

Reference: 12/00676/FUL
Date Submitted: 27.09.2012
Applicant: Mr M Woods
Location: Barn Lodge Farm, Saltby Road, Croxton Kerrial, NG32 1QG
Proposal: Erection of 4 poultry units, 8 feed silos, formation of private service carriageway and landscaping

Introduction:-

The application site occupies an area of 2.6 hectares including the access to the Croxton Road on a site that is situated within the open countryside. The proposal relates to the erection of 4 additional poultry units to house an additional 149,888 birds (37,472 per unit) and 8 feed silos. These will accompany the two existing poultry units, which also each contain 34,500 birds, thereby increasing the number of birds associated with the Barn Lodge Farm complex to 218,888. The existing access is to be improved and additional landscaping is proposed to the southern and eastern boundaries in the form of deciduous trees to continue the tree belt already provided to the south. Due to the size of the operation, the development proposal has been supported with an Environmental Statement, Noise Impact Analysis, Flood Risk Assessment, Air Quality Assessment, Archaeology Assessments and Ecology and landscape Surveys.

It is considered that the main issues relating to the proposal are:-

- **Impact upon the character of the landscape**
- **Impact upon highway safety**
- **Impact upon residential amenity**

The application is presented to Committee as it is a major application which has attracted a large number of representation from the local residents.

Relevant History:-

97/00138/FUL Planning permission granted for the erection of two poultry broiler houses.

Melton Local Plan (saved policies):

Policy OS2 - carries a general presumption against development outside town and village envelopes except in certain instances such as development essential for agriculture and forestry, small scale employment, tourism and recreation development, development for statutory undertakers and telecommunications operators, changes of use of existing buildings and affordable housing.

Policy BE1 - allows for new buildings subject to criteria including buildings designed to harmonise with surroundings, no adverse impact on amenities of neighbouring properties, adequate space around and between buildings, adequate open space provided and satisfactory access and parking provision.

Policy C3 describes the circumstances in which agricultural buildings are permissible and states that planning permission for agricultural buildings outside the town and village envelopes will be granted provided:-

- the building is reasonably necessary for agriculture and would not occupy a prominent position in the landscape which in itself could not be ameliorated by tree planting or other suitable methods of screening;
- the size, scale, design and construction materials of the building are appropriate to its setting and specific use;

- the development would not cause loss of amenities through unacceptable noise, smell, dust or other forms of pollution;
- there would be no significant adverse effects on residential amenities;
- satisfactory access and parking is provided to accommodate the level and type of traffic likely to be generated.

Policy C4 – allows for the erection of agricultural buildings providing they are within existing groups of buildings and amongst other things will not have a detrimental impact upon the rural character of the area, would not cause loss of amenities through unacceptable noise, smell dust or other forms of pollution and that there will be no adverse effects on residential amenities or highway safety.

Melton LDF Core Strategy: seeks to support development which enables those who earn a living from, and help to manage the countryside, to continue to do so, while also protecting the countryside for its own sake. Development in the countryside will therefore be limited. Agricultural uses are acceptable.

There are a number of policy objectives contained within the Core Strategy which apply to this proposal and will attract some weight given its close reflection to the NPPF.

Policy CS9 Rural Economic Development seeks to support and help regenerate the Boroughs rural economy. Through allowing small-scale expansion or intensification of businesses in the countryside, which are not detrimental to their rural location. In regards to tourism and leisure activities they should be sensitive to the character of the area.

Policy CS13: Countryside seeks to protect the rural environment by requiring development to be of a high standard which respects the character of its location; surroundings, and setting. The form and appearance of development should reinforce its sense of place and take into account the Melton Landscape Character Assessment.

The Melton Landscape and Character Assessment: The assessment identifies 20 Landscape Character Areas within the Borough. New development in the rural area, for whatever purpose it may be for, should be appropriate in scale, design and environmental limitations when weighed against the benefit of the development proposed. Negative impacts on sensitive and historic landscapes, including buildings and structures, are generally not acceptable. Where such impacts occur it is expected that suitable mitigation measures to form part of the development package.

