

DEVELOPMENT MANAGEMENT COMMITTEE – 25 MAY 2016

Application Number	3/15/1080/FUL
Proposal	Construction of an agricultural lagoon and access road
Location	Home Farm, Munden Road, Dane End
Applicant	Mr James Sapsed
Parish	Little Munden
Ward	Mundens and Cottered

Date of Registration of Applications	27 May 2015
Target Determination Date	27 April 2016
Reason for Committee Report	Due to the level of third party interest
Case Officer	Lisa Page

RECOMMENDATION:

That planning permission be **GRANTED** subject to the conditions set out at the end of this report.

1.0 Summary

- 1.1 The application seeks planning permission for a 10,000m³ lagoon, for the storage of biofertiliser (a nutrient rich material produced at Anaerobic Digestion (AD) facilities) which can then be applied when required to surrounding farmland of 600ha.
- 1.2 The site lies within the Rural Area beyond the Green Belt, wherein agricultural development is appropriate, and the main issues for consideration are in relation to landscape, visual amenity, highway matters and impact from odour, flood risk and ecology.
- 1.3 The development will be seen within a working agricultural landscape which, it is considered, can accommodate the proposal without undue harm to the wider landscape character. Replacement hedge planting will compensate for that lost at the site entrance and further soft planting is proposed to help assimilate the development into the landscape.
- 1.4 In terms of highway movements the lagoon will operate at a maximum of 4 HGVs movements into the site per day, accessing the site from the A602, via Sacombe Pound and Munden Road. The access route, number of vehicles movements, and pipe system of moving material to surrounding land is considered acceptable. The additional traffic is

considered to have a harmful impact, but not one to which significant weight should be attached.

- 1.5 Officers are also satisfied that the development would not result in any significant harm to neighbouring amenity from odours, and noise disturbance and there will be no harm to ecology, or from flooding or to water environments.

2.0 Site Description

- 2.1 The site lies immediately to the west of Dane End. To the east lie agricultural land, the buildings of Home Farm and the private residential property, Home Farm Cottage. Beyond that, to the east and north east are the residential properties in Dane End. To the north, south and west of the site is agricultural land. The land slopes downwards from the north to south, together with a gentler gradient east to west. An established hedgerow runs to the north of the site alongside Whempstead Lane.
- 2.2 The site will be accessed off Munden Road via Sacombe and the A602 (Ware Road), and thence A10 and the wider road network.

3.0 Background to Proposal

- 3.1 The lagoon will be used to store biofertiliser (a nutrient rich material produced by Anaerobic Digestion (AD) facilities) prior to its application to surrounding agricultural land of approximately 600 ha. It is proposed that the application of fertiliser will take place three times per year in March (10,000tonnes – equivalent to the volume of the lagoon), July/August (10,000tn) and September (10,000tn).
- 3.2 The biofertiliser is to be imported from an AD plant no more than 50 miles distance. The lagoon will be filled via tanker through a fixed delivery pipe which will be constructed as an integral part of the lagoon. In order to prevent direct access to the lagoon a 1.8m high weldmesh fence is proposed to be positioned along the base of the outer edges of the grassed embankment created by the excavation of the soil to form the lagoon. Emergency escape points will be provided at various locations around the lagoon. The lagoon will have a cover.
- 3.3 It is proposed that access to the development will be via a new access off Munden Road immediately south of Dane End. This would then lead round the south and west of Home Fame to the proposed lagoon site. The route of deliveries to the site would be managed. The prescribed

route to the site for HGVs will be from the A602 along Sacombe Pound, through Sacombe and then Munden Road to the site.

- 3.4 The biofertiliser can be removed from the lagoon, when required, via a draw-off point. This is double valved to prevent any uncontrolled discharge. Biofertiliser would be distributed to surrounding land via an 'umbilical' pipe and pump system.
- 3.5 The application has been amended following its original submission. The lagoon itself is now sited 90 metres westwards from its original siting, (to be located in the first field west of the main Home Farm site). The proposed lagoon now includes a cover to address neighbours' concerns regarding potential odour and the separate vehicular access referred to is to be created from Munden Road, to overcome highway concerns with regard to the use of Whempstead Lane (previously proposed access).

