

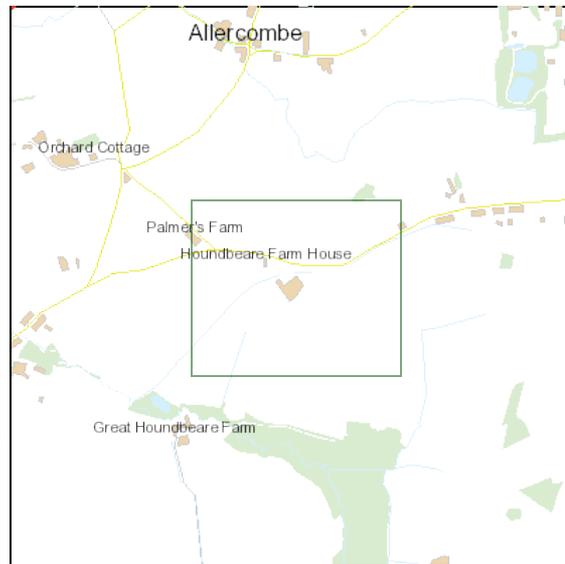
Wards West Hill and Aylesbeare
Whimple and Rockbeare

Reference 21/2006/FUL

Applicant Mr Richard House

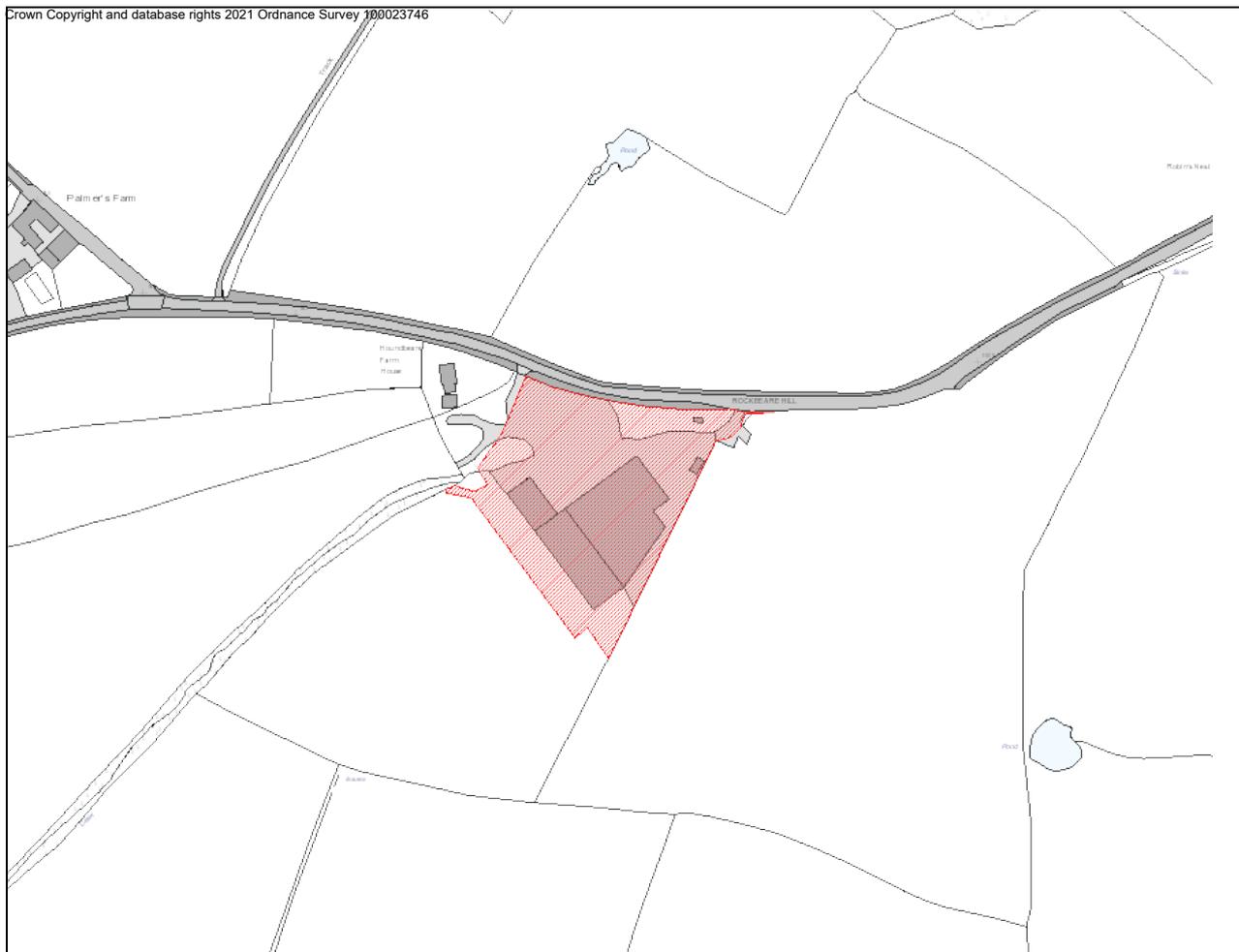
Location Houndbeare Farm Rockbeare Hill
Rockbeare