Regional Spatial Strategy

Policy 1 of the Regional Plan seeks to ensure that development within the east midlands is sustainable. It sets out Regional Core Objectives which should be met through LDFs and planning applications. The following parts of Policy 1 should be taken into account.

- e) To improve accessibility to jobs, homes and services through the:
 - promotion and integration of opportunities for walking and cycling;
 - promotion of the use of high quality public transport; and
 - encouragement of patterns of new development that reduce the need to travel.

- h) To reduce the causes of climate change by minimising emissions of CO2 through:
 - maximising 'resource efficiency' and the level of
 - renewable energy generation;
 - making best use of existing infrastructure;
 - promoting sustainable design and construction; and
 - encouraging patterns of new development that reduce the need to travel.

Policy 2 promotes better design including design and construction that minimises energy use, uses sensitive lighting, improves water efficiency, reduces waste and pollution, incorporates renewable energy technologies and sustainably sourced materials wherever possible, and

considers building orientation at the start of the design process. New development should also take account enhancement of biodiversity and landscape quality.

Policy 3 of the regional plan sets the approach to distribution of new development across the East Midlands. It concentrates new development and economic activity in and adjoining existing urban areas. At the regional level this sees a major proportion of the new growth required being concentrated in and adjoining the three conurbations of Leicester, Nottingham and Derby. Development of a lesser scale is directed to Sub-Regional Centres such as Melton Mowbray, whilst other settlements should receive development to meet their need. In assessing the suitability of sites development priority should be given to making the best use of previously developed land and vacant or under-used buildings in urban or other sustainable locations.

Policy 12 states that employment and housing development should be located within and adjoining settlements. Such development should be in scale with the size of those settlements, in locations that respect environmental constraints and the surrounding countryside, and where there are good public transport linkages.

Policy 19 focuses employment development on the areas of greatest identified need. The Policy priorities the Sub Regional Centres as the primary location for new economic development (Melton Mowbray) as says that development should be located in accordance with the urban concentration strategy as set out in Policy 3.

Planning Policies:-

The National Planning Policy ‘Framework’ introduces a ‘presumption in favour of sustainable development’ meaning:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.

The NPPF offers direction on the relative weight of the content in comparison to existing Local Plan policy and advises that whilst the NPPF does not automatically render older policies obsolete, where they are in conflict the NPPF should prevail. It also offers advice on the weight to be given to ‘emerging’ policy (i.e the LDF) depending on its stage of preparation, extent of unresolved (disputed) issues and compatibility with the NPPF.

The NPPF introduces three dimensions to the term Sustainable Development: Economic, Social and Environmental: It also establishes 12 core planning principles against which proposals should be judged. Relevant to this application are those to:

- Proactively support sustainable economic development to deliver business and industrial units,
- Promoting sustainable transport
- Supporting a prosperous rural economy
- Effective use of brownfield land

On Specific issues relevant to this application it advises:

Building a strong competitive economy

- Planning should do “everything it can” to encourage growth, not prevent it and should plan proactively to encourage economic growth
- Significant weight should be given to the need to support economic growth

Sustainable Transport:

- Safe and suitable access to the site can be achieved for all people.
- Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

Prosperous Rural Economy

- Support the sustainable growth and expansion of all types of business and enterprise in rural areas, both new buildings and conversions.

This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. (NPPF para. 12)

