

APPLICATION NUMBER		22/00651/FUL	
SITE ADDRESS:		ALS Scaffolding Services Limited, Sunnyside Farm, Whitelea Lane, Tansley	
DESCRIPTION OF DEVELOPMENT		Change of use from Storage use to General Industrial (Use Class B2) or Light Industrial (Use Class E(g)(iii)) use	
CASE OFFICER	Mr. G. A. Griffiths	APPLICANT	Mr A Hazle
PARISH	Tansley	AGENT	IMcH Planning and Development Consultancy
WARD MEMBERS	Cllr. P. Cruise Cllr. S. Flitter Cllr. D. Hughes	DETERMINATION TARGET	
REASON FOR DETERMINATION BY COMMITTEE	Requested by Officers given unresolved matters	REASON FOR SITE VISIT (IF APPLICABLE)	To appreciate the site in its context

MATERIAL PLANNING ISSUES

- Principle of the development
- Impact on the character and appearance of the open countryside
- Highway safety and impact on public right of way
- Impact on residential amenity
- Climate change
- Flooding and drainage

RECOMMENDATION

Planning permission be granted subject to conditions with regard to highway matters and hours of operation.

1. THE SITE AND SURROUNDINGS

- 1.1 The application site lies about 300 metres down an unmade farm track on the east side of Whitelea Lane to the north of Tansley. The former farmhouse and some associated buildings, including two dwellings, were separated off from the remainder of the agricultural land some years ago.
- 1.2 The site is within the area of agricultural land retained by the applicant and includes a group of buildings that have acquired a Certificate of Lawful Use for industrial and storage uses. The older buildings, both single and two storey, provide for a mixture of workshop and office uses, and part of the associated land is used for the open storage of scaffolding equipment. In recent times, a modern commercial building has been erected; this was approved solely for the purposes of storing scaffolding and is the subject of this current planning application.





2. DETAILS OF THE APPLICATION

- 2.1 Full planning permission is sought to change the use of the building from that approved only for scaffolding storage, to General Industrial (Use Class B2) or Light Industrial (Use Class E(g)(iii)) use. No external alterations are proposed to the building and the access from Whitelea Lane and parking areas around the building will remain as existing. It is advised that enquiries have been received and interest shown towards using the building for light or general industrial uses.
- 2.2 The building was granted by planning permission (ref: 08/00750/FUL) with condition 6 stating:

Notwithstanding the Town and Country Planning (Use Classes) Order 2005, the building hereby approved shall only be used for the purposes of storing equipment and vehicles associated with the scaffolding business and for no other purpose unless otherwise agreed in writing by the Local Planning Authority.

The reason for this condition was as follows:

In the interests of highway safety as a more intensive use of the site would be likely to lead to highway safety concerns with respect to comings and goings at the access to Whitelea Lane and to comply with Policy TR1 of the Adopted Derbyshire Dales Local Plan (2005).

- 2.3 It should be noted that the Certificate of Lawful Use (DDD/0997/0585) was granted in 1997 for the use of land and neighbouring buildings, for shot/grit blasting, steel fabrication and fixing, preparation, painting and decoration of steelwork and storage of building equipment. In 2017, a planning application (ref: 16/00890/FUL) to use the building for the storage of cycling equipment was refused by the Council. The reasons for refusal were that it would have the potential to intensify the use of the access, which would be to the detriment of highway safety and harm the amenities of nearby residents.
- 2.4 Notwithstanding this decision, the applicant considers that it is clear that the Local Planning Authority has agreed to intensive commercial/industrial uses on the site by the granting the permission in 2008 and the Lawful Development Certificate in 1997. The applicant advises that the activities associated with the scaffolding business, plus the buildings that are subject to the Certificate of Lawful Use, already have an impact on the occupants of nearby dwellings and that this is particularly so in terms of the comings and goings of vehicles and noise from the loading and unloading of scaffolding poles, boards and couplers etc. The applicant advises that the proposed industrial uses will operate from within the building, which is insulated. The applicant is also willing to discuss with the Council, the possibility of imposing limits on the working hours should that be considered to be necessary. However, it is pointed out that the nearest dwelling is some 100m from the application building.

