



PLANNING COMMITTEE

Tuesday 6 July 2021 at 6.00 pm

Council Chamber, Ryedale House, Malton

For the purpose of public transparency and accountability, the meeting will be live streamed online. Details of how to access the live stream will be made available on the Council's website in due course. For health and safety reasons and in accordance with our risk assessment, members of the public are asked to follow the meeting via this method and cannot attend any physical meeting in person. Members of the public wishing to speak at the meeting will be able to do so remotely and details of how to do this will be provided after registrations to speak are received.

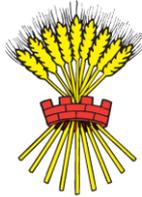
Agenda

18 Late Observations

(Pages 2 - 58)

Agenda Item 18

RYEDALE
DISTRICT
COUNCIL



Please Contact: Hayley Atkinson

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Email: Hayley.atkinson@ryedale.gov.uk

All Members of the Planning Committee
Council Solicitor
Head of Planning
Planning and Regulation Technical Support Manager

Ref: Agendas/Planning/20

2nd July 2021

Dear Councillor

Meeting of the Planning Committee – 6th July 2021

With reference to the above meeting I enclose for your attention the late observations received since despatch of the agenda.

All items for the late observations relate to:

Item 6 – 20/00695/FUL

Item 8 – 20/00088/FUL

Item 14 – 20/00457/FUL

Yours sincerely



Mrs Karen Hood
Planning and Regulation Technical Support Manager

From: Robert Robinson

Sent: 28 June 2021 16:43

To: Alan Goforth

Subject: FW: Sproxton Hall Farm, Sproxton Change of use and alteration of farm buildings to form a mixed use events and venue barn 20/00695/FUL

Having now had time to assess the additional material put forward by Ryedale Testing in the report VNR/11.20./C0308/2994/D supporting the above planning applications I inform that this department's conclusion remains unchanged and is as follows:

Conclusion

Sproxton can be described as tranquil. The noises residents may reasonably expect to hear are those relating to a quiet rural village, with very little traffic flow. The changes that this mixed events venue are likely to impose in terms of noise and additional activities are likely to have a significant negative impact on local resident's quality of life, amenities and enjoyment of their properties.

The principle concerns are as follows:

- Maximum noise levels generated by vehicles of up to 250 guests leaving the venue will adversely affect night time amenity. The World Health Organisation has stated that single event levels above 45dB(A)Lmax are likely to cause sleep disturbance. ProPG Planning & Noise (Professional Practice Guidance on Planning and Noise) also states that individual noise events should not exceed 45dB(A)Lmax more than 10 times between the hours of 23:00hrs – 07:00hrs. A partially open window offers an attenuation of 15db(A) therefore any noise events above 60dB(A) at the bedroom façade could cause disturbance. The Ryedale Testing noise assessment has used data provided by a Traffic Management Report submitted by Sanderson Associates. The data suggests that a car passing at the maximum speed limit of 30MPH measured at 50 feet away will generate levels at 63dB(A) and that a medium truck (Minibus) at 30mph will generate 73dB(A) measured at 50 feet away. As some of the properties in Sproxton are at the roadside I am concerned that the 45dB(A)Lmax sound level within some bedrooms will exceed the aforementioned guidance when vehicles leave the venue after 23:00hrs.
- Some of the principle recommendations for how sound reductions at the venue will be achieved rely very much on human behaviours. It is proposed that a noise management plan, amongst other things, contains the following:
 - a. Discourage any rowdy behaviour.
 - b. Encourage guests to enter the venue relatively quickly and avoid crowds gathering in the car park area.
 - c. Encourage arriving vehicles, guests and staff, to keep their vehicle sound systems at a low level upon arriving.
 - d. Encourage guests and staff leaving at late night periods to turn vehicle sound systems off until they have left the village.
 - e. Remind guests and staff that there is a 30 mph speed limit through Sproxton village.
 - f. Ensure that smokers only use the designated smoking area, preferably externally adjacent to the exit doors.

- g. Ensure that all windows remain closed during live and / or re-produced music performances.
- h. Ensure external doors are never wedged open; they should close immediately after use by means of automatic door closers.

Experience tells that these controls are not always followed and in reality are unenforceable.

The Environmental Health Department is therefore unable to support this application

R. E. Robinson BSc (Hons), DMS
Environmental Health Manager
Ryedale District Council
Ryedale House
Old Malton Road
Malton
YO17 7HH

Initially by email

Alan Goforth
Ryedale District Council (Planning)
Ryedale House
Old Malton Road
Malton North Yorkshire
YO17 7HH

Our Ref EJRC/SL/048244-0001

29 June 2021

Dear Mr Goforth

Planning Applications Reference 20/00696/LBC and 20/00695/FUL, Sproxtton Hall, Sproxtton

I am writing in relation to the above planning applications (hereinafter "Planning Applications") awaiting determination by Ryedale District Council ("the Council") on behalf of our clients Mrs Katie and Mr Ian Boddy. Our clients wish to make representations in response to further comments from the applicant's highways consultant Sanderson Associates ("Sanderson") and the additional noise report dated 15 June 2021 submitted by Ryedale Testing.

1. Highway Impact

Sanderson has suggested that agricultural activities could be suspended by way of a planning condition or a restriction within a section 106 agreement. We do not consider that the impact could be mitigated via this mechanism because a restriction would not be enforceable and wholly impracticable for North Yorkshire County Council Highways ("NYCC") or RDC to monitor and would not apply to other road users.

It has been noted that NYCC has now withdrawn its previous recommendation for refusal in relation to highway safety as a consequence of the potential for the applicant to amend their proposals to extend part of the carriageway by 0.3 metres to offer the required 5.5 metre width on one particular section of the village street between proposed passing places 1 & 2. Whilst it has been recognised that the recommendation has been withdrawn, it is noted that this position has been changed following "a balanced view of the objections submitted" and has been made in respect of highway capacity alone. The concerns previously raised in relation to the highway impact (and formerly acknowledged by NYCC) still clearly subsist.

NYCC has stated that the effect of the extended carriageway would not wholly prevent a situation whereby a delivery / service vehicle was standing in the carriageway outside these widened lengths. This situation would be wholly exacerbated and become untenable if such clashes occurred during times when the venue was being used for events at full capacity. Sanderson's described the frequency of large vehicles as: "*rare and the likelihood of conflict between cars and larger vehicles would be minimal. Any delay caused by a vehicle waiting to allow the other to pass would likely to be a matter of second and would be highly unlikely to result in queueing or any other adverse impacts on the highway.*" This is incorrect as the through-road is frequently

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used by large vehicles, including agricultural vehicles, oil and gas HGVs and delivery vehicles which often block the street. The village does not have mains gas so oil and gas deliveries are frequent especially those in the village syndicate who will have deliveries at the same time, in addition to the daily online deliveries. The village street can accommodate the present level of traffic but cannot accommodate, even with the inadequate passing places proposed, the significant increase in tidal traffic that would be generated by the Planning Application. Please see the photos in the Appendix which provides examples of blockages, parking and use currently on the village street.

The extension of the carriageway would also give rise to the further loss of well-tended verges within the village, which would affect the character, rural nature and residential amenity of Sproxton. This would be an additional material consideration weighing against the Planning Applications and strengthens the proposed reason for refusal in connection with the detrimental impact on the character and appearance of the village.

The proposals do not address the significant impact on highway safety and other users such as pedestrians, cyclists and horse-riders who all have to share the highway. A substantial increase in vehicle movements along the village street with no footpaths and diminishing grass verges will impact the safety of the village street for non-motorised traffic as well as residential amenity. Recent events hosted along the village street throughout the year will no longer be able to take place safely including VE street party, carol singing, scarecrow competitions, pumpkin carving competitions, Easter celebrations, etc. This will have a hugely negative impact of the village residents' ability to use the village street safely to catch up and celebrate events together. In addition, use of the public bridleway and access to the Ebor Way and Robson Spring Woods will not be available during events which could be any time of the day and evening, seven days a week.

The majority of the village residences are beyond the end of passing places 2 and the statement by Sanderson that "*beyond [passing place 2] a relatively small number of residential dwellings are served*" is wholly erroneous. On the north side of the village 12 properties are after it and 8 before, while on the south side there are 12 before and 12 after. The applicant has not provided any further information to demonstrate that the detrimental impact on the village street by the substantial increase in traffic can be adequately mitigated and the proposal would lead to conditions gravely prejudicial to highway safety contrary to Policy SPE20 of the Ryedale Local Plan.

2. Noise Impact

Our client's noise consultant Apex Acoustics ("Apex") has undertaken a detailed review of the updated noise assessment submitted by Ryedale Testing and Apex's report dated 25 June 2021 has been submitted to the Council. Apex's report has raised concerns with regard to Ryedale Testing's updated report having regard to the following areas:

- The reported background noise level and the variation in measured noise levels between surveys as the representative background noise level is reported as being 7 dB higher as measured during the more recent survey in comparison to the previous survey. Apex considered these differences to be highly unusual and not wholly accountable due to lockdown restrictions as suggested. We note that it was very windy during the assessment window and the equipment was placed in a different location under a tree which would likely have been a factor in generating more noise. There also appear to be farm vehicle movements up to 21:35hr which are perceived to be anomalous traffic movements.
- Acknowledgement of very quiet local noise environment and context.
- Imprudent source noise data as the calculated noise impact has been shown to be reliant upon spurious data and idealistic conditions or operation.
- Spurious building envelope sound reduction data.
- Practical recommendations for how this sound reduction will be achievable are unrealistic and unachievable. No assessment is made of the noise impact arising during periods when doors and windows are open, the noise from guests gathered outside (the application now seeks permission for an outdoor area enabling up to 50 people to gather outside) and the noise generated at the end of the

evening with guests and servicing vehicles exiting the site throughout the evening and early hours. Also no mention is made of the tunnel door being opened which would be required for access the Sproxton Hall by the applicants.

