

<b>APPLICATION NO</b>	<b>PA/2017/1528</b>
<b>APPLICANT</b>	The Co-operative Group
<b>DEVELOPMENT</b>	Planning permission to retain part of existing public house for café/bar with some demolition works and proposed extensions/alterations and erect attached new retail unit (A1) with new car parking layout and accesses onto Albion Hill and Mowbray Street
<b>LOCATION</b>	Mowbray Arms, Mowbray Street, Epworth, DN9 1HR
<b>PARISH</b>	Epworth
<b>WARD</b>	Axholme Central
<b>CASE OFFICER</b>	Tanya Coggon
<b>SUMMARY RECOMMENDATION</b>	<b>Grant permission subject to conditions</b>
<b>REASONS FOR REFERENCE TO COMMITTEE</b>	Significant public interest

## **POLICIES**

**National Planning Policy Framework:** Paragraph 14 sets out that there is a presumption in favour of sustainable development which lies at the heart of the NPPF.

Paragraph 15 states that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

Paragraph 17 sets out the 12 core planning principles that should underpin plan-making and decision-taking.

Paragraph 19 states that significant weight should be placed on the need to support economic growth through the planning system.

Paragraph 23 states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of town centres over the plan period.

Paragraph 24 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date local plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

Paragraph 26 states that, when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date local plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 square metres ).

Paragraph 32 states that all developments that generate significant amounts of movement should be supported by a transport statement or transport assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 34 states that plans and decisions should ensure developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Paragraph 56 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 58 states that planning policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short-term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 60 states that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or style. It is, however, proper to seek to promote or reinforce local distinctiveness.

Paragraph 61 states that although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 129 specifies that although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Planning policies and decisions should therefore address the connections between people and places and the integration of new development into the natural, built and historic environment.

Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities, including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

**North Lincolnshire Local Plan:** Policies T1, T2, T19, LC11, S5, S7, HE5, HE9, DS1, DS3, DS11 and DS14 apply.

**North Lincolnshire Core Strategy:** Policies CS1, CS2, CS3, CS5, CS6, CS14, CS16, CS17, CS18, CS22 and CS25 apply.

**Housing and Employment Land Allocations DPD:** Policy TC-1.

## **Planning Practice Guidance**

### **CONSULTATIONS**

**Highways:** No objection subject to conditions.

**Archaeology:** No objection subject to conditions.

**Conservation:** No objection subject to conditions requiring details of the fencing to be submitted for approval.

**Ecology:** No objection. The ecologist's recommendation for the installation of bat boxes and/or a house sparrow terrace is supported.

**Environmental Health:** No objection subject to conditions in relation to contamination, odours, construction and demolition times, opening hours, timings of deliveries, details of the extraction, chiller and air conditioning and details of the fencing.

### **TOWN COUNCIL**

Originally, supported the application subject to no objection from highways and the environment.

In response to the amended plans the town council supports the application, however has concerns about road traffic safety and traffic flow for access and egress from the site. It also has concerns about parking capacity and "displacement parking", particularly in relation to Mowbray Street residents where the route is currently used by agricultural and other large vehicles accessing the A161.

Supports the recommendations of:

- Environmental Health in respect of noise reduction measures, ie delivery times, operation of delivery vehicles and acoustic fencing; and
- Historic Environment in respect of the appearance of the acoustic fence.

### **PUBLICITY**

The application has been advertised by site and press notice. The amended plans relating to details of the boundary treatment have been advertised by site notice. Thirty-five letters of support, six letters of objection and one letter making observations have been received. The letters of support raise the following issues:

- the existing Co-op is too small
- less congestion from HGVs
- more selection of goods
- more job opportunities
- better parking

- new use found for the public house
- ethical development and company
- reduce the need to travel
- preserve an old building
- community asset.

The letters of objection raise the following issues:

- double yellow lines will be required
- more accessible sites available
- details of the boundary are unknown
- increased congestion
- conflict with agricultural vehicles using Mowbray Street
- unsafe access
- limit deliveries to reduce noise disturbance
- increased noise disturbance
- insufficient parking on the site
- increased opening hours
- increase in servicing vehicles
- Mowbray Arms is a listed building
- negative impact on The Old Rectory
- any designated smoking facility needs to be sited away from residential properties
- people will drive, not walk
- the bus stop requires the crossing of a busy road.

## **ASSESSMENT**

This proposal is for the partial demolition of the existing public house on the site known as the Mowbray Arms, and the construction of a new A1 retail unit comprising 260 square metres of net retail floorspace located within a two-storey and single-storey building with staff and storage facilities located at first-floor level. The retail unit will be for a Co-op. Part of the existing public house will be retained as a café/bar and will be extended slightly. Fifteen car parking spaces are proposed. A new access will be formed onto Mowbray Street and the existing access on Mowbray Street closed off. A new servicing only egress

will be provided onto Albion Hill which will be gated. The proposed development will be open seven days a week and will replace the existing Co-op located in the Market Place/Queen Street in Epworth town centre which has inadequate storage, servicing and customer parking facilities. The existing Co-op will be marketed for lease if permission is granted.

