

**REPORT TO:** Planning Committee

**MEETING DATE:** 30 March 2021

**BY:** Executive Director for Place

**SUBJECT:** Application for Planning Permission for Consideration

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**Note** - this application was called off the Scheme of Delegation List by Councillor Kempson (1) and Councillor McLennan (2) for the following reasons:

- (1) The concerns and objections of the local residents. This application represents a large commercial development in the heart of rural East Lothian and as such creates a precedent for the development of other farm steadings.
- (2) Dunpender Community Council objected to the application for a number of reasons, as a statutory consultee, their contribution needs to be heard.

Application No. **20/01224/P**

Proposal Alterations, extensions to agricultural buildings, erection of buildings to form shop (class 1), visitors/conference centre (class 10), auditorium (class 11), cafe (class 3), bar (sui generis), letting bedrooms (class 7), offices/meeting rooms, 6 self-contained holiday lets and associated works

Location **Papple Steading  
Papple  
Whittingehame  
East Lothian  
EH41 4QD**

Applicant Mr George Mackintosh

Per Cameronwebsterarchitects

**RECOMMENDATION** **Consent Granted**

## **REPORT OF HANDLING**

### **PROPOSAL**

This application relates to Papple Steading, a 'U' shaped group of former agricultural buildings, located in the countryside at Papple to the north of the village of Garvald. The west and north range of Papple steading, including the engine house and chimney stalk attached to it, are listed as being of special architectural or historic interest (Category B). It is also within the Whittingehame to Deuchrie Special Landscape Area.

The steading is bounded to the north and east by agricultural land, to the west by a private access road beyond which there is agricultural land and to the south by Grieve's Cottage and its adjoining bothy buildings. Grieve's Cottage and its adjoining bothy buildings are also listed, by their historic association with Papple Steading, as being of special architectural or historic interest (Category B).

In June 2008, the Council gave a minded to grant decision, subject to conditions and the satisfactory conclusion of an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997, for planning permission (Ref: 06/00990/FUL) for the conversion of the steading to form 9 houses, garages, 1 office/studio and associated works. However, no Agreement was concluded and planning application 06/00990/FUL has since been withdrawn. An associated application for listed building consent (Ref: 06/00990/LBC) was also withdrawn.

In April 2017, planning permission (Ref: 13/00699/P) was granted for the conversion of agricultural buildings to form 4 houses and associated works at Papple Steading. Planning permission 13/00699/P lapsed on 21st April 2020 without it being implemented. An associated application for listed building consent (Ref: 13/00699/LBC) was also granted in April 2017.

In July 2018, planning permission (Ref: 17/00851/P) was granted for alterations and extension of Grieve's Cottage and alterations, extension and change of use of agricultural buildings and land to form additional living accommodation to Grieve's Cottage, domestic garden ground, 2 holiday lets and associated works. Construction works have commenced on site and are still ongoing. An associated application for listed building consent (Ref: 17/00850/LBC) was also granted in December 2017.

In April 2020, planning permission (Ref: 20/00203/P) was granted for alterations to buildings and formation of hardstanding areas as changes to the scheme of development the subject of planning permission 17/00851/P. Planning permission 20/00203/P has not been implemented but remains extant until 17th April 2023. An associated application for listed building consent (Ref: 20/00216/LBC) was also granted in April 2020.

Planning permission is now sought for a number of alterations and extensions to the agricultural buildings at Papple Steading, including the erection of new buildings, to form a shop (Class 1), a café (Class 3), letting bedrooms (Class 7), a visitors/conference centre (Class 10), an auditorium (Class 11), a bar (sui generis), offices/meeting rooms and six self-contained holiday lets and associated works.

The proposed associated works comprise of (i) the formation of hardstanding areas to facilitate parking spaces within the curtilage of the steading buildings; and (ii) improvements to, and the resurfacing of, the private access road which serves the steading buildings to the west.

The existing hedging along the north boundary of the application site would be retained. So too would the existing trees on the east boundary of the site.

The application drawings also show the intention to remove three utilitarian buildings attached to the steading buildings and two outbuildings within its curtilage. The demolition of them do not require planning permission and thus they are not the subject of this planning application.

On 9th February 2021, listed building consent (Ref: 20/01223/LBC) was granted for alterations, extensions to buildings, erection of buildings, walls, fencing, gates and

formation of hardstanding areas.

The applicant's agent has submitted a Design Statement, a Historic Buildings Appraisal Survey, a Bat and Barn Owl Survey, a Noise Impact Assessment report, a Drainage Strategy report and a Transportation Statement.

Subsequent to the registration of this application, the applicant's agent has provided revised drawings and further information relating to traffic generation, access, servicing and swept path analysis relating to vehicle trips by coaches as requested by the Council's Road Services department.

The Design Statement submitted with this application states that the main aim of the proposal is to restore the steading to its original design by sensitively, and sustainably, repairing and reinstating the original character of the steading with contemporary additions to ensure an economically viable conversion. The proposal intends on reinstating missing elements of the original design (i.e. the vents on the principal elevation, finials and rebuilding the internal courtyard enclosures. The proposal aims to celebrate the history of the steading and adapt it without negatively affecting any historically important aspects of its listing. It states that much of the existing steading is in a state of disrepair such that walls need re-building/re-pointing with lime mortar, roofs need replacing with the original roofing materials reinstated. The majority of woodwork needs to be replaced and painted to match the 'Phase 1' work to Grieve's Cottage. Existing windows have either been boarded up or are in very poor condition and rooflights are small and damaged. Many of the internal courtyard low walls have been removed over the years, the scheme seeks to reinstate these and, where appropriate, use these walls to enclose the new courtyard. It also states that the proposals will provide a place for heritage, business and community use to attract tourists and visitors. The heritage centre will operate as a non-profit unit within Papple Steading. A museum curator is preparing the presentation of many implements and artefacts which have been given, or loaned out, by friends and neighbours of the farming community. Archive photography and video, virtual and augmented reality technologies will be used to explain, educate and entertain. The development will also include space for communities, such as a gift shop, a café, function room for events and well-being activities. Community groups can also make use of the larger auditorium (seating 128 people) for celebrations, musical and theatrical performances or for lectures. Papple Steading will also operate as a retreat for business groups with meeting facilities provided. The 26 bedroom accommodation will be used for groups using the business facilities and are not for individual rent akin to a hotel. The project will create 10 jobs by the end of 2023 and over 30 positions when in full time operation. A car parking area serving 73 parking spaces for visitors, which includes disabled and electric car charging points, 4 staff parking spaces and 4 parking spaces for users of the holiday let accommodation will all be provided.

## **DEVELOPMENT PLAN**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is the approved South East Scotland Strategic Development Plan (SESplan) and the adopted East Lothian Local Development Plan 2018.