4.0 Key Policy Issues

- 4.1 These relate to the relevant policies in the National Planning Policy Framework (NPPF) and the adopted East Herts Local Plan 2007:

Key Issue	NPPF	Local Plan policy
The principle of development in the Rural Area	Paragraph 28, 93, 99	GBC2, GBC3, GBC7
Impact on character and appearance of the landscape	Paragraph 109, 118	ENV1, ENV2, ENV11, GBC14
Highway implications	Paragraph 30, 32	TR2, TR3, TR20
Neighbouring amenity		ENV1, ENV23
Flood risk	Paragraph 100	ENV19, ENV20, ENV21
Protected Species	Paragraph 118	ENV16

Other relevant issues are referred to in the 'Consideration of Relevant Issues' section below.

5.0 Emerging District Plan

- 5.1 In relation to the key issues identified above, the policies contained in the emerging District Plan do not differ significantly from those contained in the adopted Local Plan and the NPPF as identified above.

6.0 Summary of Consultee Responses

- 6.1 Hertfordshire County Highways comment that they do not wish to restrict the grant of planning permission subject to conditions for visibility splays; a Construction Traffic Management Plan; and a Traffic Management Plan.

- 6.2 The Council's Landscape Officer recommends consent. In respect of impact to tree and hedgerow he notes that the highway sight line requires the removal of hedgerow along Munden Road, but that the planting of new replacement hedgerow should, once established, compensate for the short term loss and that the gap planting to the existing hedgerow to the east of the proposed lagoon and the new hedge line to along the side of the new access also goes some way in mitigation for the overall development.

In respect of wider landscaping impacts, he comments that the proposal is still for an agricultural use (albeit modern) within an agricultural and working landscape and visual impact on any sensitive receptors is likely to be low as far as construction of the lagoon itself. Some criticism is made in respect of the regrading and embankment works around a concrete apron on the south side of the lagoon, which introduces an unnecessary change in landform and not in keeping with traditional farm track construction or appearance.

- 6.3 The Council's Environmental Health Team does not wish to restrict the grant of permission. They comment that they are content that the lagoon is very unlikely to cause a nuisance from malodour, but in the unlikely event that it does, action under the Environmental Protection Act 1990, can be taken.

- 6.4 Hertfordshire Ecology comment that the site supports only modest biodiversity interest and there are few ecological constraints. The access from Munden Road will destroy a hedgerow which can provide nesting sites. A condition is requested to prevent the removal of the hedgerow during the nesting season. They further comment that Slow-worms and Roman snails may occupy the hedgerow where the new entrance is to be created. Slow worms are afforded partial protection by the Wildlife and Countryside Act and Roman snails are listed on

Schedule 5 Act. As the presence of these protected species cannot be ruled out they recommend that the surveys be undertaken to confirm the presence or otherwise of these species amongst the hedgerow and ruderal vegetation of the proposed entrance/haul road. If Roman snails and/or Slow-worms are confirmed, a suitable mitigation and enhancement strategy should be designed to ensure that the local population is maintained and enhanced, avoiding injury and killing of individuals.

- 6.5 Herts and Middlesex Wildlife Trust comment with concerns relating to over-topping, noting that the tributary is in close proximity, which leads into the Rib and Lea Rivers .
- 6.6 Affinity Water comment that the construction works and operation should be undertaken in accordance with the relevant British Standards and Best Management Practices.
- 6.7 The British Horse Society comment that all the roads in the vicinity of the site are country lanes which provide links to footpaths, bridleway and byways. Concern with safety of horse riders, pedestrians and cyclists.
- 6.8 The Environment Agency raise no objection. They comment that the lagoon will be constructed to be SAFFO (Storing silage, slurry and agricultural fuel oil) compliant. No environmental permit is required from them. They further raise no objection to the access route which is within Flood Zone 3, but comment that they recommend the access be constructed outside 10 metres of the main river.
- 6.9 The Countryside Access Officer seeks mitigation measures for non-motorised users of nearby roads which connect a number of footpaths and a bridleway. They comment that the shared use of the carriageway is already hazardous and would be made worse by additional vehicle movements.
- 6.10 The Historic Environment Unit comment that the site has the potential to contain archaeological remains and given the proposal involves the removal and stockpiling of topsoil, with substantial ground reduction, the development has the potential to destroy any such archaeological remains. A condition should therefore be imposed on any permission to properly provide for the likely archaeological implications.
- 6.11 The Campaign to Protect Rural England (CPRE) object to the proposal due to the detrimental visual impact that the lagoon and its associated infrastructure would be likely to have on the local landscape.

