows along the network.

Other concerns have related to temporary construction traffic and the Highways Officer has suggested a temporary haul road be created across the fields to the site, via the nearby Essington Road to the north, and which will reduce the impact on residents in Lower Newton.

Subject to such conditions as outlined, the HA now offers no further objections to the development proposal. Given the relatively modest scale of the dairy unit (and even allowing for some possible future expansion to occupy the remaining 60 acres) the proportional level of increased traffic forecast is unlikely to be significant. Therefore subject to the required works and improvements as set out it is not considered that the application scheme would lead to demonstrable harm to highway safety as a result of the likely traffic flows associated with the proposed development.

6. Other matters

Potential impacts on heritage assets/listed buildings: Having regard to Policy DM27, the previous application was withdrawn, in part due to concerns expressed by the Conservation Officer that the proposed new buildings would cause harm to the setting of the heritage assets located nearby to Lower Newton Farm. The revised siting of the dairy unit (and associated slurry store building) has now clearly significantly distanced the development from these buildings and such that no further such negative impacts arise. No concerns are therefore raised regarding these matters.

Waste management and drainage: This application has been supported by appropriate waste management plan and drainage information. It is proposed to drain surface water into underground tanks and with an additional soakaway as backup/for any overflow if needed. The proposed new dairy unit is some distance from the nearest properties and the road, so surface water is not likely to cause problems for neighbouring occupiers or the road network. In addition, a rainwater harvesting scheme will be implemented which will allow for watering the animals and washing down the parlour/dairy unit building.

In terms of waste management, although the land is not within a Nitrate Vulnerable Zone, a full NVZ compliant waste management plan has been submitted which satisfactorily addresses the issue of storage and disposal of slurry and dirty water generated by the new dairy unit. The Environment Agency has raised no objection. The proposed arrangements would appear to be adequate, although further note has been taken of the comments made by the DCC Highways Officer relating to possible further mitigation requirements should the use of an umbilical pipe to spread waste onto the land not subsequently be used, e.g. in the

event of further farm expansion, and resulting possibly in some other form of off-site spreading taking place. This is made the subject of condition.

There are otherwise considered to be no reasonable grounds for refusing the application on waste management/drainage grounds.

Trees and hedges: the present scheme will not result in any significant loss of hedges or trees. The scheme envisages moving a small section of existing hedgerow backwards from its current position near the farm gate entrance to the field to improve visibility. This will be done in such a way as to retain the hedge viability and not lose its biodiversity; such hedges do provide the opportunity for continuing to provide nesting and sheltering opportunities for birds and small mammals, and also will help to further screen the development in the landscape. Additional tree planting will be required by means of a landscaping condition.

Other objector concerns: note has been made of the concerns that the development may lead to other additional development (in addition to the separate slurry storage building, considered under 15/01994/FULL) as the farm expands, and which might include possible residential accommodation. The LPA understands such concerns, and the applicant has himself declared that in the short term given the separation of the new dairy unit from the other main farm buildings and existing accommodation, that an application initially for a temporary mobile home within more immediate sight and sound of the new unit will be submitted for consideration. In the longer term an application for more permanent accommodation is likely to be made. However, any such applications will be required to be treated on their individual planning merits, at that stage and do not provide an adequate basis for refusal of the current application as it stands.

Viability/agricultural need: Concerns have related to the considered lack of viability of dairy farms, generally, and objectors have questioned the need for such a new unit at this location at this time.

Whilst the views of some individuals are acknowledged the National Planning Policy Guidance makes clear however that decision making on individual planning applications does not normally require consideration of viability of this nature. It is also clear that the development has been a long time in the planning, by the applicant, in terms of carrying out a thorough site search, and the scheme will require considerable capital investment to secure its implementation.

Reference has also been made to possible light pollution. The uncluttered and undeveloped character of the area should, it is recognised, be protected and in particular, light pollution and light spillage from the new development should be prevented or minimised. This is therefore made the subject of a condition.

Note has been taken of the concerns expressed by Zeal Monachorum and Coldridge Parish Councils to the considered lack of information provided by the applicant and on which to base a recommendation. On this point the applicant has since provided additional supporting information, as outlined in this report, including providing further clarification of his current and proposed future farming operations.

Conclusion/Reason for decision

The application scheme is for the erection of a dairy parlour, cubicle and covered feed building, and has been submitted in conjunction with an application for a covered slurry store under Local Planning Authority ref: 15/01994/FULL. This location of the development complex (as now revised) will result in a modest new dairy farm enterprise that will be capable of being accommodated within a complex of purpose built buildings (modern in

appearance in appearance yet traditional is style), will be of benefit to the local rural economy without resulting in any demonstrable harm to landscape character and visual amenity, highway safety or the environment. The development is considered reasonably necessary to support farming activity on the farm. Furthermore the proposed buildings, in conjunction with the proposed covered slurry store building separately proposed, by virtue of their scale, massing, design and location are not considered to harm the privacy or amenity of local residents. As such the proposal, subject to the conditions as recommended, is considered acceptable and in compliance with Policies COR2 and COR18 of the Mid Devon Core Strategy (Local Plan Part 1), Policies DM2, DM4, DM6, DM7, DM22, DM27 and DM29 of the Local Plan Part 3 (Development Management Policies) and guidance in the National Planning Policy Framework.