The site is known as The Mowbray Arms which is a public house that has been vacant for almost a year. The building is not a listed building. The building comprises the original public house building with various extensions added onto the main building over the years. The building is sited along Mowbray Street and wraps around Albion Hill. The site is located within the development boundary of Epworth which is identified as a market town in the Core Strategy and HELA DPD. The site is located outside, a short distance from, the shopping area of Epworth. To the north, south and west are residential properties. To the east is The Old Rectory which is a grade 1 listed building located within an Area of Amenity Importance (LC11 site).

**The main planning issues associated with this proposal are whether the principle of the development is acceptable, and if so, whether the impact on the character and appearance of the area, the impact on the adjacent listed building, the impact on the LC11 site, the highway and residential amenity are also acceptable in planning terms.**

### **The principle of the development**

In this particular case the site is located outside the defined town centre of Epworth. Within the HELA DPD policy TC-1 seeks to permit A1 uses in the town centre. The North Lincolnshire Retail Study in 2005 identified capacity for additional convenience goods shopping floorspace in Epworth.

Under policy CS14 of the Core Strategy and guidance in the National Planning Policy Framework (NPPF) new town centre development should comply with the sequential approach to site selection which prioritises development in existing centres, then edge of town centre sites and only then out of centre sites that are accessible by a choice of public transport. This site is located within the development boundary of Epworth and within 200 metres of the town centre. It is therefore an edge of centre site. The applicant has demonstrated that there are no alternative sites available within the defined town centre suitable for this type of development. The site is accessible by walking and cycling, and is on a main bus route with the bus stops located adjacent to the site. A good design has been submitted that respects the character of the existing building and historic character of the surrounding area. The proposal therefore accords with policy CS14 of the Core Strategy.

Policy S5 of the North Lincolnshire Local Plan seeks to promote additional shopping facilities in Epworth, with new retail development given favourable consideration on the nursery site and car park on Belton Road (Holmes and Garden Centre). In this case, there are no available sites in the town centre of Epworth available for this development. It is acknowledged that favourable consideration will be given for new retail development on the nursery site, but the existing nursery/garden centre is still operating from the site and therefore does not appear to be available for development at the present time. The applicant has submitted a detailed justification for the proposed site. The existing Co-op site in the town centre has no car parking and deliveries take place on the street causing congestion on a daily basis in the Market Place and on Queen Street. The existing Co-op

has outgrown its existing premises as they are cramped and not easily accessible for the disabled or people with buggies and prams. The proposed new siting is a short distance from the town centre (within walking and cycling distance) and is located close to the bus stops serving Scunthorpe and Doncaster. In addition, a local CallConnect bus service operates around Epworth that residents can make prior arrangements to use. The new siting will bring a redundant building back into use with part of the site retaining the A3 use. The site is a brownfield site and within walking and cycling distance from a large number of residential properties in Epworth. Car parking will be provided on the site and a more functional, modern and user friendly store will be constructed. This has a significant community benefit to residents of Epworth and other villages in the Isle of Axholme. The proposal is therefore considered acceptable in terms of policy S5 of the North Lincolnshire Local Plan.

Under policy S7 of the North Lincolnshire Local Plan it has been demonstrated that there is a need for the development and the applicant has demonstrated that there are no alternative, available sites within the town centre for this development. The site is within 200 metres of the town centre boundary of Epworth and therefore the site is within easy walking distance of the town centre with a clear unrestricted pedestrian link along Albion Hill. The scale of the development is considered to be compatible with the size, function and character of the town centre as it will provide a replacement convenience store for the residents of Epworth. The proposal therefore accords with policy S7 of the North Lincolnshire Local Plan.

Based on the information submitted in support of the application it is accepted that the need for the development has been demonstrated and there are no alternative, more sustainable sites available within the defined town centre of Epworth to accommodate the proposal. The proposal, by creating a more functional and purpose-built building, will increase the range of facilities and choice for residents of Epworth, and will retain and increase employment opportunities in Epworth. The site is within easy walking distance of many residential properties in Epworth and it is accessible by walking, bus and cycle and is located within 200 metres of the main town centre facilities in Epworth. The location is considered to be sustainable and compatible with the size and function of the settlement. In addition a new café/bar will be located on the site providing an additional facility for residents of Epworth. The proposal therefore accords with policy CS22 of the Core Strategy.

### **Impact on the character and appearance of the area**

The Mowbray Arms is currently vacant and has been for almost a year. The site is beginning to fall into disrepair. The proposal will revitalise this site and provide a functional use of the site for the community of Epworth. The design has been carefully designed to respect the existing buildings on the site. The main Mowbray Arms building located at the junction with Mowbray Street and Albion Hill is to be retained. The ad hoc extensions added onto the main building and located parallel with Albion Hill are to be demolished in order to provide a functional and modern retail area. The Albion Hill elevation (east) will be similar to the existing situation, although a two-storey extension and single-storey extensions are proposed that will run parallel to Albion Hill with the sense of enclosure of this area of the site retained. Obviously, more wall and roof will be visible from this elevation but no adverse impact will be created on the area as the design of the extensions is similar to the existing extensions with a shallow ridge of roof and being no higher than the ridge of the original building to be retained.

The north elevation is located within the site adjacent to the proposed servicing access on Albion Hill. This access will be gated which will partially enclose this elevation from Albion Hill. The flank wall of the building will be more visible due to the increase in height and depth of the extension than the existing situation. However, this elevation will not be imposing in the street scene as it is set into the site and has a shallow pitched roof; the character and appearance will therefore not be harmed.