6.12 No comments have been received from National Grid.

7.0 Parish Councils Representations

7.1 Little Munden Parish Council object on grounds of:

- No odour management plan has been submitted
- Transport implications
- Health and safety of children
- Noise impacts
- Potential pollutant

7.2 Sacombe Parish Council object on grounds of:

- Access route inadequate, increase in vehicles will be hazardous for vehicles and pedestrians

7.3 Bengeo Rural Parish Council object on grounds of:

- Traffic increase and insufficient infrastructure
- Safety to local residents and amenity

7.4 Watton-at-Stone Parish Council object on grounds of:

- Transport implications
- Over-topping which could enter stream in Dane End and have an impact to water abstraction
- 'rogue' digestate could occur
- Health and safety of children
- Could attract vermin

7.5 Standon Parish Council objects on grounds of:

- Roads are narrow and unsuitable for level of heavy good movements. Question the structural suitability of roads.
- Potential to lead to an increase in accidents
- Over-topping and impact to water supply

8.0 Summary of Other Representations

8.1 The application was advertised by means of a press notice, site notice and neighbour notification.

8.2 4 letters of representation in support have been received.

8.3 The action group against the proposal, SLADE (Stop Lagoon at Dane End), with their consultants, and together with 1114 letters including 2

petitions with 378 and 39 signatures are objecting on the following grounds:

Transport and Highways

- Local roads unsuitable in terms of width, alignment, and visibility
- A602 junction unsafe

- Bridges are unsuitable for number and size of delivery vehicles
- No Stage 1 Road Safety Audit undertaken
- Congestion and inconvenience to other road users including pedestrian's, cyclists and horse riders
- Damage to roadside verges
- Danger to pedestrian and cyclist safety

Environment

- No odour management plan has been submitted. Will be an adverse impact to neighbours from odour and noise disturbance
- Will harm air quality
- Could attract vermin and flies
- No geotechnical assessment has been undertaken - development is at risk of contaminating, or affecting the quality, of groundwater in a sensitive area overlying the chalk aquifer
- Concern of over-topping or leaks if damage occurs to lagoon.
- Impact upon water environment.
- No lighting or CCTV details submitted
- Loss of hedgerow and harm to ecology. Surveys should be undertaken prior to determination
- Safety concern near to electricity poles
- Vehicles will allow for overlooking of Home Farm Cottage and noise disturbance

Landscape

- Harm to landscape. The shape and appearance of the proposed lagoon would be unnatural in appearance and would contrast with the more gentle rounded valley slopes.
- Does not fit in with character of Landscape Area
- Visible from nearby Church and footpaths
- The bunds are an artificial landform with steep slopes
- No details are provided regarding the location and size of the trees so it is not possible to determine harm to these trees
- Fencing will be clearly visible and uncharacteristic of surrounding landscape

Other

- Lagoon volume too large for site / area of distribution

- Farmers shown on plan of distribution are not agreeable to the proposal

9.0 Planning History

- 9.1 There is no relevant planning history at the site. The farm and surrounding land are in agricultural use.

10.0 Consideration of Relevant Issues

Principle of development

- 10.1 The site lies within the Rural Area beyond the Green Belt, wherein agricultural development is appropriate (Local Plan policy GBC3). The proposed lagoon is to store biofertiliser that will be spread on surrounding farmland to add nutrients and organic matter. Officers are content that the proposal is a genuine agricultural use and therefore the principle of the development is acceptable.
- 10.2 The NPPF sets out that planning policies should support a prosperous rural economy. They should promote the development and diversification of agricultural and other land-based rural businesses. The proposals attract positive weight in this respect.

