

Parish: Raskelf
Ward: Raskelf & White Horse
3

Committee date: 27th October 2022
Officer dealing: Marc Pearson
Target date: 24th February 2022
Extension of time:

21/02643/FUL

Construction of 6no poultry buildings, associated infrastructure, attenuation pond, new access track and hardstanding

At: Land north of Hag Lane, Raskelf
For: Dinsdale Farming

This application is referred to Planning Committee due to the level of public interest

1.0 Site, Context and Proposal

- 1.1 The 6 hectare application site is located on the north side of Hag Lane approximately 2km west of Raskelf beyond the East Coast railway line. The site would utilise an existing vehicle access point and access track that leads to a field enclosure about 200 m from Hag Lane. The site is level and is enclosed by an existing hedgerow and is currently utilised for agricultural purposes. Immediately to the west of the application site (adjacent to the access track) are overhead power lines that run in a north/south direction. The immediate context is defined by remaining agricultural land and approximately 400m to the west, south-west and south-east are a number of residential properties. Short and medium distance views towards the site are possible from Hag Lane over the hedgerows adjacent to the highway. From the east longer distance views towards the application site are possible from the public footpath network, however, these views are dominated by the railway line and overhead power lines.
- 1.2 The proposal seeks consent for the erection of 6 poultry buildings and associated infrastructure. The poultry buildings each measure 126m x 20m in footprint with an eaves height of 3m and a ridge height of 5.7 m. Each poultry building is of steel portal frame construction, with concrete walls to 0.6m with polyester coated profile sheeting above for the walls and roof which will be coloured olive green. The proposed buildings will be fitted with high velocity ridge mounted ventilation fans and side inlet vents. An amenity building/boiler house measuring 30m x 18m with an eaves height of 6m and a ridge height of 8.4m of similar construction is also proposed, together with feed bins at 8.5m in height and smaller ancillary structures, gas and water tanks. Furthermore, landscape planting is proposed adjacent to the southern and eastern field boundaries.
- 1.3 The broiler rearing cycle operates on an all-in all-out system, and each cycle takes 48 days. Chicks will be delivered to the site as one day olds and will be reared on the site for approximately 38 days, following which they will be removed live to the processors. Following the removal of the birds, the site will be empty for around 10 days for cleaning and preparation for the next flock. The manure removed and transported to Thetford Power Station. The site will operate with approximately 300,000 broilers per production cycle.

- 1.4 The proposal has been submitted with a landscape and visual impact assessment (LVIA), transport study, Archaeological Geophysical Survey, design and access statement, study of the Impact of Odour and flood risk assessment. As part of the application submission a highway vehicle routing plan is proposed that would provide a vehicle route in a southerly direction to connect to the A19 avoiding Raskelf village. Birds arrive from the hatchery at Thirsk, feed delivery from the Mill at York following the A1237, A19 and High Moor Lane, whilst manure removal will be taken to Thetford Power Station, routed from the site following the A19, A64, A1 southwards to the A14 and A11.
- 1.5 The proposal is subject to an Environmental Statement due to the number of birds being above 85,000, the buildings would provide for a total of 300,000 birds, this has been provided and the Secretary of the State has been consulted on the proposal. The proposal has not been called in by the Secretary of State so can therefore proceed to determination.
- 1.6 During the course of the application solar panels were added to the elevation drawings by the applicant. The updated drawings illustrate solar panels on the south facing roof slope of each poultry unit.

2.0 Relevant Planning History

- 2.1 No planning history for this particular site.

3.0 Relevant Planning Policy

- 3.1 As set out in paragraph 2 of the NPPF planning law requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise. The law is set out at Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Local Plan Policy S1: Sustainable Development Principles

Local Plan Policy EG7: Businesses in Rural Areas

Local Plan Policy E1: Design

Local Plan Policy E2: Amenity

Local Plan Policy E3: The Natural Environment

Local Plan Policy E7: Hambleton's Landscapes

Local Plan Policy RM2: Flood Risk

Local Plan Policy RM3: Surface Water and Drainage Management

Local Plan Policy RM4: Air Quality

Local Plan Policy RM5: Ground Contamination and Groundwater Pollution

Local Plan Policy IC1: Transport

Local Plan Policy IC2: Transport and Accessibility

National Planning Policy Framework

4.0 Consultations

- 4.1 This application has been the subject of a 10 day re-consultation in September 2022 following the introduction of solar panels as described in para 1.6 above. Where additional comments have been received that change consultee advice these are identified below.

