



Report to Planning Committee 8 May 2025

Business Manager Lead: Oliver Scott – Planning Development

Lead Officer: Craig, Senior Planner x5865

Report Summary			
Application No.	24/01810/FUL		
Proposal	Change of use of two former farm storage buildings to storage (Use Class B8) and associated parking (retrospective)		
Location	Flaggs Farm, Caunton Road, Norwell, Newark on Trent, NG23 6LB		
Applicant	Mr Pete Cook	Agent	Grace Machin Planning & Property
Web Link	https://publicaccess.newark-sherwooddc.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=SLE2BOLBIQ200		
Registered	15.10.2024	Target Date	27.12.2024 EoT: 12.05.2025
Recommendation	That planning permission is approved subject to the conditions at Section 10.0 of the report		

This application is being presented to the Planning Committee in line with the Council's Scheme of Delegation due to the Ward Member calling in the application in respect of concerns about the nature of the proposal, and the public interest.

1.0 The Site

- 1.1 The application site relates to two existing steel-framed buildings originally associated within Flaggs Farm, Norwell. The farm complex is situated in the open countryside on the west side of Caunton Road. The site includes a mixture of agricultural buildings, and buildings previously converted to residential use immediate adjacent the application site (to the south and east). The two buildings subject to this application were formerly used for agricultural storage.
- 1.2 Access to the site is via an established vehicular entrance from Caunton Road.

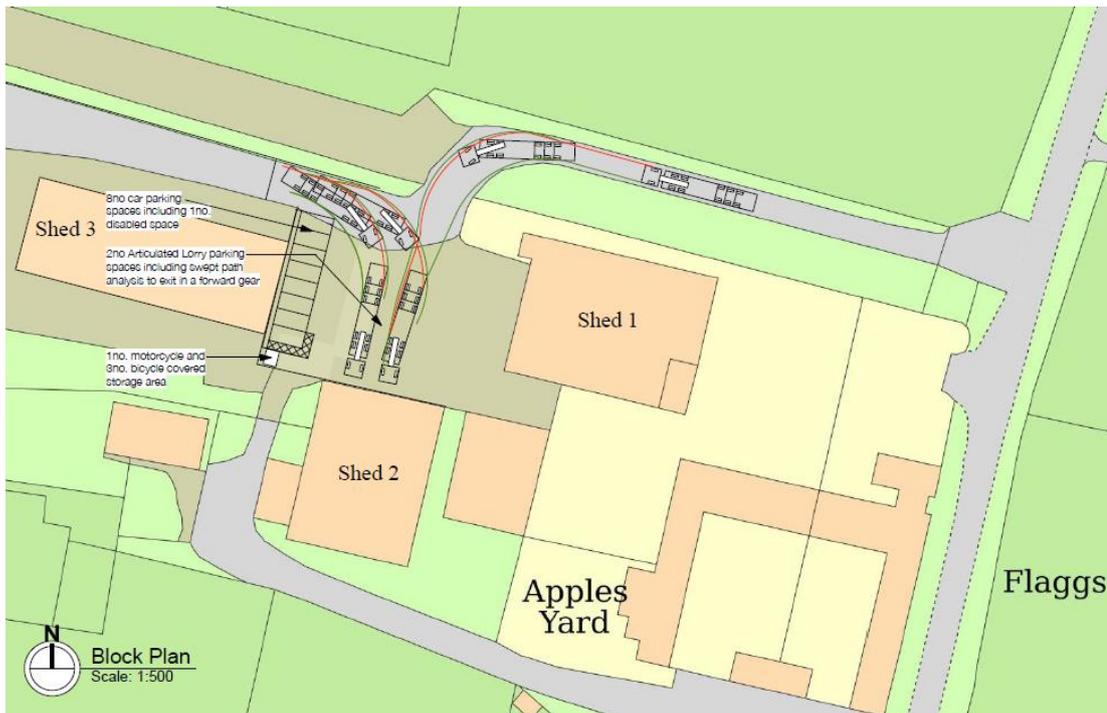
- 1.3 In accordance with Environment Agency flood zone mapping the entire site and surrounding land is designated as being within Flood Zone 1, which means it is at low risk of fluvial flooding.