- The scope and adequacy of the presented road traffic noise impact.
- The likelihood of night time traffic noise to result in impact on residents amenity and sleep, especially the numerous properties that have bedrooms within a few metres of the village street.

Apex's report raises grave and substantial concerns regarding the veracity of Ryedale Testing's latest report and has not addressed or alleviated the concerns already raised by the Council's environmental health department. We also note that some of the assessment data has had to be removed by Ryedale Testing because of excessive noise being falsely generated during some of these periods which far exceeded what could normally be expected. This is further evidenced by several noise complaints to Environmental Health.

Environmental Health does not support this application stating the noise and disturbance to the residential properties caused from cars leaving the venue late at night and travelling out of the village is "*unacceptable and cannot be suitably mitigated*". It also commented there are limited options for acceptable mitigation for the substantial external paved area which is likely to be used by a large number of guests generating a significant amount of noise. Overall we agree with the Environmental Health Officer's comments that this proposal is "*likely to have a significant negative impact on local residents' quality of life, amenities and enjoyment of their properties*".

3. Objection by The Council for the Protection of Rural England North Yorkshire (CPRENY) and the impact on the character of the village and the AONB

CPRENY has submitted a further objection under the cover of correspondence dated 23 June 2021 and has maintained its firm objection to the Planning Applications on noise impact and tranquillity within the Area of Outstanding Natural Beauty. In addition, CPRENY has also expressed concern relating to highway safety impact as well as the effect on the neighbouring public right of way and bridleway alongside other road users. CPRENY also highlight the grave impact of the proposed development due to the scale of the development proposal and elevated position within this small rural village.

Further the proposals for road widening/passing places and for a substantial paved outside gathering area (approximately 400m²) detrimentally impact on the character of the village and the AONB. The grass verges throughout this rural village are part of the beauty and character of the village linking the village street to the public bridleway, as well as providing a safe refuge for pedestrians who do not have the benefit of footpaths.

4. Conclusion

The officer's report for planning application 20/00695/FUL at the previous committee on 11 May 2021 recommended refusal for reasons relating to adverse noise impact, highway safety and detriment to the character and appearance of the village of Sproxton. The applicant has not provided any further information that can in any way mitigate the serious and draconian impact that that would arise if the Planning Applications were approved. Approval of the Planning Applications would result in wholly adverse and unacceptable consequences that would permanently impact on residential amenity for the people of Sproxton and so we request that this application is refused in line with the officer's recommendation.

Yours sincerely

S Lumb

**Stuart Lumb | Associate | Planning & Development
for Rollits LLP**

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Appendix – Photos showing the village street

York - Sproxton
12 October 2020 11:26 [Edit](#)



York - Sproxton
19 October 2020 09:05 [Edit](#)



York - Sproxton
18 October 2020 15:31 [Edit](#)



Home
26 November 2020 14:55 [Edit](#)



< Home 26 April 09:31 Edit



< Home 26 April 09:11 Edit



< Home Monday 11:47 Edit



Home 16 April 08:27 Edit





Home
2 December 2020 12:18

HDR





From: Emma Henderson

Sent: 28 June 2021 20:12

To: Development Management

Subject: Application 20/00695/FUL Sproxton Hall Farm, Main Street, Sproxton

I am writing having had an opportunity to review the amended plans for this application.

I continue to OBJECT to the proposed amended plan. My reasons for this were articulately summarised in the document which suggested refusal for this scheme.

1. Sproxton is a small rural single street hamlet, with no significant street lighting, a narrow winding road with no pavements or safe places for pedestrians to stand. This is not a problem when the road is used by its current residents, as we are familiar with the road and occupants of the village, knowing there may be children riding bicycles, babies in prams and elderly people along side the dog walkers and horses. We respect each other and drive slowly and carefully.

The same will not be true of day and night visitors to our village who will be in a hurry to arrive at a party and leave. The proposed plan is in my opinion dangerous and a risk to my children.

The newly proposed passing place would block the entrances to at least three house driveways, meaning those living there, including teaching, medical and local business staff, would be unable to leave their homes as required, due to queuing cars blocking their entrance/exits. The driveway at Honeystone House has had the wall rebuilt on three occasions recently due to increased traffic from delivery vehicles over Lockdown. It is not a suitable place for a passing place in the current circumstances, let alone with significantly increased traffic.

2. The sound report is non sensical and ridiculous. What is being proposed is not a monastery or retreat, but a party venue. I do not think I am unusual in being noisy at parties, leaving doors and windows open and shouting happy goodbyes to friends and relatives. The most unreasonable aspect of this is that we are not being asked to tolerate this a few times a year, but 364 days and nights per year. It is in my opinion an intolerable intrusion.

Yours sincerely,

Dr Emma Shaw

Honeystone House

Chapel Lane

Sproxton

YO62 5ER

From: Joanna Oliver
Sent: 29 June 2021 13:47
To: Alan Goforth ; Development Management
Subject: Sproxton Hall Planning Application - Highways Blocked by delivery lorries

Dear Alan,

Sproxton Hall Planning Application - Highways Blocked by delivery lorries

We thought you might find these images useful as an illustration to counter the assumption from the applicants' and their Transport Consultants that delivery lorries do not block the road in Sproxton.

Attached you will see a delivery lorry parked outside Broad View (at the west end of the village close to the junction with the main road – the B 1257, completely blocking the way in and out of the village. Unloading a large number of goods, the delivery driver is clearly seen in one image if you zoom in.

Stuck behind it, with no way past, is a commercial waste collection truck and a private car. Which had to wait until the delivery was completed.

These are not staged images, but the truth of how Sproxton village street works. Imagine if there were 100 plus cars trying to come into the village, all in a hurry to get to the wedding venue with no access to the village. They would be soon all backed up onto the main road.

This property is to the west of all of the 5 proposed passing places, rendering them completely meaningless as a way of preventing of traffic jams.

We have sent the pictures directly to Highways, following their disappointing decision to drop their objection if the applicant puts in yet another useless passing place at the east end of the village.

Best wishes,

Joanna

Joanna Oliver MBE on behalf of the 89% of Sproxton Residents Against the Planning







From: Joanna Oliver

Sent: 29 June 2021 11:51

To: Alan Goforth

Subject: Apex responses to latest Ryedale Testing Impact (2994) Sproxton Hall, Sproxton - 20/00695

Dear Alan,

Please find attached and below the latest response from APEX which I sent to the EHO yesterday. Apologies I meant to send it to you as well but the horse needed the vet, which then ended up in him being sedated so I had to stay with him and was out of the office all afternoon! That's animals for you but they always come first.

If you do get a chance to watch the video link below, I think it will more than confirm your decision to recommend refusal.

Best wishes,

Joanna

Apex responses to latest Ryedale Testing Impact (2994) Sproxton Hall, Sproxton - 20/00695

Please find attached the response from our retained expert noise consultants, Apex Acoustics, to the latest Ryedale Testing noise impact assessment and later submitted spreadsheets. As discussed with Ryedale Planning officers, Apex have found the latest Ryedale Testing report to be still riddled with inaccuracies, inconsistencies, inappropriate datasets and general typos and errors to render it of little use. Therefore Apex have compiled an overview of the RT responses highlighting the most glaring of errors. See attached.

Additional Comments:

1. We would like to draw to your attention a comment from Ryedale Testing stating that

We are informed that guest will not gather in the car park and will be encourages to enter the building on arrival. There will be NO external activities and sound levels at the car park will be limited to guests arriving and leaving. The smoking area is to the opposite side of the building well screened from line of sight view to Sproxtton Hall Cottages by a substantial stone wall and building.

This is entirely at odds with the ethos of original planning application proposal and information given by the applicants on the site visits stating that the venue would have an outside entertainment area, wildflower meadow, fire pit and outside live music played until 6pm.

2. In the Supporting Statement it is stated that the venue was to be marketed on the

It is inconceivable that a wedding couple would chose a country venue and then be hermetically sealed into a locked box for the duration of their event – having no access to the rural idyll described above. The reference to “quietness except for wildlife” is even more laughable when coupled with upwards of 250 guests and staff enjoying a party, copious amounts of alcohol and loud dance music. The description above is how Sproxtton is now – it will be utterly devastated should this completely inappropriate application be approved.

3. The latest Ryedale Testing report lists construction material proposals, including mechanical ventilation, heavy insulation closed and locked windows, acoustic doors – including a large one into the “tunnel” to the private area of the Hall, which they confirm are the only way that internal noise could be, in some part mitigated against. These proposals are completely at odds with the original application and Listed Building application showing open beamed ceiling and large skylights.

4. Ryedale Testing state that the Noise Management Plan would only work if it adheres to the letter to their recommendations. Given that a large part of the Noise Management Plan relies solely on wedding guests (who are likely to be outsiders and will never return to Sproxtton) obeying every aspect of the Plan this seems completely unworkable and unenforceable

Noise Management Plan

Management should always be aware of the need to maintain a good relationship with neighbouring residential properties. In this respect a noise management plan is suggested.

A previous ‘Noise Management Plan has been offered for consideration by Cheryl Ward Planning.