4.2 Parishes, consultations have been issued to five parish councils –

Tollerton Parish Council – object as summarised below:

- Currently 31 major poultry units in Hambleton District, three in the immediate vicinity of Tollerton, and a further 4 in the surrounding region.
- The number of vehicle movements to and from the proposed units as noted in the submitted documents will increase the HGV vehicles through Tollerton by up to 1,500 per year. This, added to the number of HGV vehicles in excess of 3,500 already, is not acceptable in a secondary village with unclassified roads.
- Additionally, we experience high levels of smells of ammonia etc from the existing plants already. Inadequate mention of the prevailing wind pattern in the documents submitted indicates that this has not been considered satisfactorily.
- The emission of Nitrous Oxide (a global warming gas 300 x more polluting than Carbon Dioxide) has not been considered.
- The temporary condition of the site during construction regarding vehicle routing, movement direction and pollution has been ignored in the overall documents submitted.

Shipton Parish Council – No objection to proposed development site itself but concerned about the proposed vehicle routing and increase in traffic as summarised below:

- The proposed route for service vehicles is via Moor Lane, which runs parallel to the A19 at Shipton and to enter the A19 via the Overton turnoff south of Shipton.
- Whilst we recognise the vehicles would not be travelling through Shipton Village, it would enter onto the A19 at a very dangerous junction.
- Seek assurance that vehicles are not permitted to travel through Shipton and we hope consideration is taken regarding an area already overburdened with large vehicles when considering this application.

Raskelf Parish Council - object as summarised below:

- Concerned about the volume of wagons/traffic which will pass through the village of Raskelf to access this site, although the application shows a different route for HGV's accessing the site there is no way of enforcing a route and from experience living in the village HGV's travelling to this site are bound to use the route via Raskelf village.
- The infrastructure of the village of Raskelf is not designed to have a large number of HGV's travelling through the village on a daily basis at all hours of the day this will be a nuisance and danger to the residents of Raskelf.
- Concern about the increase in HGV's passing through to access the poultry farm at Brafferton.

Aldwark Parish Council (includes the village of Flawith)

Having consulted with residents in Flawith, objects as summarised below:

- Concern about the traffic generation and the traffic movements affecting the local highway network and the unclassified Hag Lane.
- No explanation or logic has been provided as to why the anticipated numbers of HGVs are to be routed in this direction through three villages (Tholthorpe, Flawith and Tollerton) instead of being routed via the shortest route onto the A19 through

Raskelf. The alternative route through Raskelf is the most direct route and would cause the least disruption to residents.

- Concern about HGV volumes and speeding vehicles through the village despite local residents operating speedwatch and the installation of a speed matrix sign.
- Despite a number of requests, North Yorkshire Police have been reluctant to install a speed camera or to undertake active speed monitoring with a camera van. Equally, North Yorkshire County Council as the highway authority have yet to come forward with any proposals to mitigate against speeding traffic. Any approval of this application in its current form should be conditional upon speed reduction measures being implemented across all three affected villages.

Further consultation response:

- Neither the Environmental Assessment nor the Transport Statement consider the impact of the proposed routing of HGVs on the villages of Tholthorpe, Flawith and Tollerton. The proposed routing of vehicles to join the A19 at Shipton-by-Beningbrough is far more circuitous and much less direct than accessing the A19 through Raskelf. There is no explanation why this route has been chosen and no consideration of the effects on the villages impacted.
- Flawith already is severely impacted with speeding vehicles despite the measures taken by the Parish Council to install a speed matrix sign and the local villagers carrying out speedwatch activities. North Yorkshire Police are presently reluctant to carry out enforcement action and North Yorkshire CC are unwilling to invest in any traffic calming measures. The proposed increased traffic will have a further detrimental impact on all three villages with no mitigation measures proposed.
- Air and noise pollution from the increased HGV traffic has not been considered as part of the Environmental Assessment.
- The Transport Statement fails to identify the timings of proposed HGV movements.
- This area of Hambleton has recently been designated a bird flu control zone and there is understandable concern about the proposed development of another large chicken rearing facility and the potential human health risks, as well as the risk of a transfer of bird flu from commercial to private premises. The Environmental Assessment fails to consider bird flu and the risks of contamination to and from the wild bird population and any associated risks to human health.

