

Item No. 2

Application Reference Number P/20/1176/2

Application Type:	Full Planning Permission	Date Valid:	28/07/2020
Applicant:	Mr Phil Crawley		
Proposal:	Erection of agricultural building for rearing livestock (Accompanied by Environmental Impact Statement)		
Location:	Paudy View Farm Paudy Lane Seagrave		
Parish:	Seagrave	Ward:	Wreake Villages
Case Officer:	Shaun Robson	Tel No:	07864 603389

Background

This application has been brought to plans committee as it has been called in by Cllr Poland who has concerns about the proposal, specifically the additional traffic movements onto Berrycote Lane.

Description of the Application Site

The site is located within gently undulating countryside to the east of Loughborough. It is currently screened from the road by a field hedge which is set behind a grass verge.

The site forms part of a wider use consisting of three groups of poultry houses owned by Sunrise Poultry. There is a group of sheds at Seagrave Road in Sileby, where the main egg packing operation takes place, and a further group at Back Lane, Walton in the Wolds.

The site currently forms part of a field in agricultural use which is defined by hedgerows with trees, field boundaries and pockets of woodland in the local landscape.

Description of the Proposal

The application relates to the erection of a pullet rearing unit consisting of a purpose built poultry building. The proposed building will extend to 123m x 29m with an eaves height of 3.4m and a ridge height of 7.357m. The proposed building will accommodate 64,000 birds, reared from day old chicks to point of lay hens at 17 weeks. The development also incorporates four feed bins, gas tanks, backup generator, water tank, underground dirty water tank, hard standings and a new highway access onto Berrycott Lane.

The proposed development falls within the definition of Section 17a of Schedule 1 of the Environmental Impact Assessment Regulations 2017, 'Installations for the intensive rearing of poultry or pigs' as it exceeds the threshold of 60,000 hens as

defined in Section 17 part (a) and accordingly the application has been accompanied by an Environmental Statement (ES). The accompanying Environmental Statement discusses Odour, Flies, Waste and Vermin, Ammonia Deposition, Ecological Impacts, Flood Risk, Drainage and Protection of the Water Environment, Highways and Transportation Impacts, Landscape and Heritage Impacts. It concludes that none of these considerations would have a material impact on the environment or residential amenity.

The site would fall under the control of the Environment Agency under the Environmental Permitting Regulations (England and Wales) 2016, which require regulators to control certain activities that could harm the environment or human health.

The application includes the following supporting documents & plans:

- Application form
- Location Plan
- Site Plan
- Ancillary Structure Plan
- Elevations and Floor Plan
- Passing Places Plan
- Ammonia Report
- Hedgerow Assessment
- Transport Assessment
- Minerals Assessment
- Landscaping Proposals
- Flood Risk and Drainage Report
- Design and Access Statement
- Environmental Statement

Development Plan Policies

Charnwood Local Plan Core Strategy (adopted 9 November 2015)

Policy CS 1 – Development Strategy – Sets out a growth hierarchy for the borough that sequentially guides development towards the most sustainable settlements. This identifies Burton on the Wolds as an “other” settlement, (4th in a hierarchy of 5) where small scale development within limits to development is supported.

Policy CS 2 – High Quality Design – requires developments to make a positive contribution to Charnwood, reinforcing a sense of place. Development should respect and enhance the character of the area, having regard to scale, massing, height, landscape, layout, materials and access, and protect the amenity of people who live or work nearby.

Policy CS 6 – Employment and Economic Development – supports development that will promote growth, job opportunities and prosperity requirements of agriculture.

Policy CS 10 – Rural Economic Development – supports the sustainable growth and expansion of businesses in rural areas both through the conversion of existing buildings and well-designed new buildings provided that the scale and character of the development is designed and operated so as to cause no detriment to the character and appearance of the countryside.

Policy CS 11 Landscape and Countryside - seeks to protect the character of the landscape and countryside. It requires new development to protect landscape character, reinforce sense of place and local distinctiveness, tranquillity and to maintain separate identities of settlements.