Consultations:-

Consultation reply	Assessment of Head of Regulatory Services
Highway Authority – No objections subject to conditions relating to the access widening, vehicle gates being set back and improved visibility splays out of the site	<p>The site is in an existing use as a poultry farm with access from Saltby Road. This access is to be improved in accordance with highways standards. Whilst the traffic movements will increase from this site the Highways Authority have stated that the movements will not amount to a material increase in traffic. According to the figures provided within the Environment Impact Assessment the traffic movements' amount to five HGV movements a day. This is considerably less than the movements typically given for farm traffic, which is usually between 20 to 40 per day.</p> <p>Access to the site is from the A607 with the turning onto Saltby Road being within the village of Croxton Kerrial. The Highways Authority have not objected to the proposal and whilst the increase in traffic movement is a genuine concern of the residents the proposal is considered to not have a material increase in traffic to warrant a refusal in this location.</p>
Travel Choice and Access Team – Public Rights of Way. The proposed development site dose not affect any recorded public rights of way. The nearest public footpath, G19, leaves the highway opposite the site and runs north away from the site and the village. The officer is satisfied that the development will not have an impact on the use and enjoyment of the path and therefore no comments to make.	Noted.
Environment Agency – No objections subject to conditions to control, potential contamination, and surface water management. It is noted the plan to spread manure on the local arable fields. As per DEFRA's Code of Good Agricultural Practice, it is recommended that spreading is not undertaken/kept to a minimum during periods of heavy rain or when there is ground frost. Ideally, spreading should be	Noted. Matters relating to the increased ammonia emissions, noise, dust, odour, and discharges of roof water to ground from the site will need to be addressed in line with 'How to Comply Version 2', Best Available Techniques, and the issued Permit, to protect local wildlife sites, the environment, and human dwellings. This is covered under separate legislation and are not matters related to the planning process.

<p>ploughed into the fields and a buffer zone of 10-15m provided for the woodlands, hedges, watercourses and/or ditches.</p> <p>The site currently has an Environment Permit for the existing 2 units and this will need to be modified to take into account the additional four.</p>	
<p>Melton Borough Council Environment Health Officer : No objection</p> <p>The site will be permitted by the Environment Agency which will control matters arising as a result of that process which will prevent a nuisance from Odour, Dust and Ammonia.</p> <p>Air Quality and Fly Nuisance</p> <p>The Air Quality Assessment prepared by AEA in respect of the application has been considered and accepted.</p> <p>This assessment considers the effects of the increase in pollution emission from the Barn Lodge Farm site arising from the proposed increase in bird numbers from 69,000 to 205,000 birds. The report also takes into account the revised bird number of 218,888.</p> <p>It is concluded that the impact of ammonia, odour, PM10 and PM2.5 will not exceed the relevant benchmarks, and the proposed development will therefore have no significant adverse effects on air quality.</p> <p>Noise</p> <p>The Noise Impact Analysis prepared by S&D Garritt Ltd is accepted the comments in the Summary and Conclusion as follows:</p> <p>1.5 The conclusion of a BS 4142 rating is that ‘complaints are unlikely’ at these dwellings during the daytime. At night the noise rating levels and the background levels are both “very low” by the definition of BS 4142 such that its method is unsuitable for use.</p> <p>1.6 It is suggested that an alternative assessment method is to interpret the predicted outdoor sound levels into indoor sound levels inside the dwellings at night. The indoor levels caused by the proposed poultry houses are predicted at 4 dB LAeq at night inside the nearest dwellings with open windows. This value is well within the usual acceptance standards and will be entirely inaudible indoors.</p> <p>It is noted in paragraphs 1.1 and 5.1 that the</p>	<p>Noted.</p> <p>Matters relating to fly nuisance arising from the development is covered under separate legislation relating to the Environment Permit issued by the Environment Agency.</p> <p>The site is required to modify the existing Environmental Permit to take into account the increase in productivity. The design of the buildings and the submitted noise reports advises that the noise levels from the roof fan will not be above 64dB LAeq at 1m and a condition could be imposed to ensure that the levels are not exceeded. It is understood that the output of any tonal quality to the noise arising from the fans is likely but would vary depending on the make, model and speed of operation. It is therefore recommended that the applicant have regard to the potential for a tonal quality in the noise from the fans with a view to utilising a make and model likely to produce a minimal tonal effect. A condition could be imposed to require the details to be provided prior to installation in the interest of protecting residential amenity.</p>