Tholthorpe Parish Council - objects as summarised below:

- If implemented, this proposed development would bring a substantial and potentially dangerous increase in Heavy Goods Vehicle movements over wholly unsuitable roads through three villages and past a number of dangerous junctions, over a route which has had 95 personal injury/accidents, 3 of them fatal, in the last 22 years. Concern that the Transport Impact Statement offered in support of the proposal is wholly inadequate. It is further submitted that at the very least a far fuller Statement dealing with the matters identified in these submissions should be provided but that, in reality, this is a development in such a place and generating such a traffic flow over a difficult unclassified road route that a full Assessment should have been offered, and, if not offered, required.

- The Environmental Impact Statement is deficient in that it does not consider the greenhouse gas emissions resulting from either the construction or operation of this development. That failure, if it is submitted, means that the EIS does not comply with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Schedule 4 §5 specifically requires consideration of the impact of the development on emissions of greenhouse gases. Without a proper or adequate EIS which complies with the Regulations this proposal should be rejected.
- There are potential health risks from this development but the application does not refer to them or the growing body of research which identifies them.

4.3 NYCC Highways – Note that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The routes leading to and from the site leading to the A19 have been assessed and are mostly "C" classified roads with minimum width of 5.5 metres which is suitable for large vehicles to pass others. The routes are considered suitable for the proposed traffic and a highway recommendation of refusal of this application would not be appropriate. On this basis no objection but recommends conditions regarding verge crossing details and visibility. Additionally, the NYCC Officer has responded to a queries on the carriageway and HGV vehicle widths together with data provided by Tholthorpe PC relating to traffic speeds in the village of Tholthorpe.

4.4 Environmental Health – No objection but notes that due to the nature and size of the development operations will be controlled under separate legislation for Environmental permits for intensive rearing of poultry to the Environment Agency for a permit to operate. This permit will regulate the business to ensure that the necessary technology and management techniques are in place to prevent emissions to air, water and land with enforcement sanctions available should emissions occur.

A number of conditions are recommended regarding acoustic matters (relating to fans, acoustic barriers and attenuators), restriction of vehicle movement to, from and on the site between 07:00 – 20:00, measures regarding the control of flies and insects given the nearby residential properties, no burning of waste materials and no disposal of waste on site.

4.5 NYCC Heritage – No objection following receipt of a geophysical survey that concluded no archaeological results.

4.6 Lead Local Flood Authority – No objection subject to the implementation of the submitted drainage proposals.

4.7 Environment Agency – No objection based on updated site layout drawing but recommends a condition relating to non-mains drainage proposals.

4.8 Kyle IDB – No objection but recommends conditions on surface water. (Officer note: that the rate of discharge of surface water is 3 litres per second for the whole of the developed site and meets the requirements of the IDB and LLFA conditions.)

4.9 MOD – No safeguarding concerns.

4.10 Natural England – Standard response but does request Air Quality screening SSSI's. [See section within the analysis on Air Quality]

- 4.11 Yorkshire Wildlife Trust – No response received (expired 24.12.2021).
- 4.12 Yorkshire Water – No response received (expired 24.12.2021).
- 4.13 CPRE – No response received (expired 24.12.2021).
- 4.14 Access Forum – No response received (expired 24.12.2021).
- 4.15 National Grid – No response received (expired 24.12.2021).
- 4.16 Contaminated Land – No objection.
- 4.17 Site notice and Neighbour Notifications – 119 objections as summarised below:
- The ES is flawed
 - Loss of agricultural land
 - Not supporting a local business – applicant based in Darlington
 - No evidence of why alternative sites dismissed.
 - Traffic and vehicles through villages – enforcement of routing problematic.
 - Noise and disturbance from vehicle traffic
 - Smell concerns for local residents
 - Visual impact of proposals
 - Pollution of watercourse
 - Concern about of special measures by DEFRA because of the risk of bird flu as recently as last year, November 2021. Additional facilities such as this increase the risk of bird flu in this area happening and or spreading.
 - Cumulative impact of intensive poultry farm on top of the 31 farms currently operational.