2.5 The applicant also advises that there are no restrictions on the operating hours of the existing business and there can be intrusive noise from the loading and unloading of scaffolding. The applicant therefore contends that the proposed uses will not have an adverse impact on the existing amenities of the occupants of nearby dwellings. The applicant notes that paragraph 130 of the National Planning Policy Framework (NPPF) requires developments to provide a high standard of amenity for existing and future users. The applicant considers that the proposal will accord with both local and national policy. It is proposed that the building would operate within the following hours:

Mon- Fri - 07:30 -18:30

Sat - 08:00 - 13:00

No working on Sundays.

2.6 It is noted that Policy S4 of the Adopted Local Plan (2017) seeks to ensure that traffic generated by a proposal will not result *in "severe impacts on the highway network"* and will have a safe means of access. It is accepted that the access to and from Whitelea Lane does not meet with highway standards in terms of its width and visibility. It is also noted that the Council has concerns, as evidenced by the 2017 decision (ref: 16/00890/FUL) which was to change the building to be used for Class B8 use (storage and distribution). However, it remains the fact that the site can be used intensively and it is the applicant's contention that the proposed use will not increase use of the access. Although the scaffolding use has reduced in its intensity recently (because of pending retirement), the following traffic flows are advised to be normal at its peak:

- 12 employees/scaffolders commute twice daily
- manager 3 to 4 journeys in and out per day
- 2 HGVs mostly out and back daily
- 3 x 3.5 tonne pick-up trucks often to offload/load
- courier deliveries, small part packages 3 to 4 times per week
- HGV heavy scaffold deliveries on average 2 to 4 times per week
- building contractors calling to pick up hire out equipment and returning same at least 6 to 8 times per week
- building contractors calling in with project drawings/plans for quotes, etc. 4 to 6 times per week
- fitters to repair and inspect HGVs and to road test vehicles
- postal deliveries
- cleaner 2 days per week
- miscellaneous visits such as bin collections and change rubbish skips, salesmen
- Saturdays 1 HGV and 2 pick-up trucks with 4 employees commuting
- fitter to service oil change, etc
- Security visits - 1 vehicle twice daily,
- postal and occasional courier Sundays
- security twice daily.

2.7 The applicant advises, that whilst the application is speculative, it is reasonably clear that the scaffolding business has had, and could have, the potential to generate significant traffic movements. A particular characteristic of the scaffolding use is the comings and goings during the day in order to deliver to and collect from site. That would not generally be the case with the proposed uses, as employees will tend to remain within the premises all day and any deliveries in or out of materials and finished goods will be fewer.

2.8 The applicant refers to Paragraph 111 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on

highway safety, or the residual cumulative impacts on the road network would be severe. This is also reflected in Policy HC19 of the Adopted Derbyshire Dales Local Plan (2017). Consequently, the applicant concludes that the proposal will not have an unacceptable impact on highway safety, particularly when compared to the existing uses within the building and on the wider site.

2.9 The applicant refers to Chapter 6 of the NPPF which seeks to ensure that the planning system builds a strong, competitive economy. Paragraph 81 states that policies and decisions should help create the conditions in which businesses can invest, expand and adapt. It goes on to say that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Furthermore, paragraph 84 of the NPPF requires planning policies and decisions to enable the sustainable growth and expansion of businesses in rural areas, both through the conversion of existing buildings and well-designed new buildings. The applicant advises that the content of paragraph 85 is of particular relevance and states that planning decisions should recognise that sites to meet business needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. Paragraph 85 also advises that the use of previously developed land should be encouraged.

2.10 The applicant refers to policies in the Adopted Local Plan (2017). Policy S4 is considered to be supportive of the proposal and states that:

....planning permission will be granted for development where it comprises the redevelopment of a previously developed site and/or conversion of existing buildings for employment use ...

It goes on to state that proposals to re-use an existing building should not have an adverse impact on the character and appearance of the rural area and the building should be part of the established character of the area. The applicant considers the proposal accords with policy S4 in these requirements.

2.11 It is also noted that policies EC1 and EC3 seek to protect existing employment sites and encourage the redevelopment, intensification and more efficient use of existing sites. Whilst the applicant is of the view that the proposed uses will be more intensive, he considers the proposal will ensure that existing commercial floorspace is re-used and the building is not a wasted resource. For the reasons given, it the applicant considers that the proposal is acceptable in principle. Accordingly, there is no conflict with the provisions of the Development Plan, or the NPPF.