There are no relevant policies of the approved South East Scotland Strategic Development Plan (SESplan). Policies CH1 (Listed Buildings), DC1 (Rural Diversification), DC9 (Special Landscape Areas), DP1 (Landscape Character), DP2

(Design), DP5 (Extensions and Alterations to Existing Buildings), T1 (Development Location and Accessibility) and T2 (General Transport Impact) of the adopted East Lothian Local Development Plan 2018 are relevant to the determination of the application.

Material to the determination of the application is Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, Scottish Government's policy on development affecting a listed building given in the Historic Environment Policy for Scotland (HEPS): April 2019 and Scottish Planning Policy: Revised December 2020.

Scottish Planning Policy echoes the statutory requirements of Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Also material to the determination of the application is supplementary Planning Guidance (SPG) on 'Farm Steading Design Guidance' adopted by the Council on 30th October 2018.

## **REPRESENTATIONS**

Ten objections and three representations have been received to this application. The main grounds of objection are:

- (i) the scale of the proposals, particularly the traffic which will be associated with the creation of 70 parking spaces is indicative of the volume of traffic that will be generated;
- (ii) the existing road network leading to site, which are either C classified or unclassified roads, are narrow with limited passing places, soft verges and no pavements. The existing road network would not cope with the increased traffic that is likely to be generated by the proposals;
- (iii) the existing road networks are already used by local traffic from several farms and contractors with heavy and wide machinery. The increase in traffic could result in a road safety hazard for pedestrians and other road users;
- (iv) the proposals will destroy the tranquil nature of the area resulting in noise, light and air pollution;
- (v) the commercial nature and scale of the proposals is unwelcome and unnecessary and would be out of keeping with the rural character of the area;
- (vi) the proposed new buildings (such as the auditorium and accommodation) will be visible from the main road and do not appear to be of a size or scale appropriate to the existing steading building. Those new buildings, including the large extent of the proposed hardstanding area, will detract from the historic character and the setting of the listed building;
- (vii) the proposals will impact on nearby wildlife and habitats;
- (viii) the proposals will result in loss of privacy and amenity to the occupiers of neighbouring properties;
- (ix) greenhouse gas emissions in and around Papple will increase dramatically with all the extra traffic and large volume of visitors;
- (x) the application has not been accompanied by a comprehensive design statement, conservation report or a historic building appraisal;
- (xi) a number of trees have been felled within the neighbouring land of Papan Wood, located to the southwest of Papple House, which reduces wildlife habitat and potential for noise dampening;
- (xii) neighbours have not been notified of the development proposals sought for in this

application;  
(xiii) no public consultation has been carried out.

Two of the three representations received to this application are made in support of the proposals. They state that the proposals would retain and restore the agricultural character of the B-listed steading and that the auditorium, heritage centre, meeting rooms and exhibition areas will afford excellent educational facilities and opportunities for all ages. They state that whilst they have some reservations with regards to the size, scale and impact of the 26 bedroom accommodation building, this is considered to be a necessary 'enabling' aspect which is likely to make the whole venture commercially viable. They also state that the proposed accommodation building is respectfully set back and off-set from the north and east elevations of the steading such that it would not detract from the listed steading.

The other representation received to this application states that the site is liable to flooding which is generally caused by water runoff from the surrounding fields and pools being built up within, and around, the steading as well as the main access road to it.

In response to some of the points raised by the objectors and representors above:

A Design Statement and a Historic Building Appraisal has been submitted with this application and are deemed to be satisfactory in order to fully assess and determine this planning application.

Any trees which have been felled within the neighbouring land of 'Papana Wood', located to the southwest of Papple House, would require a felling licence from Forestry Commission Scotland. However, the removal of trees from within a private woodland area is for Forestry Commission Scotland to regulate. In any event, the neighbouring woodland area does not form part of the curtilage of this application site.

Only the neighbouring property named 'Papple House' required to be individually neighbour notified as it is located within a 20 metre radius of the application site. In any event, the application was been advertised in the Edinburgh Gazette on 18th December 2020 and a site notice has been displayed all in accordance with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

This planning application is a local development type in accordance with the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. Accordingly, there is no requirement for a public consultation to have taken place.

The remaining points raised by the objectors and representors are addressed elsewhere within this report of handling.

## **COMMUNITY COUNCIL COMMENTS**

Dunpender Community Council, as a consultee to this application, confirm that they object to this application. They consider that the development proposals would be too large in terms of its size and scale in relation to the landscape setting of this small scale rural settlement. In particular, they state that the extent of the hardstanding area, to facilitate the car park, would have an immediate impact on the rural setting. They also state that the transportation document submitted with this application seems unrealistic as it does not address the traffic movements that would flow from a development of this size. Moreover, they state that it does not (i) make reference to staff, caterers, ancillary support services and deliveries; and (ii) provide details on how much additional traffic might be expected from musical events and all of the other uses of the auditorium such

as for meetings, lectures and theatrical performances. Concerns are also raised that Papple Steading could become a late night venue for parties, weddings and other social events given that the application includes an auditorium, a bar, a café, conference rooms and a covered courtyard. They also state that no assessment has been made regarding light pollution and the impact this may have on neighbouring properties. They advocate that a proper consultation process with interaction with the Council and local residents should have been undertaken prior to the submission of this application. In summary, they state that the development of a 27 bedroom hotel, with entertainment, bar, conference and catering facilities plus six holiday lets and a small heritage centre within a quiet unspoilt rural area should not be supported.

Gifford Community Council, as a consultee to this application, raise concerns that the proposals may result in increased traffic passing through Gifford as a consequence of the proposed Heritage Centre and Business Retreat/Conference Centre at Papple Steading. In particular, they state that the Transportation Statement indicates that the estimated total average daily vehicle numbers (both to and from the development) is 305 and suggests that there would be three routes to the Papple Steading centre from i) the west approach via the B6369 road from Haddington through Gifford and onto the B6355 Duns Road, then left onto the B6370; (ii) the north approach involving the C130 road from East Linton; and (iii) the east approach via the B6370 road from Thistly Cross Roundabout onto the A1.

However, Gifford Community Council state that the majority of visitors could be expected to travel via the A1 at Haddington such that it would not be unreasonable for two thirds of the 305 average daily vehicle movements using the route through Gifford. This amounts to approximately 200 average daily vehicle movements. To put this in context, a traffic survey carried out by East Lothian Council in December 2016 as part of the Community Council's investigations into speeding in the village concluded that the 5 day 24hr mean on this road was 777 vehicle movements. They therefore state that if the Papple development could give rise to 200 additional daily vehicle movements then this would amount to an increase in traffic on the Duns Road in Gifford of more than 25%. Of the three roads into Gifford, the Duns Road currently has the biggest problem with speeding vehicles although traffic calming measures are about to be put in place. Nevertheless, they state that the increase in traffic volume will increase the risk to pupils at the nearby Yester Primary School, particularly during the rush hour periods when the Papple traffic is projected to be at a peak. Overall, they conclude that whilst the development at Papple may result in potential benefits in terms of job creation and business opportunities, they remain concerned about the significant increase in vehicular traffic through their village.