5.0 Analysis

- 5.1 The main issues are principle, landscape impact, highway safety, residential amenity, drainage, noise and odours, drainage, biodiversity, archaeology, air quality, animal health and related impact on human health.

Principle

- 5.2 The proposal would provide an agricultural use within a rural area and Local Plan policies S1 and EG7 promote the development of rural/agricultural enterprise subject to compliance with other relevant local plan policies with a particular focus on consideration of landscape impact and appropriate highways access. Policy S5 sets requirements for development in the countryside.

- 5.3 Policy EG7 states:

Agriculture

A proposal for a new agricultural use or farm diversification will be supported provided that:

- e. it is demonstrated that it is reasonably necessary for the purposes of agriculture within that unit and cannot be met by existing buildings within that unit or in the vicinity and the scale of the building is commensurate with its proposed use;
- f. the building is sited so that it is physically and functionally related with existing buildings associated with the farm unit unless there is a demonstrable need for a more isolated location;

g. the building would be well integrated with its surroundings, being of appropriate location, scale, design and materials and with appropriate landscaping so as not to harm the character, appearance and amenity of the area; and
h. the approach roads and access to the site have the capacity to cater for the type and levels of traffic likely to be generated by the development.
Promotion of sustainable forms of agriculture which include environmentally sensitive organic and locally distinctive food production together with its processing, marketing and retailing will be encouraged as part of a thriving and diverse rural economy.

5.3 The proposal would result in the loss of an area of the best and most versatile agricultural land. The site is Grade 2 agricultural land. Where significant development in the countryside is demonstrated to be necessary, Hambleton Local Plan Policy S5 states that the loss of best and most versatile agricultural land (classed as grades 1, 2 and 3a) should be avoided wherever possible. If the benefits of the development justify the loss, areas of the lowest grade available must be used except where other sustainability considerations outweigh agricultural land quality considerations. Where agricultural land would be lost the proposal will be expected to be designed so as to retain as much soil resource as possible as well as avoiding sterilisation of other agricultural land by, for example, severing access to farmland.

Environmental Statement

5.4 The agent has provided clarification on the assessment of alternative sites and notes the applicant has not considered other sites for the development as this site was identified at an early stage and was not ruled out by pre application enquiries and thus the project was moved forward to the application stage.

5.5 The Environmental Statement including supplementary information provided by the agent during the course of the application is considered to meet the minimum requirements of an Environmental Statement.

Landscape impact

5.6 Local plan policy E7 seeks to protect and enhance the distinctive landscapes of the district. The proposed buildings would be positioned within an existing field enclosure and further landscaping is proposed adjacent to the southern and eastern hedgerows to provide mitigation screening. The land is low lying and level with no long-range views. As noted in paragraph 1.1 above the immediate landscape context is provided by electricity pylons and overhead wires of the east coast railway line.

5.7 The proposed poultry sheds would be 5.7m to the ridge whilst the ancillary building would be 8.4m in height to the ridge. It is also noted that the feed bins would be 8.5m in height. The proposed buildings are modest in scale and would be visible in views from Hag Lane and public footpaths to the east. However, it is not uncommon for agricultural buildings to be visible within the countryside as this is characteristic of the landscape across the Vale of York.

5.8 Furthermore, in this instance it is noted that there are distracting features within the landscape due to the large-scale overhead powerlines and infrastructure associated with the east coast railway line including the overhead power lines and gantry frames these dominate the landscape in this area. On this basis and subject to the

imposition of condition to require the landscape planting the proposal is considered to be acceptable from a landscape impact perspective.