<p>maximum specific noise level allowed for the fans is 64dB LAeq at 1m. Noise arising at the site will be controlled under the permitting process.</p> <p>Waste</p> <p>In respect of waste from the site conditions should be imposed to ensure that waste is stored and disposed on in such a manner that it does not give rise to a nuisance.</p> <p>To prevent spillage onto the highway which has been the source of complaint recently all trailers and vehicles of any description used to transport waste from the site along any public highway should be covered or sheeted; or the waste so contained by such other means that it is prevented from spilling onto the highway.</p>	<p>The applicant has confirmed the current arrangement for the disposal of poultry waste is that it is transported to Home Farm which has an area of approximately 4000 acres and spread upon the land as fertiliser. Prior to spreading, the waste is stored within a building at Salisbury Plane situated between the villages of Knipton and Croxton Kerrial which is a good distance from the poultry farm and villages. In order to address residents concerns in the interest of residential amenity it is suggested that condition be imposed to ensure transport of the waste is covered to prevent spillage through the village. The applicant has agreed to this condition being imposed.</p> <p>The application has been supported with a number of documents for consideration to assist with determining the proposals impact upon the environment. Many of the processes to be carried out on the site will be dealt with by the means stipulated within the Environmental Permit. No objection has been received by the Environment Agency or the Councils Environment Health Officer.</p>
<p>English Heritage – No objections</p> <p>It is noted that the EIA contains as requested by English Heritage an assessment of the historic environment issues with regard to this application. English Heritage do not wish to make detailed additional comments in this case and refer you to the County Council Development Control Archaeologists for detailed guidance with regard to planning conditions and to local and national planning policy and guidance in particular as set out in the relevant sections of the NPPF with regard to the mitigation of archaeological impacts.</p>	<p>Noted. (see below)</p>
<p>Leicestershire County Council Archaeologist: No objection Subject to conditions.</p> <p>The Leicestershire and Rutland Historic Environment Record (HER) and the information in the accompanying Desk-Based Assessment shows that the application site lies in an area of archaeological interest. The area lies adjacent to an area where Prehistoric and Roman material has been discovered (HER ref. MLE8647, MLE15875), which possibly represents settlement, although currently there is insufficient</p>	<p>Following the response from the LCC Archaeologist, the applicant has provided a Written Scheme of Investigation outlining the findings of the trial trenching on the site as requested. The finds were mostly negative but with Roman remains found on one part of the site. In order to protect the historic importance there will need to be a targeted strip of the area subject of archaeological interest, or some appropriate management of the remains to protect them in situ.</p>

<p>information to assess the nature and extents of this activity. The site also lies close to an extensive prehistoric landscape which lies to the east; these include King Lud's entrenchments which is a Scheduled Monument. There is also extensive evidence for further prehistoric activity to the east including cropmarks (MLE17669) and a Bronze Age pit alignment which is 240m to the south-east (MLE17670). Consequently, there is a likelihood that buried archaeological remains will be affected by the development, but there is currently insufficient information to assess an appropriate mitigation strategy.</p> <p>The applicant is requested to complete an Archaeological Impact Assessment of the proposals. This will require provision by the applicant for:</p> <p>A field evaluation, by appropriate techniques including trial trenching, if identified necessary in the assessment, to identify and locate any archaeological remains of significance, and propose suitable treatment to avoid or minimise damage by the development. Further design, civil engineering or archaeological work may then be necessary to achieve this.</p>	<p>Archaeological potential of the site can be secured through conditions and no objection has been received by the County Archaeology department.</p>
<p>Natural England:</p> <p>The ecological survey submitted with this application has not identified that there will be any significant impacts on statutorily protected sites, species or on priority Biodiversity Action Plan (BAP) habitats as a result of this proposal.</p> <p>When considering this application the council should encourage opportunities to incorporate biodiversity in and around the development in accordance with Paragraph 118 of the NPPF.</p>	<p>Noted. The applicant will be planting more trees around the site along the eastern and southern boundary.</p>
<p>LCC Ecology:</p> <p>The ecology survey submitted in support of the application (Scarborough Nixon Associates, February – July 2012) is satisfactory. No evidence of protected species was found within the application site and the site was considered to be sub-optimal to support protected species.</p> <p>We are pleased to see that the proposed development includes planting of trees to the south and east of the site. We welcome this and would recommend that trees of local provenance are used.</p>	<p>Noted.</p>
<p>Croxton and Branston Parish Council – Object Impact upon Highway Safety</p>	<p>There is no doubt that with the increase in use of the site the traffic movements will also increase through the village which has the main A607</p>

