

## PLANNING COMMITTEE AGENDA – 20<sup>th</sup> April 2016

Applications of a non-delegated nature

### UPDATES

<u>Item No.</u>	Description
	<b>Agenda Item 5</b>
5.	<p><b>16/01604/MFUL</b> – Erection of 5 Poultry Units (5040 SQ.M) and Biomass Boiler Unit; Formation of Attenuation Pond, Access Track, and Hardstanding; Landscaping; and Associated Infrastructure – Land at NGR 288027 116786 (Gibbett Moor Farm) Templeton, Devon</p> <p>The following statements are an update to the Gibbett Moor Implications Report (12/04/2014), reason for refusal 5 ‘Cumulative Impacts’ Page 8.</p> <p>Following a request from Mid Devon District Council, Devon County Councils Highways Officer has consulted with colleagues covering North Devon, Exmoor National Park and Torridge regarding the cumulative impact of this proposal. Following discussions with these officers, Devon County Council had informally advised the existing chicken sheds within the area are not considered to produce transport movements that exceed that of normal agricultural practices, such as keeping cattle with fields. A formal response was received on the 18/04/2016, which is shown at the bottom of this update. Devon County Council Highways conclude that it would be unreasonable to assess the cumulative impact of this scheme, more than has already been considered.</p> <p>The planning office received a call on the 15/04/16 requesting consideration was made to a further chicken installation on Land adjacent to Fernley Farm as shown on the updated map Appendix 1. This site accommodates approximately 6000 chickens (per cycle). Chicken waste is removed from the site at the end of the cycle and spread on surrounding farmland. The site of this chicken installation is not on the proposed waste disposal route associated with Gibbett Moor Farm. It is considered by your officers that due to the small scale of the enterprise, it is unlikely to cause any cumulative impacts in relation to Gibbett Moor Farm.</p> <p>Considering the above information, the recommendations set out within the implications report remain unchanged.</p> <p>HIGHWAY AUTHORITY 18TH APRIL 2016 (By email) I have spoken to colleagues in the north area and can confirm that we would not look at the cumulative impact of the chicken farms on the area. It was also felt that to do so would necessitate that all applications would need to be considered for the cumulative impacts in the area not just Chicken farms but other development too both commercial and residential. This would be a significant undertaking and possibly unreasonable Therefore my comments below stand.</p> <p>HIGHWAY AUTHORITY 11TH APRIL 2016 (By email) The only ones I am aware of personally are Gibbets moor, Menchine, Tollgate and Edgeworthy. (albeit it is not on the map) I do not know about Beech Farm and Hollyfield, perhaps you can let me know the history. The question with this one is how long has it been in operation as to whether it was part and parcel of the transport assessment considerations of Menchine etc. Tollgate is a redesign and a lesser number of units than</p>

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consented and will not impact, Menchine will be serviced from the B3137, as will Edgeworthy. The other farms will need to be looked into as to whether or not they are connected to Menchine or the other AD plants, if they are not then the routes to their end user may be different and more over being separate applicants may not be reasonable for other developments to consider. For an example Little Rackenford, Higher Thorne Farm may use the link to A361 and not impact Nomansland, Horseford, and Stourton Barton and Stourton Lodge would be likely to use the B3137. The latter two would impact on Nomansland along the B3137 but not the wider network in the Templeton /Nomansland area. In which case the only consideration would be the cumulative impact of amenity on the B3137 and given the small number of movement chicken farms generate over the roads, general traffic generations may not be severe or significant. My initial thoughts are that from a highway movements perspective they would not be considered as cumulative, and unlikely to be a capacity issue and only amenity would be considered.

HIGHWAY AUTHORITY (NORTH DEVON AND EXMOOR NATIONAL PARK) 12TH APRIL 2016 (by email)

I recollect dealing with Higher Thorne, Rackenford (57838) and the subsequent discharge of conditions application (59081) which included a constriction management plan. It probably comes as no surprise to say I found the proposals acceptable as there is considered to be minimal traffic movements, contrary to local objector's views. Both applications were approved by the Local Planning Authority and are on north Devon's website.

Most of these applications I have dealt with in the past appear to be quite consistent with their operations and resultant vehicle movements which show no adverse movement and what we would typically expect for an agricultural type industrial process.

HIGHWAY AUTHORITY (TORRIDGE AND NORTH DEVON) 11TH APRIL 2016 (by email)

I've not dealt with any of these 4, but others closer to South Molton have very few traffic movements as you know – a few staff vehicles a day and large vehicles every few months. In general we deal with these using standing advice because they are so low generators and impact is no more that the agricultural use that the land would have if part of a farm.

Appendix 1 – Nearby Chicken Installations