The elevation along Mowbray Street (south) will be largely unchanged as the side elevation of the Mowbray Arms will be retained in situ. The proposed two-storey extension will be visible from Mowbray Street but will be set back almost 6 metres from Mowbray Street. As a result the proposal will not result in any adverse impact caused to the character and appearance of Mowbray Street. The main change to the building will be the western elevation that faces into the car park. This will comprise a two-storey and single-storey extension with the new shop frontage and the first floor with dormer windows and hipped roofs to reduce the bulk of the building. This elevation, whilst being more visible from the car park and car park entrance, is a vast improvement in design terms on the ad hoc extensions that have been added to the Mowbray Arms over the years. The extensions will facilitate the new use of a retail store on the site, update the site and provide the functional and modern accommodation required. This is supported in guidance from the NPPF, policies CS1, CS2, and CS5 of the Core Strategy and policy DS1 of the North Lincolnshire Local Plan.

### **Impact on The Old Rectory (Grade 1 Listed Building)**

The Old Rectory, located on Rectory Street, set back from the road within large grounds, is a Grade 1 Listed Building. The proposed extensions will run parallel to Albion Hill and into the site in a westerly direction away from The Old Rectory. Along Albion Hill a two-storey extension will be constructed on this elevation onto the existing main Mowbray Arms building. Therefore more wall and roof will be seen on this elevation than the existing situation, but the sense of enclosure of the development will be retained as the extensions are sited primarily where the existing extensions are located. The council's heritage officer has raised no objections to the proposal. The proposal will not result in any adverse impact to The Old Rectory due to the siting and design of the proposed extensions and the distance they are from The Old Rectory. The proposal therefore accords with guidance in the NPPF, policy CS6 of the Core Strategy, and policy HE5 of the North Lincolnshire Local Plan.

### **Impact on the adjacent LC11 Area of Amenity Importance**

LC11 applies to the area of land around The Old Rectory. Much of the site is enclosed by a high brick wall adjacent to Albion Hill and part of Rectory Street. This encloses the LC11 in this area. The proposed extensions which run parallel to Albion Hill and into the car parking on the site will not result in any adverse impact being caused to the LC11 site. The proposal therefore accords with policy LC11 of the North Lincolnshire Local Plan.

### **Impact on the highway**

Highways have raised no objections to the proposal subject to conditions which will be imposed on any grant of planning permission. In terms of the accesses to the development, and the car parking and turning arrangements, the proposal is acceptable subject to conditions and accords with policies T1, T2 and T19 of the North Lincolnshire Local Plan. Concerns from residents in relation to the access and number of car parking spaces are



noted, but Highways considers that the proposal is acceptable. It is anticipated that many customers will walk to the site as it is located close to the town centre and is adjacent to many residential properties in Epworth. In addition, the site is located close to bus stops providing opportunities to access the site by public transport. It is accepted that users of the bus services will have to cross Rectory Street or Albion Hill to access the site, but there is still potential to access the site by public transport. Concerns relating to conflict with agricultural vehicles using Mowbray Street and customers to the development are noted. However, this conflict could occur if the public house was still in operation. Highways do not consider the proposal will lead to increased congestion in the vicinity. The issue of double yellow lines installed on Mowbray Street and Albion Hill are noted, but this is a matter for the highway authority to address if required. On balance the proposal is acceptable in highway terms and accords with policies T1, T2 and T19 of the North Lincolnshire Local Plan.

### **Impact on residential amenity**

The site is surrounded by residential properties to the north, south and west. The existing use of the building is a public house. Although the building is currently vacant it could be used as a public house at any time. The existing use has the potential to cause noise and disturbance to residents. It must also be remembered that the existing building could be changed to an A1 (retail use) without the need for planning permission under "permitted development rights". In this case there is some concern over the noise and disturbance the uses may cause to residents.

Acoustic fencing is proposed along the northern and western boundary to protect residents of Wesley House from noise and disturbance. The flank wall to 1 Wesley House and the rear garden are located adjacent to the application site. The extension will be located closer and will be higher than the existing situation and the new access will run parallel to the flank wall of this property. There will be some increase in noise to this property by virtue of the proposed new access. It is proposed that this will be used only by delivery vehicles egressing and details of the delivery arrangements will be conditioned accordingly. An acoustic fence proposed along the northern boundary will safeguard this property from noise and disturbance associated with the uses on the site (A1 and A3). Details of this acoustic fencing, in terms of its design and specification, will be submitted to the council for approval. The proposed building will be more visible to this property than the existing situation but there is a distance of over 7 metres from 1 Wesley House to the proposed building. As a result, no demonstrable loss of amenity will be caused to this property. The proposal therefore accords with policy CS5 of the Core Strategy and policies DS1 and DS11 of the North Lincolnshire Local Plan.