Impact on the character and appearance of the landscape

- 10.3 The proposed access to the site is from Munden Road. To achieve the required visibility splays, the access will require the removal of a length of established hedgerow. Although this hedgerow compromises native species, it does not meet the criteria classification as an important hedgerow. A replacement hedgerow is proposed to be located behind the road visibility lines. The visual and landscape impact of the access therefore is considered marginal.
- 10.4 The access will follow the southern edge of the grass field in an east-west alignment, before entering the arable field to the west, where it would follow a north-south alignment to the lagoon. A hard surfaced area would be provided to the south of the lagoon to create a delivery area and turning facility. Landscaped screen bunds are proposed around the delivery and turning area that would form extensions of the proposed lagoon embankments.
- 10.5 The lagoon will represent a change in landform and appearance of the local landscape. The proposed fencing will also comprise another element in the landscape. There will be some wider views of the

lagoon, particularly from the west. Generally the landscape will remain essentially open and rural in character. The proposed development is not considered to comprise an overly urbanising element of development. Additional planting is proposed around the lagoon and access road, and will be secured via condition, and will soften the overall landscape impact.

- 10.6 The site is within the Munden Valley area as defined in the Councils Landscape Character Assessment SPD. This defines the area as a coherent and unified landscape based on its landform of small valleys and relative remoteness and tranquillity. There are extensive views within and beyond the area. It is an open landscape of medium scale. The proposals address some of the strategy and guidelines for managing change in this area by the introduction of new hedging.
- 10.7 No lighting details have been submitted, however given the scale of operation at the site, it is considered that this can be controlled via condition to ensure that lighting is low level with no undue harm to the wider visual amenity.
- 10.8 The proposals will clearly have some impact in the landscape. It is considered that this will generally be perceived as the expansion of the area of buildings and other elements associated with the farm use. Given the wide agricultural landscape to the west of the village – which will largely be maintained, it is considered that any harmful impact in landscape terms is minimal.

Highways matters

- 10.9 Currently the applicant uses synthetic fertilisers for treating the land. These are imported to the site and then applied via farm vehicle operations in March and April only. This results in 18 HGV movements transporting the fertilisers to the site and 250 tractor movements for spreading.
- 10.10 In respect of the proposed operation, whilst biofertiliser is produced constantly at AD facilities, nutrient application to land is only required at particular times of the year. There are certain times of the year, known as the 'closed' period, when application is forbidden. Whilst the maximum volume stored at any one time would be limited to 10,000m³, the total annual volume passing through the storage lagoon will be greater with typical annual throughput assumed to be 30,000m³.
- 10.11 The application of biofertiliser from the lagoon is planned to take place during three periods annually. These being March, July/August and

September. Each application will be up to 10,000m³ over a one week period.

- 10.12 The operation would result in 345 HGV import trips delivering to the lagoon over a six month period from October – March (an average of 2.2 HGV import movements per day, six days per week). In the three month periods between spreads, there would be a greater intensity of HGV delivery trips, as the lagoon is to be refilled in a shorter period of time. This would result in 4 HGVs per day, 6 days per week, a maximum of 8,352m³ would be imported. These volumes equate to 288 HGVs into the site during each three month period (576 HGV movements over the 6 month period) - totalling an annual of 921 HGV movements into the lagoon site associated with the import of the digestate.
- 10.13 Access to the site will be from a purpose built access directly off Munden Road, south of Dane End, some 200 metres from the junction with Whempstead Lane. The designated route of delivery vehicles would be from the A602 along Sacombe Pound and then turning left into the site. Exiting, vehicles would follow the route in reverse. The route serves a number of rural communities, heavily reliant on the private car travel, it is also constrained with regard to width, alignment and visibility at points along its length.
- 10.14 It is typical of a rural route in the district however and users of it will already encounter large and agricultural vehicles along its length. Bridges on the route to the site have been assessed by County Highways and determined to be capable of dealing with the traffic loads that would be placed on them.
- 10.15 Overall there would be a significant net increase of large vehicle movements to the site. However, when dissipated over time, this is at most, four additional vehicles per day. It is considered that the increased vehicular activity results in a harmful impact, but the weight given to this is modest in the overall context of the operation of the route to the site and the current traffic levels using it.
- 10.16 The spreading of the biofertiliser from the lagoon to surrounding land will be by means of pump and pipe work system. This method can distribute material to distances in excess of 8000m – although a pumping distance of no more than 3000m is anticipated to be required to serve the land. The associated Transport Statement details that distribution of fertiliser to surrounding land will not require farm machinery use or similar.

- 10.17 There has been concern raised as to whether all of the movement of fertiliser can be undertaken via this pump system. This is an established agricultural practice – where the pipework needs to cross roads, drilling under the highway can be secured via a standard section 50 agreements with the local highway authority as necessary.