3. PLANNING POLICY AND LEGISLATIVE FRAMEWORK

3.1 Adopted Derbyshire Dales Local Plan (2017)

S1	Sustainable Development Principles
S4	Development in the Countryside
S7	Matlock/Wirksworth/Darley Dale Development Area Strategy
PD1	Design and Place Making
PD5	Landscape Character
PD7	Climate Change
PD8	Flood Risk Management and Water Quality
PD9	Pollution Control and Unstable Land
HC19	Accessibility and Transport
HC21	Car Parking Standards
EC1	New Employment Development

- 3.2 Derbyshire Dales District Council Climate Change Supplementary Planning Document (2021)
- 3.3 Derbyshire Dales District Council Landscape Character and Design Supplementary Planning Document (2018)
- 3.4 National Planning Policy Framework
- 3.5 National Planning Practice Guidance

4. RELEVANT PLANNING HISTORY

- 4.1 17/00979/FUL Use of existing building for B8 storage and distribution, improvements to existing access and creation and improvement of passing places on Knabhall Lane (retrospective) - Refused
- 4.2 16/00890/FUL Use of building for B8 storage/distribution – Refused
- 4.3 16/00889/FUL Alterations to approved storage building (retrospective) – Granted
- 4.4 08/00750/FUL Erection of storage building for scaffolding equipment – Granted
- 4.5 06/00275/OUT Erection of storage building (outline) – Granted
- 4.6 05/00612/OUT Erection of 3 no. detached dwellings with integral B1 office accommodation and associated alterations to access (outline) – Refused
- 4.7 0997/0585 Certificate of lawfulness for existing use – Granted
- 4.8 0297/0087 Certificate of lawfulness for existing use of garages for HGV repair, maintenance and bodywork - Refused

5. CONSULTATION RESPONSES

5.1 Parish Council

- applicant no longer lives at Sunnyside farm and resident has no connection with the applicant or the site – maybe the applicant might like to change the name of his business
- original applications to develop green field land were permitted because the applicant lived adjacent to the land – this is no longer the case
- change from storage to general industrial will have a detrimental effect on the residents living on this unmade track
- site is outside of the built up area, accessed off an unmade single track with no passing places
- Tansley has a sizeable industrial estate, where industrial units need to be site, not in a highly sensitive landscape like Whitelea Lane
- any intensification of business at this location would ruin the amenity of existing residents
- application site, and construction of additional storage sheds, has resulted in increased surface water flooding to the footpath below the site
- planning permission 16/00889/FUL stated the buildings only used for storage and DCC Highways stated that the proposed development, if permitted, would lead to the significant intensification in the use of an existing substandard access to Whitelea Lane,

where its limited width does not allow for 2 way traffic and emerging visibility is severely restricted due to third party land, thereby leading to potential danger and inconvenience to highway users and interfere with the safe movement of traffic adjoining the highway

- DCC Highways had valid concerns and were against any intensification of traffic at this location
- would be dangerous for HGVs to access this substandard track and there are not the required sightlines
- local residents are aware that the track floods and, during winter months, water egresses the track and the road has been eroded by this surface water flooding
- Parish Council hope that DDDC will heed the advice of the Highway Authority in the interest of public safety.

5.2 Environmental Health (Derbyshire Dales District Council)

Initial comments

- the information provided for B2 Use is not sufficient due to the risk of nuisance and the amenity of nearby residents therefore EH cannot support B2 Use
- Class E(g)(iii) would require imposed hours of operation and restrictions on vehicle and delivery movement for EH to support this type of use.

Subsequent comments

- think putting the condition of no work being undertaken outside, if building has a B2 use, would be fair and reasonable and hopefully ensure no nuisance occurs, especially as the rest of the site it already B2
- think the hours proposed are acceptable and agree no working on Bank Holidays and Sundays