The property to the west is known at 11 Mowbray Street and its flank wall and garden are located adjacent to the car park. A 1.8 metre high close-boarded fence is proposed to be located along this boundary to reduce the impact of the development on this neighbour. Environmental Health have requested this fencing be acoustic fencing which can be a condition of any grant of planning permission. In addition, the first-floor windows of the proposed extension will be conditioned to be obscure-glazed in order to retain privacy to this property. Delivery times, opening hours, details of the extraction, filtration, chiller and air conditioning, construction and demolition times will all be controlled by planning conditions to safeguard residential amenity. The proposal therefore accords with policy CS5 of the Core Strategy and policies DS1 and DS11 of the North Lincolnshire Local Plan.

## **Other issues raised**

The issue of the siting of a designated smoking area is noted. Any structure or building associated with a designated smoking area will require planning permission. The Mowbray Arms is not a listed building. Issues raised in relation to alternative sites in Epworth have already been discussed in the main report.

### **RECOMMENDATION Grant permission subject to the following conditions:**

1.

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

#### **Reason**

To comply with section 91 of the Town and Country Planning Act 1990.

2.

The development hereby permitted shall be carried out in accordance with the following approved plans: 3416-10C, 3416-11, 3416-07, 3416-05, 3416-06C, 3416-08C, 3416-09b, PA/2017/1528/001, CR3, and 3416-10F.

#### **Reason**

For the avoidance of doubt and in the interests of proper planning.

3.

The development shall be carried out in accordance with the amended drawing(s) numbered 3416-10f.

#### **Reason**

To define the terms of the permission and to help ensure the development is in keeping with its surroundings in accordance with policy DS5 of the North Lincolnshire Local Plan.

4.

The development shall not be brought into use until:

- the amended/new pedestrian and vehicular access to the site;
- the access roads to the service and customer parking area;
- the loading, off-loading and turning area for all vehicles;
- the parking spaces and access aisles (including surface markings); and
- adequate cycle parking facilities;

have all been provided in accordance with the approved details and all these facilities shall thereafter be so retained.

#### **Reason**

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

5.

The proposed development shall not be brought into use until a delivery/servicing management plan (with the specified delivery times) has been submitted and approved in writing by the local planning authority. Once approved, the delivery/servicing plan shall be implemented on site at all times.

Reason

In the interests of highway safety and to safeguard residential amenity in order to comply with policies DS1, T2 and T19 of the North Lincolnshire Local Plan.

6.

No development shall take place until a construction phase traffic management plan showing details of all associated traffic movements, including delivery vehicles and staff/construction movements, any abnormal load movements, contractor parking and welfare facilities, storage of materials and traffic management requirements on the adjacent highway, has been submitted to and approved in writing by the local planning authority. Once approved the plan shall be implemented, reviewed and updated as necessary throughout the construction period.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

7.

Before the development commences, details of the design and siting of bat boxes, and/or a house sparrow terrace, to be located within the building or installed on the site, shall be submitted to and approved in writing by the local planning authority. Thereafter the approved scheme shall be implemented on the site and retained at all times.

Reason

To incorporate biodiversity into the development in accordance with policy CS17 of the North Lincolnshire Core Strategy.

8.

Before the development commences, details of the design, materials and colour of the proposed servicing gates on the east elevation (Albion Hill) shall be submitted to and approved in writing by the local planning authority and only the approved scheme shall be implemented on the site at all times.

Reason

To retain the character and appearance of the area in accordance with policy CS5 of the North Lincolnshire Core Strategy and policy DS1 of the North Lincolnshire Local Plan.

9.

The opening hours shall be limited to 7am to 11pm on any day.

Reason

To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

10.

No deliveries shall be taken at or dispatched from the site outside the hours of 7am to 7pm Monday to Friday, 7am to 1pm on Saturdays, and 10am to 1pm on Sundays and public/bank holidays. No HGV vehicles shall be used to make deliveries to or from the site on Sundays or public/bank holidays without the prior approval in writing of the local planning authority.

Reason

To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

11.

The engines and refrigeration units of delivery vehicles shall be switched off while the vehicles are on site.

Reason

To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

12.

No fixed plant shall come into operation until details of the plant serving the development hereby permitted, and any mitigation measures to achieve this condition, are submitted to and approved in writing by the local planning authority. The combined rating level of the noise emitted from all the fixed plant shall not exceed 35dB(A) at the boundary with any noise sensitive premises. The approved mitigation measures shall be implemented prior to the commencement of the use of any plant and shall be retained thereafter. The measurements and assessments shall be made in accordance with BS4142:2014.

Reason

To protect residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

13.

Prior to the commencement of development, an acoustic barrier or masonry wall shall be erected on the north and west boundary of the site. A detailed technical specification of the acoustic barrier or wall shall be submitted to and approved in writing by the local planning authority. The specification shall include details of the location, size, materials, colour and design of the barrier, with predicted noise reduction over the frequency spectrum. The approved acoustic barrier or wall shall be installed prior to commencement of the use of this site and shall be maintained thereafter.

Reason

To safeguard residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

14.

Construction operations shall be limited to the following hours:

- 8am to 7pm Monday to Friday

- 8am to 1pm on Saturdays.

No construction operations shall take place on Sundays or public/bank holidays.

HGV movements shall not be permitted outside these hours during the construction phase without prior written approval from the local planning authority.

Installation of equipment on site shall not be permitted outside these hours without prior written approval from the local planning authority.

Reason

To safeguard residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

15.