<p>Increase in traffic movements which would have an impact upon the residents of Croxton Kerrial</p> <p>Impact upon highway safety for cyclist and particular children, dog walkers and ramblers</p> <p>Contravenes local plan policy TP4</p> <p>Pollution and Noise</p> <p>Waste disposal proposed from the development will cause a loss of amenity of residents and their enjoyment of their gardens or local amenity space due to the spread of unpleasant odours and flies.</p> <p>There will be 27 no. 25-ton HGV trucks of waste produced from the site every 6-7 weeks, three times as much as from the existing facility. There are no plans for the safe storage of the waste. This waste cannot be spread on the fields throughout the year, as it is dependent on the crop cycles and can be seen heaped on fields around the village waiting spreading.</p> <p>The report does not give any definitive noise levels to be anticipated in the residential properties of Croxton Kerrial at night. It indicates that the village is a rural community with low noise levels and says that the noise will be in acceptable standards.</p> <p>Economics</p> <p>The existing poultry unit is of the size of the majority of such units across the country and therefore it is not essential to increase the size to make it economically viable. The proposed development creates three new jobs, which is of negligible benefit to the local rural economy and if it reduces tourist/visitors to the area could actually be detrimental.</p>	<p>running through it. The Environmental Impact Assessments states that there will be a 200% increase in traffic movements from the site per annum. This increase has taken into account the type of vehicles to be used which ranges from the 16 tonne HGV upto to 38 tonne HGV's with peaks and flows dependent on the production cycle. The life cycle of the birds from delivery to removal is 6-7 weeks which will see higher traffic movements during the delivery and removal of the birds. The Highways Officer has considered the information submitted which amounts to an additional 5 movements per day which given the agricultural use of the site is not considered to amount to a material increase in use and therefore no objection has been received by the Highways Authority.</p> <p>Local Plan Policy OS2 supports agricultural development within the open countryside whilst policy C3 stipulates; amongst other criteria for new buildings, that development would not cause loss of amenities through unacceptable noise, smell, dust or other forms of pollution. The site lies approximately 0.75 miles to the south of the village of Croxton Kerrial which is on the main highway network A607. The site will produce approximately 1000 tonnes of manure waste per annum combined with existing and proposed use, which will be spread as fertiliser upon arable land. There will be no storage of waste on the site. The Environment Health Officer has been consulted and has not raised any objection to the proposed development, finding that the proposal will not amount to an unacceptable impact upon the environment or residents through noise (see Environment Health comments above). Much of the activity is covered under the Environment Agency permit scheme and the proposal does not breach the bench marks under that legislation for air quality. However following a spate of complaints from the residents along Saltby Lane the Officer has requested that a condition be imposed to have the waste covered when in transit to prevent spillage whilst on route to its final destination.</p> <p>The NPPF seeks to support all economic development in the quest for sustainable development which includes economic, social and environment strands which make up the framework. The NPPF advises that 'Planning should do "everything it can" to encourage growth, not prevent it and should plan proactively to encourage economic growth' it goes as far to say that 'significant weight should be given to the need to support economic growth'. The proposal seeks to support the expansion of an existing rural business. The 200% increase in production leads</p>
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	<p>to the creation of 3 full time positions at the site. This development will have a knock on affect to the economy elsewhere (delivery drivers, slaughter house, product packaging etc) and the economic benefits will be more far reaching than just Croxton Kerrial.</p> <p>The activity is agricultural which is well suited to the rural location. There has been no objection from any of the statutory consultees and the impact upon the countryside has been mitigated against through the planting of additional trees around the boundary, improving biodiversity of the site. The site will be governed by the terms of an Environmental Permit and it has been proven that the bench marks in relation to noise, smells, dust, pollution etc can be met. It is considered that the proposal meets the criteria of the Local Plan polices OS2, C3 and the provisions of the NPPF and the application should be approved.</p>
<p>South Kesteven District Council: No objection the site is sufficiently distance from the boundary to SKDC to have no detrimental adverse impact on any part of the district provided issues of odour and traffic can be satisfactorily dealt with.</p>	Noted.
<p>Seven Trent Water Authority: No objection</p>	Noted.