5.3 Local Highway Authority (Derbyshire County Council)

- have consistently objected to any proposal that would potentially increase the use of the access road (a private road carrying the route of a PROW)
- previous applications appear to have retained the scaffold business and as such any other use would be additional - as far as can be determined, intention is for the scaffold business use to cease in entirety and the proposed B2 use replace it
- from the information submitted, the current trip levels associated with the scaffold business appear to be of a level commensurate with a single B2 use and, on this basis, it is not considered that a highway objection would be sustainable
- would not wish to see the speculative development expand such that vehicular trips, especially HGV's increased and would seek conditions that covered the following:
 - scaffold business activity to cease to operate prior to new use being taken into use
 - single occupier only
 - no outside storage
 - no extensions, subdivision or mezzanines
 - no general public access to, or direct retail sales from the premises In addition, the following condition should also be included
 - provision within the application site in accordance with the application drawings for the parking and manoeuvring of staff and service and delivery vehicles
 -
- request note to the applicant that the site is affected by a Public Right of Way (Footpath 1 Tansley on the Derbyshire Definitive Map) and that the route must remain unobstructed on its legal alignment at all times and the safety of the public

5.4 Public Rights of Way (Derbyshire County Council)

- Advise that Tansley Public Footpath No. 1 runs through the proposed development site, along the access road
- object to the proposals on the grounds that, should heavy goods vehicle traffic increase as a result of the change of use, public safety would be jeopardised along the access road
- any increase of traffic would have a negative effect on the enjoyment of path users, due to noise and dust
- for the applicant's information:
- the footpath must remain open, unobstructed and on its legal alignment
- there should be no disturbance to the path surface without prior authorisation from the Rights of Way Section
- consideration should be given to the safety of members of the public using the path
- there should be no encroachment of the path, and no fencing should be installed without consulting the Rights of Way Section.

5.5 Rambler Derbyshire Dales Group

- object for the following reasons:
 - i) the change of use is likely to lead to an increase in vehicular traffic on Tansley FP 1, putting the safety of walkers at risk
 - ii) Tansley FP 1 should remain unaffected at all times, including the path surface.

5.6 Peak and Northern Footpaths Association

- object on the grounds of the adverse effect of the proposed development on the enjoyment by the public of Tansley Footpath 1 which serves as a vehicular access to the site
- seems that the site could be occupied by concerns which generate a large volume of heavy goods traffic and the use of the footpath is highly unsuitable for this
- walkers would be in danger from the traffic, and the noise of the traffic would be incompatible with the quiet enjoyment of the use of the path.

6. REPRESENTATIONS RECEIVED

6.1 Two representations have been received objecting to the proposals which are summarised as follows:

- change of use from storage to general industrial is very vague due to the Use Class B2
- having seen this Class section the uses under B2 are very varied and open to interpretation
- would like to understand more of what is classed as light use
- no explanation of what light industry or general industry would be using this building and the amount of traffic or noise that could be associated with the use of what at present is relatively peaceful area once the scaffold lorry has gone out in the morning until its return in the evening with an occasional vehicle visiting during the day.
- ALS Scaffolding has never been used as light usage due to the coming and going of traffic and large vehicles on a dirt track which has various degree of pot holes according to the rain and use
- have lived in one of the three properties at Sunnyside since 1992 and seen the deterioration of the track during that time. Storms causing floods, picking up the surface of the drive carrying it down onto Whitelea Lane, so the possibility of more traffic using this track could only be detrimental.

- whilst understanding why there is a need to reuse the existing building for employment due to ALS Scaffolding ceasing trading, concerns are the use of the lane which is not suitable for use and the extra traffic generated
- feel there should be more clarification regarding the proposal terms and conditions which will need to be looked at and imposed if agreed
- propose the Council to consider another right of way entry if appropriate.

6.2 One representation has been received supporting the proposals which is summarised as follows:

- support the change of use as this could be of benefit to the residents of Tansley bringing business and potential job opportunities to the village.