2.0 Relevant Planning History

- 2.1. 93/51283/FUL - Convert farm buildings to form three dwellings (Permitted 29.06.1993)
- 2.2. 51880539 - Convert farm buildings to form three dwellings (Permitted 03.08.1988)
- 2.3. 21/02649/FUL - Erect Agricultural Storage Building following Demolition of 3 No. Storage Buildings (Permitted 16.03.2022)
- 2.4. 22/00613/S73 - Application for variation of condition 04 attached to planning permission 21/02649/FUL (Permitted 18.05.2022) 2.5 22/02239/FUL - Demolish existing building. Erection of new building for agricultural use (Permitted 11.01.2023)
- 2.5. 23/01067/FULM - Change of use of land from agricultural to equestrian. Erection of stables (Permitted 24.08.2023)
- 2.6. 24/01005/CPRIOR - Application to determine if prior approval is required for change of use of two former farm storage buildings for use to Storage 'Class B8', under Schedule 2, Part 3 Class R. Refused 12th July 2024 as the 'change of use' had already taken place.

3.0 The Proposal

- 3.1 This application seeks retrospective planning permission for the change of use of two existing buildings at Flaggs Farm, Norwell, from their former agricultural storage use to Use Class B8 (Storage and Distribution). The use commenced prior to the application submission, reportedly on 14th June 2024.
- 3.2 The two buildings subject to this application (identified as Shed 1 and Shed 2 on the submitted Block Plan) are existing steel-framed structures within the farm complex. No external alterations or new building works are proposed as part of this application. The total gross internal floorspace of the two buildings subject to the change of use is 934 square metres.



- 3.3 The applicant's supporting statement notes that the buildings have recently undergone cosmetic improvements, including re-cladding and replacement roller shutter doors.
- 3.4 The specific nature of the B8 storage use is stated in the supporting documents as being ancillary to the applicant's existing rural business (based at nearby Bridge Farm, Norwell Woodhouse). The stored items include outdoor cooking equipment (e.g., Big Green Egg, Gozney, OFYR), farmhouse-style garden furniture, wooden kitchens, and appliances (e.g., AGA). It is presented as farm diversification. A subsequent supporting statement highlights that the applicant is content to have a personal permission referenced as a condition, should permission be granted whereby the use of the buildings would be limited to the applicant only.
- 3.5 In terms of access and parking, the site is accessed from the existing access road directly adjacent to the site to the north that leads onto Caunton Road. The associated parking and turning space are provided within the existing farmyard area (between Sheds 1 and 2). This includes provision for 8 off-street car parking spaces (including 1 disabled space), 2 articulated lorry parking spaces (with swept path analysis showing forward exit), 1 motorcycle parking space and 3 covered cycle parking spaces.
- 3.6 The proposed hours of operation for the B8 use are 08:00 to 18:00 Monday to Friday, and 08:00 to 13:00 on Saturdays, with no operations on Sundays or Bank Holidays.
- 3.7 The development is stated to support 2 full-time equivalent employees.

Documents Assessed:

Application Form
 Site Location Plan (ref: 0155-03 Rev C)

Block Plan (ref: 0155-02 Rev D)
Supporting Planning Statement
Noise Assessment by Noise assess Acoustics (ref: 13992.01.v1)

4.0 Public Advertisement Procedure

- 4.1 A total of 8 neighbouring properties have been notified of the application. A site notice was displayed on 07.11.2024. As a result of this consultation, 13 letters of support have been received and 3 letters of objection have been received.
- 4.2 A Site visits undertaken on 07.11.2024.

5.0 Planning Policy Framework

5.1. Newark and Sherwood Amended Core Strategy DPD (adopted March 2019)

- Spatial Policy 3: Rural Areas
- Spatial Policy 7: Sustainable Transport
- Core Policy 6: Shaping our Employment Profile
- Core Policy 9: Sustainable Design
- Core Policy 13: Landscape Character

5.2. Allocations & Development Management DPD (A&DM DPD) (Adopted July 2013)

- Policy DM5: Design
- Policy DM7: Biodiversity and Green Infrastructure
- Policy DM8: Development in the Open Countryside
- Policy DM10: Pollution and Hazardous Materials
- Policy DM12: Presumption in Favour of Sustainable Development