Policy CS 12 – Green Infrastructure – states that we will protect and enhance our green infrastructure assets for their community, economic and environmental values.

Policy CS 13 Biodiversity and Geodiversity - seeks to conserve and enhance the natural environment and expects development proposals to consider and take account of the impacts on biodiversity and geodiversity, particularly with regard to recognised features.

Policy CS 16 Sustainable Construction and Energy - supports sustainable design and construction techniques.

Policy CS 25 Presumption in favour of sustainable development - echoes the sentiments of the National Planning Policy Framework in terms of sustainable development.

Borough of Charnwood Local Plan (adopted 12 January 2004) (saved policies)

Where they have not been superseded by Core Strategy policies previous Local Plan policies remain part of the development plan. In relation to this proposal the relevant ones are:

Policy CT/1 General Principles for areas of countryside - This policy defines which types of development are acceptable in principle within areas of countryside.

Policy CT/2 – Development in the Countryside – Sets out how development that is within the countryside will be assessed to ensure there is no harm to the rural character of the area.

Policy EV/1 Design – This seeks to ensure a high standard of design and developments which respect the character of the area, nearby occupiers, and which are compatible in mass, scale, layout, whilst using landforms and other natural features. Developments should meet the needs of all groups and create safe places for people.

Policy TR/17 The impact of Traffic on Minor Roads - Local Plan seeks to prevent development where it would result in significant change in the amount or type of traffic using rural roads.

Other material considerations

The National Planning Policy Framework (NPPF 2021)

The National Planning Policy Framework sets out the Government's view of what sustainable development means.

It is a material consideration in planning decisions and contains a presumption in favour of sustainable development. For planning decisions this means approving proposals that comply with an up to date development plan without delay. If the Development Plan is silent or policies most relevant to determining the application are out of date permission should be granted unless protective policies within the National Planning Policy Framework give a clear reason for refusal or any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the National Planning Policy Framework as a whole.

Section 2: Achieving sustainable development.

The National Planning Policy Framework sets out a presumption in favour of sustainable development. The framework identifies the economic and social roles of the planning system, both to build a strong responsive economy by ensuring land (and presumably buildings) are available in the right place at the right time, and supporting the health of the community by ensuring housing for present needs that has a high quality built environment, which encompasses social and cultural well-being. One of the principles of planning is to seek a good standard of amenity for all existing and future occupants of land and buildings. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Section 6: Building a strong, competitive economy

The National Planning Policy Framework, specifically Paragraph 85, states that decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

Planning Practice Guidance

This national document provides additional guidance to ensure the effective implementation of the planning policy set out in the National Planning Policy Framework.

Leicestershire Highways Design Guide

The Leicestershire Highways Design Guide deals with highways and transportation

infrastructure for new developments. It replaces the former 6C's Guidance.

Leicestershire Minerals and Waste Local Plan (LMWLP)

The Leicestershire Minerals and Waste Local Plan deals with the allocation and protection of mineral sites and provides policies for assessing both mineral and waste planning applications.

Policy M11 (Safeguarding of Mineral Resources) – protects identified resources from permanent sterilisation by other development.

Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 provide for the submission of an Environmental Statement for certain types of development. The Regulations prescribe the types of development for which EIA is mandatory (Schedule 1 Development). Regulation 17a provides for mandatory EIA with all proposals which exceed 60,000 hens. The Environmental Impact Assessment Regulations set out the parameters, procedures and Regulatory detail associated with the screening, scoping and preparation of an Environmental Statement and consideration of significant environmental impacts of development.

Conservation of Habitat and Species Regulations 2010 (as amended)

The Council as local planning authority is obliged in considering whether to grant planning permission to have regard to the requirements of the Habitats Directive and Habitats Regulations in so far as they may be affected by the grant of permission. Where the prohibitions in the Regulations will be offended (for example where European Protected Species will be disturbed by the development) then the Council is obliged to consider the likelihood of a licence being subsequently issued by Natural England.