Garvald & Morham Community Council, as a consultee to this application, state that they do not object in principle to this application. However, they raise concerns that the proposals may generate additional road traffic which could impact on the roads around Garvald making them unsuitable and unsafe.

## **PLANNING ASSESSMENT**

Papple Steading comprises of a 'U' shaped group of random rubble stone buildings, with pitched roof slopes mostly clad in slates, generally dating from the 19th century. There are also some later utilitarian agricultural buildings which are proposed to be removed. The steading buildings are, by their historic architectural form, no longer reasonably capable of modern agricultural use. They are therefore in need of a new lease of life in order to preserve them.

The west range and the north range of the steading, which includes the former engine house and the chimney stalk attached to the north range, are listed as being of special

architectural or historic interest (Category B). The other original steading buildings are of architectural merit. They are all well contained within their landscape setting and are part of the historic form and character of this part of the East Lothian countryside. They make a positive contribution to the rural landscape and built heritage of the area. Although they are substantially intact, some of the steading buildings are suffering from disrepair giving an appearance that is somewhat detracting from the amenity of the area. If left unused, or only put to limited use, they would be likely to fall into a further state of disrepair with a greater harmful affect on the appearance and amenity of the area.

Policy DC1 of the adopted East Lothian Local Development Plan 2018 states that development in the countryside, including changes of use or conversions of existing buildings, will be supported in principle where it is for:

- a) Agriculture, horticulture, forestry, infrastructure or countryside recreation; or
- b) Other business that have an operational requirements for a countryside location, including tourism and leisure uses.

The proposed conversion of the steading buildings to provide a heritage centre, business retreat with conference and community facilities would involve the whole group of steading buildings and they are capable of accommodating a conversion into the proposed mixed use facility without any demolition works to the original steading buildings. In particular, the north range and part of the west range of the steading buildings would be converted and extended to facilitate an auditorium (with a seating capacity of 128), a bar, a lobby/break out area, an entrance hall, a meeting room, office, kitchen with storage, a covered function room, a shop, staff and plant rooms and toilets. The south range and part of the west range of the steading buildings would be converted to facilitate heritage rooms and three heritage courtyards. At first floor level, the west end of the north range would be converted to facilitate two separate apartments. One of the apartments would contain two bedrooms (one with an en-suite), a bathroom and an open plan living/kitchen area. The other apartment would contain three bedrooms (one with an en-suite), a bathroom and an open plan living/kitchen area.

To the north and east of the steading buildings, a one and a half storey and a single storey 'L' shaped building would provide 26 bedrooms of accommodation. A landscaped courtyard area between the new extension and the existing steading buildings would be created.

Two single storey outbuildings to the southeast of the steading buildings would also be provided. One of them would be used as a garage building with store and the other would provide 4 holiday let units of accommodation. The 4 holiday let units would each contain a bathroom, a bedroom within an open plan living/kitchen area. They would have access to a patio terrace and a communal garden area to the rear (south) of them. The 4 holiday let units would also benefit from a parking space with access served from the southern section of road to the west of the steading buildings.

A parking area for 76 public car parking spaces (which includes 6 disabled bays and 4 electric vehicle spaces) is proposed to the north of the steading along with cycle rack provision. In addition, 6 staff spaces are proposed to the southwest of the steading buildings. The parking areas would be hard surfaced and would only be accessed from the northern section of road to the west of the steading buildings.

Policy DC1 supports, in principle, business use within a countryside location, including tourism and leisure uses. The proposals would, as a result of the heritage centre use, create a visitor/tourism attraction that would be supported by a small shop and a café. The proposed business retreat facilitates would be mostly utilised within the existing

building with the addition of an auditorium and an 'L' shaped extension to the east and north of the steading buildings. The size and scale of the proposed extensions to facilitate the business use of the proposals would be of an appropriate scale and character. Accordingly, the proposed use of the steading as a heritage centre, business retreat with conference and community facilities does not conflict with Policy DC1 of the adopted East Lothian Local Development Plan 2018.

The proposed alterations and extensions to the buildings of Papple Steading include (i) the re-slating of the pitched roof slopes of the north and west ranges; (ii) the replacement of the existing pantiles on the pitched roof slopes of the south range; (iii) the installation of replacement, and new, roof windows; (iv) the installation of timber framed sash and case windows with astragals within existing window openings; (v) the installation of solid timber framed doors in existing door openings; (vi) the installation of solid timber framed doors recessed within the existing arched doorway opening in the centre of the west range; (vii) the installation of full height timber framed glazed doors within the south end of the north range which would be recessed behind a solid vertical timber shutter; (viii) the replacement of the existing metal corrugated pitched roof slopes of the centre component within the inner side of north range with a 'corten' steel finish; (ix) the formation of new stone walls with timber gates which would enclose the three heritage courtyards within the inner side of the south range; (x) the addition of a one and a half storey extension, comprising of a 'corten' steel pitched roof, within the inner side of the east end of the north range; (xi) the addition of a single storey pitched roofed extension, comprising of a part glazed part 'corten' steel roof finish, on the inner side of the south end of the north range; and (xii) the addition of an 'L' shaped extension onto the east end of the north range which would wrap around, and be off-set from, the north range of the building.

The proposed alterations to facilitate the proposed conversion of the steading buildings would be sympathetic to the architectural form and character of them. Where possible, original openings would be used. New openings, including roof windows, by virtue of the number to be created and their positioning, would not harm the architectural character of the buildings, subject to the proposed roof windows being installed as near flush as possible with the upper surface of the roof into which they would be installed. The proposed new and replacement timber framed windows and doors by virtue of their form, style, materials, proportions, positions and finishing, would not be inappropriate to the architectural character of the buildings. The existing stone walls of the buildings would be repaired and re-pointed with lime mortar and the existing roofs would be clad in natural slates or clay pantiles to respect the historic use of those roof claddings on the steading buildings. These proposed alterations to the buildings would be compatible with and would not harm any significant architectural features of them and would be in keeping with the size, form, scale, proportion, massing and architectural character of the buildings. They would not be harmful to the character and appearance of the landscape of the area. They would not harm the special architectural or historic interest of the listed building or its setting.

None of these proposed alterations would harm the privacy or amenity of any neighbouring residential properties.

The proposed one and a half storey extension, which would facilitate the auditorium, would be positioned on the inner side of the east end of the north range of the steading. It would measure some 22 metres long, some 12.5 metres wide and some 6.5 metres high to the ridge of its pitched roof. Its external walls would be clad in stone and otherwise it would be mostly clad in 'corten' steel. It would have timber framed glazed doors formed within its south elevation wall. The proposed extension would, due to its contemporary design and external materials, be architecturally different from the north



and west ranges of the existing buildings which display external stone walls and pitched roof slopes clad in grey coloured slates. However, in its position on the inner side of the east end of the north range, only a small section (some 1.2 metres) of its west facing pitched roof slope would be visible above the single storey pitched roof slope of the west range of the building. However, in its set back position (some 26 metres) from the east facing pitched roof slope of the west range of the building and due to the long distance views in which it would be seen, the limited and exposed amount of west facing pitched roof slope of the proposed extension would not appear as a harmfully dominant, intrusive or incongruous addition to the existing buildings. Moreover, the ridge height of the pitched roof slope of the proposed extension would be some 580mm lower than the existing ridge height of the north range of the building and thus would not be seen in views of it from the north. The proposed extension would also replace the largest of the modern utilitarian buildings within the steading. In all of this, and by virtue of its architectural form, size, scale, design, proportions and materials, the proposed extension would be a sympathetic and complementary addition to the building and would be well absorbed into its surroundings. It would not be harmful to the overall composition of the existing buildings. It would not be harmful to the character and appearance of the landscape of the area. It would not harm the special architectural or historic interest of the listed building or its setting.