5.3. National Planning Policy Framework (NPPF) (December 2024)

- Chapter 2: Achieving sustainable development (inc. para 11 Presumption in favour of sustainable development)
- Chapter 6: Building a strong, competitive economy (inc. para 85 supporting economic growth, para 88 supporting rural economy/diversification)
- Chapter 9: Promoting sustainable transport (inc. para 116 highway safety impacts)
- Chapter 11: Making effective use of land (inc. para 124 reuse of previously developed land)
- Chapter 12: Achieving well-designed places
- Chapter 15: Conserving and enhancing the natural environment (inc. para 187 pollution/amenity, para 198 noise impacts)

5.4. Other Material Planning Considerations

- Planning Practice Guidance (online resource)

- National Design Guide – Planning practice guidance for beautiful, enduring and successful places September 2019

5.5. The [Draft Amended Allocations & Development Management DPD](#) was submitted to the Secretary of State on the 18th January 2024 and has been accepted for examination (November 2024). There are unresolved objections to amended versions of policies emerging through that process, and so the level of weight which those proposed new policies can be afforded is currently limited. As such, the application has been assessed in-line with policies from the adopted Development Plan.

6.0 **Consultations and Representations**

6.1. Comments below are provided in summary - for comments in full please see the online planning file.

(a) **Statutory Consultations**

6.2. **NCC Highways Authority** – Initial Response (received 07/11/2024): The Highway Authority reviewed the submitted block plan (drawing no. 02 Rev. D) showing parking, servicing, turning provisions, and HGV swept paths. They noted the proposed parking (8 car, 2 HGV, 1 motorcycle, 3 cycle) meets the guidance in the Nottinghamshire Highway Design Guide and that the turning arrangements are acceptable. Referencing observations from the previous prior approval application (24/01005/CPRIOR), the existing access onto Caunton Road was considered to have adequate visibility, facilitating large vehicle movements to the north. While left turns into the access from the south are limited, it was considered unlikely that a significant number of HGVs would use this route. The Highway Authority concluded that the proposed change of use, compared to the existing agricultural use, would not have a significant impact on highway capacity or safety on the wider network. Therefore, no objection was raised, subject to a condition requiring the parking, turning, and servicing areas shown on drawing 02 Rev. D to be provided before the use commences and maintained for the life of the development.

6.3. Further Correspondence (Email dated 03/03/2025): Following further review, the Highways Officer confirmed the 934sqm floorspace is well below the threshold requiring a formal transport assessment. It was noted that the likely traffic generation (estimated 1-2 HGVs in peak hours) is comparable to farm vehicles and, given no recorded injury accidents (1999-2023), the numbers would not allow an objection on safety or capacity grounds, especially considering the fallback agricultural use. While reiterating the 'no objection' stance on capacity and safety, the officer requested an additional condition requiring the access to be surfaced in a hard, bound material for a minimum distance of 20m from the highway boundary within 6 months, to reduce deleterious material being transferred onto the public highway. An informative regarding mud on the highway (Sections 149 and 151, Highways Act 1980) was also requested.

(b) Parish Council

- 6.4. **Norwell Parish Council** - Norwell Parish Council object to the proposals. They comment that the submission contains inconsistencies that seem to contradict submissions made when the application was originally considered under application number 22/02239/FUL when the Planning Statement outlined that 'It would deliver a new replacement agricultural building for the purposes of serving existing farming operations at Flaggs Farm, thereby meeting the Government's clear objectives for rural economic growth and support for agricultural enterprise.'
- 6.5. They also comment that the change of use is required to support a rural business when, "in reality, it would be to support a national business that is located on the industrial estate in Newark by providing additional storage." The Parish Council considered that the applicant should be directing their storage requirements on an industrial estate rather than imposing it on a rural community.
- 6.6. They also object to the proposed access to the site, commenting that the application site being is accessed via narrow country lanes, often single track, and lorries will have to negotiate a very narrow bridge on a blind bend within a few hundred yards of the site.
- 6.7. They comment that the Class B8 Use Class is normally appropriate in areas designated for primary and secondary employment and would consider that is not appropriate in this location. Granting a Class B8 use would leave this location exposed to further development in the future. As such, they consider that the proposals are contrary to Policy DM8 which restricts the development within the open countryside to specific uses which in brief are rural diversification, equestrian, small scale employment and agricultural. While acknowledging it would provide small scale employment, they considered the impact outweighs any benefit to the local community in providing employment.
- 6.8. In subsequent correspondence, the agent highlights that the former application for a new agricultural building (ref: 22/02239/FUL), does not form part of the application site as it is the adjacent buildings that are subject to this application. The Parish Council that they still maintain their objection to the proposals.