CONDITIONS

1. CD1 Time limit - full

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

REASON: In accordance with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. CD7 Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule on the decision notice.

REASON: For the avoidance of doubt and in the interests of proper planning.

3. CL1 Landscaping scheme (specific details)

No development shall begin until there has been submitted to, and approved in writing by the Local Planning Authority, a landscaping scheme, including details of any changes proposed in existing ground levels. All planting, seeding, turfing or earth reprofiling comprised shall be in accordance with the approved details of landscaping and shall be carried out within 9 months of the substantial completion of the development, (or phase thereof) and so retained. Any trees or plants which, within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

REASON: To ensure that the development makes a positive contribution to the character and amenity of the area in accordance with Policy COR2 of the Mid Devon Core Strategy (Local Plan Part 1) and Policies DM2, DM22 and DM29 of the Local Plan Part 3 (Development Management Policies).

4. No external lighting

No external lighting shall be provided within the site without details of the lighting having first been submitted to and agreed in writing by the Local Planning Authority. Thereafter there shall be no other external illumination/lighting other than that set out within the approved external lighting scheme.

REASON: To safeguard the rural character of the area and to prevent light pollution having regard to Policy COR2 of the Mid Devon Core Strategy (Local Plan Part 1) and Policies DM2, DM22 and DM29 of the Local Plan Part 3 (Development Management Policies).

5. Traffic Management Plan

Prior to commencement of any part of the site, a Traffic Management Plan (TMP) shall have been submitted to and approved in writing by the Local Planning Authority and shall include:

- (a) the timetable of the works;
- (b) daily hours of construction;
- (c) any road closure;
- (d) hours during which delivery and construction traffic will travel to and from the site;
- (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
- (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
- (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes;
- (h) hours during which no construction traffic will be present at the site;
- (i) the means of enclosure of the site during construction works; and
- (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
- (k) details of wheel washing facilities and obligations
- (l) The proposed route of all construction traffic exceeding 7.5 tonnes.
- (m) Details of the amount and location of construction worker parking.
- (n) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;
- (o) Waste management including Slurry spreading
- (p) details of the access and temporary hall roads have been submitted and approved

Works shall take place in accordance with the approved details.

REASON: In the interests of highway safety and to ensure that adequate facilities are available for the traffic attracted to the site during construction works having regard to Policy DM2 of the Local Plan Part 3 (Development Management Policies) and guidance in National Planning Policy Framework.

6. Highways

No other part of the development hereby approved shall be commenced until the

- a) access
- b) parking facilities
- c) commercial vehicle loading/unloading area
- d) visibility splays
- e) turning area
- f) access drive
- g) and access drainage

have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and shall thereafter be retained for that purpose at all times.

REASON: To ensure that adequate facilities are available for the traffic attracted to the site having regard to Policy DM2 of the Local Plan Part 3 (Development Management Policies) and guidance in National Planning Policy Framework.

7. Highways: off-site works

Prior to the development being brought into first use, details of off-site highway works for the provision of improved junction and access visibilities, improved passing opportunities , shall

be submitted to and approved in writing by the Local Planning Authority and shall have been constructed in accordance with the agreed details and made available for use. They shall thereafter be so retained.

REASON: To minimise the impact of the development on the highway network in accordance with Paragraph 32 of the National Planning Policy Framework.

8. Waste Management Plan

Not less than two months prior to a cessation in the use of the umbilical pipe arrangements for the spreading of waste in favour of off-site spreading, a revised and updated Farm Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Waste Management shall subsequently be implemented and so retained in accordance with the approved details and agreed timetable.

REASON: To prevent pollution to the water environment and also to minimise the impact of the development on the highway network in accordance with Paragraph 32 of the National Planning Policy Framework.

9. Environmental enhancement/biodiversity

Prior to first operational use of the building hereby approved, the applicants shall submit details to the Local Planning Authority of proposed environmental enhancement/biodiversity measures to be carried out within the site, and to include provision of bird and owl boxes, for its agreement in writing. Thereafter such measures shall be implemented within an agreed timescale and so retained.

REASON: In the interests of conserving and enhancing the biodiversity of the site through appropriate habitat creation having regard to Policy DM29 of the Local Plan Part 3 (Development Management Policies) and guidance in the National Planning Policy Framework.

Contact for any more information	Delwyn Matthews, Principal Planning Officer 01884 234394
Background Papers	None
File Reference	15/01996/MFUL
Circulation of the Report	Cllrs Richard Chesterton Members of Planning Committee