We would add further to this; management should always strive to: -

- Discourage any rowdy behaviour.
- Encourage guests to enter the venue relatively quickly and avoid crowds gathering in the car park area.
- Encourage arriving vehicles, guests and staff, to keep their vehicle sound systems at a low level on arriving.
- Encourage guests and staff leaving at late night periods to turn vehicle sound system off until they have left the village.
- Remind guests and staff that there is a 30 mph speed limit through Sproxton Village.
- Ensure that smokers only use the designated smoking area, preferably immediately external to the exit doors.
- Ensure that all windows remain closed during live and / or re-produced music performances.
- Ensure external doors are never wedged open; they should close immediately after use by means of automatic door closers.
- Limit internal music sound levels to 95dB(A) and avoid heavy bass tones.
- Carry out periodic subjective assessments at external areas during live and / or re-produced music performances.
- Ensure local resident have a point of contact in the event of any perceived 'noise' disturbance during any planned events.

Some form of 'polite' notice at the entry and exit to the premises should make guests and staff aware of their responsibilities with respect to the above management plan.

In conclusion, we urge you to maintain your position of recommending the refusal of this proposed large scale development. As a reminder – only 2 households support this application – the applicant's and their close friends.

I would ask you please to spend a moment in viewing this video which I took walking down Sproxton village street at about 12.15 on a Friday night – <https://youtu.be/opOwW2U9JJY>

This is why we chose to live in Sproxton – to enjoy the peace and quiet and the safety of walking down a largely unlit village street. Not to be dodging cars driving at 30 mph and listening to someone else's wedding music and noise.

Thank you for your consideration,

Joanna

Joanna Oliver MBE

On behalf of the 83% of Sproxton Residents Against the Sproxton Hall Planning Application

C/O Rose Cottage

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25th June 2021

Dear Joanna,

Apex Acoustics outline review of Ryedale Testing report VNR/11.20./C0308/2994/D

Apex Acoustics has conducted an outline review of the above report revision submitted in support of the proposed development at Sproxton Hall Farm, Sproxton. Apex's comments are presented in memorandum 8640.4A; these are not intended to be comprehensive, but offer a summary of the identified shortcomings.

It is our understanding that Ryedale Testing have since issued a further revision (E) to the report. Apex has conducted a limited review of the content of Revision E and provides the following comments:

- Table 15 shows that the noise impact from music is in excess of the identified octave band criteria by up to 23 dB.
- The (nonetheless non-compliant) calculated noise impact has been shown to be reliant upon spurious data and idealistic conditions of operation.
- Tyable 16 [sic] attempts to apply A-weighting to the calculated music noise impact level but contains a data handling error whereby the stated environmental background L_{90} values (referenced in Table 15) are used instead of the music source L_{10} values, rendering the table content meaningless.

Apex stopped summary review of Revision E at this point.

Yours sincerely,



Iain Sanderson MIOA



Memo no: 8640.4A

Date: 25th June 2021

Project: Sproxton Hall Farm, Sproxton

Subject: 20/00695/FUL and 20/00696/LBC,
Ryedale Testing noise impact
assessment report (VNR/11.20.
/C0308/2994/D)

1. Outline review of VNR/11.20. /C0308/2994/D

- 1.1 Apex Acoustics (hereon, Apex) has conducted an outline review of the Ryedale Testing report VNR/11.20. /C0308/2994/D (hereon ‘the report rev. D’) supporting planning applications 20/00695/FUL and 20/00696/LBC.
- 1.2 Based on this report Apex is not confident that the authors of the report are technically competent to undertake this type of assessment.
- 1.3 From outline review of the report Apex finds that it has shortcomings in at least the following areas:
- The reported background noise level and the variation in measured noise levels between surveys
 - Acknowledgement of the relatively quiet local noise environment and context
 - Imprudent source noise data
 - Spurious building envelope sound reduction data
 - Practical recommendations for how this sound reduction will be achievable in reality. The assessment relies upon restrictions which may be difficult to enforce (if not practically unfeasible)
 - The scope and adequacy of the presented road traffic noise assessment
 - The likelihood of night time traffic noise to result in impact upon residents’ sleep
- 1.4 Specific comments further to outline review of specific parts of the report rev. D are presented below:

1.5 Background and ambient noise levels

1.6 Section 4.1 details survey dates and notes perceived shortcomings of the initial Nov 2020 survey owing to lockdown restrictions applied shortly prior to the survey.

1.7 Time history survey data is presented in Fig 14 of 15min L_{Aeq} , L_{A90} and $L_{AF,max}$ noise levels. Approximate comparison with data for the Nov 2020 survey can be made and shows some differences in measured noise levels, with the more recent survey showing significantly higher ambient and background noise levels during the evening.

1.8 No 15 min period on the evening of 4th June 2021 is shown as being lower than approx. 40 dB L_{Aeq} . All 15 min periods of the previous survey were shown as being lower than 40 dB L_{Aeq} . Barring one period at 17:15 on 6th Nov 2020 all 15min periods were measured as being below 36 dB L_{Aeq} .

1.9 The representative background noise level is reported as being 7 dB higher as measured during the more recent survey when compared to the previous survey.

1.10 We would consider these differences to be highly unusual and not wholly accountable due to lockdown restrictions; this difference would be expected to warrant further consideration and discussion within the report body.

1.11 Contributing sources to the ambient noise environment are listed in section 5.1, including farm vehicle movements up to 21:35hr. Apex's clients have noted what they perceived to be anomalous traffic movements taking place during the survey period.

1.12 Table 3 on Page 20 outlines representative background noise levels. Text accompanying Table 3 is noted to contain typographic errors, meaning inference is required when interpreting the data.

1.13 Music noise impact assessment

1.14 The break-out calculation uses a spectrum representing music noise with a broadband level of 95 dBA. In Apex's experience broadband levels below 93 dBA can give cause for complaints from guests attending events such as those proposed to be held at the venue. Furthermore, noise levels in this type of venue are more often in excess of 100 dBA. The spectrum and low frequency content of the stated music source level at 95 dBA is nonetheless lower than would be expected for music typical of the venue.

1.15 The stated source noise level is therefore considered to be imprudent.

1.16 Music operation times represented by assessment

1.17 The late evening/night period represented by the assessment in Section 3.5 of the report rev. D is not clear.

- 1.18 It is stated that music 'of a low background nature may continue to 01:00hr'. Guests are likely to depart during the period between 00:00 and 01:00 and as such access doors are likely to be open periodically or held open. No assessment of impact during these periods is presented.
- 1.19 **Breakout calculation**
- 1.20 The calculation shown in Table 15 is shown to result in noise impact not complying with the criterion of the IOA Good Practice Guide, where the L_{10} of the entertainment noise should not exceed the L_{90} (in the absence of the entertainment noise). The assessment then applies A-weighting to the calculated music noise level which reduces the stated impact, outside of the guidance of the IOA GPG.
- 1.21 Use of the guidance for residential garden noise levels to be below 50 dBA is not considered to be acceptable in this instance.
- 1.22 **Building envelope sound reduction**
- 1.23 Table 12 summarises the break out calculation and makes reference to (separately attached) Tables 7 to 10 which detail the calculation steps.
- 1.24 Apex's copy of the RT report rev. D did not include Tables 7 to 10. Apex reviewed Tables 7 to 10 included with the RT report rev. C and found potentially erroneously high values being used to represent the sound reduction of the pantile roof.
- 1.25 Table 12 values do not differ between report revisions; it is therefore presumed that the calculation includes these potentially erroneously high sound reduction values; this would be expected to result in an understatement of the noise arising at the sensitive receptor.
- 1.26 The report states that the online database 'AcousticBase' [<https://clients.acousticbase.com/home.php>] was used as a source of sound reduction data. From brief review of the database Apex could not find pantile roof values matching those which are presumed to feature in the breakout calculation.
- 1.27 **Assessment of crowd noise**
- 1.28 Table 16 presents a calculation of crowd noise impact at the sensitive receptor.
- 1.29 Crowd noise is shown to be calculated to be 24 dBA at the sensitive receptor. With reference to Table 3 this is equal to the representative background noise level between 15:45 and 23:00, and higher than the lowest measured, but in excess of the background noise level occurring for approx. 20% of the time between 17:00 and 01:00, in terms of $L_{A90,15min}$. Crowd noise would be expected to be audible the sensitive receptor during these periods on this basis.

1.30 **Section 9 'Discussions and recommendations'**

1.31 Recommendations state that access doors and windows should remain closed at all times. No comment is made regarding the noise impact arising during periods when doors are open.

1.32 The noise impact and evaluation presented by the report is contingent upon the recommendations of section 9.6. Some of the recommendations would need to be strictly enforced in practice for the stated noise impact to not be exceeded; the practicality of these are therefore questioned.

1.33 **Road traffic noise assessment**

1.34 No reference is made within the RT report to maximum noise levels from individual events, and the resultant arising noise levels within exposed dwellings.

1.35 The report instead uses time-averaging to correct the noise level of a traffic pass to the equivalent continuous level for a 1hr duration, considered to be the assessment period.

1.36 ProPG states:

“The WHO Guidelines for Community Noise and the current edition of BS 8233 recognise that assessing the impact of noise on sleep only in terms of overall energy averaging metrics, such as the $L_{Aeq,T}$, can be insufficient to address all noise related sleep impacts.”

1.37 This is understood to have been referenced by Keith White, Senior Environmental Health Specialist, Ryedale District Council in his comments (19th April 2021) regarding the supporting information.