The other proposed extension would be positioned on the inner side of the south end of the north range. It would be single storey in height and would comprise of a part glazed, part 'corten' steel, roof finish. It would measure some 12.9 metres long, some 12 metres wide and some 4 metres high to the ridge of its shallow pitched roofed form. It would be lower than the ridge heights of the existing roofs of the existing buildings and thus it would not be visible in public views of it. By virtue of its architectural form, size, scale, design, proportions and materials, the proposed extension would be a subservient and complementary addition to the building and would be well absorbed into its surroundings. It would not be harmful to the overall composition of the existing buildings. It would not be harmful to the character and appearance of the landscape of the area. It would not harm the special architectural or historic interest of the listed building or its setting.

The proposed 'L' shaped extension would abut the east end of the north range of the existing buildings and otherwise would wrap around, and be off-set from, the east range of the building. The extension would provide 26 bedroom accommodation with a plant room, a laundry room, male and female toilets. The eastern component part of the proposed extension would be single storey in height. It would measure some 41 metres long, some 5.5 metres wide and some 5.5 metres high to the ridge of its pitched roof above ground level. The northern component of the proposed extension would be one and a half storey in height. It would measure some 35.7 metres long, some 5.2 metres wide and some 6.7 metres high to the ridge of its pitched roof above ground level. The proposed extension would be externally clad in 'corten' steel and otherwise it would have timber framed windows and full height glazed doors formed within it. A landscaped courtyard area between the proposed extension and the existing existing buildings would be created by its positional relationship with the east end of the north range of the existing buildings.

The proposed 'L' shaped extension would, due to its contemporary design and contrasting external materials, be a distinctive new component to the north range of existing buildings which displays external stone walls and pitched roof slopes clad in grey coloured slates. However, due to their lower ridge heights relative to the higher ridge height of the north range of the existing building and due to the north component of the proposed extension being set back some 28 metres from the west end of the north range of the existing building, these visible components of the proposed extension would not appear as harmfully dominant, intrusive or incongruous additions to the existing building. Rather the proposed extension would be subordinate in both its scale and form

and would make a deferential contrast to the steading buildings. By virtue of its architectural form, size, scale, height, design, proportions, materials and position, the proposed extension would be a subservient and complementary addition to the steading buildings and would be well integrated into its surroundings. The proposed extension has been designed in a high quality manner using appropriate materials and would not be harmful to the overall composition of the steading buildings. It would not be harmful to the character and appearance of the landscape of the area. It would not harm the special architectural or historic interest of the listed building or its setting.

There are no immediate neighbouring residential properties to the north, east, south or west of the steading buildings and thus the glazing to be formed in each of the proposed extensions would not have any harmful impacts of overlooking or overshadowing.

It is also proposed to erect two single storey outbuildings to the southeast of the steading buildings. One of them would be used as a garage building with store and the other would provide four holiday let units of accommodation as a 'bothy'. The four holiday let units would each contain a bathroom, a bedroom within an open plan living/kitchen area. They would have access to a patio terrace and a communal garden area to the rear (south) of them. The four holiday let units would also benefit from a parking space with access served from the southern section of road to the west of the steading buildings.

The proposed outbuildings would each be single storey in height and their pitched roof slopes and external walls would be clad in 'corten' steel. In their positions to the southeast of the steading building they would not be visible in public views of them. By virtue of their architectural forms, sizes, scales, designs, proportions and materials, the proposed outbuildings would be appropriate to their place and would be well absorbed into their surroundings. They would not be harmful to the setting of the steading building, which is listed as being of special architectural or historic interest, or to the character and appearance of the landscape of the area.

There are no immediate neighbouring residential properties to the north, east, south or west of the steading buildings and thus the proposed outbuildings would not have any harmful impacts of overlooking or overshadowing.

Although the proposed bothy outbuildings, which would provide four holiday let units of accommodation are small units they would, theoretically, be capable of being used as residential units. As units of holiday letting accommodation the use of the bothy outbuildings are consistent with development plan policy. However, they have not been assessed against the policy as new houses within the countryside and no locational justification has been given for them on these terms. In addition, the level of amenity in terms of garden ground and privacy has not been assessed as would be for a permanent house(s). Therefore, although the bothy outbuildings are acceptable as four holiday let units of accommodation when assessed against the adopted Local Development Plan, they are not approved for use as permanent residential dwellings.

To prevent the four bothy buildings from being used as separate permanent independent residential units of accommodation, the occupation of them should be restricted solely to short term lets of not more than 28 days and the holiday letting accommodation should not be re-let to the party who last occupied them anytime within a period of two months after that previous time of occupancy. This control can be imposed as a condition attached to a grant of planning permission.

The area proposed as a car park to the north of the steading would be a large area of hardstanding. However, it would be enclosed and given screening in views from outwith the steading by the existing hedgerow enclosing its north and west boundaries.

Screening would also be provided by the existing hedgerow on the east and west sides of the access road leading to the steading. New hedging is proposed to be planted on the east boundary of the site which would also provide screening in views from the east. Therefore the proposed areas of hardstanding including the proposed new car park would, by virtue of their extents, forms, materials and positional relationship with the proposed extension and the existing steading buildings, not be inappropriate to their place. They would not be harmful to the setting of the steading building, which is listed as being of special architectural or historic interest, or to the character and appearance of the landscape of the area. The use of the hardstanding areas would not allow for any harmful overlooking as there are no immediate neighbouring residential properties to the north, east, south or west of the steading buildings.

The proposed changes to the private access roads to the west of the steading building includes (i) the re-surfacing of them in a tarmac finish; and (ii) the widening of part of the west access road to include a reinforced verge to allow for passing places. These proposed alterations to the existing access roads to the west of the steading building would not radically alter the character or appearance of them. They would not appear harmfully intrusive, incongruous or exposed within their landscape setting. The proposed alterations would not be harmful to the setting of the steading building, which is listed as being of special architectural or historic interest, or to the character and appearance of the landscape of the area.

The application site is within the Whittingehame to Deuchrie Special Landscape Area. Policy DC9 of the adopted East Lothian Local Development Plan 2018 relates to Special Landscape Areas and seeks to protect the special character of such areas from inappropriate development. However, due to their nature and scale and the fact that the proposals are either located within the footprint of the existing steading buildings or within the curtilage of the steading buildings, they would not have an adverse impact on the special landscape area.