Representations:

A site notice was posted at the site entrance along with a notice published in the local press. There were no neighbouring properties identified within the consultation zone for the site that required to be consulted separately. As a result 33 separate letters of objection representing objections from 25 households have been received to date. The objectors have commented on the proposal on the following grounds:

Representations	Assessment of Head of Regulatory Services
<p>Character and appearance of area:</p> <p>The new buildings should not be bigger than the existing units, nor should the silos.</p>	<p>Each of the new poultry units will measure 91.6 metres by 20.4 metres, thereby occupying an area of 1868 m² per unit and 7472 m² collectively. The proposed poultry units will each be 5.4 metres high to the top of the ridge and will replicate the size of the existing two poultry units at the farm. The proposed units will be constructed from steel portal frames and will take the appearance, similar to that of the existing. The walls will be clad in tongue and grooved timber weatherboarding and the roofs in polyester coated steel sheeting coloured slate blue. There will be 8 No. feed silos and a surfaced access road within the site to accompany the units. It is proposed that tree planting in depth around the eastern and southern boundaries will provide visual screening whilst promoting bio-diversity on the site in line with the NPPF Para 118. It is not considered that the buildings in this location would have an unduly</p>

<p>The additional wear and tear on the road will diminish its quality and will have a negative impact upon the rural location.</p>	<p>detrimental impact upon the character of the countryside and will be read as part of a complex of farm buildings.</p> <p>The LCC Highways Authority are responsible for maintenance of the road network in the Borough and no objection has been received by the Highways Authority.</p>
<p>Impact upon the Highway:</p> <p>The access to the site is too be widen to allow for an increase in lorries this increase will make this section of the Saltby Road dangerous to walk/cycle along</p> <p>The Increase of 800 lorries per year will have serious safety issues at the Saltby Road junction in the village. Large lorries have difficulties turning from the A607 on to this road.</p> <p>This would be a 200% increase in traffic movements to and from the site.</p> <p>The junction at Saltby Road and the A607 is not wide enough to accommodate large vehicles turning.</p> <p>Congestion already exists with cars frequently backing up to the main road waiting for large lorries to pass parked cars or other large vehicles.</p> <p>Some of the roads have no pavements and the increase in traffic will create a danger to school children walking to school.</p> <p>There is an increase of danger resulting in traffic accidents if approved.</p> <p>The A607 is already too busy causing dangers to the village. It is very rare that drivers observe the 30 MPH speed limit.</p> <p>Saltby Road is a typical rural road and cannot cope with industrial size development.</p> <p>Middle Lane and Top Road cannot cope with an increase in traffic so where will the muck wagons go if spreading is to happen in the Belvoir Estate land.</p>	<p>Please see Highway comments above.</p> <p>The access to the site is to be improved which will necessitate the removal of the Ash tree on the boundary so that adequate visibility splay can be achieved out on to Saltby Road.</p> <p>There are no changes proposed to Saltby Road or the junction to the A607 which has been considered suitable to cater for the forecasted volume of traffic.</p> <p>No objection has been received by the Highways Authority and it is considered that a refusal based upon the increase in traffic movements could not be supported in this instance. The increase amounts to 5 per day but due to the 6-7 week cycle, traffic will be heavier during the delivery and removal of the broilers.</p>
<p>Impact on Residential Amenities:</p> <p>The increase in traffic along Saltby Road will seriously affect the enjoyment of residents homes through noise and vibration of passing HGV's.</p> <p>Windows are already having to be kept shut due to noise levels of passing HGV vehicles – this will only be worsened with the increase to the site.</p>	<p>There will be an increase in traffic along the Saltby Road leading to the A607 however the site is in existing agricultural use which could operate more intensively without the control of the Planning Process.</p>