1.38 By omission of this consideration the report rev. D poses the significant risk of understating the impact of maximum noise levels due to traffic owing to the scheme, and its effect upon night time amenity.

Mr Alan Goforth
Planning Department
Ryedale District Council

29 June 2021

Dear Mr Goforth,

Planning Applications at Sproxton Hall 20/00695/FUL and 20/00696/LBC

Change of use and alteration of farm buildings to form a mixed use events and venue barn (wedding ceremonies and reception and small conferences etc..) with associated facilities, landscaping and parking

We have considered carefully the updated documents but do not find that they have addressed our concerns. We therefore continue to object to this application as outlined below (and previously).

Noise and impact on amenity

- We are the closest neighbours to the proposed development. **The development would affect the amenity of 19 people** (ourselves as residents of Bransdale Cottage plus 17 guests at our holiday cottages - we run at close to 100% occupancy). As detailed in previous letters, **we market Sproxton Hall Cottages as a 'Hidden Gem' based on the tranquility and ambience of our setting within the AONB and this amenity is vital to our business, the enjoyment of our property by our guests (and resulting 5* reviews), and our own wellbeing.**
- **The latest sound assessment is incorrect in many key areas**, and specifically related to our property: our bedroom is only 4m from the road; we already hear cars passing our bedroom with our windows closed and they do wake us up; the farmhouse/buildings would not act as a barrier to the sound (for example, our garden is in a direct uninterrupted line to the outdoor social space and car-park). See figure 6 below. The road ceases to be tarmac outside our bedroom with additional traffic noise due to potholes/puddles - this has not been considered in the report.
- **Concerns about outside noise have not been addressed.** It is impractical to expect that 220 wedding guests will stay inside throughout the event, and the sound generated from guests mingling outside, photography, music, and associated entertainment will be disruptive. The sound management plan is based on subjective assessments and reliance on staff/guests/owners complying with its contents. Guests will only be attending a one off event to celebrate, so will pay little regard to neighbouring properties. We are concerned that the plan is not sufficiently robust nor will be managed adequately (recent attempted sound assessment exercises have shown little regard for the impact of excessive noise on neighbours). The latest report does not address the issue of car doors/vehicles starting up/guests leaving at 1am.
- **The sound report creates contradictions with other elements of the planning application** - which have not been revised. For example the planning statement and economic assessment describe the venue as a 'destination wedding' location, playing up the beauty and tranquility of the AONB. If guests will be shepherded indoors upon arrival and kept there until departure then this will be a very different guest experience. The economic assessment already lacks evidence and is overstated (being largely replacement income rather than new income for most of the stated local businesses); changing the use in this way undermines it further. A door across the 'tunnel' directly between our bedroom and the dance floor will only reduce the sound if used; and this would affect the Listed Buildings permission?
- **The sound report does not address the cumulative effect of various noises at the same time:** music playing, air conditioning units, guests shouting goodbyes, vehicle doors being shut and sound systems switched on, vehicles starting and vehicles moving (including reversing beeps on minibuses and suppliers' vans). Plus there will be existing sounds from the farm, which will be exacerbated when animals such as dogs barking, cows, pigs etc are disturbed by the guests. The report does not adequately address concerns about the likely type of music (including bass), the volume at which it will be played, nor the impact on use of our outdoor gardens which are central to our guests' and our own enjoyment of our property throughout the day into late evening.

- **It is unclear why another assessment was undertaken when the purpose of the deferral at the Planning Committee was for mitigating steps to be considered.** We note the shorter time period over which the report is based (we assume due to extraneous noise sources during Saturday from early afternoon and throughout Sunday) and the higher baseline level. The latter could well be due to the leaves on the trees underneath the recording equipment on (what was) a breezy evening. There would have been no leaves at the original assessment.

We therefore believe that the proposal remains contrary to planning policy, for example SP20, which states that 'Proposed uses and activity will be compatible with the existing ambience of the immediate locality and the surrounding area and with neighbouring land uses and would not prejudice the continued operation of existing neighbouring land uses. The proposal also does not comply with Planning Policy SP16 (Design) which sets a requirement that development proposals will create places that are well integrated with their surroundings and protect amenity and promote well-being.

Traffic report and NYCC response

- **The applicant's traffic report still fails to address the presence of 19 people and their vehicles at our cottages, including our van and related deliveries** (guests' and our groceries, couriers/suppliers), frequent BATA gas deliveries, twice weekly waste collections etc.
- **The report and NYCC's response do not address our ongoing concerns about the width of the road and lack of visibility close to passing place 3 /village hall/Sproxtton Cottage area, nor safety in relation to pedestrians, cyclists and horse riders.** The latest communication from NYCC Highways suggests that some road widening higher in the village may alleviate some of the issues with larger vehicles passing. It does not refer to the particularly narrow section on a bend where vehicles cannot pass. Example photos attached of the relevant areas, including one where a tractor & trailer had to drive into the lane to the side of the village hall to allow a refuse lorry to pass.
- We find that a lot of drivers who have visited or made deliveries higher up in the village, drive down to the village hall or our cottages to turn around as there is no space to do this within the village street. This increases the volume of traffic along the narrowest section of road where there is no inter-visibility (between passing places 2 and 3).
- We remain concerned about safety, particularly for pedestrians and other road users, due to the lack of footpaths/paths to step off the road/no street lighting.

Light Pollution

- Light pollution from the venue, entrances and parking areas will harm amenity and negatively impact ourselves and the users of our property.
- The levels of lighting proposed and their adequacy are still not clear within the proposal and it appears likely that guests returning to their vehicles across an uneven and (otherwise) unlit car park will require additional lighting - which will be located close to our property. This would be to the detriment of the dark skies, which constitute a distinctive and special feature of our locality -we take bookings for astronomy holidays, North York Moors National Park Dark Skies initiative etc.

Waste treatment works / extent of the venue's operations

- We note the brief information about the addition of a waste treatment works and the intention for it to be located in the field adjacent to our cottage and garden. It would be deleterious to our business to be located next to a sewage works. Given the extensive nature of the farm and the non-contiguous nature of this particular field, it appears odd that the applicants are suggesting the sewage plant be located next door to our business and home. We feel that there is a more suitable location and that this should be discussed at the Planning Committee, not left to planning conditions. This would allay our health and safety concerns, avoid adding to noise levels, and prevent further detracting from amenity.
- If permission is granted for this venue, we strongly urge the Council to apply a restriction to ensure that all the activity is restricted to the Sproxtton Hall side of the lane.

Protecting the special qualities of the area - the value of tranquility and residential amenity

- We endorse the submissions from the Campaign to Protect Rural England.
- Policy SP13 (Landscapes) of the adopted Local Plan Strategy seeks to ensure that the quality, character and value of Ryedale's diverse landscapes are protected and enhanced. The importance of peace, quiet, tranquility and serenity in the area cannot be overstated and are highly valued, particularly as they are increasingly rare and special qualities.

- Para. 180 NPPF states developments should be appropriate for their location bearing in mind the potential sensitivity of the site. Sproxtton village and our location in open countryside makes the area particularly sensitive to changes.

Thank you for considering our comments on this proposal.

Yours sincerely,

Dave & Helen Wells

[Photos and plan below]



Annotated Extract from Ryedale Testing's report

Figure 6

- A. Distance from our bedroom to the road is 4m
 - B. Our garden
 - C. Proposed entertainment space & parking area
- The estimated distance between points B and C is 50m and the existing farmhouse would not block noise from this area into our garden. Photo below illustrates these points/distances.



Photographs illustrating the road width on the public highway between passing places 2 and 3, and conflict between a tractor & trailer with the refuse lorry.

The refuse lorry takes up the entire road and passing places are likely to be used for parking by visitors (as per the grey van in proposed passing place 3), rendering them ineffective.

Heading towards the village the lorry continues to require the vast majority of the road width; the corner prevents sight of passing place 2.

From: Sproxton Hall Cottages UK

Sent: 29 June 2021 17:19

To: Alan Goforth ; Area4 KirbyMisperton <area4.kirbymisperton@northyorks.gov.uk>

Subject: Sproxton Hall planning application - large vehicles on the village street

Dear Mr Goforth, Mr Boyne,

We have submitted a further letter of objection to the Sproxton Hall planning application and await this being uploaded on to the planning portal. The letter includes some photographs of recent large vehicle activity.

Having read the latest considerations from NYCC Highways we are confused as to where the proposed road widening would take place and how this can be safe for pedestrians if there is even space to step off the road. The attached are a selection of photographs showing the refuse collection lorry at various points between passing places 2 and 3 (outside the village hall and towards the middle of the village). One photograph illustrates how ineffective a passing place will be if someone parks in it (in this case a grey Minster van at the village hall). Another shows how little visibility and space there is at a bend in the road towards passing place 2. Others show the narrowness of the road between passing places 2 and 3. These were taken today. Other earlier photographs illustrate a farm vehicle in the relevant area, plus an example where a tractor and trailer had to turn off into the lane beside the village hall in order for the refuse lorry to pass. We hope that these additional photographs will be helpful in determining the planning application.