Protection of Badgers Act 1992

Badgers are subject to protection under the above Act. This Act includes various offences, including wilfully killing, injuring or taking a badger or deliberately damaging a badger sett. A licence is required from Natural England where development proposals may interfere with badger setts.

Equality Act 2010

Section 149 places a statutory duty on public authorities in the exercise of their functions to have due regard to the need to eliminate discrimination and advance equality.

The Draft Charnwood Local Plan 2019-36

This document has reached the Preferred Options Consultation stage, and went out for public consultation between 4 November 2019 and 16th December 2019. This

document sets out the Council's draft strategic and detailed policies for the plan period 2019-36. This document carries very limited weight at the current time.

Consultation Responses

The table below sets out the responses that have been received from consultees with regard to the application. Please note that these can be read in full on the Council's website www.charnwood.gov.uk

Consultee	Response
Leicestershire Lead Local Flood Authority – LCC	The proposals are considered acceptable to the LLFA but advises planning conditions securing site drainage be attached to any permission granted.
Leicestershire County Council, (LCC) - Minerals	The application site falls within a Mineral Consultation Area (MCA) for Gypsum and therefore Policy M11 (Safeguarding of Mineral Resources) from the Leicestershire Minerals and Waste Local Plan (LMWLP) applies. The minerals assessment submitted with the application confirms that the site potentially contains approximately 64,000 cubic metres of gypsum and the development would result in the sterilisation of this gypsum. However, given the proximity to other existing buildings and the relatively small scale of the development the Mineral Planning Authority does not object.
Environmental Protection - CBC	Is satisfied with the environmental statement, odour and noise study's conclusions that the risk to nearest residential receptors will be low. No objection to the development in principle, but recommends a condition to prevent stockpiling of manure on site or spreading of manure around the vicinity of the farm, to minimise odour impact.
Environment Agency	No objection to the application.
Leicestershire County Council, (LCC) - Highways	Advises the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 109 of the National Planning Policy Framework (2019), subject to the use of appropriate conditions.
Seagrave Parish Council	Raises concerns at how it is intended to ensure that HGV's travelling to the site do not access the site via the A46 Seagrave junction. This would lead to them coming through the village of Seagrave and going up Berrycote Lane to access the site.

Ward Councillor Poland	Raises concerns about traffic going onto Berrycote Lane (which is a single track road) and called in the application asking if Traffic can be routed via Paudy Lane instead and questioning the Highway Authority's view on the use of HGV's on a single track lane.
Charnwood Biodiversity	No objection to the proposal subject to an enhancement being created across the wider holding.
Charnwood Landscape	The positioning of the building creates a more prominent feature within the wider landscape. An opportunity may exist to accommodate additional feature to soften the impact of the building.

Other Comments Received

5 objection letters have been received from local residents. The list below summarises the areas of concern that have been raised by residents with regard to the application. Please note that residents' comments can be read in full on the Council's website www.charnwood.gov.uk

- Impact of HGVs from the new development will lead to further violation of the weight limit on the village roads
- Serious problem through the village due to the weight limit being ignored.
- Berrycott Lane is a very narrow single track lane and cannot accommodate the additional traffic
- The poultry house will be sited at an elevated level and would be visually obtrusive in terms of size, scale, and design, creating an adverse environmental impact that would not comply with the principles of CT/1 or CT/2
- The development will cause material harm to the character and appearance of the countryside

Planning History

Recent planning history of note for the application site are as follows:

P/14/0707/2	Erection of a free-range poultry building and 4 food silos
P/13/0655/2	Retention of dwelling with amendments to fenestration (P/11/0254/2 refers)
P/11/0254/2	Erection of 1 agricultural dwelling. (Revised scheme P/10/2548/2 refers)

Consideration of the Planning Issues

The main issues to be considered in the determination of this application are:

- Principle of development

- Design and the Impact on the character of the landscape and countryside
- Environmental impact in terms of odour, flies, noise and ammonia
- Impact on Ecology
- Highway Safety
- Other Matters

Principle of the proposed development

The starting point for decision making on all planning applications is that they must be made in accordance with the Development Plan unless material considerations indicate otherwise. Policies in the adopted Core Strategy and the saved policies in the Borough of Charnwood Local Plan and policies contained in the Leicestershire Minerals and Waste Local Plan (LMWLP) are therefore the starting point for consideration.