7. OFFICER APPRAISAL

Principle of the Development

- 7.1 The building currently houses a B8 use for the purposes of storing scaffolding to be taken to and from sites. To this end, a re-use for a commercial purpose would comply with the aims of policy EC1 of the Adopted Local Plan (2017).
- 7.2 However, the current use is restricted solely for the use for the storage of scaffolding, with such a business having been established on the site for some time. The reason for such a restriction was that there were concerns that any other business/industrial uses could lead to an increase in comings and goings from the site which would have the potential to endanger users of the highway given that the junction of the access road with Whitelea Lane has restricted visibility splays and the potential for increased disturbance of residents living alongside the access track.
- 7.3 This was evidenced in the refusal of planning application 16/00890/FUL for the use of the building for B8 storage and distribution for the following reasons:
1. *The proposed development, if permitted, would be likely to lead to the significant intensification in use of an existing substandard access to Whitelea Lane, where its limited width does not allow for 2-way traffic and the emerging visibility is severely restricted due to third party land, thereby leading to potential danger and inconvenience to other highway users and interference with the safe and efficient movement of traffic on the adjoining highway. As such, the proposal fails to comply with Policy TR1 of the Adopted Derbyshire Dales Local Plan (2005) and with Government policy contained in the National Planning Policy Framework.*
 2. *The comings and goings that could potentially occur with an unrestricted B8 use of the building would be likely to lead to significant disturbance to the occupiers of dwellings which face onto the access road through the comings and goings of vehicles along this unmade road. As such, it is considered that the unrestricted use of the premises would fail to comply with Policies SF4 and EDT7 of the Adopted Derbyshire Dales Local Plan (2005) and with Government policy contained in the National Planning Policy Framework.*
- 7.4 Given the above, as few alterations are proposed to the site, the principal matters for consideration are whether the proposals for unrestricted B2 and E(g)(iii) uses are appropriate having regard to the above reasons for refusal of a B8 storage and distribution use.

Impact on the Character and Appearance of the Open Countryside

- 7.5 The proposals detail no changes to the exterior of the building. The only changes within the site would be the provision for parking spaces within the yard area on areas where scaffolding poles and other paraphernalia is stored. Should planning permission be granted, it is likely that the site would need to be tidied and more appropriately laid out for the business operating from the site. As such, the impact on the character and appearance of the site is likely to be positive.

Highway Safety and Impact on Public Right of Way

- 7.6 The Local Highway Authority requested that in granting planning permission for the storage building (ref: 08/00750/FUL) that it be solely used for the purposes of housing the scaffolding business that was already present on the site.
- 7.7 Further to that decision, planning application 16/00890/FUL was submitted for a retrospective change of use of the building to an unrestricted B8 use for the storage and distribution of bicycle parts, where a business let the building from the applicant. This application was recommended for refusal by the Local Highway Authority, as cited in Reason (1) (see paragraph 7.3) above and this refusal of planning permission ultimately led to the business relocating.
- 7.8 The applicant has noted that concerns have been received from the Parish Council, the Rights of Way Officer at Derbyshire County Council, Derbyshire Dales Ramblers and local residents. However, the County Council's response is qualified insofar that it only objects should HGV numbers increase and that an increase in traffic could affect the enjoyments of footpath users. To this end, the applicant advises that there is no substantive reason to suggest that HGV movements or traffic movements in general will increase as a result of the proposal notwithstanding that the applicant is unaware of any existing conflicts between ramblers and commercial traffic.
- 7.9 Information has been provided in support of the application that details the volume of traffic and number of movements associate with the existing scaffolding use which have been accepted by the Local Highway Authority who have raised no objections to the proposal subject to conditions. Given that vehicle movements are unlikely to increase, it is considered that vehicle/pedestrian conflict could not be substantiated as a reason for refusal of planning permission.

Impact on Residential Amenity

- 7.10 The applicant advises that, notwithstanding the existing lawful use for parts of the site and adjoining land and buildings for industrial purposes, any manufacturing or processing uses associated with the proposal will take place inside of the building. Given the separation distances between the building and the nearest dwelling, the applicant considers it is unlikely that any noise or fumes will be harmful to the living conditions of the occupants. The applicant advises that the existing loading and unloading of scaffolding is a relatively noisy activity is also a consideration.
- 7.11 The District Council's Environmental Health Section has assessed the proposals and recommended a condition on any grant of planning permission with regard to the prevention of operating outside of the building as the applicant has advised. Concern was raised as to the proposed working hours. The applicant subsequently advised that these would be proposed as follows:

Mon- Fri - 07:30 -18:30

Sat - 08:00 - 13:00
No working on Sundays.

7.12 It is considered that these are reasonable but that the no working days also include Bank Holidays.

Climate Change

7.13 The proposals seek to put an existing building to another use which is considered a sustainable re-use of the building. The Local Highway Authority has assessed the proposals and do not consider that the amount of traffic should increase and therefore the site is not considered to be likely to become less sustainable with regard to comings and goings by vehicles. To this end, it is considered that the proposals will meet the requirements of policy PD7 of the Adopted Local Plan (2017).