On these considerations and subject to the aforementioned controls the proposals are, as relevant, consistent with Policies CH1, DC9, DP1, DP2 and DP5 of the adopted East Lothian Local Development Plan 2018 and with Scottish Planning Policy: Revised December 2020. The proposals are also consistent with the Council's supplementary Planning Guidance on 'Farm Steading Design Guidance'.

The development proposals would be a radical change to Papple Steading and to the surrounding area. However the investment this proposal would bring into East Lothian must be weighed against the changes the proposal would bring to character of Papple Steading and its environs.

The **Service Manager for East Lothian Council's Economic Development Service** has confirmed that the mixed use development will secure the future of the steading, will attract further tourists to the local area, and importantly will assist East Lothian in its economic recovery. Around 10 jobs are expected to be created by the end of 2023 and over 30 positions when in full operation. Therefore the Service Manager for East Lothian Council's Economic Development Service supports the proposal as it would create employment and add value to the tourism accommodation offer in East Lothian, attract overnight stays and associated spending.

Due to the investment that this proposal would bring to the area, and as the proposed physical alterations and extensions to the steading are themselves acceptable, the change to the character of Papple Steading from one in agricultural use to one in use as an agricultural heritage centre, business retreat with conference and community facilities is in this circumstance acceptable.

The **Council's Policy & Strategy Manager** advises that the proposals seeks to repair and restore much of the original fabric of the steading while also inserting a new build auditorium in place of a 1960s or 70s shed and add a new range as an extension to the steading. The proposed new use is a mix of uses including an agricultural heritage centre, business retreat with conference and community facilities which is supported by Policy DC1 of adopted East Lothian Local Development Plan 2018. He also advises that the proposals comply with Policies CH2, DC9, DP1, DP2 and DP5 of the adopted East Lothian Local Development Plan 2018.

At its meeting on Tuesday 27th August 2019 the Council approved a motion declaring a Climate Emergency. Thereafter, at its meeting on Tuesday 3rd September 2019 the Council's Planning Committee decided that a condition requiring a developer to submit for the approval of the Planning Authority a report on the actions to be taken to reduce the carbon emissions from the new buildings and from the completed development should be imposed on relevant applications for planning permission. Such a condition should be imposed on a grant of planning permission for the new build elements of this proposed development.

The **Scottish Environment Protection Agency (SEPA)** have been consulted on this application but have not responded with any comments. Nevertheless, at pre-application stage, SEPA did advise that the application site is outwith the SEPA Flood Maps and that they hold no records of flooding in this area.

The **Council's Archaeology Officer** confirms that an historic building recording was undertaken in 2007 for Papple Steading which has been submitted with this planning application. Accordingly, he has no further recommendations to make with regards to the development proposed in this planning application with regards to the historic environment.

The **Council's Environmental Health Officer** raises no objection to this application being satisfied that, having perused the noise impact assessment submitted with this application and due to separation distances to nearest noise sensitive receptors and performance of building fabric, noise impacts associated with entertainment arising from the proposed auditorium will not have a significant impact upon occupiers of Papple Cottages located some 200 metres to the west of the site. However he recommends that, with regards to the design criteria of the building fabric for the proposed auditorium, the minimum sound insulation RW rating values assumed for the main components of the building fabric shall be (i) roof and external walls providing 55 dB RW; and (ii) external laminated double glazing providing 40 dB RW as detailed in Table 2 of the Noise Impact Assessment dated 4th August 2020. This can be controlled by condition on a grant of planning permission. He also states that the glazed doors shall be maintained in a closed position during events within the proposed auditorium that involve amplified music and/or speech.

The Council's Environmental Health Officer also advises that air quality will be good in this location and thus he does not expect any significant impacts, in respect of air pollution, as a result of the development proposals. However he recommends that, in order to protect the amenity for occupiers of neighbouring properties due to lighting, the design of any proposed artificial lighting should take account of the Guidance contained within Annex 1 to Appendix 2 of Scottish Government Guidance to Accompany the Statutory Nuisance Provisions of the Public Health etc (Scotland) Act 2008. Accordingly, within an E2 Zone, (i.e. low district brightness areas such as rural, small village or relatively dark urban locations) light trespass (onto windows) of neighbouring residential properties, measured as Vertical Illuminance in Lux, (Ev), shall not exceed 5 between the

hours of 0700-2300 and shall not exceed 2 between the hours of 2300-0700. This can be controlled by condition on a grant of planning permission.

The **Council's Contaminated Land Officer** has advised that, as the site is a farm steading, there may be contamination issues associated with the current (and former) land use. Accordingly, he recommends that in order to determine the ground conditions and potential contamination issues impacting on the site, a Phase I Geo-Environmental Assessment (Desk Study) be carried out. This matter can be controlled by condition on a grant of planning permission.

The **Council's Flood Prevention Officer** advises that has reviewed the Drainage Strategy report and raises no objection to this application with regards to flood risk matters.

The **Council's Biodiversity Officer** states that that application site is located near the Biel Water Valley Local Biodiversity Site. However, she advises that the proposals would not have any significant affect on the Local Biodiversity Site or have an adverse impact on nearby wildlife. However, she notes that the submitted Barn Owl Survey (dated May-June 2020), observed two barn owls using several buildings for roosting and otherwise nesting in the tower. She therefore recommends that no development be carried out during the bird breeding season of March through to August and that details of a permanent nest space for barn owls must be provided within one or more of the developed buildings.

She also advises that the submitted Bat Survey (dated May-June 2020) identified 19 bat roosts within the buildings with two species of bats occupying them. However, she notes that this site can be registered under a low impact licence (BLIMP) as none of the bat roosts were identified as a breeding colony. Accordingly, she recommends (i) a copy of the relevant European Protected Species licence or a low impact licence (BLIMP) be submitted prior to the commencement of development; and (ii) a Species Protection Plan for bats, including a timetable for the implementation of mitigation and protection measures, be submitted prior to the commencement of development. Subject to these aforementioned controls, the Council's Biodiversity Officer raises no objection to this application. Accordingly, and subject to appropriately worded conditions, the proposals do not conflict with Policies NH3 or NH5 of the adopted East Lothian Local Development Plan 2018.

The **landscape advice from Policy & Projects** notes that the hedgerow on the northern boundary is to be retained which will provide some enclosure to the car park in views of it from the north. However, she advises that the paved surface finish of the car park should be off-set from the hedge by a minimum of 1.5 metres to enable its successful retention. She also advises that new tree planting should be provided along the northern and eastern boundaries of the site with details of their positions, sizes, numbers and species to be submitted. She also notes that there are mature lime trees located on the east side of the existing access road to the north of the steading and that the 'Proposed Site Plan' drawing, number PP-119, seeks to reinforce the verge with reinforced grass. However, she notes that details of the proposed material and design have not been provided to demonstrate that excavation of the verge will not be required or damage the roots of the mature lime trees which are important to the landscape character of the area. She therefore raises no objection to this application subject to details of a scheme of landscaping being provided, including the retention of the existing hedgerows positioned on the northern and eastern boundaries of the site and the materials and design of the reinforced grass, in advance of any works commencing on site. Accordingly, and subject to an appropriately worded condition, the proposals do not conflict with Policy NH8 of the adopted East Lothian Local Development Plan 2018.

