

<b>Item No</b>	<b>Application No. and Parish</b>	<b>8/13 Week Date</b>	<b>Proposal, Location and Applicant</b>
(2)	05/01483/FUL Shaw-Cum- Donnington Parish	13 <sup>th</sup> September 2005	Change of Use of agricultural barn to B8 (Storage and Distribution) and new access Mousefield Farm Long Lane Shaw Cum Donnington Newbury West Berkshire RG14 2TG Richard Houghton

**Recommendation Summary:**                    **The Head of Planning and Transport Strategy be authorised to GRANT conditional permission**

**Ward Member(s):**                                Councillor Paul Bryant  
Councillor Marcus Franks

**Reason for Committee determination:**                    Level of objection

**Committee Site Visit:**

<b>Contact Officer Details</b>	
<b>Name:</b>	Sara Appleton
<b>Job Title:</b>	Planning Officer
<b>Tel No:</b>	(01635) 519111
<b>E-mail Address:</b>	Sappleton@westberks.gov.uk



The main issues are therefore considered to be:-

1. Principle of the proposal
2. Impact on the appearance of the area
3. Impact on highway safety
4. Impact on the nearby properties

#### Principle of diversification at the site

Mousefield Farm is a dairy farm with numerous barns and other agricultural buildings sited around the main farmhouse. The site lies outside of any defined settlement boundary and can be accessed from a number of points along Long Lane. PPS7 recognises that farm diversification is essential in the rural economy and as such it seeks to encourage schemes where the proposed uses are appropriate to their location.

The site was formally used as a dairy and arable farm with a herd of 250 and a further 150 store cattle. The dairy use on the site has now ceased due to financial pressures, although the arable usage continues.

The principle of using the site for storage and distribution is therefore considered to comply with the guidance within PPS7 as it will contribute to securing the future viability of the site.

#### Impact on the appearance of the area

Minimal external alterations are proposed to the barn, although the cladding of the east elevation will enclose it for security purpose. That elevation faces into the site and will not be seen from surrounding roads and footpaths. The impact on the appearance on the area is therefore considered negligible.

#### Impact on highway safety

The majority of objections to this proposal focus on the highways issues surrounding the site and the concern of increased HGV movements to service the new business. Information has therefore been submitted regarding the former and proposed traffic movements.

The proposed vehicle movements would be 2 articulated lorries per fortnight, 4 van movements per day, 2 car movements per day. In contrast to this the dairy farm required, 1 articulated lorry and one car per day. 4 articulated lorries, 1 - 8 wheeled lorry, 1 fuel lorry and 1 car per month and an additional 150 lorries, 400 trailer loads and 120 articulated lorry movements during the spring and early summer months and up to 3000 tonnes of manure, in approximately 300 loads.

Amended plans have been received which seek to include the access road in the application, which will be moved 20m to the north of that proposed under application 04/00598/FUL.

These amended plans were the result of discussions between the applicant and highways officer. As such, whilst not formal comments have been received, it is considered that the access is more appropriate and will ensure optimum visibility at the junction with Long Lane.

The proposal will generate less traffic than the former use of the site and the access is considered safer than the existing. As such it is considered acceptable in highways terms.

### Impact on the nearby properties

There are a number of properties to the north of the site along Long Lane, which will be closer to the access following the submission of amended plans. Policy ENV16 states that proposals for farm diversification scheme must not give rise to excessive disturbance, nuisance or environmental harm to nearby properties or other adjacent land uses by noise, smell, dust, pollution or operations at unreasonable hours. In terms of smell and dust, it is considered that provided the access road is constructed of suitable materials (which has been considered) no harm should arise. In terms of the noise, this could only be an issue in relation to the number of comings and goings, which could also potentially cause issues of pollution. However, as noted, the number of vehicle movements is fairly small and is not considered detrimental to the amenities of nearby properties.

The hours of operation are considered fundamental to the scheme and it is considered that a condition ensuring that no traffic movements relating to the business occur outside of the hours of 7am and 6pm Monday to Friday is reasonable.

### **Conclusion**

This application seeks permission for the construction of a new access from Mousefield Farm onto Long Lane and the change of use of one of the barns from agricultural to B8 (storage and distribution). The proposal is not considered to give rise to any detrimental traffic movements nor harm the amenities of the area or neighbouring properties. The application is therefore recommended for approval.

### **Full Recommendation**

The Head of Planning and Transport Strategy be authorised to grant permission subject to the following conditions:-

1. The development shall be started within five years from the date of this permission and implemented strictly in accordance with the approved plans.

Reason: To enable the Local Planning Authority to review the desirability of the development against Policies DP1 and DP6 of the Berkshire Structure Plan 2001 - 2016 and OVS2 of the West Berkshire District Local Plan 1991 - 2006 should it not be started within a reasonable time.

2. This permission shall be alternative to the planning permission for a new access granted under on 14.06.2004 under reference 04/0598/FUL and shall not be exercised in addition thereto or in combination therewith.

Reason: To prevent the construction of two separate accesses to protect the amenity of the nearby properties and in the interests of road safety in line with Policy OVS2 of the West Berkshire District Local Plan 1991 – 2006.

3. The use authorised and any vehicle movements associated with the use is to be restricted to the hours of 7:00 AM to 6:00 PM on weekdays, and there shall be no operation of the premises on weekends and Bank Holidays.

Reason: In order to protect the amenities of surrounding residents in accordance with DP1 of the Berkshire Structure Plan 2001 to 2016, and Policies OVS2 and ENV30 of the West Berkshire District Local Plan 1991 to 2006.

4. Any gates provided shall open away from the highway and be set back a distance of at least 7 metres from the edge of the adjoining highway.

Reason: To ensure that vehicles can be driven off the highway before the gates are opened, in the interest of road safety in accordance with Policy OVS 2 of the West Berkshire District Local Plan 1991-2006.

5. The existing access shall be stopped up to vehicular and pedestrian use and restored to agricultural use immediately after the new access has been brought into use. The verge and hedgerow shall be reinstated to the satisfaction of the Local Planning Authority and in compliance with the requirements of the Highway Authority for works carried out within the public highway.

Reason: In the interest of road safety and highway maintenance in accordance with Policy OVS 2 of the West Berkshire District Local Plan 1991-2006.

6. The access shall not be taken into use until the access has been surfaced with a bonded material across its entire width for a distance of 7 metres, measured back from the carriageway edge. It shall thereafter be maintained.

Reason: To avoid migration of loose material onto the highway in the interest of road safety in accordance with Policy OVS 2 of the West Berkshire District Local Plan 1991-2006.

DC