Kind regards,

Helen & Dave Wells















From: Trevor Blackburn
Sent: 01 July 2021 13:06
To: Development Management
Subject: Comments on planning proposal Sproxton Hall Farm

Dear Sirs,

1 July 2021

REF: 20/00695/FUL | Change of use and alteration of farm buildings to form a mixed use events and venue barn (wedding ceremonies and reception and small conferences etc..) with associated facilities, landscaping and parking | Sproxton Hall Farm Main Street Sproxton Helmsley YO62 5EQ,

and

20/00696/LBC | Conversion and alteration of farm buildings to form a mixed use events and venue barn (wedding ceremonies and reception and small conferences etc..) with associated facilities, landscaping and parking. | Sproxton Hall Farm Main Street Sproxton Helmsley YO62 5EQ

Having reviewed the documents recently submitted by the applicant and uploaded on the Council Planning Portal and in addition to my objections raised on 21 October 2020, 16 February 2021 and 23 March 2021, I once again highlight my **strong objection to the proposal**. These are the reasons:

Noise from people and vehicles near the proposed venue

The measures proposed by the applicant in the recent submission that include 'keeping the windows closed during the events' seem both unpractical and unfeasible. While the report suggests that such events will be sporadic, they will occur regularly for such a business to be a successful enterprise and such measures will be difficult to implement and control. The applicant also fails to recognise the noise from people outside the building, for example while arriving or leaving the venue or while simply going outside to smoke or have a chat, or the noise generated by entertainers,

deliveries, contractors, staff and catering suppliers, that will have a considerable effect on the well being and quality of life of the residents of Sproxton.

Traffic in the rural village

To date the information submitted by the applicant fail to address objections and concerns raised with regards to the additional vehicles passing through the village and their negative impact on the villagers of Sproxton. In particular I refer to the pictures sent to you by Ms Oliver that demonstrate that two commercial vehicles had difficulties passing through the village on the main road. Considering the increased volume of commercial vehicles coming and going from the proposed venue, these issues will become more and more frequent on a rural road that isn't suitable for an increased level of traffic.

My parents live at Cornerways, on the eastern side of Sproxton village and not far away from the proposed venue. They are both elderly and always enjoyed a peaceful life in this quite village. The proposed activities will have a significant and detrimental impact on their quality of life and well being.

Yours sincerely
Trevor Blackburn
18 Bridgend
Dunblane
FK15 9ES

From: Ann Spetch

Sent: 29 June 2021 21:17

To: Development Management

Subject: Re: Planning Application 20/00695/FUL

I wish to support the above planning application. My comments in the initial comments I made via email

still stand.

Yours faithfully

Mrs Ann Spetch

From: Amotherby PC Chairman

Sent: 01 July 2021 11:41

To: Niamh Bonner Gary Housden

Cc: Cllr Simon Thackray Cllr Mike Potter Cllr Steven Mason>; Cllr Caroline Goodrick Cllr Eric Hope
Cllr Michael Cleary ; Cllr Carrie-Anne Brackstone Cllr John Mackenzie Cllr John Windress

Subject: BATA Application 20/00088 - additional PC documents for July planning committee meeting

Dear Ms Bonner

Please find attached letters from Amotherby Parish Council and KVA Planning Consultancy, also the presentation I gave to the planning Committee on 8 June as this was hurried and may have been hard to digest at the time.

Due to the lateness of sending these letters I have taken the liberty of copying in members of the Planning Committee so that they will be sure of seeing them in time to read before next Tuesdays meeting.

Kind regards,
Nige Ballard

Mrs Nigella Ballard
Amotherby Parish Council Chairman

It is extremely difficult to separate the seemingly simple addition of the building in this application from the operation of the mill and the whole BATA site and we hope that Members will take our concerns seriously as we believe the proposed bins and their increased capacity will result in even greater use of the site resulting in increased noise and disturbance in the village.

BATA started as a local farmers co-operative producing animal feed and up until at least 2015 the mill worked 6am to 10pm and on rare occasions to midnight on 5 1/2 days a week. Over the last few years there has been a steady slow increase and since autumn 2019 the mill has been running 24hrs a day and, except rarely, 7 days a week.

BATA has ceased to be just a local farmers co-op, incorporating Thompson of York and continuing to expand, having also become a distribution centre for other goods. Whilst this growth may be applauded it should not be at the expense of the amenity and health of residents of Amotherby. The scale of the operation now eclipses what the village has accepted without complaint in the past and is the type of use that should be on an industrial estate. The approval of the bins with increased capacity and throughput will add to ongoing amenity and health issues.

Clearly the mill working longer hours will have increased production and the BATA Directors Report 2020 on page 2 confirms this, together with their intention to increase production further. BATA confirmed in Nov 2020 that the proposed additional bins will allow storage of overnight production.

Of relevance to production capacity is the District Council issued Environmental Permit. The PC believes that the Permit issued in Jan 2012 is way out of date and does not appear to have been updated. At that time the mill was running far fewer hours and stated production was up to 40,000 tons/yr. Our estimates are that on current working hours it could now produce 192,000 tons/yr. There is no assessment of the capacity the mill could get to from the change of hours, upgrade of equipment and additional new bins.

The PC are also of the opinion that a material change of use may have taken place due to the change in character of the use of the site resulting from the increased hours of operation of the mill from the historic, 6.00 am to 10.00 pm 5.5day week to 24 hours 7 days a week.

The PC formally asked for this to be investigated in Sept 2020 and, with respect, do not agree with the conclusion in the Officers Report that this has not occurred. There is case law that supports the PC view and we would ask that this issue is considered again in more detail, with external, relevant, legal assistance if necessary, prior to any decision being made.

The PC asks that the application is refused, or if allowed, that the 1990 Condition 4 (when the mill was not operating at night) should be applied, preferably with even lower noise levels set for night time and weekends if the mill continues to operate 24/7.

If Members consider visiting the site prior to making a decision this should be at 6.00 am and 10.00 pm in order to understand the full impact of the issues confronting neighbours. Members may also wish to visit the site individually and unannounced at these times.

Please consider very carefully the impact that this application could have on the residents of Amotherby.

AMOTHERBY PARISH COUNCIL

Clerk to the Council
Miss S Bath

Glenmore,
Amotherby,
MALTON
YO17 6TG

Planning Department
Ryedale House
MALTON
YO17 7HH

1st July 2021

Application 20/00088/FUL – BATA Ltd

Dear Ms Bonner

The PC wish to thank those who attended the site visit on 21st June and hope that greater understanding of the problems the village faces with this application was gained. Following on from this we do wish to point out that at the time the site was unusually quiet, the mill did not appear to be running at its normal level and there were fewer lorries than normal. Noise readings taken at 9-30 am from the Seven Wells lamppost were 47.4-48.0 and from the Ryedale Cottages lamppost up to 49.4, both well below levels usually recorded. Later in the day readings returned to their more normal level of at Seven Wells 55.4-56.9, at Ryedale Cottages 56.8-57.4, levels which continue all night long.

The Parish Council respectfully disagrees with the findings of the LPA as reported in the Officers Report to the 8 June Planning Committee and have commissioned our own independent assessment by KVA Planning Consultancy. This is sent along with this letter.

BATA appear to be denying that they have already increased production and are seeking to further expand their business, although this is contradicted by their own Director's Report included in the Annual Return & Accounts 2020 (see extract as appendix 1). This is very important because further expansion of production at Amotherby and the need for the additional storage bins is fundamental to the concerns of the Parish Council. It is clear that increased production has already led to greater noise and disturbance, over a longer period of time than historical working hours, to the detriment of residents.

The Parish Council wish to highlight National Planning Policy Framework 2019 paragraph 170:-

170. Planning policies and decisions should contribute to and enhance the natural and local environment by:

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and..."

and the Council's own Policy SP20 in the adopted Local Plan Strategy:-

New development will not have a material adverse impact on the amenity of present or future occupants, the users or occupants of neighbouring land and buildings or the wider community by virtue of its design, use, location and proximity to neighbouring land uses. Impact on amenity can include, for example, noise, dust, odour, light flicker, loss of privacy or natural daylight or be an overbearing presence. Developers will be expected to apply the highest standards outlined in the World Health Organisation, British Standards and wider international and national standards relating to noise.

When considering this application the Parish Council would expect that the highest level of the WHO guidelines are applied, especially as WHO "Night Noise Guidelines for Europe" consider noise levels of over 55 dB as dangerous to public health.

Amotherby Parish Council continue to OBJECT to this application.

Yours sincerely,

Sara Bath
Clerk to Amotherby Parish Council

Appendix 1 (see para. highlighted in red)

**BRANDSBY AGRICULTURAL TRADING ASSOCIATION LIMITED
DIRECTORS' REPORT
FOR THE YEAR ENDED 30 SEPTEMBER 2020**

The board of directors has pleasure in submitting the report and accounts for the year ended 30 September 2020.

This year's consolidated financial report details BATA and William Thompsons (York) Limited. It also includes the acquisition of South West Lancashire Farmers (SWLF). The acquisition of Sensa Oil and Gas Limited during this reported period is included in the BATA sales.

BATA sales for the year amounted to £63.6m. This resulted in a pre-tax profit of £ 2.9 m. The sales for William Thompson (York) Ltd and its subsidiaries amounted to £44 .2 m, generating a pre-tax surplus of £ 96 k.

After adjustments for inter-group trading and for providing for amortisation of goodwill the consolidated turnover for the BATA group amounted to £108.7m, generating a group pre-tax surplus of £2m. This year's outcome has been achieved during what has been an exceptionally challenging period, dramatic market conditions and incomparable demand swings brought about by the Covid-19 pandemic have tested and continue to test our business and indeed a great many businesses.