Proposal Conversion of two redundant agricultural buildings for storage use (Use Class B8) and/or light industrial use (Use Class E.g.iii), change of use of external yard area for storage use (Use Class B8) and improvements to existing access.



RECOMMENDATION: Approval with conditions

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		Committee Date: 27th October 2021
West Hill And Aylesbeare (Aylesbeare)	21/2006/FUL	Target Date: 16.09.2021
Applicant:	Mr Richard House	
Location:	Houndbeare Farm Rockbeare Hill	
Proposal:	Conversion of two redundant agricultural buildings for storage use (Use Class B8) and/or light industrial use (Use Class E.g.iii), change of use of external yard area for storage use (Use Class B8) and improvements to existing access.	

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EXECUTIVE SUMMARY

This application is before Members as one of the Ward Member's view is contrary to the officer recommendation. Please note that the ward boundary for Whimple and Rockbeare and West Hill and Aylesbeare runs through the centre of the site such that the application is in both wards.

The site lies in the open countryside some distance from the nearest settlement of Marsh Green. It currently comprises a number modern steel framed agricultural buildings and associated outside storage yard, there is an existing access in the north eastern corner of the site.

Permission is sought to change the use of two agricultural buildings to a mixture of B8 storage and distribution units and E(g)(iii) light industrial units, as start-up units and to change the use of the outside storage area to provide outside storage for shipping containers (to be used for storage purposes by local residents or businesses) and/or caravan storage. Works are also proposed to the existing access in terms of alignment, width and visibility splays.

The site lies in the open countryside where special attention is required to protect the character and appearance of the area under Strategy 7 of the EDDC Local Plan, however, that does not represent a bar on all development as where specific policies of the plan support certain developments the proposal is acceptable in principle. The principle of the proposed development is considered to be acceptable in terms of Policies E4 and E5 of the Plan.

The site is relatively well screened on approach from the Rockbeare Quarry direction with mature trees and hedge banks, the foremost impact on the area would be from the outside storage area given that the buildings are proposed to be largely unchanged apart from new roller shutter doors and infill cladding. However, as the containers would be single stacked and the existing hedge on the roadside can be managed through a hedgerow management plan, the impact is considered to be mitigated and would not impact on the character of the area.

Highway issues have been addressed in the report, together with impact on local resident, ecology and landscaping.

The proposal is considered acceptable in accordance with the adopted development plan.

CONSULTATIONS

Local Consultations

Parish/Town Council

Aylesbeare Parish Council is concerned about the significant increase in vehicle movements which will result if this application is approved. The quickest route from the property to the A3052 is via Quarter Mile Lane which is of limited width with poor visibility, inadequate junctions and few passing places and most unsuitable for any increase in traffic, especially larger vehicles.

It appears that the property would become a self-storage area with shipping containers. Aylesbeare Parish Council has many concerns about such a proposal. The Self-Storage Industry is entirely unregulated and little or no control can be exercised over what goes into these containers. A large percentage are used by small businesses (i.e. Painters & Decorators, Industrial Cleaners, etc.) and thus any number hazardous materials (toxic, flammable etc) can find their way into them. Any spillage from this location could ultimately find its way into local water courses.