(c) Non-Statutory Consultation

- 6.9. **Environmental Health (Internal - Noise):** The submitted Noise Assessment concludes that noise levels from the B8 use are comparable to, or potentially lower than, the previous agricultural use, especially considering the proposed restricted hours compared to unrestricted agricultural operations. The assessment suggests noise impact is acceptable. Environmental Health previously noted (re: 24/01005/CPRIOR) that a limited B8 use might be similar in noise levels to agricultural use, but raised concerns about potential intensification. The current Noise Assessment aims to address this. Subject to confirmation from the EHO on this application, noise impacts appear acceptable, potentially controlled by condition.
- 6.10. **Environmental Services (Contaminated Land):** No observations in relation to land

contamination.

- 6.11. **NSDC Ecologist (Internal):** Confirmed via email the proposal is considered 'de minimis' and does not require Biodiversity Net Gain calculations.

(d) Representations

- 6.12. The 4 representations received objecting to the application were made on the grounds that:

- The number of potential vehicles on the roads leading to Flaggs Farm
- Caunton Lane is not designed for more lorries and the verges often suffer when there is a problem on the A1 and more traffic would cause more problems
- The bridges beyond the farm leading from Caunton are already dangerous with blind tight bends.
- the lane is not suitable for HGV vehicles
- the increased amount of HGV vehicles is very concerning.
- Impact the development would have on riding ponies along a single-track lane with no road markings
- Farm traffic along Caunton Road is seasonal and not every day, these lorries are every day.
- Lorries cause air pollution
- Norwell village itself is not suitable for HGV's, and is too narrow for a car and a HVG to pass each other.

The new farm buildings are larger than the original footprint and visibly imposing on the surrounding landscape.

There will be no way to limit the size of this business if it is granted planning. concerns about future changes of use if planning is granted

Support the Parish Council in objecting to the proposals

- 6.13. The 13 representations received supporting the application were made on the basis that:

- The scheme is fully compliant with N&SDC policy and really does improve that particular site.
- The applicant has made the extra investment to ensure that the scheme is not obtrusive and neatly blends into the vernacular without any impact on any neighbouring residents, also ensuring that there is easy access and egress from the site, removing any inconvenience to road users in that area.
- There are no single-track roads in this area. All roads, including the road over the bridge they cite, have a delineating white dotted line down the middle of them.
- Any jobs provided in a rural location, benefit the rural community irrespective of the location of any parent company.
- Disagreement with Norwell Parish Council comments as the scheme should be supported
- The redevelopment of Flaggs farm has only had a positive impact on the landscape of the surrounding area by removed the old asbestos sheds and

replacing them with high quality buildings can only be a good thing for the surrounding area.

- Government policy promotes rural economic growth and with change of use this introduces more local employment and diversification to local economic activity.
- Demand for warehousing is ever increasing
- Commitment to investing in rural areas locally.

6.14. One comment has been received neither supporting nor objecting to the proposals highlighting that 'the applicant has done everything they can to minimise the risk of extra traffic on the public roads.'

7.0 Comments of the Business Manager – Planning Development / Appraisal

7.1. The National Planning Policy Framework (NPPF) promotes the principle of a presumption in favour of sustainable development and recognises the duty under the Planning Acts for planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004. The NPPF refers to the presumption in favour of sustainable development being at the heart of development and sees sustainable development as a golden thread running through both plan making and decision taking. This is confirmed at the development plan level under Policy DM12 of the Allocations and Development Management DPD.

7.2. The key issues in determining this application are:

- The principle of development in the open countryside.
- Impact on residential amenity.
- Highway safety and parking.

Principle of Development

7.3. The application site lies within the open countryside as defined by the Development Plan. Core Strategy Spatial Policy 3 and A&DM DPD Policy DM8 strictly control development in the open countryside, restricting it primarily to uses requiring a rural setting. However, both policies offer support for rural diversification and the re-use of existing buildings. Policy DM8 states that proposals to diversify the economic activity of rural businesses will be supported where they contribute to the local economy, are complementary and proportionate, and utilise existing buildings where possible.