The **Council's Road Services** state that the estimated traffic generation and arrival/departure profile is considered to be robust. The documents indicate that traffic generation, should both the conference and heritage elements be operating simultaneously and assuming conference visitors leave on the day they arrive, could reach 339 two way vehicle movements over the course of a day. The peak hours of generation are anticipated to be 08:00-09:00 and 16:00-17:00. During the morning peak hour, up to 48 movements are expected (40 arrivals and 8 departures) and during the afternoon peak hour, up to 55 movements (14 arrivals and 41 departures) with fewer movements during off peak hours. For assessment purposes, the traffic generation calculations assume a relatively modest proportion of the conference facility users will be car passengers or arrive by coach/minibus. The applicant states that users of both facilities will be encouraged to use coaches/minibuses to access the site which would reduce predicted traffic movements. This is to be encouraged, subject to appropriate coach routes being agreed as part of a Travel Plan.

With regards to traffic impact, the Council's Road Services officer advises that there are a number of routes that could be used to access the proposed development, particularly from the A1. The submitted Transport Statement focusses on three; the B6370 from the east, the B6370 from the west and the C130/U170 from the north. However it is considered that vehicle trips would distribute over a greater number of routes; some satnavs for instance would direct drivers from the A1 west via the A199 and C68/U170. The Road Services officer therefore advises that no more than 33% of the estimated traffic generation is likely to use any one of the possible approach routes which equates to fewer than 20 movements using any one route during the peak hour (averaging circa one vehicle every three minutes). Where the approach routes converge onto the U177 north and west/south of the site entrance, the volumes would be greater with potentially 50% (28) of the trips arriving from/ departing to the north and 50% (28) to from the west/south. It is generally accepted that adverse effects on accidents, safety, driver delay, pedestrian delay and pedestrian amenity due to increased traffic will be felt on road links where traffic flows are predicted to increase by more than 30% as a result of the development (Institute of Environmental Assessment - Guidelines for the Environmental Assessment of Road Traffic). In this instance a numerical assessment of traffic impact was not undertaken. Such an assessment requires recent representative base traffic data and with the Covid-19 restrictions resulting in abnormally low traffic volumes, any data collected since March 2020 cannot be considered representative. It is however, recognised that traffic flows, particularly on the unclassified roads immediately adjacent to the proposed development site, are low. Assuming 50% of the estimated trips will arrive from/ depart to the U177 north and 50% to/from the U177 west/south, the maximum additional traffic movements anticipated in any one hour on any one section of road would be circa 28, averaging less than one movement every two minutes. Whilst the Council's Road Services officer advises that she is unable to consider percentage impact, she notes that the applicant provided a supplementary traffic report which reviewed the increase in traffic flow in relation to the capacity of local road links; capacity being related primarily to road width. This is in line with standard practice. Roads in the vicinity of Papple Steading vary in width from 5m to 6m with localised reductions of between 4m and 5m; they are known not to experience capacity issues at present. The theoretical two-way capacity of a 4m carriageway is 280 vehicles per hour and of a 5m carriageway 1,100 vehicles an hour. The estimated maximum hourly two way traffic flows of 28 vehicles on the U177 north and 28 vehicles on the U177 west/south of the site access represent circa 10% of the hourly capacity of a 4m wide road link and less than 3% of a 5m wide road link. It is therefore considered that the level of traffic anticipated to be generated by the development will not cause significant impacts.

The Council's Road Service officer also advises that (i) reported personal injury accident

data indicates that the surrounding road network has a good record in terms of road safety; the level of development traffic is not expected to affect this; and (ii) whilst the roads in the vicinity of the proposed development site are used by walkers, cyclists and horse riders, none are formally designated routes or core paths. It is not considered that the type or volume of traffic attracted to the development will provide a significantly greater risk to these existing users than the current mix and volume of vehicles on the network.

With regards to coach traffic, the Council's Road Services officer states that the roads surrounding Papple Steading are adopted and unrestricted in terms of vehicle type and use but as the applicant intends to encourage access by minibuses and coaches, vehicle path assessments were requested at particularly constrained locations. Swept path assessments were provided for seven requested locations. These indicate that access from the north can be safely achieved to connect to the A199 at East Linton. Access via the B6370 and U177 west/south is not considered appropriate for coach traffic as vehicles will use all available road width to turn at the B6370 west/U177 junction at a point where the B6370 lies between embankments. The embankments constrain manoeuvring for large vehicles and restrict the ability of other traffic to pass a larger vehicle. However, she states that a management plan which set out details of how coach traffic will be restricted to appropriate routes to access the development can be agreed and implemented as part of Travel Plan. This can be made a condition on a grant of planning permission.

With regards to parking, the Council's Road Services officer states that ELC parking standards require 87 spaces to be provided as is detailed in the Transport Statement. However, the Transport Statement also notes that only 74 spaces will be provided as some users will arrive by coach/minibus. A parking accumulation assessment based on the provided arrival/departure profile for the conference facility and heritage centre suggests that up to 72 spaces could be occupied at any one time. The Council's Road Services officer therefore advises that the proposed level of parking would leave little margin should there be even a small increase in anticipated vehicle arrivals or users stay on site longer than the profile anticipates. As a result, the Council's Road Services officer initially advised that 87 spaces would be required.

The application drawings initially showed that 73 visitor spaces and 4 staff parking spaces were to be provided within the site (a total of 77 parking space). However, in light of the comments received from the Council's Road Services officer, the applicant's agent has provided revised drawings to show that 3 additional visitor spaces and two additional staff spaces can be accommodated within the site to increase the overall number of visitor parking spaces to 76 and staff parking spaces to 6 (a total of 82 parking spaces). The drawing also shows 5 covered cycle parking bays for staff and that four further parking spaces could be provided to the east of the south range of the steading building if additional parking at peak levels was required. The Council's Road Services officer confirms that the additional parking spaces and cycle parking, as shown on drawing number PP-119 Revision A, is acceptable. Subject to the parking spaces and cycle areas being laid out for them in accordance with the proposed site plan drawing the proposals do not conflict with Policies T1 or T2 of the adopted East Lothian Local Development Plan 2018.

Consideration must also be given to the potential impact of the proposed development on the infrastructure of the area. Policy DEL1 of the ELLDP stipulates that developer contributions are required for all new development proposals that meet or exceed the scale thresholds below, including windfall proposals:

- (i) Proposals of 5 or more dwellings, including affordable homes; and

(ii) Employment, retail, leisure or tourism proposals of 100 square metres gross floor space or larger.