Light pollution is also of concern; such a facility would invariably require security and access lighting and this would need to be 24 hour, disturbing not only nearby residents but also native nocturnal wildlife. This area is characteristically one of the darkest parts of the local countryside. There are owls and bats resident in the area.

This area provides habitat to a range of native wildlife. With its proximity to nearby protected sites, the possibility of significant species on or near the development cannot be ruled out.

All of these would be disturbed by activity(noise, lighting & vehicle movements) commensurate with the operation of such a facility.

In conclusion, Aylesbeare Parish Council cannot support this application for the reasons given

West Hill And Aylesbeare - Cllr Jess Bailey

I am writing to submit my OBJECTION to this planning application. Please could you place on the website.

I do not consider that this planning application complies with policy D8 for the following reasons:

1.The farming business was viable in 2020, and this latest application would render it is no longer viable which is contrary to local plan policy D 8 (5)

In late June 2020 a planning application was submitted (and granted) for an agricultural storage building (ref 20/1314). The purpose of building was to "facilitate the ongoing development of their farm business". The rationale was that this would "allow the business to store feed and straw which will free up part of the existing building next to where the cattle are kept".

Now, barely a year later the applicant states that it was farmed "as a beef farm until July last year. The decision was made to cease the enterprise due to poor returns, ageing staff and substantial investment that would be required to improve the facilities to bring them up to modern standards with no guarantee of improving returns on a farm of this size".

I struggle to reconcile these two statements - if the farm was in decline in the middle of last year why was a planning application submitted at the same time for a new storage barn to allow the ongoing development of the farm business?

2.Given there are proposed to be 27 car parking spaces, I believe it will generate substantial traffic in the surrounding narrow lanes and both at the junction with the B3180 and along the B3180 and is therefore contrary to local plan policy D 8 (4). I also support the concerns raised by the B3180 action group in relation to the potential impact of very large HGVs. The application is also contrary to policy D 8 (1) which specifically states that any proposal will not substantively add to the need to travel by car.

3.Further, the new proposed use is not sympathetic to the rural setting as it is a commercial use which will generate noise and traffic at all hours and which cannot be easily conditioned/enforced

Whimble and Rockbeare Ward - Cllr Richard Lawrence

I don't know if it is too late to make a comment on this application but I was wrongly advised that it was not actually in Rockbeare and therefore outside of my Ward.

Following the comments from Rockbeare Parish Council it clearly is in my Ward and not in West Hill and Aylesbeare as I was led to believe. I accept that this was my mistake but if it is not too late I should like to support Rockbeare Parish Council in their approval of this application.

Clerk To Rockbeare Parish Council

This matter was considered by the Members of Rockbeare Parish Council on 15th September 2021.

The Parish Council does not object to the proposed development but does request that any planning permission should require adequate and proper screening around it.

Clerk To West Hill Parish Council

West Hill Parish Council (WHPC) has considered the application 21/2006/FUL as a neighbouring parish. The application was considered, and comments agreed, under Delegated Powers.

WHPC has serious concerns over the adequacy of the local road network. The permitted use of the storage area could include shipping containers or caravans, or other storage units. Transporting these in and out of the site would involve large HGV's. The likely route to the site would be from the A30 at Daisymount, via the B3180 and Bendarroch Cross. This junction is dangerous with limited visibility. The B3180, with sections of narrow windy road, is not suited to use by large HGV's and transporters, and additional large vehicles would make this road even more dangerous.

While the provision of small industrial units for use by small businesses is welcome in providing employment for local people, the industrial appearance of the storage area, and the security requirements which include 2.3m high security fencing, are inappropriate in an isolated rural area. The lighting is not specified, but if the application is approved, the lighting requirements as outlined in the Ecology Report should be followed to minimise adverse effects on wildlife, particularly bats and dormice.

It is disappointing that this application for conversion of two buildings, said to be redundant, comes 1 year after the agricultural business was said to be profitable with a robust business plan (planning application 20/1314/AGR), and a new agricultural building was permitted.