7.4. The NPPF also encourages sustainable economic growth, including the development and diversification of agricultural and other land-based rural businesses and the sustainable growth and expansion of businesses in rural areas, including through the conversion of existing buildings (Para 88).

7.5. The proposal seeks the change of use of two existing former agricultural buildings for B8 storage associated with the applicant's established rural business based nearby. The applicant states this represents farm diversification and business expansion to meet demand, supporting the rural economy and providing funds for re-investment

into the farm holding. The proposal utilises existing buildings with no external alterations.

- 7.6. While the use has commenced retrospectively, the principle of reusing existing rural buildings for employment purposes aligns with the objectives of Policy DM8 and NPPF paragraph 88 regarding rural economic development and diversification.
- 7.7. It is noted that a prior approval application under Class R (agricultural to flexible commercial use) was refused solely because the use had already commenced. The principle of the use itself, had it not been retrospective, may have been acceptable under permitted development rights, which lends weight to its acceptability under a full planning application.
- 7.8. The proposal will provide employment for 2 full-time staff. Given the use of existing buildings and its stated connection to an existing local rural business, the principle of the development is considered acceptable under ACS Spatial Policy 3, A&DM DPD Policy DM8, and NPPF Chapter 6.

Impact on Character and Appearance

- 7.9. Core Policy 9 requires development to be of high quality sustainable design appropriate to its context, while Core Policy 13 seeks to conserve landscape character. Policy DM5 requires development to reflect local distinctiveness and character. Policy DM8 requires development in the open countryside to not detrimentally impact the character of the location or its landscape setting.
- 7.10. The proposal involves the change of use of two existing modern-style farm buildings. No external alterations are proposed. The applicant notes the buildings have recently been re-clad and had new roller shutter doors fitted, enhancing their appearance. Associated parking is within the existing farm yard complex. As the proposal utilises existing buildings without external alteration, the development itself does not alter the physical appearance of the site or the wider landscape. The B8 use is functionally similar to the previous agricultural storage use in terms of its relationship with the surrounding countryside. Therefore, the impact on the character and visual amenity of the open countryside is considered negligible and therefore acceptable.

Impact on Residential Amenity

- 7.11. Policy DM5 states development should ensure no unacceptable reduction in amenity for neighbours, including overbearing impacts, loss of light, privacy, or disturbance. NPPF Paragraph 198 also requires impacts from noise to be mitigated and significant adverse impacts avoided.
- 7.12. The nearest residential property appears to be 'Apples Yard' to the east. The submitted Noise Assessment identifies this as the closest sensitive receptor.
- 7.13. The Noise Assessment concludes that potential noise from the B8 use (HGV movements, loading/unloading via forklift) would be similar to, or potentially less than, the lawful agricultural use, which is unrestricted in hours. Screening is provided by the buildings themselves. The B8 use involves storage of large items with likely

infrequent movements. The applicant proposes operating hours restricted to 08:00-18:00 Monday-Friday and 08:00-13:00 Saturdays, compared to potentially unsociable hours for agriculture. This restriction is considered beneficial in mitigating potential disturbance.

- 7.14. The Environmental Health Officer also confirms that the submitted Noise Assessment is acceptable on noise grounds. A restricting planning condition to limit the hours of operation would provide certainty and protect residential amenity (compared to the existing use). Given this, the impact on residential amenity is considered acceptable, particularly as there has been objections to the proposals received from neighbouring occupiers directly adjacent to the application site.