<p>The increase in use and traffic will potential affect the tranquillity of the village through noise.</p> <p>The resident's quality of life will be affected if this industrial size development is allowed.</p> <p>The increase in odour will affect the way residents use their gardens in the summer – the smell is awful!</p> <p>There is no definitive statement of night time noise levels and the maximum should be stated at the various measurement points so that objection can be raised in the future if limits are breached.</p>	<p>The site will be controlled by the Environment Agency and the existing permit will need to modify to take into account the increase in use. The EA have not identified any major concerns about issuing a permit for this development. It has been considered that risks to people and the environment can be reduced satisfactorily using measures to prevent, minimise and/or control pollution</p> <p>Noise omitted from the site will be controlled by the permitting authority. However the application has been supported with a noise assessment and two measurements (AM and PM readings) were taken from the nearest sensitive receptors; Health Farm 380 metres to the north, Swallow Hole Farm 400 metres to the south and Croxton Village 1200 metres to the northwest. The proposed development will consist of 4 new buildings located on land to the immediate east of 2 existing poultry houses which are to remain. The walls of the buildings will be constructed from a timber outer skin with a lining of insulation board and mineral wool in the void between the inner and outer skins. The roofs will have a profiled steel outer skin with the same insulation board lining and mineral wool infill. The Environment Health Officer has stated that the design of the building will assist in ensuring the resulting noise will not constitute a statutory nuisance and accepts the findings of the report. The extractor fans will operate below the maximum specific noise level allowed for the fans of 64dB LAeq at 1m.</p> <p>Matters relating to noise and odour will be controlled by the Environmental Permit and it is not considered necessary to stipulate further control on the site through the imposition of conditions.</p>
<p>Health and Waste Management Issues:</p> <p>There is often waste from the farm found along the roads which is a health hazard</p> <p>The increase in site will increase pollution and orders from the site.</p> <p>It is reported within the submitted documents that the site will produce 27 no. 25 ton HGV lorry loads of waste from the site every 6-7 weeks – 3 times as much from the existing activity.</p> <p>How will the waste be dealt with on the site?</p> <p>Where will with waste go and by what route? Most of the Belvoir Estate land is tenanted.</p>	<p>Chickens will be housed within the poultry units for an average duration of 46 days (6-7 weeks). After each crop of birds is raised, the units are cleaned and poultry manure spread as fertiliser upon arable land within the 15,000 acre estate. With the addition of the proposed units, the poultry farming operation would produce 135 tonnes of manure per crop cycle.</p> <p>No waste is to be stored on the site and a condition is to be imposed to ensure that the lorries transporting the waste are covered to prevent spillage through the village. As per DEFRA's Code of Good Agricultural Practice, the EA have recommended that spreading is not undertaken/kept to a minimum during periods of heavy rain or when there is ground frost. Ideally,</p>

Muck spreading is not an all year around activity so how will it be stored and where?	spreading should be ploughed into the fields and a buffer zone of 10-15m provided for the woodlands, hedges, watercourses and/or ditches.
<p>Other Matters:</p> <p>House prices will fall if this is allowed.</p> <p>The plan should include the addition of anaerobic digesters to dispose of the waste in an environmentally acceptable manner.</p> <p>The development will add to the carbon footprint and will only benefit the economy by 3 more jobs.</p> <p>Passing lorries have to mount the grass verge causing damage.</p>	<p>Not a planning consideration.</p> <p>Noted.</p> <p>Economic benefits will be gained in other sectors and not just at this site. The site is situated close to main highway networks with good transport links to the A1.</p> <p>Should damage occur from vehicles accessing the site the Highways Authority could require the applicants to repair at their own costs.</p>