Technical Consultations

Police Architectural Liaison Officer - Kris Calderhead

Thank you on behalf of Devon and Cornwall Police for the opportunity to comment on this application. Whilst I have no objection to the application, the nature and location of this development can lead to it being vulnerable to burglary, theft and damage offences. Therefore, I would appreciate it if the following comments and recommendations were considered, should the application progress.

1. I note Palisade fencing is proposed around the external storage area for security. It is strongly recommended that weld mesh fencing certificated to an appropriate nationally recognised security standard such as LPS 1175 SR1-2 is used in such a setting. Gates within the fencing should match the design, height and construction of the adjoining fence and not compromise security. Additionally, be mindful that the 1.2m high timber post and rail fence does not inadvertently provide a climbing aid to negate the effectiveness of the secure fence.

2. The 2.3m high automated gate at the entrance to the site is supported. It would be preferable if it was of an anti-climb design and certificated to an appropriate nationally recognised security standard. The site boundary should be secure to prevent unauthorised access and casual intrusion, particularly when units are closed and thus more vulnerable to burglary, theft and damage.

3. External doors, accessible windows and shutters for industrial premises should be tested and certificated to a nationally recognised security standard. See Secured by Design Commercial Developments 2015 v2 for further information.

4. Where necessary, vehicle mitigate measures should be considered to prevent conflict between vehicles and pedestrians, as well as offering protection to any vulnerable building elevations and shutters to protect against ram raid type offences.

5. It is recommended that each unit, including the staff office building, is fitted with a monitored intruder alarm. For police response, the system must comply with the requirements of the Security Systems policy, which can be found at www.securedbydesign.com under the 'Group Initiatives' tab.

6. Consideration should be given to installing CCTV throughout the site. Any CCTV is advised to be installed to BS EN 50132-7: CCTV surveillance systems for use in security applications.

Devon County Highway Authority

As one of the parish council comments states storage units proposed such as these, are mainly utilised by domestic users or small trades and businesses, therefore the ongoing trip generation to the site is likely to be non-HGV vehicles. I appreciate that the site still has to under-go construction and the storage units placed in-situ before the site reaches this stage, however I believe with a carefully monitored Construction and Environment management plan, through mitigation and conditions, disruption to the local highway network can be minimised.

The proposed site layout gives parking charging points to unsure the site is fit for future use and encourage sustainable travel, sufficient off-carriageway parking and off-carriageway turning room.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON
BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY,
MAY WISH TO
RECOMMEND CONDITIONS ON ANY GRANT OF PLANNING PERMISSION

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

- (a) the timetable of the works;
- (b) daily hours of construction;
- (c) any road closure;
- (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm
Mondays
to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;

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

Other Representations

One representation has been received on behalf of the B3180 Action Group which has 65 members and raised the following concerns:

- Inadequate and dangerous highway network;
- Transport hub for shipping containers
- Shipping containers will require HGVs

These issues will be addressed in the main considerations section of the report.

POLICIES

Adopted East Devon Local Plan 2013-2031 Policies Strategy 7 (Development in the Countryside)

E4 (Rural Diversification)

E5 (Small Scale Economic Development in Rural Areas)

D1 (Design and Local Distinctiveness)

D2 (Landscape Requirements)

EN5 (Wildlife Habitats and Features)

TC2 (Accessibility of New Development)

TC7 (Adequacy of Road Network and Site Access)

EN14 (Control of Pollution)

EN22 (Surface Run-Off Implications of New Development)

Government Planning Documents

NPPF (National Planning Policy Framework 2021)

National Planning Practice Guidance

Relevant Planning History

20/1314/AGR - Agricultural Storage Building – Approved as an agricultural determination

Site Location and Description

The application site lies in the open countryside approximately 1 km to the east of the village of Marsh Green. It currently comprises a group of farm buildings which are no longer in use and an area of hardstanding. The site is accessed through an existing farm entrance directly off the passing country highway between Rockbeare Quarry and Marsh Green. There are a handful of properties fronting onto the aforementioned highway in the proximity of the site.

Proposed Development

This application seeks full planning permission for the change of use of the redundant farm buildings to provide storage and distribution units and light industrial units together with the change of use of the farmyard to provide for the siting of storage containers and caravans. Works are also proposed to create wider visibility spays and improved turning radii on the access to the public highway.