Policy CT/1 supports small scale new development essential to the efficient long term operation of agriculture. Policy CS10 of the Core Strategy (2015) supports the sustainable growth, and expansion, of businesses in rural areas and supports farm diversification whereby farming remains the dominant element of the business. Section 336 of the Town and Country Planning Act 1990 defines 'agriculture' as including: "the breeding and keeping of livestock (including any creature kept for the production of food...". The keeping of poultry for egg production accordingly falls under the definition of agriculture.

It is understood that the new building is required to help improve the sustainability of the egg production unit by developing a pullet rearing facility in order to allow for the replacement of laying stock. Currently, the business purchases its replacement pullets from rearing farms in Yorkshire and Scotland. In order for the farm to remain commercially viable, in the long term, it is accepted that there is a need for this building in order to achieve that strategy.

The application site falls within a Mineral Consultation Area (MCA) for Gypsum and therefore Policy M11 (Safeguarding of Mineral Resources) from the Leicestershire Minerals and Waste Local Plan (LMWLP) applies. The minerals assessment submitted with the application confirms that the site potentially contains approximately 64,000 cubic metres of gypsum and the development would result in the sterilisation of this gypsum. However, given the proximity to other existing buildings and the relatively small scale of the development, the Mineral Planning Authority does not object to the proposal.

The proposal is therefore considered to be appropriate in scale for the agricultural use and is accepted as being essential for the long term efficiency of the farm business. The size of the building will not detrimentally impact on the minerals resources within the area. Accordingly, it is considered to comply with CT/1, and CS10 of the Core Strategy and Policy M11 of the Minerals and Waste Local Plan (LMWLP) providing it does not have a significant adverse environmental impact. This is discussed below under headings relating to the specific areas of potential impact.

Design and the Impact on the Character of the Landscape and Countryside

Local plan policies CT/2 and CS11 requires new development to protect landscape character and the rural tranquillity of the countryside. Policy CS10 in addition to CS11 and CT/2 also supports rural economic development, particularly agricultural diversification providing that it does not have a detrimental impact on the character and appearance of the countryside. Paragraph 85 of the National Planning Policy Framework also supports local businesses in rural areas and recognises that developments are often located remote from settlement boundaries in locations that are not well served by public transport. It also recognises that development should be sensitive to the surrounding area and not have an unacceptable impact on local roads.

Policy CS2 and EV/1 require a good standard of design that responds positively to its context. The shed, whilst relatively large, is agricultural in nature and of familiar design not out of place to this rural setting.

The landscape within the immediate area is characterised by an undulating landform interspersed with hedgerow, occasional trees and infrequent rural dwellings or farming structures. Berrycote Lane, a tranquil country lane runs along a ridge affording good vantages for the wider landscape across the Wolds and to the uplands of Charnwood Forest.

Representations raise concerns about the visual impact of the proposal in the landscape and it is the case that the proposed poultry shed would be sited in an area which is more elevated than the existing sheds. The proposed poultry shed would be visible along Berrycote Lane and would intersperse the views to the wider countryside. The proposal would be viewed in combination with the current built form within a localised area of the landscape. The existing sheds are further away and visible albeit partially screened

The proposal has been accompanied by a Landscape Visual Impact Assessment (LVIA) which is referenced and read in conjunction with the Environmental Statement. The assessment selected five viewpoints (VP) within the accompanying Landscape Visual Impact Assessment, namely:

- Access to bridleway from Paudy Lane, 0.29km to the south of the application site;
- Access to Public Right of Way (PRoW) from Berrycote Lane, 0.03km to the north west of the application site;
- Berrycote Lane, 0.34km to the north east of the site;
- Route with public access, 0.41km to the north east of the application site; and
- Route with public access, 0.34km to the north east of the application site.