If, during development, any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement detailing how this contamination shall be dealt with has been submitted to and approved in writing by the local planning authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy DS7 of the North Lincolnshire Local Plan.

16.

Prior to the installation of any extraction systems, a scheme for the extraction and filtration of cooking odours from the kitchen shall be submitted to and approved in writing by the local planning authority. The scheme shall also provide details of the noise output of any extraction and filtration system and details of any noise mitigation measures necessary. The approved scheme shall be implemented prior to commencement of the use and maintained thereafter.

Reason

To safeguard residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

17.

No demolition or alteration shall take place until the applicant, or their agents or successors in title, has produced an historic building record in accordance with a written specification, including a timetable for the recording, which has been submitted by the applicant and approved in writing by the local planning authority.

Reason

To comply with paragraph 141 of the National Planning Policy Framework, policy CS6 of the North Lincolnshire Core Strategy and policy HE9 of the North Lincolnshire Local Plan because the Mowbray Arms public house is a heritage asset of local significance; the proposed survey will record the heritage interest that would otherwise be lost as a result of this development and create a lasting archive.

18.

The historic building recording shall be carried out in accordance with the approved details and timings, subject to any variations agreed in writing by the local planning authority.

Reason

To comply with paragraph 141 of the National Planning Policy Framework, policy CS6 of the North Lincolnshire Core Strategy and policy HE9 of the North Lincolnshire Local Plan because the Mowbray Arms public house is a heritage asset of local significance; the proposed survey will record the heritage interest that would otherwise be lost as a result of this development and create a lasting archive.

19.

The historic building archive shall be deposited at the North Lincolnshire Historic Environment Record within six months of the date of commencement of the development hereby approved by this permission or such other period as may be agreed in writing by the local planning authority.

Reason

To comply with paragraph 141 of the National Planning Policy Framework, policy CS6 of the North Lincolnshire Core Strategy and policy HE9 of the North Lincolnshire Local Plan because the Mowbray Arms public house is a heritage asset of local significance; the proposed survey will record the heritage interest that would otherwise be lost as a result of this development and create a lasting archive.

20.

Before the building is first occupied, the three windows located in the west elevation at first-floor level shall be obscure-glazed and be retained in that condition thereafter.

Reason

To protect the living conditions of the occupants of the adjoining property in accordance with policy DS1 of the North Lincolnshire Local Plan.

21.

No development shall take place until samples of the external facing materials to be used have been submitted to and approved in writing by the local planning authority and only the approved materials shall be used.

Reason

To ensure that the building is in keeping with its surroundings in the interests of visual amenity, in accordance with policy DS1 of the North Lincolnshire Local Plan.

22.

Notwithstanding the submitted information, no development shall take place until a surface water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall be based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development. The drainage scheme shall be undertaken in accordance with the agreed details and the food store shall not be brought into first use until it is connected to the agreed system.

#### Reason

To define the terms of the permission, to prevent the risk of flooding, and to ensure the implementation and future maintenance of sustainable drainage structures in accordance with policies DS16 of the North Lincolnshire Local Plan and CS19 of the North Lincolnshire Core Strategy.

23.

All waste collections from the proposed development shall be restricted to the hours of 7am to 7pm Monday to Friday and on Saturdays from 7am to 1pm with no collections on Sundays or public/bank holidays.

#### Reason

To safeguard residential amenity in accordance with policy DS1 of the North Lincolnshire Local Plan.

#### **Informative 1**

The applicant is advised to contact the North Lincolnshire Historic Environment Record for an explanation about the historic building recording and written specification at least 20 working days prior to the proposed commencement of development (email [alison.williams@northlincs.gov.uk](mailto:alison.williams@northlincs.gov.uk); telephone 01724 297471).