The trading year 19/20 has yet again seen increased change in the agricultural sector as it continues to consolidate. Fluctuating currency and relatively static markets during the period generated a downturn of opportunity in some months and unprecedented sales in others. The wet start to the year and warm summer was greatly overshadowed by the Covid-19 pandemic and its effect on trading during the year. The business took significant proactive measures at the beginning of the pandemic and these measures have been further enhanced and to date have proven to be effective in reducing the risk of infection in our facilities, thereby maintaining a safe working and trading environment for our staff and customers. We have been and remain very much open offering the services and products our members and customers expect.

As highlighted above we have been active in developing our business opportunities.

SWLF is, like BATA, an agricultural cooperative based in Skelmersdale, trading in Lancashire, Yorkshire, Cheshire and Derbyshire. This business has its own coarse mixing facility, a country store and large warehouse providing its customers with a range of products very similar to BATA. SWLF sales amounted to £8.4m and after contributing to the profitability through intercompany trading it left a pre-tax loss of £ 200 k. The business is working above predictions and will continue to develop improved systems and exploit any

synergies despite the issues caused by the pandemic. Sensa Oil and Gas Limited, an LPG business based in Ryedale, was also acquired during this reported trading year which added over 100 new LPG customers and associated assets to BATA's business. These developments have provided a production facility where all coarse mixtures for the group can be produced, substantial warehousing, an additional country store and an enhancement to our energy offering.

Directors believe this demonstrates commitment to bring new production and services as part of the offering to our growing customer base.

Brexit and our departure from the European Union still pose both an opportunity and a threat to the sectors we work in. The unknown is very difficult to plan for, but as a business, like many we have again put measures in place in an effort to maintain supply to what is still an unpredictable series of transitions.

It is only in these recent months, towards the end of the financial year, that these improvements have been seen in animal feed following static and unremarkable markets. **However, both feed manufacturing sites at Amotherby and York have produced record tonnages supporting our members and customers. The rations we offer and our attention to produce nutritionally sound performance reflects our commitment to ensuring the livestock you feed perform to the best of their ability. It is our intention to continue to expand this area, to meet the growing demand for our products along with the knowledge and service we offer.**

Despite another warm winter our fuel and energy service have performed well. Fuel oils were only slightly lower in volume mainly due to the effect of less travelling during the pandemic lockdown. LPG however was higher in volume as a result of natural growth and our acquisitions. Both oil and LPG contributed well despite significant challenges arising from erratic swings in demand.

- 2 -



18 Westgate
Old Town
Bridlington
East Yorkshire
YO16 4QQ

Ms N Bonner
Planning Dept
Ryedale House
Malton
YO17 7HH

28th June 2021

Dear Ms Bonner

20/00088/FUL – Erection of extension to existing feed bins to allow installation of additional 12 out-loading bins for animal feed storage, together with integral weighbridge, at BATA - The Mill, Main Street, Amotherby, Malton, North Yorkshire, YO17 6TT

KVA Planning Consultancy has been commissioned to submit a representation on behalf of Amotherby Parish Council ('APC') to Ryedale District Council ('RDC') regarding the above application submitted by BATA Ltd. All previous responses submitted by APC remain relevant and this representation is intended to be read alongside those responses rather than supersede them. Therefore, all previous objections made by the APC are maintained.

This representation is not intending to duplicate matters already addressed by APC but add detail from a planning perspective on two very specific matters; the intensification of the site with reference to being a material change of use and the impacts of noise associated with the proposal.

For the sake of clarification, the APC are not wishing to prevent the Mill from operating, but do wish to seek a level of protection in terms of residential amenity and health and well-being for those residents within the village currently experiencing issues arising from increased operations at the Mill.

The remainder of this representation shall deal with each matter in turn, although both are inextricably linked.

Intensification of Use

Having considered the documents submitted in support of the planning application it seems clear that the history of the Mill at Amotherby predates the English planning system and therefore has been able to operate without specific controls. There have been a number of applications made to RDC over the years (since 1977 according to the Council's planning access pages), and various additions to the Mill have occurred (for example new out-buildings and storage areas, vehicle maintenance and washing facilities, storage buildings, out-loading bins etc.) without planning conditions restricting hours of operation, noise limits or vehicular movements to and from the site.

With respect to the determination of this application, the proposal is specifically for the extension to existing feed bins to allow installation of additional 12 out-loading bins for animal feed storage, together with integral weighbridge (although minimal information has been provided in relation to the weighbridge). The approval of the bins, however, is required as part of a general production increase which supports the APC and the applicant's view that operating 24/7 has been occurring for 'many months' as opposed to in exceptional circumstances during harvest or other emergency periods. The requirement to store in excess of 120 tonnes of bulk product in the new bins at any one time prior to loading suggests a significant increase in product output over and above the presence of the existing 12 bins and numerous 1tonne tote bags which will be replaced. Further the application proposes an additional weighbridge which may allow for simultaneous loading of vehicles from the bulk bins and increase activities further. As such the application should legitimately include the whole process of operation on site and associated activities which would require HGV and vehicular movements both on-site and off-site to be assessed in both a Transport Assessment and a Noise Impact Assessment, discussed in more detail in the second part of this representation.

The applicant has 'guaranteed' (stated in the Nova Noise Survey) that there will not be an increase in vehicle movements over and above what already exists (in an email to the case officer dated 16th November 2000). However, it is considered that the increase in vehicle movements has already occurred over the past 'many months' – potentially 2-3 years as noticed during the enforced period of time at home for residents, in step with the increased activity at the mill 24/7. As such the APC consider that this is in fact an intensification of use of the existing site and thus constitutes a material change of use in planning terms.

In the very least the application should have been validated as a hybrid application - part retrospective detailing the increased hours of operation and activities and part detailed application covering the proposed details subject to the current application. This would have allowed for the planning department to have considered the cumulative impacts of the whole site on the amenity of neighbouring residents (both current and potential future occupiers) in line with both national and local planning policies and would allow pertinent conditions to be attributed to a planning application protecting the nearby community.

The APC feel strongly that the intensification of use should have been subject to a planning application – which, subject to detail and given appropriate controls, may not have been objected to. It is thought that the proposal should be withdrawn and resubmitted as part retrospective and part detailed.

A material change of use can be established not merely by reference to the change in use of the activity but also by reference to its consequences and, in particular, whether off-site harm can be identified. In other words, just because an operation has been in use for some time, does not mean that it should continue to do so unchecked. Case law reveals a judicial willingness to regard off-site harm as a material consideration, for example, *Panayi v. Secretary of state for the Environment*

(1985) 50 P & CR 109;] JPL 278; Forest of Dean District Council v. Secretary of State for the Environment & Howells [1995] JPL 937; Thames Heliport v. Tower Hamlets LBC [1997] JPL 448 and Richmond-upon-Thames LBC v. Secretary of State, March 28th 2000.

The intensification concept was chiefly laid down in Childs v First Secretary of State and Test Valley Borough Council [2005]. The Childs case concerned a site with a lawful use certificate for four residential caravans. The applicant was refused certificates for eight, 15, 30 and 50 caravans. The High Court held that the extent to which intensification constitutes a material change is a matter of fact and degree, to be considered in light of the character of the use. In this case, the judge decided that the degree of change in the nature of the use would be material and planning permission would be required.

Judicial cognisance of harm in the planning context has recently altered significantly. There is an emerging pattern that harm means ‘genuinely perceived’ rather than ‘actual’ (or even ‘significant’) harm, and that the decision-maker has a duty to take into account the perception of harm as a material consideration - although the weight to be attached to that factor is for the decision maker, acting reasonably, to determine. See e.g., on this issue and that of the subjective meaning of harm, R v. Tandridge DC ex p Mohammed Al Fayed [2000] JPL 604.

In the application before RDC, the intensification itself has altered the character of the site rather than the built form. The off-site harm associated with the intensification of the site on the health and well-being and to residential amenity as a result of increased operations (primarily linked to noise and vehicular movements, particularly at night-time) at the Mill constitute harm to such a degree that the intensification has to be considered a material change of use. Residents who live in adjacent and opposite housing have complained repeatedly to RDC and to BATA and have even visited the GP in relation to sleep related stresses.

Noise Impacts of the proposal

The application is for an extension to the existing feed bin area to allow an additional 12 out-loading bins for animal feed storage. The application documents and additional information submitted by the applicant in response to questions from the case officer explain that the justification for the proposal is to fill the bins with produced animal feed for storage to reduce the need for additional fork-lift activity within the site and allow the applicant to store bulk product produced overnight in bins rather than using 1 tonne tote bags which require more staff activity on site. The bins also allow vehicles to be loaded more quickly to keep the Mill running. The 12 bins can hold 10 tonnes of bulk food, the same amount as the existing 12 bins on site.

The Nova Noise Survey undertaken on behalf of the applicant sets out that the assumption that the bins will be loaded 3 times per day specifically stating that the loading times take an average of 20 minutes ‘and can occur at any time during the day or night’.

It also sets out that the main sources of noise associated with the proposed development are: loading bulk bins, loading lorry/tractor. It clearly states that *'HGV movements have not been taken into consideration in the subsequent assessment as the client has guaranteed that they will not increase.'* APC are of the opinion that onsite loading of HGVs and associated movements have actually already increased as a result of 24/7 working which has become the norm over what the applicant has described as 'many months' (email response to the case officer dated 23rd July 2000), whereas up until circa 2-3 years ago, activities and noise associated with the Mill were usually 06:00-18:00 with less vehicular movements overall and very occasional evening and night-time work which has always been tolerated by residents as exceptional cases understanding the nature of the work and the need to provide feed in busy periods.