Assessment

The main considerations in the determination of this application relate to:

- The principle of the proposed development;
- The impact of the proposal on its surroundings;
- The impact on highway safety;
- The impact on residential amenity;
- Landscaping;
- Impact on wildlife; and
- Other issues.

Principle

The site lies in the open countryside where all development must be strictly controlled so that it does not detrimentally impact upon the character and appearance of its surroundings, however, that does not represent a bar on all development, as Strategy

7 of the EDDC Local Plan does allow some development but only where it would be in accordance with a specific policy contained in the plan.

In this instance the conversion of the buildings to alternative uses would fall to be considered under Policy E5 of the Plan which states the following:

In villages and rural areas small scale economic development (not including retail use classes/other uses in Classes A1 - A4) and expansion of existing businesses designed to provide jobs for local people will be permitted where:

1. It involves the conversion of existing buildings. Or
2. If new buildings are involved, it is on previously developed land. Or
3. If on a Greenfield site, shall be well related in scale and form and in sustainability terms to the village and surrounding areas.

It is therefore considered that the principle of converting the existing farm buildings to alternative uses is acceptable in principle providing it accords with other policies contained in the development plan.

The outside storage area would not be permitted under Policy E5, however, Policy E4 does offer support for farm diversification projects, and as such the outside storage area (and conversion of barns) would be acceptable in principle, subject to a number of caveats. The policy stating the following:

Proposals to diversify and expand upon the range of traditional agricultural related economic activities undertaken in rural areas will be permitted where a proposal meets the following criteria in full:

1. The proposal is complementary to, or compatible with, the agricultural operations in the rural area or on a farm and is operated as part of an overall holding.
2. The character, scale and location of a proposal are compatible with its landscape setting and any area of nature conservation importance.
3. The proposal would not use the best and most versatile agricultural land.
4. The likely amount of traffic generated by the proposal could be accommodated on the local highway network without harming road safety and without adverse visual impact upon the surrounding countryside.
5. Any new building (and associated parking and other structures/storage) does not detract from the historic environment is modest in scale and is sited in or adjacent to an existing group of buildings and is of a compatible design and will blend into the landscape in terms of design, siting and materials.
- 6 The proposal would not cause noise, air or water pollution or flooding nor harm the amenity of local residents.
7. All new agricultural and agricultural related buildings within 1 kilometre of sighting of barn owls or signs of their activity with a ridge height of 3 metres or more shall make suitable provision for the nesting of barn owls, whether or not they have been observed at the site

The area of land and use proposed is considered to accord with these criteria in full in that the site would be used in connection with the converted barns and enable other

agricultural activities on the holding to continue (comments relating to what constitutes the holding and recent new buildings will be commented in detail later on in this report), the other criteria will be examined in more detail in the subsequent section of this report.

Accordingly the proposal is acceptable in principle in relation to Policies E4 and E5 of the EDDC Local Plan providing the impacts of the development are acceptable in relation to other policies contained in the development plan.

Impact on the surroundings

The existing buildings would be refurbished and converted into industrial units using the existing block plinth with metal sheeting over for the walls and metal sheeting for the roofs, the only visual change externally would see the infilling some of the walls with new cladding and the insertion of roller shutter doors and personnel doors such that their appearance in the rural surroundings would largely remain agricultural especially as the traffic movements and activity would be internal to the site and not apparent other than from the passing highway as agricultural activities are at present.

The foremost impact would be the impact of the outside storage of containers and/or caravans on the countryside surroundings. All containers would be single stacked only with allowance for up to 54 units or 54 caravans contained within a secure compound that would be enclosed by 2.3 metre high palisade fencing on its southern, eastern and western boundaries with the existing hedge bank forming the boundary to the north adjacent to the road. The site is visible from the passing highway although not in long term views and drivers do concentrate on the highway rather than on the surrounding views due to the high hedge banks such that there would only be glimpse views of the site and the units would be read against the backdrop of the existing building when travelling towards the site from the Marsh Green direction, in the other direction mature trees along the roadside edge would largely screen longer distance views. Accordingly, it is considered that the site is relatively well screened, especially in longer distance views such that the proposal would not detrimentally impact upon the character and appearance of the locality.