Policy T32 of the ELLDP specifically relates to the package of transportation interventions to mitigate the cumulative impact of development on the transport network which have been identified by the Council in consultation with Transport Scotland. In line with Policy DEL1, relevant developments are required to contribute to the delivery of these transportation interventions, on a proportionate, cumulative pro-rata basis, as set out in Developer Contributions Framework Supplementary Guidance.

As the scale of the proposed development exceeds 100m<sup>2</sup>, developer contributions are required towards the LDP Transport Proposals set out in the Developer Contributions Framework Supplementary Guidance and Adopted LDP Policies DEL1 and T32. This development proposal will have a cumulative impact with all other planned and windfall development on the East Lothian's transport network. The interventions have been designed to accommodate planned impacts.

The impacts and contributions of this proposed development at Papple Steading for a 978m<sup>2</sup> business retreat and 752m<sup>2</sup> heritage museum, have not been identified through the LDP and Developer Contributions Framework Supplementary Guidance transport appraisal process. However, the nearest assessed LDP non-housing site (DR9 Auction Mart, East Linton) can be used as a reasonable and scalable proxy to establish the relationships between the proposed development and planned interventions in this location and the scale and kind of that relationship and subsequent contributions. The contribution values below are based on the contributions for the site as set out in the Developer Contributions Framework Supplementary Guidance.

The **Council's Planning Obligations Officer** advises that the contributions required for each transport intervention are as detailed below:

- \* Improvements to Bankton Interchange (PROP T17): £513.81
- \* Rail Proposals (PROP T9 and T10): £2,425.81

The total contribution required for transportation improvements resulting from cumulative impacts of the development is therefore £2,939.62.

The total developer contributions towards the transportation improvements of £2,939.62 can be secured through an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 or by some other appropriate agreement. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. The applicant's agent has confirmed in writing that they are willing to enter into such an agreement. Subject to the payment of the required contribution towards transportation improvements the proposals are consistent with Policies DEL1 and T32 of the adopted East Lothian Local Development Plan 2018.

The decision to grant planning permission is subject to the prior conclusion of an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 designed to secure from the applicant a financial contribution to the Council of ££2,939.62 for transport improvements to Bankton Interchange and Rail Proposals.

In accordance with the Council's time limits for completion of planning agreements the decision also is that in the event of the Section 75 Agreement not having been executed by the applicant, the landowner and any other relevant party within six months of the decision taken on this application, the application shall then be refused for the reason



that without the developer contributions to be secured by the Agreement the proposed development is unacceptable due to a lack of transport improvements contrary to Policies DEL1 and T32 of the adopted East Lothian Local Development Plan 2018.

## **RECOMMENDATIONS:**

That planning permission be granted subject to the undernoted conditions:

- 1 All new and replacement roof windows hereby approved shall be installed in a manner that ensures that their upper surfaces are as near flush as possible with the upper surfaces of the roof slope into which they will be installed and with minimum flashing.

Reason:

To safeguard the special architectural or historic interest of the listed building and the character and appearance of the steading building within its landscape setting.

- 2 Samples of new and replacement natural slates and new and replacement pantiles to be used in the development hereby approved shall be provided for the prior inspection and approval of the Planning Authority and the new and replacement slates and new and replacement pantiles used shall accord with the samples so approved. Where possible, existing slates and pantiles shall be reinstated following any roof repairs or alterations.

Reason:

To safeguard the special architectural or historic interest of the listed building and the character and appearance of the steading building within its landscape setting.

- 3 Notwithstanding what is shown for them on the docketed drawings the new and replacement windows and glazed doors hereby approved shall have through glazed astragals so as to divide their glazing and shall not have 'plant on' astragals. Prior to the installation of them a specification drawing, at a scale of 1:20, shall be submitted to and approved by the Planning Authority and the windows, glazed doors, astragals and glazing shall accord with the details so approved.

Reason:

To safeguard the special architectural or historic interest of the listed building and the character and appearance of the steading building within its landscape setting.

- 4 The following shall be finished in a colour to be approved in advance by the Planning Authority and the colour of the finish applied shall accord with the details so approved:

1. the external face of all new and replacement exterior timber boarded doors and timber boarded infill panels;

2. the external face of the frames of all new and replacement glazed doors, screens and infill panels;

3. the external face of the frames of all new and replacement windows.

Reason:

To safeguard the special architectural or historic interest of the listed building and the character and appearance of the steading building within its landscape setting.

- 5 All stonework repairs shall be carried out using salvaged stone from elsewhere on site. If this is not possible then natural stone specifically selected to match the existing stone in colour, tooling and shape shall be used.

Any new stone shall be coursed to match the original. In the case of replacement skews, door or window surrounds or other such features, the stone shall be dressed and laid in the same manner as the original, as far as reasonably possible.

Reason:

To safeguard the special architectural or historic interest of the listed building and the character and appearance of the steading building within its landscape setting.

- 6 All stonework repairs and re-pointing shall be carried out using a lime-based mortar, which shall match, as closely as possible, the existing lime pointing.

Prior to commencement of limework a detailed specification for limework together with details of the

lime specialist contractor to be used, shall be submitted to and approved by the Planning Authority.

Thereafter, the limework shall be implemented as approved.

Reason:

To safeguard the special architectural or historic interest of the listed building and the character and appearance of the steading building within its landscape setting.

- 7 All rainwater goods shall be cast iron and painted, unless otherwise agreed with the planning authority. Prior to installation of the rainwater goods, details of the proposed colour shall be submitted to and approved in writing with the Planning Authority.

Thereafter the rainwater goods shall be installed and the colour applied as approved.

No fascia boards shall be installed behind the gutters on the buildings. All new and replacement sections of guttering shall only be attached to the steading buildings using sarking straps, unless otherwise agreed in writing with the Planning Authority.

Reason:

To safeguard the special architectural or historic interest of the listed building and the character and appearance of the steading building within its landscape setting.

- 8 Samples of the external finishes of the extensions and ancillary buildings hereby approved shall be submitted to and approved in advance by the Planning Authority prior to their use in the development. The materials used shall accord with the samples so approved.

Reason:

To safeguard the special architectural or historic interest of the listed building and the character and appearance of the steading building within its landscape setting.

- 9 The occupation of the holiday letting accommodation use hereby approved shall be restricted solely to short term lets of not more than 28 days. The holiday letting accommodation units shall not be re-let to the party/parties who last occupied it anytime within a period of two months following the date on which the previous time of occupancy ends.

A record of occupancy shall be maintained by the operators of the holiday let, including details of the names and addresses of occupants and the dates of occupation. This record shall be made available for inspection by the Planning Authority at all reasonable times.

Reason:

To restrict the holiday letting use of the proposed buildings to that applied for and in the interests of safeguarding the purpose and integrity of the Council's policy for the control of housing development in the East Lothian countryside.

- 10 The minimum sound insulation RW rating values of the main components of the building fabric of the auditorium hereby approved shall be (i) roof and external walls providing 55 dB RW; and (ii) external laminated double glazing providing 40 dB RW as detailed in Table 2 of the Noise Impact Assessment dated 4th August 2020.