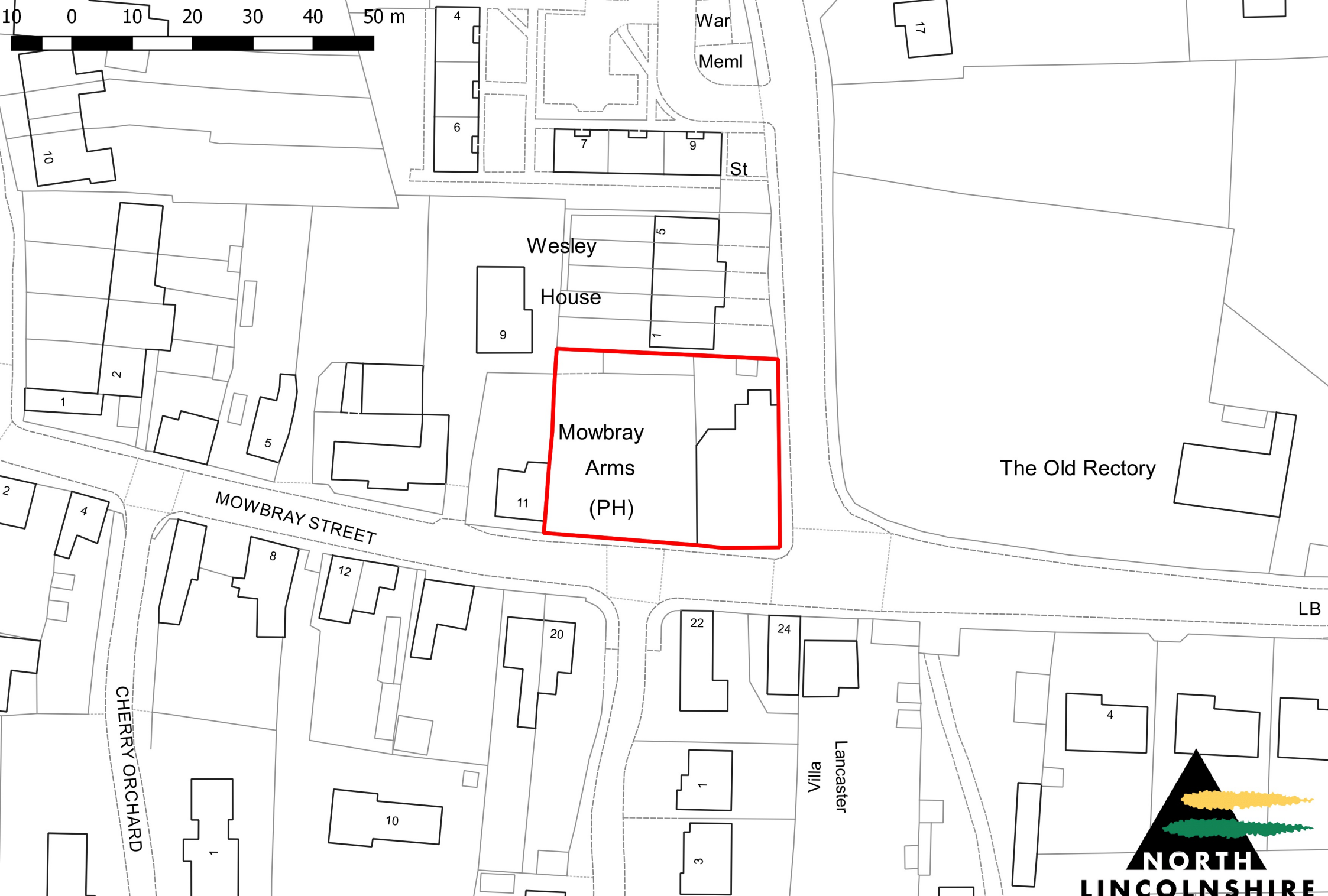
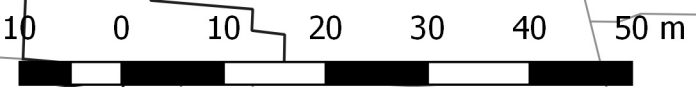
#### **Informative 2**

The development hereby granted planning permission requires works to be carried out within the limits of the adopted (public) highway. Therefore:

- before ANY construction works take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297000 to arrange for the relevant permissions/licenses to be issued;
- before ANY service (utility) connections take place within the limits of the highway you MUST contact the highway authority on telephone number 01724 297319 to arrange for the relevant permissions/licenses to be issued.

#### **Informative 3**

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraphs 186 and 187 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.



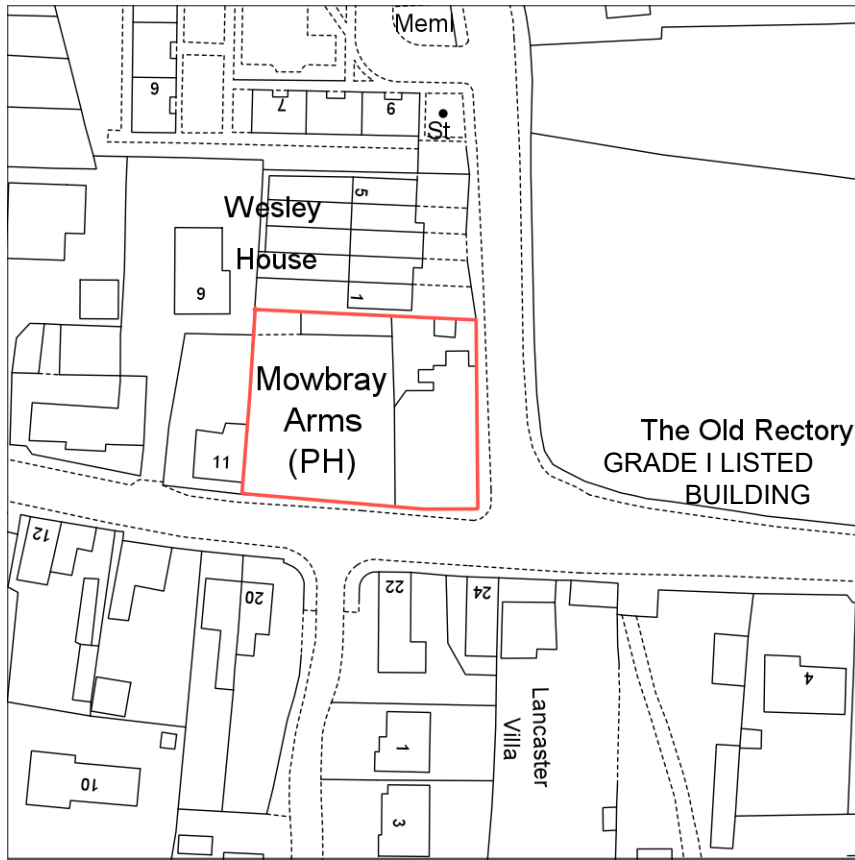
**PA/2017/1528**



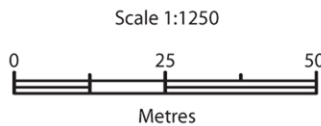




DRAWING NUMBER: PA/2017/1528/001



The Mowbray Arms, Epworth, Doncaster



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The representation of a road, track or path is no evidence of a right of way.