The proposal is therefore considered to be acceptable in relation to Policy D1 of the EDDC Local Plan.

Impact on highway safety

The existing site was in use until recently as a working beef farm and therefore there would have been a consistent number of vehicle journeys to and from the site by larger agricultural and heavy goods vehicles. The proposed uses of light industrial start up units and/or small storage and distribution units are likely to generate a different type of vehicle using the site and potentially a greater number of movements. A number of local residents, the parish council and the ward member have raised concerns regarding the suitability of the road network to accommodate the proposed traffic movements and the disturbance this could cause.

The planning application is supported by a Transport Statement (TS) produced by Bellamy Transport Consultancy. Chapter 4 of the TS covers the traffic impact of the

proposed development. The proposed use of the two existing buildings is predicted to forecast just 15 vehicle movements in the AM peak hour (12 arrivals and 3 departures) and 14 vehicle trips during the PM peak hour (2 arrivals and 12 departures). This equates to approximately one vehicle movement every four minutes during the AM and PM peak hours. The storage compound element of the proposals has a lower predicted trip generation - just eight to ten movements per day if the compound is fully occupied by storage containers. If the proposed storage compound area is used to store caravans when they are not being used by their owners, such a use would generate extremely low traffic movements, with most customers travelling to the site to store their caravans at the end of the summer months for the duration of the winter period and then not taking them off again until the spring. Whilst 27 car parking spaces are proposed, section 7 of the TS explains that it is not anticipated that all the spaces would be used and, therefore, the provision is considered to be adequate, especially given that there are no minimum or maximum standards for commercial development contained in the plan.

Devon County Highways Engineer has considered the proposed uses on site, together with the proposed amendments to the access alignment and visibility and has the following comments to make:

“As one of the parish council comments states storage units proposed such as these, are mainly utilised by domestic users or small trades and businesses, therefore the ongoing trip generation to the site is likely to be non-HGV vehicles. I appreciate that the site still has to under-go construction and the storage units placed in-situ before the site reaches this stage, however I believe with a carefully monitored Construction and Environment management plan, through mitigation and conditions, disruption to the local highway network can be minimised”.

It is recommended that on any approval a condition is imposed to prevent the site being used as a transport hub for shipping containers to accord with the transport statement and comments from DCC Highways.

Accordingly, it is evident that the residual cumulative impact of the scheme on the local highway network would not be 'severe', which is the test set out in the NPPF (paragraph 111) and it is considered that the proposal would be acceptable in accordance with Policy TC7, criteria 4 of Policy E4 and the requirements set out in Policy E5 of the EDDC Local Plan.

Impact on residential amenity

Concerns have been raised through the representations and ward member comments about the compatibility of the proposed uses with the surroundings particularly with reference to the impact on the existing residents in proximity of the site and the access routes.

The site forms part of an existing agricultural holding where various noise and smell disturbances on local residents would have been occurring over a number of years, the nearest dwelling to the site is in the financial ownership of the holding and therefore impacts on the occupiers of this dwelling are to a certain extent accepted. The nearest third party dwellings to the site would be Palmer's Farm to the west (230 metres) and

Robin's Nest to the east (339 metres), the occupiers of these dwellings are likely to experience a change in vehicle movements but in terms of other noise emanating from the site this can be controlled through appropriate opening hours, lighting and traffic management plans.

Accordingly, the proposed use of the site is not, subject to appropriately worded safeguarding conditions, considered to be detrimental to the living conditions of nearby residential properties in accordance with Policies EN15 and D1 of the EDDC Local Plan.

Landscaping

The existing site is well screened in its surroundings by mature trees at the north east end of the site and by a mature hedgerow on the northern boundary such that the buildings and external storage area are not readily visible from the passing highway, however, should the hedgerow be cut to a lower level than it presently is the shipping container and/or caravans would become very visible and out of character with the surroundings. As a consequence it is considered necessary to seek a hedgerow management plan from the applicant by condition before any work/alternative use commences on the external storage area to ensure that the hedgerow remains at an appropriate level.