Odour / Neighbour impact

- 10.18 In respect to the potential impact from odour, it is important to note that biofertiliser is produced in accordance with strict quality control requirements, wherein under normal conditions the material will be delivered free from significant odour. The product in the lagoon will naturally form a 'crust' which further restricts any escaping odours and, in addition, the application also now includes a cover to the lagoon which reduces the potential emission points.
- 10.19 In the unlikely event of odour escaping, the material in the lagoon can be dosed with an odour neutraliser product. Clearly, this is an on site management action that operators would need to undertake in appropriate circumstances. Officers have visited a similar, but open facility in Green Tye, Sawbridgeworth. There were no apparent odour problems at that site at the time of the visit.
- 10.20 In the case of the proposed site, the nearest residential properties to the lagoon are at a distance of 220 metres to the north and 250 metres to the east. Given the controls in place on the site and the ability to undertake further operations to suppress odour it is considered that the proposal will not result in harmful odour impacts.
- 10.21 Traffic generation also has the potential to impact on residential amenity. Given the level of traffic generation however, being a maximum of 4 HGVs movements into the site per day, and the distance from neighbouring properties, it is not considered that the development would result in undue noise disturbance from vehicles. The lagoon itself is not anticipated to generate any noise and no other neighbour amenity issues are considered to arise.

Ecology

- 10.22 In respect of ecology, the site is part of an arable field and supports only modest biodiversity interest. The Councils ecological advisors recommend a 'preliminary ecological appraisal' of the entire site to identify key ecological features. The loss of hedgerow as a result of the creation of the new entrance should be more than adequately compensated for by the establishment of a new hedgerow along the

access road. A condition regarding timing of the removal of hedgerow would ensure the protection of breeding and nesting birds.

- 10.23 Slow-worms and roman snails may occupy the hedgerow where the new entrance is to be created. Slow worms are afforded partial protection by the Wildlife and Countryside Act from intentional killing or injury and are identified as species of principal importance under s41 of the NERC Act 2006. Roman snails are listed on Schedule 5 of the Wildlife and Countryside Act which means that whilst it is not an offence to disturb them or damage breeding or resting places, it is an offence to intentionally kill, injure, take, possess or sell this species; a licence is required to handle them.
- 10.24 It is therefore recommended that suitable surveys to confirm the presence or otherwise of these species amongst the hedgerow and ruderal vegetation of the proposed entrance/access road be undertaken. If roman snails and/or slow-worms are confirmed, a suitable mitigation and enhancement strategy should be designed to ensure that the local population is maintained and enhanced, avoiding injury and killing of individuals. As roman snails and slow-worms are not European Protected Species these surveys can be ensured by Condition. Subject to such conditions, the proposal is therefore in accordance with policy ENV16 of the Local Plan.

Flood risk, water quality

- 10.25 A short section of the access road falls within Flood Zone 3, but the siting of the lagoon itself falls outside. A Flood Risk Assessment has been submitted which concludes that the access route to the lagoon is at risk of predicted flooding, but that any possible cessation of the access route during the predicted maximum flood event is inconsequential to the usage of the lagoon.
- 10.26 There has been concern expressed by third parties regarding a potential leaking or overtopping of the lagoon, which could then contaminate water. The lagoon is lined with a high quality, high density polyethylene geomembrance, which is installed on a panel by panel basis to ensure that a 100% seal is achieved. It is further constructed in accordance with the Water Resources (Control of Pollution) (Silage, Slurry and Agricultural Fuel Oil) (England) Regulations 2010 to ensure that no failure of the lagoon should occur. The lagoon has been designed to account for extreme rainfall events, and is further protected from over-topping through the provision of a cover. It is considered that adequate technical controls are in place to prevent pollution through overtopping or leakage.