Highways

- 5.9 Local Plan policy IC2 seeks a safe and efficient transport system that supports a sustainable pattern of development that is accessible to all. The issues to be considered fall within two main areas. First the capacity of the highway network to safely accommodate additional traffic and second the amenity impacts from pollution from additional vehicle movements. The proposal would involve the upgrading of an existing vehicle access to provide appropriate and necessary upgrades to the capacity and safety by appropriate visibility splays and routing vehicles in a southerly direction to connect to the A19. From the application site this would result in vehicles travelling through Flawith, Tholthorpe, Tollerton and close to Shipton by Beningbrough. This approach avoids the limited visibility and horizontal alignment at the staggered junction in the centre of Raskelf that would make the junction difficult to navigate for larger vehicles.
- 5.10 The second aspect of amenity concerns is widely raised in public observations that refer to both highway safety and amenity concerns of routing large vehicles along rural routes through numerous villages. Concerns have been raised regarding the enforceability of routing vehicles to and from the application site in a southerly direction and that the excessively long routing will result in the restriction being ignored or that vehicles may not be clearly identified as serving the site.
- 5.11 Further observations from Parish Councils along the proposed vehicle route note concerns about the need to include traffic data for the entire vehicle route, vehicle speeds and the need for traffic calming in the area should this application be approved.
- 5.12 NYCC Highways have been consulted on the application and raise no highway safety concerns subject to conditions regarding verge crossing details and visibility splays. Furthermore, NYCC Highways have provided clarification that there is no need to assess the traffic data for the entire vehicle route and that HGV's can pass through narrow sections of highways in accordance with the guidance contained within Manual for Streets. In addition, the concerns raised about the speed of traffic in villages are a separate matter and this application would not trigger the need for any traffic calming.
- 5.13 Public observations note concerns that the vehicle routing will be difficult to enforce. Nevertheless, it is noted similar types of development have an HGV Management Plan condition attached that controls vehicle routing for HGVs. This could apply to this application site and the applicant is willing to install CCTV covering the site entrance to enable monitoring of the routing strategy to ensure that vehicles turn right and follow the vehicle routing. On this basis and subject to a vehicle routing condition the development it is considered the proposal raises no highways concerns.
- #### Residential amenity
- 5.14 Local Plan policy E2 seeks to provide and maintain a high standard of amenity for all users and occupiers, including both future occupants and users of the proposed development as well as existing occupants and users of neighbouring land and buildings, in particular those in residential use. The application site is situated in close proximity to residential properties to the west, south-west and south-east.

Environmental Health has been consulted on the application and note that the operation of the site would be controlled via permits from the Environment Agency. On this basis the application raises no concerns regarding the potential amenity impact from the poultry sheds subject to conditions relating to noise, odours and amenity.

- 5.15 Consideration has been given to the impacts of vehicle movements along the vehicle route through countryside and villages, particularly on the most vulnerable in society. Whilst the number of movements and size of vehicles cannot reasonably be reduced the impact can be reduced through the imposition of a working hours condition. This is to limit the time that vehicles can enter or leave the application site and will mitigate the potential unrestricted times of vehicle movements.

Drainage

- 5.16 Local Plan policies RM1 and RM3 require the appropriate drainage for foul and surface water to be provided. The application site is located in flood zone 1 and is therefore at low risk of flooding from rivers. Furthermore, no surface water flooding is recorded on the application site. The ground conditions prevent soakaways and therefore it is proposed to drain the proposal to the drainage ditch that runs along the northern field boundary via an attenuation pond.
- 5.17 Dirty water from the washdown of the buildings will be collected in underground storage tanks and this is subject to separate legislation via Environmental Permit regimes through the Environment Agency. In addition, foul water from the staff facilities on site will discharge to a private package treatment plant.
- 5.18 The Local Lead Flood Authority, Internal Drainage Board and Environment Agency raise no concerns subject to conditions relating to the implementation of the drainage proposals.

Biodiversity

- 5.19 Local Plan policy E3 requires all developments to demonstrate the delivery of a net gain for biodiversity. An ecology report submitted with the application notes there would be no adverse impact on ecology given the existing use. Furthermore, the introduction of landscape planting together with an attenuation pond could ensure there is no net loss to biodiversity.
- 5.20 Local Plan policy E3 requires proposals to demonstrate biodiversity net gain. The submitted ecology information illustrates no net loss, given the existing arable land use and subject to a detailed biodiversity metric assessment and proposals to enhance biodiversity (that can be controlled via a suitably worded condition) it is considered that a biodiversity net gain can be achieved on the application site and adjoining land within the applicants control.