It is not otherwise considered necessary to seek any further landscaping of the site in accordance with Policy D2 of the EDDC Local Plan.

Ecology

The barns on site have not been redundant for long, however as they have existing openings that could allow wildlife to freely enter and leave and these would be effectively sealed up as a result of this application, it is necessary to consider whether the proposal would have an impact on wildlife in the area.

The planning application is supported by a Preliminary Ecological Appraisal (PEA), which gives proper consideration to, and provides a thorough assessment of, the perceived ecological impacts associated with the proposals. The PEA sets out ecological mitigation, compensation and enhancement measures for the site. In terms of mitigation/compensation, it is proposed to retain trees and hedge banks, create two habitat piles, install dormouse nesting boxes within the wooded copse and hedge banks along the northern boundary of the site and include bird nesting provision on the existing buildings. Additional enhancement measures include provision for bat roosting (six boxes), barn owl and kestrel nesting and invertebrates.

Furthermore, Section 6.1.5 of the PEA contains a dedicated section on lighting and sets out how lighting can be introduced in a way that is sensitive to wildlife.

Accordingly, subject to appropriately worded conditions, the proposed development can proceed in a sensitive manner ensuring that existing and protected wildlife is not harmed during the construction period and during the lifetime of the development in accordance with Policy EN5 of the EDDC Local Plan.

Other issues

The comments from the ward member are noted regarding the recent history of the site and being granted recent approval for a new agricultural building and now wanting use the existing buildings for commercial purposes, the following comments have been received from the applicant's agent regarding this:

“The farm is currently used for arable production, to support the home farm enterprise at Venmore Farm in Woodbury. The composition of the farm makes this difficult (27 fields with average field sizes of under eight acres). Planning permission has been granted for solar use on 50 acres of the poorer ground to the southeast of the holding (application refs. 13/1390/MFUL, 15/2061/VAR, 17/0011/VAR and 19/1510/VAR). An agricultural building is sited just outside of the application site area, to the south. This is required to support hay/straw storage and will remain in agricultural use.

It is proposed that the farm will become a Bio Diverse Countryside Stewardship site with legume and herb rich leys and low input cereals. Alongside the solar facility, this would acknowledge and strongly support government guidelines for future "green farming".

The Local Planning Authority cannot dispute these claims as it does appear as though the buildings are no longer suitable for modern farming activities, in any event the uses proposed are acceptable and in accordance with the adopted Local Plan such that a refusal could not be justified.

RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission and shall be carried out as approved.
(Reason - To comply with section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. The development hereby permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.
(Reason - For the avoidance of doubt.)
3. No development shall take place or alternative use commence on the area identified on the site plan for container storage and/or caravan storage until a hedgerow management plan for a period of no less than 25 years from the date of this permission has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the management plan shall detail how the hedge will be managed and at what height to ensure appropriate screening of the outside storage area. The plan as approved shall be adhered to at all time, during and post construction.
(Reason: To ensure that appropriate landscaping remains in place to screen the proposed development and remain in a healthy conditions for an appropriate

period of time in accordance with Policy D2 - Landscape Requirements of the East Devon Local Plan).

4. The buildings shall be used for B8 Storage and Distribution and/or E(g)(iii) light industry only and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). (Reason - To protect adjoining occupiers from noise, disturbance in accordance with the requirements of Policy EN14 - Control of Pollution and inappropriate uses in a countryside location in accordance with the requirements of Strategy 7 - Development in the Countryside of the Adopted East Devon Local Plan 2013-2031.)
5. Development shall proceed in accordance with the recommendations, mitigation and enhancement measures as contained within the Principle Ecological Assessment carried out by Eco Logic received on 22nd July 2021 report reference 210336 rev01. These measures shall be introduced prior to first use of the site for either B8 Storage and Distribution or E(g)(iii) Light Industry purposes.
(Reason: To ensure that the wildlife in proximity to the site is safeguarded from the impacts of the proposed development in accordance with Policy EN5 - Wildlife Habitats and Features of the East Devon Local Plan
6. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:
 - (a) the timetable of the works;
 - (b) daily hours of construction;
 - (c) any road closure;
 - (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;
 - (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
 - (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
 - (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
 - (h) hours during which no construction traffic will be present at the site;
 - (i) the means of enclosure of the site during construction works; and