The combined effect of the proposed development with that of the existing sheds cannot be readily mitigated. However, it is considered that the enhancement of the hedgerow along Berrycote Lane, through additional planting to add to the screening provided by the existing hedgerow, will eventually lessen the impact. The inclusion of tree planting adjacent to the hedgerow will assist in the restoration of the historic tree

lined hedgerow and the eventual integration of the application site into the wider area.

Whilst the building cannot be readily integrated into the surrounding area, the use of existing and proposed landscaping and the sensitive choice of material and colour to the external finishes results in the proposal not causing an unacceptable harm to the character and appearance of the countryside and its landscape setting to an extent that would sustain a reason to refuse the application. Therefore, it is considered the proposal broadly complies with policies CT/2 and CS11.

Environmental impact in terms of odour, noise and ammonia

Odour

The closest residence not associated with the poultry unit is New York Farm, which is approximately 280 m to the east-south-east of the proposed pullet rearing house. There are also residences at The Lodge, which is approximately 400 m to the south-west of the closest existing poultry house and Walton Thorns, a farmstead that is approximately 450 m to the north of the proposed pullet house.

The odour modelling submitted predicts that the proposed pullet chicken rearing house, along with the existing free range egg-laying chicken houses at the farm, would increase odour. The modelled odour exposure is stated as marginally exceeding the Environment Agency's benchmark for moderately offensive odours (a 98th percentile hourly mean of 3.0 ouE/m³ over a one year period) at one residence, the farm house at Paudy View Farm. At all of the discrete receptors included in the modelling not associated with Paudy View Farm, the predicted odour exposure would be below the Environment Agency benchmark.

The findings of the Environmental Statement and odour modelling are not disputed by the Council's Environmental Health Officer. It is also recognised that the Environment Agency permit, which has been obtained by the applicant, provides additional controls over the way the use operates and including waste management.

Accordingly, it is not considered that the proposal would give rise to unacceptable levels of odour. It is therefore considered that the proposal would not result in unacceptable adverse impact on amenity of residential properties within the sites locality and therefore does not conflict with policies CS2 and EV/1 in respect of residential amenity.

Noise

The submitted Environmental Statement (ES) states that the proposed development involves limited noise generation.

A noise survey has been conducted to determine the typical background noise levels at the nearest dwellings (280m and 400m) to the proposed pullet rearing unit at Paudy View Farm, off Paudy Lane. The extract fan and transport noise (HGV movements and loading/unloading using a forklift within the concrete apron) as a result of the proposed development have been assessed in accordance with

BS4142:2014. The noise impact of the extraction fans and transport activities during the day will be low and during the evening and night the aggregate Rating Levels of the extract fans are more than 10dB below the typical background noise levels, which indicates a negligible noise impact.

The supporting information, within the Environmental Statement, concludes that the proposed development will not result in an adverse noise impact at the nearest dwellings. The Council's Environmental Health officer has assessed the development and has not raised issue with any potential noise issues.

Ammonia

The submission has been accompanied by a report, as part of the Environmental Statement, on the modelling of the dispersion and deposition of ammonia from the proposed unit. The rates from the proposed pullet rearing unit have been assessed and quantified based upon the Environment Agency's standard ammonia emission factors. The submitted reports conclude that the emission rates will be lower than the Environment Agency's lower threshold. Based on this it is not considered that ammonia levels would have an adverse environmental impact sufficient to justify refusing planning permission on amenity grounds.

It is not considered, therefore, that the proposal would give rise to an odour or noise nuisance that would justify refusal of planning permission and therefore the proposal is not considered to conflict with policies CS2 or EV/1.

Ecology

Policy CS13 seeks to conserve and enhance the natural environment with regard to biodiversity and ecological habitats. The Council's Senior Ecologist raises no objection to the proposed development, subject to the imposition of a planning condition to mitigate any potential biodiversity loss. It is considered, therefore, based on the provision of the condition that the proposal accords with policy CS13 in respect of biodiversity and ecology.