Highway Safety and Parking

- 7.15. Spatial Policy 7 of the Amended Core Strategy seeks to ensure development proposals are appropriate for the highway network and do not adversely affect safety. Policy DM5 of the A&DM DPD requires safe access and appropriate parking provision. NPPF Paragraph 116 advises that development should only be refused on highway grounds if there would be an unacceptable impact on safety or severe residual cumulative impacts.
- 7.16. Access to the site is via the existing established farm entrance onto Caunton Road. The submitted Block Plan shows provision for 8 car spaces (including 1 disabled bay), 2 HGV parking spaces, 1 motorcycle space, and 3 covered cycle spaces within the farm yard. The plan includes swept path analysis demonstrating that articulated lorries can park, turn, and exit the site in a forward gear.
- 7.17. Objections have been received from members of the public raising significant concerns about highway safety and the impact of HGV traffic associated with the B8 use. Specific concerns include:
- The suitability of Caunton Road and Norwell village lanes for increased HGV traffic, citing narrowness, damage to verges (especially during A1 diversions), and difficulty for HGVs and cars passing.
 - The safety of the access and lanes beyond the farm, including blind bends and potential conflict with horse riders on single-track sections.
 - The frequency of HGV movements compared to seasonal farm traffic.
 - Air pollution from lorries.
- 7.18. The Highway Authority (Nottinghamshire County Council) has assessed the proposal. In their formal response (report dated received 07/11/2024) and subsequent correspondence (email dated 03/03/2025), they confirmed the proposed parking and turning provision meets standards and is acceptable. They considered the existing access visibility adequate, particularly for movements north along Caunton Road. While acknowledging limitations for left turns into the site from the south, they deemed significant HGV traffic from this direction unlikely.
- 7.19. Regarding the concerns about increased traffic, the Highway Authority noted the B8 use's floorspace (934sqm) is significantly below the threshold (3000sqm) requiring a

formal transport assessment. They estimated traffic generation at potentially 1-2 HGVs in peak hours, which they considered comparable in vehicle classification and potential frequency to unrestricted agricultural vehicle movements (the site's lawful fallback position). They also highlighted the lack of recorded injury accidents in the vicinity between 1999 and 2023. Taking these factors into account, the Highway Authority concluded that the proposed change of use would not have a significant impact on highway capacity or safety compared to the existing/fallback agricultural use. They explicitly stated that based on the evidence, an objection on safety or capacity grounds would be difficult to defend, despite acknowledging Parish Council / resident concerns.

- 7.20. While residents' concerns about the suitability of the rural lanes and potential conflicts are noted, the assessment by the statutory Highway Authority, based on predicted traffic generation, accident data, and comparison with permitted agricultural use, concludes that the highway impact is acceptable. The issues regarding air pollution are not considered significant enough to warrant refusal in this specific context, given the low predicted HGV numbers and compared to agricultural vehicle movement, there is no evidence to suggest that is the case with any certainty.
- 7.21. Therefore, based primarily on the expert assessment of the Highway Authority, the proposal is considered acceptable in terms of highway safety, capacity, access, and parking provision, subject to conditions. The Highway Authority initially requested a condition securing the implementation and retention of the parking/turning areas. In later correspondence, they additionally requested a condition requiring the access drive to be surfaced with a hard, bound material for 20m back from the highway edge within 6 months of permission, to reduce mud/debris transfer. An informative regarding mud on the highway was also suggested. Subject to these conditions, the proposal is considered to accord with ACS Spatial Policy 7, A&DM DPD Policy DM5, and NPPF paragraph 116.

Other Matters

- 7.22. In terms of Flood Risk, the site is in Flood Zone 1 (low risk), consistent with NPPF guidance steering development to areas of lowest flood risk.
- 7.23. In terms of Biodiversity Net Gain, the development involves existing buildings and hardstanding. The Council's Ecologist confirmed the proposal falls under the *de minimis* exemption for Biodiversity Net Gain. No adverse ecological impacts are anticipated.
- 7.24. In terms of contaminated Land, Environmental Services raised no observations regarding land contamination, more so because the application relates to a change of use rather than operational development.
- 7.25. In terms of Economic Benefits, it should be noted that the proposal supports the diversification of a farm holding and the expansion of an existing local rural business, aligning with NPPF Chapter 6 and Policy DM8. It is expected to create 2 full-time equivalent jobs. These factors carry a positive weighting in the planning balance.

8.0 Implications

8.1. In writing this report and in putting forward recommendations' officers have considered the following implications; Data Protection, Equality and Diversity, Financial, Human Rights, Legal, Safeguarding, Sustainability, and Crime and Disorder and where appropriate they have made reference to these implications and added suitable expert comment where appropriate.

8.2. Legal Implications – LEG2425/6141

8.3. Planning Committee is the appropriate body to consider the content of this report. A Legal Advisor will be present at the meeting to assist on any legal points which may arise during consideration of the application.

9.0 Conclusion

9.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF constitutes a significant material consideration and includes a presumption in favour of sustainable development.