Reason:

In the interests of protecting the amenity of neighbouring residential properties in the area.

- 11 The glazed doors to be formed within the auditorium hereby approved shall be maintained in a closed position during events that involve amplified music and/or speech.

Reason:

In the interests of protecting the amenity of neighbouring residential properties in the area.

- 12 Any light trespass (onto windows) of neighbouring residential properties, as a result of any artificial lighting at the premise, measured as Vertical Illuminance in Lux, (Ev), shall not exceed 5 between the hours of 0700-2300 and shall not exceed 1 between the hours of 2300-0700.

Reason:

In the interests of protecting the amenity of neighbouring residential properties in the area.

- 13 Prior to any site development works a suitable Geo-Environmental Assessment must be carried out, with the Report(s) being submitted to the Planning Authority for approval. It should include details of the following:

- (i) A Preliminary Investigation incorporating a Phase I Desk Study (including site reconnaissance, development of a conceptual model and an initial risk assessment);
- (ii) A Ground Investigation comprising a survey of the extent, scale and nature of contamination, and an updated conceptual model of the site. It is required if the Desk Study has indicated that the

site is potentially contaminated and the degree and nature of the contamination warrants further investigation;

(iii) An appraisal of the remediation methods available and proposal of the preferred option(s).

The site investigation and risk assessment must be undertaken by suitably qualified, experienced and competent persons and must be conducted in accordance with the Environment Agency's Contaminated Land Report 11, Model Procedures for the Management of Land Contamination, CLR11.

If it is concluded by the written report that remediation of the site is not required, then Parts (a) and (b) of this Condition can be disregarded.

(a) Prior to any works beginning on site (and where risks have been identified), a detailed Remediation Statement should be produced that shows the site is to be brought to a condition suitable for the intended use by the removal of unacceptable risks to all relevant and statutory receptors. The Statement should detail all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. It should also ensure that the site will not qualify as contaminated land under Part2A of the Environmental Protection Act 1990 in relation to the intended use of the land following development. The Statement must be submitted to the Planning Authority for approval.

(b) Following completion of the measures identified in the approved Remediation Statement, a Validation Report should be submitted that demonstrates the effectiveness of the remediation carried out. It must be approved by the Planning Authority prior to commencement of the new use of the land.

In the event of the presence of any previously unsuspected or unforeseen contamination of the land of the application site being found, development shall not begin, or shall cease to continue, until further investigations have been carried out to determine if any additional remediation measures are required.

Reason:

To ensure that the site is clear of any contamination found to be present prior to the use or occupation of the buildings approved.

- 14 Prior to the commencement of development, details of a barn owl nesting box shall be submitted to and approved in writing by the Planning Authority. The details submitted shall include the location and specification of the nesting box and a timescale for its erection. Thereafter, the nest box shall be erected as approved and retained in perpetuity, unless otherwise agreed in writing with the Planning Authority.

Development shall not be carried out during the bird breeding season of March through to August of any year, unless otherwise agreed in writing with the Planning Authority.

Reason:

To mitigate the potential impact of the development on barn owls on the site and provide compensatory nesting sites in the interest of biodiversity.

- 15 Prior to the commencement of development hereby approved, a Species Protection Plan (for bats) and a timetable for the implementation of mitigation and protection measures, shall be submitted to and approved in writing by the Planning Authority. The mitigation and protection measures shall thereafter be implemented in strict accordance with the timetable so approved.

In addition, a copy of the relevant European Protected Species licence or a low impact licence (BLIMP) shall be submitted prior to the commencement of development.

Reason:

In the interests of biodiversity and the conservation of a European Protected Species.

- 16 No development shall take place on site until:

a) a scheme of landscaping has been submitted to, and approved in writing by, the Planning Authority. The scheme of landscaping shall include a programme of planting and details of tree sizes, species, habitat, siting and planting distances. In particular, the landscape scheme shall include (i) the retention of the existing hedgerows to the access roads and northern site boundary; (ii) the retention of the mature lime trees to the east side of the northern access road; (iii) new tree planting to the northern and eastern site boundaries; (iv) new hedgerow planting to the eastern boundary; and (v) show that the paved surface finish of the car parking area shall be off-set from the centre lines of the existing hedges enclosing the northern and eastern boundaries of the application site by a minimum of 1.5 metres; and

b) details of the construction of the grass verge reinforcement shall be submitted to and approved in writing by the Planning Authority. It shall be designed and carried out in accordance with section 7.4 of BS5837: 2012 "Trees in relation to design, demolition and construction ~ Recommendations". The design must not require excavation into the soil, including through lowering of levels and/or scraping, other than the removal, using hand tools, of any turf layer or other surface vegetation.

All planting comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is sooner, and any trees, plants or hedgerows which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Planning Authority gives written consent to any variation. No trees, shrubs or hedgerows, detailed in the approved landscaping plans to be retained on the site, shall be damaged or uprooted, felled, topped, lopped or interfered with in any manner without the previous written consent of the Planning Authority.

Reason:

In order to ensure the implementation of a landscaping scheme and the retention of trees and hedgerows in the interests of the landscape character, appearance and amenity of the area.

- 17 Prior to the commencement of development, details of the provision of new car charging points and infrastructure for them shall be submitted to and approved in writing by the Planning Authority. The details shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the report so approved.

Reason:

To minimise the environmental impact of the development.

- 18 Prior to any use of the development hereby approved, the car parking spaces and cycle parking areas shown on docketed drawing number PP-119 Revision A, titled 'Proposed Site Plan', shall be fully formed and made available for use. So too shall the reinforced verge to be used as a passing area. Thereafter the car parking spaces, cycle areas and passing area shall all be retained in place in their entirety for use for the parking of vehicles, cycle bikes and to ensure that an adequate passing area is provided within the application site.

Reason:

To ensure the provision of adequate car and cycle parking facilities are available in the interests of road safety.

- 19 A Travel Plan to minimise private car trips to and from the site and to encourage use of alternative modes of transport such as buses and cycling shall be submitted to and approved by the Planning Authority prior to the use of the development hereby approved. Additionally the Travel Plan shall include details of the measures to be provided, the methods of management, monitoring, review, reporting and duration of the Plan. It shall also include a risk assessment/statement of the appropriateness of local roads to accommodate coaches and cyclists.

The approved Travel Plan shall be implemented prior to the use of the conference and heritage facilities.

Reason:

In the interests of ensuring sustainable travel patterns in respect of the conference and visitor centre use.

- 20 Prior to the commencement of development, a report on the actions to be taken to reduce the Carbon Emissions from the build and from the completed development shall be submitted to and approved in advance in writing by the Planning Authority. This shall include the provision of renewable technology for all new buildings, where feasible and appropriate in design terms, and new car charging points and infrastructure for them, where feasible and appropriate in design terms. The details shall include a timetable for implementation. Development shall thereafter be carried out in accordance with the report so approved.

Reason:

To minimise the environmental impact of the development.