Highway Safety

Saved Policy TR/17 of the Charnwood Local Plan seeks to prevent development where it would result in significant change in the amount or type of traffic using rural roads. Paragraph 111 of the NPPF states that new development should only be resisted on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

The applicant has advised the proposals would generate a vehicular flow in line with the predicted flock cycle of the birds (every 17 weeks). The generation equates to 124 vehicle movements throughout the 17 week cycle by either goods vehicles or tractor and trailers. These movements equate to an average of 1 movement per day. In addition to this, there will be staff movements, and visitors such as vets and inspectors, with such movements generally taking place in cars or vans.

The applicant has confirmed that the new access proposed equates to a 7.3 metres wide carriageway, and with a 15.0 metres control radius on its northern side, and a 6.0 metres control radius on its southern side.

Respondents have raised concerns about HGV movements along a single track road and Cllr Poland has asked if Paudy Lane could be considered instead. However, the local planning authority is obliged to consider the proposals in the planning application that has been submitted to it rather than any other. The Local Highway Authority has considered the proposal and concluded that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe.

Therefore, subject to the imposition of planning conditions recommended by the Local Highway Authority, it is not considered this development will have a severe impact on the highway in accordance with Paragraph 111 of the NPPF and therefore a reason for refusal on such grounds could not be sustained under Policy TR/17

Conclusion

Decisions on applications need to be made in accordance with the adopted development plan policies unless material considerations indicate otherwise.

The method of assessment contained in the Environmental Statement is considered sound and robust. The potential significant adverse environmental effects have been appropriately addressed and can be adequately mitigated, subject to the recommended planning conditions and other pollution control regimes.

The Environmental Statement discusses Odour, Ammonia Deposition and Ecological Impacts. It concludes that none of these considerations would result in significant adverse effect on health or the environment. It is accepted that the proposal would have an effect on the landscape. However, this impact can be mitigated in part and would be localised to areas within and immediately adjacent to the site.

The proposal accords with the advice given in the NPPF, specifically paragraph 85, relating to the growth of the rural economy. In addition to policy CS10 of the Core Strategy, it is considered that as the proposal is suitable in terms of scale, essential for the long term operation of agriculture and, (providing correct management procedures are followed), without an adverse environmental impact that it complies with the principles of CT/1. There would be no unacceptable or significant material harm to the character or appearance of the countryside in the long term and accordingly compliance with CT/2 is achieved. The EIA reveals that there would not be a threat to the health or general amenity of nearby residents or ecology meaning that the proposal meets CS2 and CS13. There is nothing to suggest that the proposal would lead to unsafe operation of the road network and accords with the NPPF and policy TR/17 in this regard.

Accordingly, it is recommended having regard to the above considerations that planning permission is granted conditionally.

RECOMMENDATION

That planning permission be granted for the development subject to the following Conditions and Reasons why they have been imposed:

1.	<p>The development, hereby permitted, shall be begun not later than 3 years from the date of this permission.</p> <p>REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2.	<p>The development hereby permitted shall be carried out and the use operated only in accordance with the details and specifications included in the submitted application and as shown on the drawings below:</p> <ul style="list-style-type: none"> • Location Plan – IP/PC/01 Revision A • Site Plan – IP/PC/02 A • Elevations and Plan – IP/PC/03 • Ancillary Structures – IP/PC/04 • Passing Places – IP/PC/05 • Environmental Statement – February 2021 • Environmental Statement – Appendix 2 – Location Plan • Environmental Statement – Appendix 3 – Noise Assessment • Environmental Statement – Appendix 4 – Odour Assessment • Environmental Statement – Appendix 5 – Ecology Report • Environmental Statement – Appendix 6 – Ammonia Report • Environmental Statement – Appendix 7 – Flood Risk Assessment <p>REASON: For clarity and the avoidance of doubt and to define the terms of the permission</p>
3.	<p>Only those materials and finishes specified in the application shall be used in carrying out the development hereby permitted.</p> <p>REASON: To make sure that the appearance of the completed development is satisfactory in accordance with Policies CS2 and CS11</p>
4.	<p>Notwithstanding what is shown on the approved plans, within three months of commencement of development, exact details of the location, scale, appearance and material of all boundary treatments and fencing shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out and maintained in the approved form.</p> <p>REASON: To ensure the satisfactory appearance of the development in accordance with policies CS2 and CS11.</p>
5.	<p>No use of the building shall take place until a written plan detailing the frequency and method of manure handling and removal, and a Fly Monitoring and Management plan has been submitted to and approved in writing by the Local Planning Authority. The approved plans shall thereafter be implemented while the unit is in use.</p>