9.2. The principle of reusing existing rural buildings for employment purposes that support farm diversification and the rural economy is supported by Policies SP3 and DM8 of the Development Plan and Chapter 6 of the NPPF. Although retrospective, the use itself aligns with these policy objectives.

9.3. The development involves no external changes to the buildings or the site's appearance, thus having a negligible impact on visual amenity and the character of the open countryside, satisfying Policies CP9, CP13, DM5 and DM8.

9.4. Potential impacts on residential amenity, primarily noise, appear acceptable based on the submitted Noise Assessment, which indicates noise levels are comparable to the previous unrestricted agricultural use. Restricting hours of operation via condition would further safeguard amenity, ensuring compliance with Policy DM5.

9.5. Highway impacts are considered acceptable, with adequate access and parking proposed, consistent with Policy SP7 and DM5, subject to conditions. No significant issues arise regarding flood risk, biodiversity, or contamination.

9.6. The proposal provides economic benefits through job creation and support for a local rural business.

9.7. Overall, the proposal represents sustainable development, reusing existing rural buildings for economic purposes with minimal environmental or amenity impacts. The benefits of supporting rural diversification and employment outweigh the limited harm associated with a B8 use in this location, particularly given the fallback agricultural position and proposed operational controls. The proposal accords with the Development Plan and the NPPF.

9.0 Recommendation

APPROVE subject to the following conditions:

10.0 Conditions

- 01** The development hereby permitted shall not be carried out except in accordance with the following approved plans:

Site Location Plan (ref: 0155-03 Rev C)

Block Plan (ref: 0155-02 Rev D)

Reason: For the avoidance of doubt and to ensure the development proceeds in accordance with the approved plans.

- 02** The premises shall be used for storage and distribution falling within Use Class B8 and for no other purpose (including any other purpose in Class B of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To define the permission and control the use of the premises in the interest of local amenity, having regard to its location in the open countryside.

- 03** The Use hereby permitted (Class B8) shall not operate outside the hours of 08:00 to 18:00 Mondays to Fridays and 08:00 to 13:00 on Saturdays, with no operation on Sundays or Bank Holidays.

Reason: To protect the amenity of nearby residential properties, in accordance with Policy DM5 of the Allocations & Development Management DPD.

- 04** The vehicle parking and turning facilities shown on the approved Block Plan (ref: 0155-02 Rev D) shall be retained for the parking and turning of vehicles for the lifetime of the development and shall not be used for any other purpose.

Reason: To ensure adequate parking and turning provision is maintained to serve the development, in the interests of highway safety, in accordance with Policies SP7 and DM5.

- 05** The buildings and land forming the application site (as defined on Site Location Plan (ref: 0155-03 Rev C) shall only be used solely by Mr Pete Cook and/or the applicant's own businesses and shall not be occupied, used, or let to any third party without the prior written consent of the Local Planning Authority. The use of the buildings and land forming the application site is therefore restricted to the applicant and their associated businesses only, and any change in occupancy or use must be approved by the Local Planning Authority.

Reason: To limit use of the buildings to the applicant only having regard to the amenity of the area, in accordance with Policy DM5 of the Allocations & Development Management DPD.

- 06** Within 6 months of the date of this permission, the access shall be surfaced in a hard, bound material for a minimum distance of 20m behind the adopted highway boundary and shall be maintained thus for the lifetime of the development.

Reason: To reduce the chances of deleterious material and mud being transferred to the public highway, in the general interests of highway safety, in accordance with Policies SP7 and DM5.

Informatives

- 01** The applicant should note that this permission relates solely to the planning considerations of the proposed development. The granting of planning permission does not guarantee that any other necessary consents or permissions will be granted (e.g., Environmental Permits, Building Regulations).
- 02** In dealing with this application, the District Planning Authority has worked positively and proactively with the applicant, seeking solutions to problems arising in accordance with the National Planning Policy Framework.
- 03** The deposit of mud or other items on the public highway, and/or the discharge of water onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner/occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or deleterious material is transferred onto the highway from the site. Failure to prevent this may force the Highway Authority to take both practical and legal action (which may include prosecution) against the applicant/contractors / the owner or occupier of the land.

BACKGROUND PAPERS

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Application case file.

Committee Plan - 24/01810/FUL