Other Material Considerations:

Compliance (or otherwise) with Planning Policy	As stated above, the development is considered to accord with the applicable Local Plan policies. In this instance, the policies are considered to be complemented by the NPPF and should not be set aside because of it. In terms of its promotion of economic growth, the NPPF advises that “significant weight” should be assigned and as such it is considered to weigh substantially in favour of the proposal.
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Conclusion

The application seeks to secure expansion to an existing rural agricultural business through increasing the production of broilers from the site. The proposal was supported by an Environment Statement due to the increase in broilers exceeding that stipulated for EIA development. The proposal is considered to not have detrimental impact upon highway safety or to have an unacceptable impact upon residential amenity. For these reasons the proposal is considered in accordance with local and national planning policy framework (NPPF) – including the emerging LDF Core Strategy Publication DPD objectives - and no other material considerations indicate otherwise. The application is recommended to be conditionally approved.

RECOMMENDATION: Permit subject to the following conditions :-

1. The development shall be begun before the expiration of three years from the date of this permission.
2. The development shall be carried out in accordance with plan drawing nos. F2229-01B deposited on the 26th September 2012.
3. The external materials to be used in the development hereby permitted shall be in strict accordance with those specified in the application unless alternative materials are first agreed in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details
4. The landscaping hereby approved on drawing no. F2229-01B shall be carried out in accordance with the approved details and carried out at the next available planting season following commencement of development unless otherwise agreed in writing.

5. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
6. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 21st June 2012, Issue 1 compiled by George Shuttleworth Ltd and the following mitigation measures detailed within the FRA: Limiting the surface water run-off generated by the 100 year critical storm plus an allowance for climate change so that it will not exceed the run-off from the undeveloped site through soakaways designed, constructed, and maintained in accordance with BRE 365. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority
7. Before the development is first brought into use, the proposed widening of the access shown on the submitted drawing no. F2229-01B shall have been carried out and the access shall have been surfaced in tarmacadam, concrete or other similar hard bound material for a minimum distance of 20 metres behind the highway boundary. Once these works have taken place, the access shall thereafter be permanently so maintained.
8. If any vehicular access gates, barriers, bollards, chains or other such obstructions are to be erected they shall be set back a minimum distance of 20 metres behind the highway boundary and shall be hung so as to open inwards only.
9. Before development commences the proposed visibility splay improvements out of the access on to the public highway, shown on the submitted plan drawing no. F2229-01B shall have been provided, and thereafter these splays shall be permanently kept free of any obstruction that exceeds a height of 600mm above the level of the adjacent carriageway.
10. No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:
 - The programme and methodology of site investigation and recording
 - The programme for post investigation assessment
 - Provision to be made for analysis of the site investigation and recording
 - Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - Provision to be made for archive deposition of the analysis and records of the site investigation
 - Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
11. No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (10).
12. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (10) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.
13. Waste arising from the site must be stored and disposed of in such a manner that it does not give rise to a nuisance. All trailers and vehicles of any description used to transport waste from the site along any public highway must be covered or sheeted or the waste so contained by such other means that it is prevented from spilling onto the highway.

The reasons for the conditions are:-

1. To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt; the initial proposals being considered unsatisfactory.
3. To ensure a satisfactory standard of external appearance.
4. To ensure satisfactory landscaping is provided within a reasonable period.
5. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).
6. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
7. In the interests of highway safety.
8. To enable a vehicle to stand clear of the highway whilst the gates are opened/closed and protect the free and safe passage of traffic, including pedestrians, in the public highway.
9. To afford adequate visibility at the access/junction to cater for the expected volume of traffic joining the existing highway network and in the interests of general highway safety.
10. To ensure satisfactory archaeological investigation and recording
11. To ensure satisfactory archaeological investigation and recording
12. To ensure satisfactory archaeological investigation and recording
13. In the interest of residential amenity

Officer to contact: Mrs Denise Knipe

Date: 4th February 2013