With reference to the determination of this application, Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that: *'regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'* In February 2019, the Government published the revised National Planning Policy Framework '(NPPF)/'The Framework') which set out the Government's planning policies for England. It clarifies the Government's expectations in the delivery of appropriate development by setting a clear presumption in favour of sustainable development and is a clear material consideration to be weighed in the planning balance when determining this application.

Paragraph 213 of the NPPF clarifies that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the Framework. Weight should be given to them according to their consistency with the NPPF. (The closer the policies in the plan to the policies in the Framework, the greater the weight that should be attributed).

The Development Plan relevant to this application consists of:

- Ryedale Local Plan Strategy (adopted 2012); and
- Ryedale Local Plan Sites Document (adopted 2019).

RDC have recently announced a review of the Local Plan which will update policies for new development and are intending to issue a new 'call for sites' in April/May 2021. Due to this early stage of plan preparation, weight cannot be given to the new Local Plan at this time. Therefore, the APC believe that the proposals should be determined against the provisions of the local plan and material considerations as necessary.

The NPPF sets out at paragraph 170 that decisions should contribute to and enhance the natural environment by: (inter alia)

'E) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. [...]

Paragraph 180 takes this further setting out that *'decisions should also ensure that new development is appropriate for its location taking into account likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:'* (inter alia)

A) 'Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and quality of life.' [...]

A footnote to paragraph 180a refers the reader to the Noise Policy Statement for England ('NPSE') (Defra, 2010). The NPSE provides qualitative planning guidance and clarity to noise related policies and practices and also seeks to clarify the underlying principles and aims in existing policy documents, legislation and guidance relating to environmental and neighbourhood noise and is a material consideration to the determination of this application.

The long-term vision of Government noise policy is to *'Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.'*

It is argued that quality of life impacts our standard of health. However, the NPSE makes a distinction between *'quality of life'* which is a subjective measure that refers to people's emotional, social and physical wellbeing, and *'health'* which refers to physical and mental well-being. It is recognised that noise exposure can cause annoyance and sleep disturbance both of which impact on *'quality of life'* that can give rise to adverse *'health'* effects.

The three aims of the NPSE are to:

- 1. 'Avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development.'*
- 2. Mitigate and minimise adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development.'*
- 3. Where possible, contribute to the improvement of health and quality of life through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development.'*

The first aim states that significant adverse effects on health and quality life should be avoided, with noise impact being defined as being at or above the Significant Observed Adverse Effect Level (SOAEL).

The second aim states that *'all reasonable steps should be taken to mitigate and reduce to a minimum any adverse impacts'* (where the noise impact lies somewhere between the Least Observed Adverse Effect Level (LOAEL) and SOAEL), however, does not assert that complying with this aim would preclude any adverse effects by way of noise. Fundamentally then, adverse impacts cease to arise only below the LOAEL threshold.

The third aim seeks to improve health and quality of life through pro-active management of noise.

The NPSE also includes the concept of No Observed Effect Level (NOEL) and is the level below which there are no detectable effects on health and quality of life.

As the guidance is qualitative, specific NOEL, LOAEL and SOAEL values are absent *'so as to provide the necessary policy flexibility until further evidence and suitable guidance is available.'*

With respect to health and quality of life, a further material consideration for the determination of this proposal are two documents from the World Health Organisation ('WHO'), discussed below.

Firstly, the WHO document *'Guidelines for Community Noise'* (1999) provides guidance to environmental health authorities and practitioners tasked with protecting people from the harmful effects of noise. WHO define *'health'* as a *'state of complete physical, mental and social well-being and not merely the absence of disease or infirmity'* and clearly state that *'the enjoyment of the highest attainable standard of health as one of the fundamental rights of every human being...'*

The guidance provides a series of recommended internal and external noise exposure levels, to protect people from the harmful effects of noise. The Guidelines apply to external noise *'without a specific character'* (previously termed *'anonymous noise'*) such as that associated with road and rail traffic. Noise has a *'specific character'* if it contains features such as distinguishable discrete and continuous tone(s), is irregular so as to attract attention, or has a strong low-frequency content, in which case lower noise limits might be appropriate. When considering noise impact on dwellings the Guidelines go on to state that *'lower levels may be annoying, depending on the nature of the noise source.'*

WHO Community Noise states that sensitive groups include the elderly and people with physical and mental disorders, and that *'when recommending noise protection and or regulations'* vulnerable groups (including, inter-alia, people with particular diseases, people rehabilitating at home, and the elderly) that are potentially more susceptible to unacceptable noise impact should be considered.

The guidance states sleep disturbance is considered to be a major environmental noise effect, with the primary effects being difficulty in falling asleep and alterations of sleep stages and depth, increased heart rate and an increase in body movements.

Paragraph 3.1 states that special attention should be given to the following considerations;

- *'Noise sources in an environment with a low background noise level. For example, night traffic in suburban residential areas.*
- *Environments where a combination of noise and vibrations are produced. For example, railway noise, heavy duty vehicles.*
- *Sources with low-frequency components. Disturbances may occur even though the sound pressure level during exposure is below 30 dBA.'*

For internal spaces in dwellings, para. 4.3.1 states that;

'for a good sleep, it is believed that indoor sound pressure levels should not exceed approximately 45dB L_{Amax} more than 10-15 times per night,' and;

'In dwellings, the critical effects of noise are on sleep, annoyance and speech interference. To avoid sleep disturbance, indoor guideline values for bedrooms are 30 dB L_{Aeq} for continuous noise and 45 dB L_{Amax} for single sound events.'

Paragraph 4.3.1 states that to avoid sleep disturbance, sound pressure levels at the outside facades of living spaces should not exceed 45 dB L_{Aeq} (taken as a façade level, and equating to a free-field external level of 42 dB L_{Aeq}) and 60 dB L_{AFmax} so that people may sleep with bedroom windows open.

The Guidelines state that external amenity areas should not be subjected to daytime averaged noise levels greater than 55dB $L_{Aeq,16hr}$, and preferably below 50 dB $L_{Aeq,16hr}$.

The guideline values are derived from observations on the health effects of noise on 'normal' or 'average' populations and vulnerable groups may therefore be at greater risk from unacceptable impact amenity.

Secondly, the WHO 'Night Noise Guidelines for Europe' ('NNG', 2009) presents more recent guidelines for night-time noise exposure and is an extension of the WHO Guidelines for Community Noise. Vulnerable groups are identified in the NNGE as being children, the elderly, and those with poor health. The given Threshold values are based on research into transportation noise (road, rail, aircraft).

NNG summarises the effects and threshold levels where there is sufficient evidence, and includes;

- Sleep quality: ≥ 42 dB $L_{night, outside}$ – increased average motility when sleeping

- Well-being: ≥ 42 dB $L_{\text{night, outside}}$ – self reported sleep disturbance
 ≥ 40 dB $L_{\text{night, outside}}$ – use of sleep somnifacient drugs and sedatives

NNG summarises the effects and threshold levels where there is limited evidence, and includes;

- Well-being: ≥ 35 dB $L_{\text{night, outside}}$ – complaints

Health effects from noise exposure are summarised as follows with the indicator used being $L_{\text{night, outside}}$:

- Up to 30 dB $L_{\text{night, outside}}$ - no substantial biological effects are observed, and is equivalent to the NOEL for night-noise.
- 30-40 dB $L_{\text{night, outside}}$ - a number of effects are observed, with the 'intensity of the effect' dependant on the character of noise, with 40 dB $L_{\text{night, outside}}$ being equivalent to the LOAEL threshold for night noise including the elderly, and chronically ill (vulnerable groups).
- 40-55 dB $L_{\text{night, outside}}$ – observed adverse health effects on those exposed, with vulnerable groups being more severely affected.
- > 55 dB $L_{\text{night, outside}}$ – considered dangerous for public health.

In relation to the specific information presented in these documents, the APC are aware that there are 'vulnerable' groups (in accordance with the WHO definition set out above) living in very close proximity to the site as such adverse health effects could be expected from noise exposure associated with the 24/7 operations of the Mill and it is this element which is particularly concerning.

These material considerations informed the technical aspects of both the NPPF's requirements to 'minimise and reduce to a minimum' adverse effects from noise in new developments and also the technical guidance to the NPPF – the Planning Practise Guidance – Noise ('PPGN'). Paragraph 3 sets out that 'decision making need to take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur; • whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

In line with the Explanatory note of the noise policy statement for England, this would include identifying whether the overall effect of the noise exposure (including the impact during the construction phase wherever applicable) is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation.' (ID 30-00320190722).

The PPGN goes on to state at paragraph 5 that 'At the highest extreme, noise exposure would cause extensive and sustained adverse changes in behaviour and / or health without an ability to mitigate

the effect of the noise. The impacts on health and quality of life are such that regardless of the benefits of the activity causing the noise, this situation should be avoided.' (ID 30-005-20190722)

Residents who live opposite and adjacent to the site have reported to the APC having to keep windows closed during the night to try and minimise sleep disturbance and difficulties getting to sleep on a daily basis. This disturbance or premature waking is usually associated with vehicles arriving/departing at the site, leaving idling engines, staff shouting to each other, and music being played loudly from vehicles - but also specific noise events (potential breakdowns, clanging of equipment, flashing lights and alarms etc). Having been forced to spend more time at home recently due to the pandemic and children having to be home-schooled, this increased level of noise and sleep disturbance has become an annoyance as it has coincided with when the increased activity to regular 24/7 operations has been recognised. Residents have been forced to complain to both BATA and RDC regarding increasing noise implications, and some have also visited the GP for sleep related stresses.