11.0 Conclusion

- 11.1 The proposed lagoon is to store biofertiliser prior to its application on surrounding agricultural land of approximately 600 ha. The development is therefore agricultural and supporting the agricultural use of Home Farm in accordance with Local Plan Policy and the NPPF and is considered to be appropriate development in principle. Positive weight is to be given to developments that support the rural economy.
- 11.2 The development will be seen within a working agricultural landscape which, it is considered, can accommodate the proposal without undue harm to the wider landscape character. Replacement hedge planting will compensate for that lost at the site entrance, retention of existing hedgerow and further soft planting is proposed to help assimilate the development into the landscape. The landscape impact will be minimal.
- 11.3 In terms of highway movements the lagoon will operate at a maximum of 4 HGVs per day, accessing the site from the A602, via Sacombe Pound and Munden Road. The access route, number of vehicles movement, and system of moving material to surrounding land is considered acceptable. It is considered to result in an impact to which some harmful weight can be applied, but this must be seen in the context of the current use and operation of rural roads in the district.
- 11.4 The proposal is also considered acceptable in terms of neighbouring amenity from odours, and noise disturbance and there will be no harm to ecology, or from flooding or to water environments.
- 11.5 Overall, it is considered that, whilst there are some harmful impacts as a result of the proposals, these do not outweigh the positive policy support. Therefore it is recommend that:

Planning permission be **GRANTED** subject to the following conditions:

Conditions

1. Three year time limit (1T121)
2. Archaeological work (2E02)
3. Approved plans (2E103)
4. Lighting details (2E27)

5. Tree/hedge retention and protection (4P05)
6. Landscape design proposals (4P12) a, b, e, h, i, k, l
7. Landscape works implementation (4P13)
8. Sight Lines (3V08) insert 43.8 x 55 metres
9. Prior to the commencement of the development, a 'Construction Traffic Management Plan' shall be submitted to and approved in writing by the Local Planning Authority, and thereafter, the construction of the development shall only be carried out in accordance with the approved Plan. The 'Construction Traffic Management Plan' shall identify details of:
 - Phasing for the development of the site, including all highway works;
 - Methods for accessing the site, including construction vehicle numbers and routing;
 - Location and details of wheel washing facilities;
 - Associated parking areas and storage of materials clear of the public highway.

Reason: To ensure the impact of construction vehicles on the local road network is minimised. A pre-commencement condition is appropriate in this case because any works carried out prior to the details being agreed have the potential to result in harm to the highway network.

10. A Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority and thereafter the operation of the development shall only be carried out in accordance with the approved Plan. The 'Traffic Management Plan' shall identify details of:
 - Route for tanker fertiliser delivery;
 - Delivery Hours;
 - Number of deliveries;
 - Hours of operation;
 - Staff working patterns;

Reason: To ensure the impact of lagoon related vehicles on the local road network is minimised. A pre-commencement condition is appropriate in this case because any works carried out prior to the details being agreed have the potential to result in harm to the highway network.

11. Prior to any works being first commenced, a preliminary ecological appraisal, and survey for reptiles and survey for Roman snails should be undertaken to identify key ecological features, identify the threat posed by the development and ensure that any presence is properly considered and mitigation / compensation provided if necessary to the satisfaction of the Local Authority. If reptiles are found on site the report (or subsequent method statement) should contain details of measures which will be undertaken to protect them from harm during works. The document should also identify the reptile receptor site/s, if required, and provide the mechanisms for long-term management for reptiles. The development shall thereafter be carried out in accordance with any approved mitigation measures.

Reason: To ensure the protection of species under the Wildlife and Countryside Act and in accordance with Policy ENV16 of the East Herts Local Plan Second Review April 2007.

12. The removal of existing hedgerows shall only be carried out between October and February, unless a pre-development (same-day) search of the area is made by a suitably experienced ecologist, to determine if active nests are found. If active nests are found, then the work must be delayed until the last chick has fledged or professional ecological advice taken on how best to proceed, and as agreed in writing by the Local Planning Authority.

Reason: To ensure the protection of species under the Wildlife and Countryside Act and in accordance with Policy ENV16 of the East Herts Local Plan Second Review April 2007.

13. The spreading of the bio-fertiliser from the approved lagoon on surrounding fields, shall at all times take place by means of a pipe and pump system.

Reason: To ensure that there is no further highway impact as a result of the development in addition to that caused by construction and delivery vehicles.

Informatives

1. Other legislation (010L1)

Summary of Reasons for Decision

East Herts Council has considered the applicant's proposal in a positive and proactive manner with regard to the policies of the Development Plan

(Minerals Local Plan, Waste Core Strategy and Development Management Policies DPD 2012 and the 'saved' policies of the East Herts Local Plan Second Review April 2007); the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The balance of the considerations having regard to those policies is that permission should be granted.