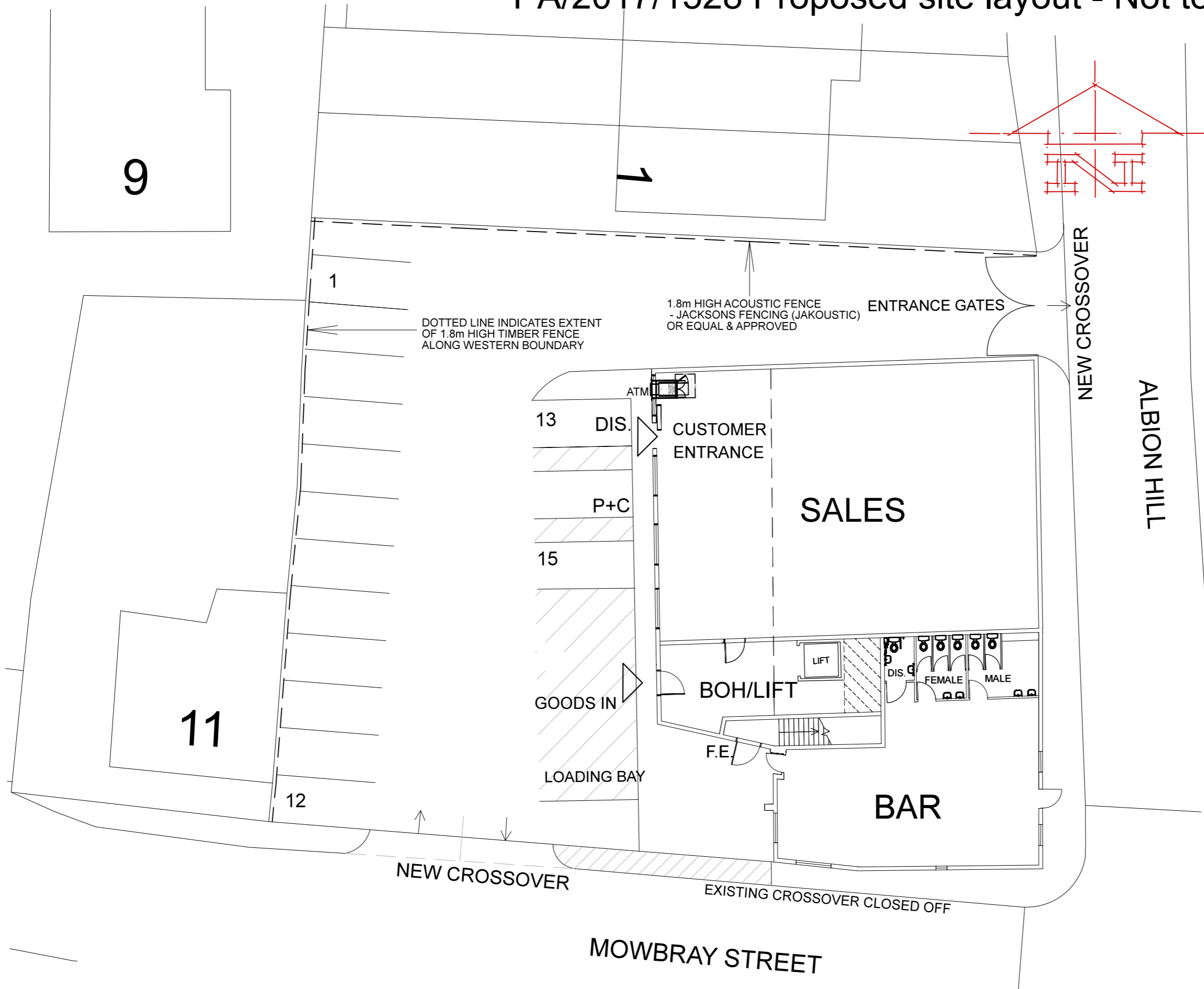
The representation of features as lines is no evidence of a property boundary.

Date Of Issue: 18 October 2017  
Supplied By: Getmapping  
Supplier Plan Id: 185282\_1250  
OS License Number: 100030848  
Applicant: The Cooperative Group  
Application Reference: PA20171528

# PA/2017/1528 Proposed site layout - Not to scale

REVISION

A.	UPDATED TO SCHEME 10	08.08.17
B.	UPDATED TO SCHEME 11	22.09.17
C.	ATM ADDED	03.10.17
D.	KEY REMOVED	11.10.17
E.	FENCE ADDED TO WESTERN BOUNDARY	08.11.17
F.	FENCE ADDED TO NORTHERN BOUNDARY	08.12.17



**PA/2017/1528**

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MOWBRAY ARMS  
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DN9 1HR