The PPGN goes on to state at paragraph 10 that in general where there is likely to be a noise impact arising from a development there are 4 potential types of mitigation. One of which is the *'use of conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night'* (ID 30-010-20190722). Whilst PPGN does not go as far as setting specific times and controls for permissible noise levels, PPG Minerals ('PPGM') does and is referred to specifically for more information in the PPGN.

Paragraph 27 helpfully sets out what the Government classes as daytime, evening and night time noise and what noise restrictions should be in place as an absolute maximum for those periods.

[Mineral] 'planning authorities should aim to establish a noise limit, through a planning condition, at the noise-sensitive property that does not exceed the background noise level (LA90,1h) by more than 10dB(A) during normal working hours (0700-1900). Where it will be difficult not to exceed the background level by more than 10dB(A) without imposing unreasonable burdens on the mineral operator, the limit set should be as near that level as practicable. In any event, the total noise from the operations should not exceed 55dB(A) LAeq, 1h (free field). For operations during the evening (1900-2200) the noise limits should not exceed the background noise level (LA90,1h) by more than 10dB(A) and should not exceed 55dB(A) LAeq, 1h (free field). For any operations during the period 22.00 – 07.00 noise limits should be set to reduce to a minimum any adverse impacts, without imposing unreasonable burdens on the mineral operator. In any event the noise limit should not exceed 42dB(A) LAeq,1h (free field) at a noise sensitive property.' (ID 27-021-20140306).

The PPGM also helpfully sets out that during the night time period 42dB (A) LAeq, 1hr (free field) should be an absolute cap in the event that the applicant has reduced to a minimum prior to experiencing onerous burden.

It is suggested that this would be a helpful guide for this application which involved night time working even though it is not for minerals operations. The applicants have stated that the usual working day when HGVs and other vehicles arrive at the site to be loaded is between 06:00-18:00 (although this can and does regularly happen during the night too). 06:00 is within the night time period as defined by PPGM as set out above.

At the local level, adopted Local Plan Strategy Policy SP20 sets out that *'new development will not have a material adverse impact on the amenity or present or future occupiers [...] Impacts on amenity can include, for example, noise, dust, odour...'* (amongst others). It goes on to state that *'Developers will be expected to apply the highest standards outlined in the World health Organisation, British Standards and wider international and national standards relating to noise.'*

The PPGM, PPGN, WHO documents and the NPSE are material considerations as far as planning is concerned and helped form the technical requirements to the NPPF's instruction to mitigate and reduce to a minimum. No information has been presented by the applicant to show that they have attempted to reduce new sources of noise to an absolute minimum.

Furthermore, the applicant has stated that there are a number of operations starting at 06:00hr alongside vehicular movements. The table below highlights the information provided by the applicant to the case officer (email dated 16th November 2000) as best as possible.

Table 1- activities on site

| Time | Day | Activity | Vehicle movement | Additional info |
|--------------------------------|-------------|--|--|---|
| 06:00 – 18:00 | Mon-Fri | Office Staff (transport dept) | 40 (2 way) | Some make return visits during the day increasing no of movements |
| 08:00 – 18:00 | | Office Work | | |
| 24hrs | Mon-Sun | Milling compound animal feed | Ave 7 HGVs / Tractor deliveries Mon-Fri (occasional Saturdays) | |
| 06:00 – 18:00 06:00 – 12:00 | Mon-Fri Sat | HGV garage – maintenance of BATA lorries | Parts deliveries 23 vans per day | |

| | | | | |
|------------------------------------|-----------|---|---|---|
| 06:00 – 17:00 09:00 – 16:00 | Mon-Fri | Warehouse (commercial stock deliveries) (3 rd parties booked in at this time) | Ave 30 (2 way) 3 rd party hauliers | 3 rd party vehicles Loaded and unloaded by BATA forklifts to allow BATA vehicles to be loaded first |
| 06:00 – 18:00 | Mon – Sat | Agri- Transport | 20-25 HGVs (2 way) 1-2 HGVs at weekend | Occasionally outwith these times in extreme weather conditions to deliver food for animals |

| | | | | |
|------------------------------------|------------------|----------------|---|--|
| 06:00 – 19:00 06:00 – 12:00 | Mon – Fri Sat | Fuel Transport | Usually 4 HGVs (2 way) Mon-Fri 2-3 LPG (2 way) Sat Oil deliveries out – 20 loads (each day) Mon-Fri 2 loads Sat LPG – delivery to BATA – 1 HGV Mon-Fri Oil Delivery to BATA – 5 HGVs Mon-Fri | In harvest/ extreme weather outside of these times/weekends |
|------------------------------------|------------------|----------------|---|--|

The applicant has also confirmed that all mill/warehouse/agri-transport/fuel transportation/HGV garage staff also travel by private car to and from the site – totalling an additional 53 two-way movements associated with the site over and above that set out in table 1 many of which will arrive on site prior to 06:00 in order to commence their employed activity.

This highlights a significant number of daily movements associated with the wider site. It is considered that the new weighbridge could allow for simultaneous loading into delivery vehicles and could therefore increase onsite traffic activity which will impact nearby residents. As such, the APC believe a Transport Assessment should have undertaken with an associated Travel Plan which would

allow the company to enforce Driver Behaviour and routes to avoid sleep disturbances where possible linked to idling engines and noise from vehicles, shouting and reversing sounds amongst other matters.

Whilst the Mill is operating 24/7, the APC note that the majority of work is detailed as being 06:00 – 18:00 Mon-Fri with some Saturday working and occasional work outwith these times in accordance with harvest periods/extreme weather situations. If the Council are so minded as to approve this application, it is considered that this information could form the basis of a condition. However, it should also be noted that 06:00 – 07:00 is still night-time in accordance with the PPGM. As such, a strict control over noise limits (a reduction to a minimum as close to background noise levels as possible with an absolute cap of 42db as set out above) should be imposed on all activities between 22:00-07:00. In line with PPGM the applicant should be asked to demonstrate the lowest level achieved – before incurring an onerous burden, in order to truly minimise noise. Such a condition should also be imposed on all night-time activities associated with the operation of the Mill including the filling of out-loading bins, which is the subject of this proposal.

Furthermore, it is questioned why all of these activities need to start at 06:00hrs. For example, could the garage and maintenance facility not begin at 07:00 Mon-Fri and 08:00 on a Saturday.

Concluding remarks

The APC has instructed KVA Planning Consultancy to prepare a representation to be submitted to RDC on their behalf to be read alongside their previous responses to an application for the erection of extension to existing feed bins to allow installation of additional 12 out-loading bins for animal feed storage, together with integral weighbridge, at BATA - The Mill, Main Street, Amotherby. All previous comments and objections remain relevant and outstanding.

The APC do not wish to prevent the Mill from operating, however, do hope to ensure a level of protection for residents within the Parish with particular regard to noise levels, associated vehicular movements and operational hours.

It is considered that the proposal for the extension to the existing feed bin area for the installation of an additional 12x 10tonne bins and weighbridge are such, that the cumulative impact of the intensified operation of 24/7 mill activities which have been occurring for ‘many months’ represents a material change of use and ergo, should be the subject of a planning application and appropriate controls if approved.

Information presented within this representation shows how, from a planning perspective the applicant should be required to provide evidence that he has proposed to mitigate the impacts of noise ‘to a minimum’ in conformity with both national and local planning policies and the various documents which constitute material considerations include the WHO guidelines and the NPSE.



Further a transport assessment and travel plan should be submitted in support of the application prior to determination, which would assist the local planning authority to determine the acceptability of vehicular movements both on site and those travelling to and from the site.

Finally, should the local planning authority be so minded as to approve the application, appropriate conditions should be attached to protect both current and future occupiers of nearby dwellings and those along the Main Street, along which route the lorries usually take, from detrimental harm to sleep and associated health and well-being alongside their residential amenity.

Should the applicant submit any further information in support of the planning application, the APC reserves the right to comment further.

Yours sincerely

Katie Atkinson, MRTPI

Notes

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| 1 | 07/20/21 | Drawing submitted for planning | VT | VT |



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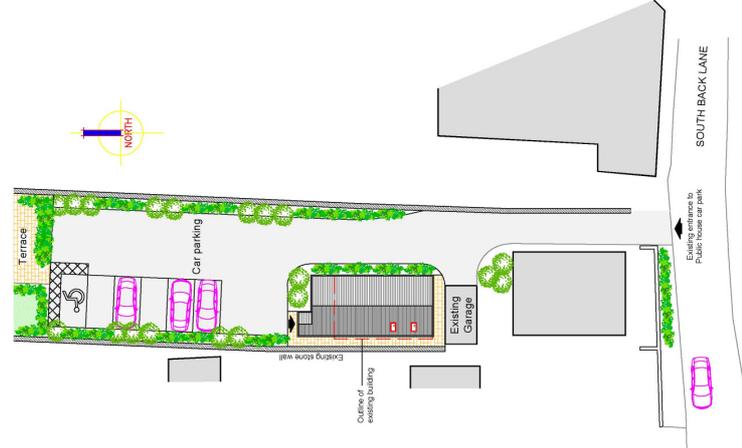
PROJECT:
PROPOSED ALTERATIONS AND
REPAIRS TO THE
RESIDENCE OF
THE BAY HORSE
TERRINGTON

TYPE:
PROPOSED MANAGERS
ACCOMMODATION
SITE PLAN, FLOOR PLAN & ELEVATIONS

PLANNING

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PROPOSED SITE PLAN
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