Archaeology

- 5.21 Local Plan policy E5 requires that where a heritage asset is identified, a proposal will be required to assess the potential for adverse impacts on the significance of the historic environment. During the course of the application a concern relating to archaeology within site was raised by NYCC Heritage Services. However, following the receipt of a Geophysical Survey that identified the absence of archaeological features NYCC Heritage Service was no concerns regarding the proposals.

Climate change and Greenhouse gas emissions

- 5.22 Greenhouse gas emissions are identified in the Hambleton Local Plan as a cross cutting issue and that the Climate Change Act 2008 sets a legally binding target to reduce the UK's GHG emissions to net zero by 2050 from 1990 levels, the requirement is set in Policy S1 to support development that takes available opportunities to mitigate and adapt to climate change, including minimising GHG emissions. The issue associated with the GHG of the proposal are raised by Tholthorpe Parish Council. The agent has provided a response as follows noting the contribution of agriculture to GHG.

UK farms presently amount to 45.6 million tonnes of carbon dioxide (CO₂) equivalent a year – about one-tenth of UK GHG emissions. But in stark contrast to the rest of the economy only 10 per cent of this is CO₂. Around 40% is nitrous dioxide (N₂O) and 50% is methane (CH₄).

Current poultry production in the UK is responsible for a fraction of the Greenhouse Gas emissions associated with red meat production, because of the methane emitted because of ruminant production systems. Compared to other meat production systems, poultry produce approximately half the GHG emissions per kilo of pork and approximately a fifth the Greenhouse Gas emissions per kilo of red meat, with substantially higher feed conversion figures than cattle or pigs for both intensive and extensive systems.

Methane emissions are nearly all associated with manure storage (poultry digestion does release some methane but it is relatively negligible). The proposals involve the removal of the of the manure from the site to a biomass power station with no manure storage proposed.

- 5.23 Growing animals for meat production will result in additional GHG emissions it is evident from academic study that poultry meat results in less GHG emission than beef or pork. The proposal does not include details that would secure a reduction in GHG emissions.

Air Quality

- 5.24 The Hambleton Local Plan notes the importance of improving air quality due to the harm to human health caused by poor air quality. Policy E2 amenity requires proposal to ensure that the adverse impacts of air pollution are made acceptable. The operation of the poultry unit would result in an increase in ammonia release to the atmosphere. This pollutant has the potential to cause harm to the environment. Issues of air quality management also fall within the remit of the Environment Agency as the premises can hold more than 40,000 birds. Further guidance on this matter has been sought from the EA.

Animal Health

- 5.25 Avian flu continues to effect both wild birds and farmed birds. The prevalence of avian influenza has resulted in control measures within the local area and have been imposed across Great Britain on 17 October 2022. The responsibility for this issue rests with the Animal and Plant Health Agency (an executive agent of the Department for Environment, Food and Rural Affairs who work to safeguard animal and plant health for the benefit of people, the environment and the economy. In the press statement of 17 October 2022 that imposes restrictions on those keeping poultry it also notes that The UK Health Security Agency (UKHSA) advises that the

risk to public health from the virus is very low and the Food Standards Agency advises that avian influenzas pose a very low food safety risk for consumers.

- 5.26 There is no change to planning policy released from Government to preclude the development of new poultry premises and no planning reason to resist the proposal on the basis of the risk to animal or human health.

Planning Balance

- 5.27 Taking all of the above into account it is considered that the proposed development complies with the relevant Local Plan policies in terms of principle, landscape impact, amenity, biodiversity, highways, drainage, archaeology, air quality, animal health and is otherwise in accordance with local and national policy requirements.

6.0 Recommendation:

- 6.1 That the application is **APPROVED** subject to the imposition of the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.
2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) unless otherwise approved in writing by the Local Planning Authority:

02A received by Hambleton District Council 10.1.2022

03 elevations showing solar panels received 9 August 2022

04 & 05 received by Hambleton District Council on 4.11.2021.

3. A) the make, model and number of fans for both the roof fan unit Fancom 3680/ gable end fan units Fancom 34130 referred to in the report are conditioned for use within this scheme. If the applicant wishes to choose a different make / model etc this may be acceptable but further scrutiny should be given to the associated noise impact.