(j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
(k) details of wheel washing facilities and obligations
(l) The proposed route of all construction traffic exceeding 7.5 tonnes.
(m) Details of the amount and location of construction worker parking.
(n) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;
(Reason: To ensure that the traffic attracted to the site is managed in an appropriate manner in accordance with Policy TC7 - Adequacy of Road Network and Site Access of the East Devon Local Plan)

7. The buildings and external storage area shall only be used between the hours of 8 am and 9pm Monday to Friday, 8am and 7pm on Saturdays and 10am to 4pm on Sundays and Bank Holidays
(Reason – To ensure that the noise emanating for the site and associated traffic movements are made during sociable hours in accordance with Policy EN14 – Control of Pollution of the East Devon Local Plan).
8. None of the uses hereby permitted shall be begun until the works to the access identified on drawing number 8285-17 received on 22nd July 2021 have been implemented in full. The access shall be laid out and maintained in accordance with this plan at all times.
(Reason – To ensure that the access is laid out in an appropriate manner and maintained at all times to provide a safe access onto the public highway in accordance with Policy TC7 – Adequacy of Road Network and Site Access of the East Devon Local Plan).
9. The external storage area shall be used for B8 storage of shipping containers which once in place shall remain in situ and shall only be removed and replaced for maintenance purposes and/or caravans only and for no other purpose (including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).
(Reason - To protect nearby occupiers from noise and disturbance in accordance with the requirements of Policy EN14 - Control of Pollution, limit traffic number in accordance with Policy TC7 – Adequacy of Road Network and Site Access and inappropriate uses in a countryside location in accordance with the requirements of Strategy 7 - Development in the Countryside of the Adopted East Devon Local Plan 2013-2031.)
10. The shipping containers and/or caravans shall be single stacked only
(Reason – To protect the character and appearance of the open countryside in accordance with Policy D1 – Design and Local Distinctiveness of the East Devon Local Plan).
11. The fencing and gates hereby approved shall be coloured dark green and retained as such in perpetuity.

(Reason: To protect the character and appearance of the open countryside in accordance with Policy D1 – Design and Local Distinctiveness of the East Devon Local Plan).

12. No external lighting shall be constructed or provided unless and until details of the lighting have been submitted to and approved in writing by the Local Planning Authority. Thereafter, any lighting shall be carried out and maintain in accordance with the approved details.

(Reason: To protect the character and appearance of the open countryside in accordance with Policy D1 – Design and Local Distinctiveness of the East Devon Local Plan), to ensure that the wildlife in proximity to the site is safeguarded from the impacts of the proposed development in accordance with Policy EN5 - Wildlife Habitats and Features of the East Devon Local Plan, and to protect nearby occupiers in accordance with the requirements of Policy EN14 - Control of Pollution).

NOTE FOR APPLICANT

Informative: Confirmation - No CIL Liability

This Informative confirms that this development is not liable to a CIL charge.

Any queries regarding CIL, please telephone 01395 571585 or email cil@eastdevon.gov.uk.

Informative:

In accordance with the requirements of Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 in determining this application, East Devon District Council has worked positively with the applicant to ensure that all relevant planning concerns have been appropriately resolved.

Plans relating to this application:

8285-LP C	Location Plan	22.07.21
8285-18 : Fence/gate	Other Plans	22.07.21
8285-17 : Access	Other Plans	22.07.21
8285-16 A : Staff office	Proposed Combined Plans	22.07.21
8285-15 D	Proposed Elevation	22.07.21
8285-14 A	Proposed roof plans	22.07.21
8285-13 A	Proposed Floor Plans	22.07.21

8285-12 D	Proposed Elevation	22.07.21
8285-11 A	Proposed roof plans	22.07.21
8285-10 B	Proposed Floor Plans	22.07.21
8285-09 E	Proposed Site Plan	22.07.21
8285-08 C	Proposed Site Plan	22.07.21

List of Background Papers

Application file, consultations and policy documents referred to in the report.