Flooding and Drainage

7.14 Concerns have been raised with regard to the development having caused surface water drainage problems for adjacent land. The proposal is for a change of use of the existing building and no new operational development is proposed which could give rise to surface water drainage issues. It is difficult for Officers to quantify if such has occurred and should have been a matter for consideration under Building Regulations.

Conclusion

7.15 Whilst the use of the building was restricted to the use of the scaffolding business at the request of the Local Highway Authority given the comings and goings from a substandard junction in terms of visibility splays, has been refusal of planning permission

8. RECOMMENDATION

8.1 That planning permission be granted subject to the following conditions:

1. The development hereby permitted must be begun before the expiration of three years from the date of this permission.

Reason:

This is a statutory period which is specified in Section 91 of the Town and Country Planning Act 1990.

2. The scaffold business operated from the application site shall cease to operate, and all associated equipment shall be removed from the site, prior to the approved new uses of the building being first taken into use.

Reason:

To limit the number of comings and goings by vehicles to and from the site in the interests of highway safety, amenity and the character and appearance of the site to comply with policies S1, S4, PD1, PD5 and PD9 of the Adopted Derbyshire Dales Local Plan (2017).

3. The premises shall only be operated by a single occupier/business unless agreed in writing by the Local Planning Authority further to the submission of an application to vary this condition.

Reason:

To limit the number of comings and goings by vehicles to and from the site in the interests of highway safety and amenity to comply with policies S1, S4 and PD9 of the Adopted Derbyshire Dales Local Plan (2017).

4. There shall be no extensions, subdivision or mezzanines introduced to the building unless agreed in writing by the Local Planning Authority further to the submission of a planning application.

Reason:

To limit the number of comings and goings by vehicles to and from the site in the interests of highway safety and amenity to comply with policies S1, S4 and PD9 of the Adopted Derbyshire Dales Local Plan (2017).

5. There shall be no general public access to, or direct retail sales from, the premises.

Reason:

In the interest of promoting sustainable development and to limit the number of comings and goings by vehicles to and from the site in the interests of highway safety to comply with policies S1, S4 and PD9 of the Adopted Derbyshire Dales Local Plan (2017).

6. There shall be no external storage and the premises, the subject of the application, shall not be taken into use until space has been provided within the application site, in accordance with the application drawings, for the parking and manoeuvring of staff, visitor and service and delivery vehicles, laid out, surfaced and maintained throughout the life of the development free from any impediment to its designated use.

Reason:

To ensure the provision of adequate parking and manoeuvring facilities in the interests of highway safety and amenity and to safeguard the character and appearance of the area to comply with to comply with policies S1, S4, PD1 and PD9 of the Adopted Derbyshire Dales Local Plan (2017).

7. The premises shall not be used outside of the following days and times:

Mon- Fri - 07:30 -18:30

Sat - 08:00 - 13:00

No working on Sundays or Bank Holidays.

No use within Use Class B2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall be undertaken outside of the building unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To safeguard the amenities of local residents from potential noise nuisance and disturbance with comings and goings to and from the site to comply with policies S1, S4 and PD9 of the Adopted Derbyshire Dales Local Plan (2017).

NOTES TO APPLICANT:

1. The application site is affected by a Public Right of Way (Footpath 1 Tansley on the Derbyshire Definitive Map). The route must remain unobstructed on its legal alignment at all times and the safety of the public using it must not be prejudiced either during or after development works take place. Further advice can be obtained by calling (01629) 533290.
2. The Town and Country Planning (Fees for Applications, Deemed Applications and Site Visits) (England) Regulations 2012 as amended stipulate that a fee will henceforth be payable where a written request is received in accordance with Article 27 of the Development Management Procedure Order 2015 for the discharge of conditions attached to any planning permission. Where written confirmation is required that one or more conditions imposed on the same permission have been complied with, the fee chargeable by the Authority is £116 per request. The fee must be paid when the request is made and cannot be required retrospectively.
3. The Local Planning Authority have during the consideration of this application engaged in a positive and proactive dialogue with the applicant which has resulted in the submission of hours of operation which overcame initial concerns with the application.
4. This decision notice relates to the following documents:

Drawing Nos 22/SFT/01, 03 and 05 received on 31st May 2022.

Planning Statement received on 31st May 2022

Additional Information received on 3rd August 2022.