	<p>REASON: To ensure that manure is removed from site and fly levels do not reach a level where they are harmful to the amenity of nearby residents.</p>
6.	<p>No part of the development shall be occupied until such time as the offsite works shown on Ian Pick Associates Ltd Drawing Number IP/PC/05 have been implemented in full.</p> <p>REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).</p>
7.	<p>No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.</p> <p>REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.</p>
8.	<p>No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Ian Pick Associates Ltd Drawing Number IP/PC/02A have been implemented in full.</p> <p>REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).</p>
9.	<p>The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 15 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.</p> <p>REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).</p>
10.	<p>Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 20 metres of the highway boundary and hung to open away from the highway.</p> <p>REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the</p>

	public highway in accordance with the National Planning Policy Framework (2021).
11.	<p>No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by the Local Planning Authority.</p> <p>REASON: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.</p>
12.	<p>No development approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by the Local Planning Authority.</p> <p>REASON: To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems though the entire development construction phase.</p>
13.	<p>No development approved by this planning permission shall take place until such time as infiltration testing has been carried out (or suitable evidence to preclude testing) to confirm or otherwise, the suitability of the site for the use of infiltration as a drainage element, has been submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy.</p>
14.	<p>No development approved by this planning permission shall commence until an Ecological Mitigation Strategy has been submitted to and agreed in writing by the Local Planning Authority. As a minimum these details shall include:</p> <ol style="list-style-type: none"> 1) The retention and enhancement of ecological features across the wider holding. 2) Prior to the occupation of the building, a Biodiversity Management Plan (BMP) will be prepared and implemented. <p>The development shall be carried out and retained thereafter in accordance with the approved details.</p> <p>REASON: To ensure the design and construction of the development does not result in the loss of any biodiversity features, habitats or protected species in accordance with Policy CS13 and the NPPF</p>

Informative Note(s):

1. Planning Permission has been granted for this development because the Council has determined that it is generally in accordance with the terms of Development Plan policies CS1, CS2, CS3, CS11, CS13, CS14, CS16, CS24, CS25, ST/2, CT/1, CT/2, EV/1, TR/18, WV1, WV2, WV3, WV5, WV6, WV7, WV8, WV10, WV11, WV12, WV14, WV15 and WV16. Because the benefits of the proposal are not significantly and demonstrably outweighed by the harm

identified. There are no other issues arising that would indicate that planning permission should be refused.

2. The Local Planning Authority has acted pro-actively through early engagement with the Applicant at the pre-application stage and throughout the consideration of this planning application. This has led to improvements with regards the development scheme in order to secure a sustainable form of development in line with the requirements of Paragraph 38 of the National Planning Policy Framework (2021), and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.
3. Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
4. The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year return period event plus an appropriate allowance for climate change, based upon the submission of drainage calculations. Full details for the drainage proposal should be supplied including, but not limited to; construction details, cross sections, long sections, headwall details, pipe protection details (e.g. trash screens), and full modelled scenarios for the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change storm events.
5. Details should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.
6. The results of infiltration testing should conform to BRE Digest 365 Soakaway Design. The LLFA would accept the proposal of an alternative drainage strategy that could be used should infiltration results support an alternative approach.