B) Further information shall be provided on the acoustic barrier including the design, materials to be used, associated sound reduction properties and confirmation that it can achieve a 10dB reduction in noise as referred to in the acoustic report. This shall be submitted to and agreed in writing by the LPA prior to the sheds being occupied.

C) Extract fan attenuators shall be fitted to the atmosphere side of the roof and gable end extract fans that achieve an insertion loss as stated in table 1 of the report page 7. Proof of this installation and that it meets the sound reduction requirements as stated within the table shall be submitted to the Local planning authority. If the applicant wishes to choose a different make / model of fan which changed the attenuation required this may be acceptable but further scrutiny should be given to the associated noise impact.
4. Site vehicles movements to, from and on the site shall be restricted to 07:00 – 20:00. No site vehicle movements are permitted outside these hours.

5. Prior to the use commencing the applicant shall submit a scheme to the LPA for approval detailing how flies and other insects shall be controlled to prevent loss of amenity to nearby occupiers. Following approval, the operator shall operate in accord with the approved scheme and maintain records to demonstrate this. All such records shall be made available for an officer of Hambleton District Council upon request.
6. There shall be no burning of waste materials in the open air on the site.
7. The disposal of waste materials offsite to a power station shall be implemented as set out in the application documents. Any change to this arrangement shall be subject to notification to, and approval by, the LPA.
8. The development must not be brought into use until the access to the site has been set out and constructed in accordance with the following requirements:
 - The crossing of the highway verge must be constructed in accordance with the approved drawing reference 23420-01 and Standard Detail number E60.
 - Any gates or barriers must be erected a minimum distance of 15 metres back from the carriageway of the existing highway and must not be able to swing over the existing highway.

All works must accord with the approved details.

9. There must be no access or egress by any vehicles between the highway and the application site until splays are provided giving clear visibility of 160 metres measured along both channel lines of the major road from a point measured 2.4 metres down the centre line of the access road. In measuring the splays, the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times.
10. The development permitted by this planning permission shall be carried out in accordance with the submitted non-mains drainage proposals and shall also include the following specific mitigation measures:
 - The package treatment plant shall discharge to a drainage field, this shall be designed and constructed to the relevant British Standard: BS 6297:2007.
 - There shall be no discharge to an enclosed lake or pond
 - The package treatment plant shall not be sited within 50m or upslope of any well spring or borehole used for private water supply.
11. The drainage scheme shall be built in accordance with the following submitted designs;
Proposed Drainage Layout. Alan Wood and Partners, 46183, P1, 01/10/2021
Flood Risk and Drainage Assessment, Alan Wood and Partners, JAG/AD/JD/46183
October 2021.
12. The development shall not be brought into use until a Delivery Management Plan has been submitted to and approved in writing by the Local Planning Authority, containing details of a strategy for the routing and timing of collection from the site and delivering to the site. The Delivery Management Plan shall thereafter be implemented in full at all times when the use is operational.

13. Prior to the commencement of development a landscaping and biodiversity net gain scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide a) a landscape scheme including details of any change in surfacing materials and any planting schemes and shall show the retention of any significant existing landscape features and shall provide b) details to show how a 10% net gain of biodiversity will be achieved on site using the DEFRA biodiversity metric 3.1 (or the latest published version) and include a programme of work and subsequent maintenance arrangements. The development shall thereafter be carried out in accordance with the approved scheme.
14. No external lighting shall be installed other than in complete accordance with a scheme that has previously been approved in writing by the Local Planning Authority.

The reasons for the above conditions are:-

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Local Plan Policies S1 and E1.
3. In the interest of residential amenity.
4. In the interest of residential amenity.
5. In the interest of residential amenity.
6. In the interest of residential amenity.
7. In the interest of residential amenity.
8. To ensure a satisfactory means of access to the site from the public highway in the interests of highway safety and the convenience of all highway users.
9. In the interest of highway safety.
10. To ensure appropriate drainage
11. To ensure appropriate drainage
12. In the interest of highway safety
13. In the interest of biodiversity
14. In the interest of visual impact