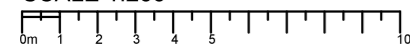
PROPOSED SITE PLAN

date JUN 17 drawn MCK

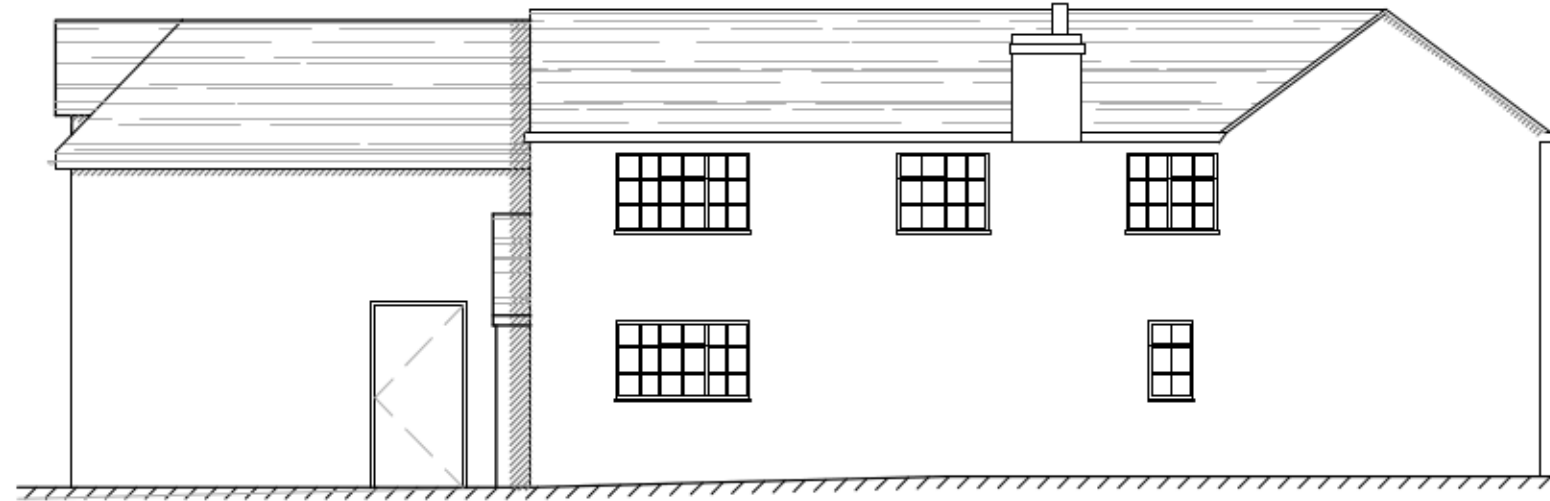
scale 1:200@A3 drg no. 3416-10f

PROPOSED SITE PLAN

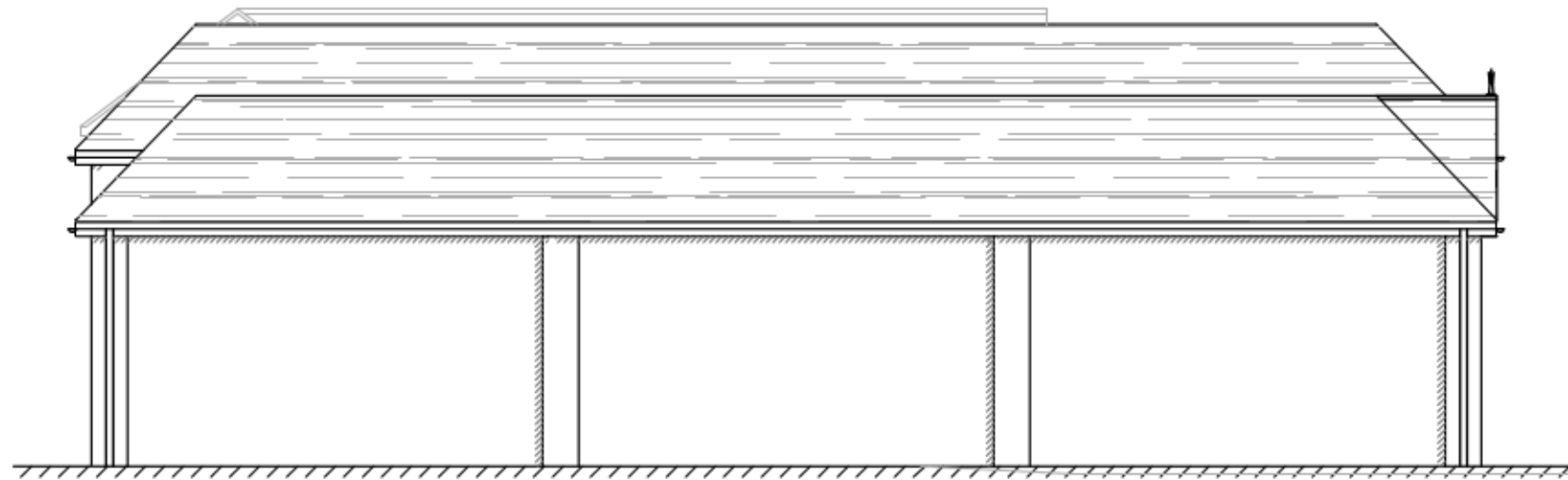
SCALE 1:200



**AMENDED**

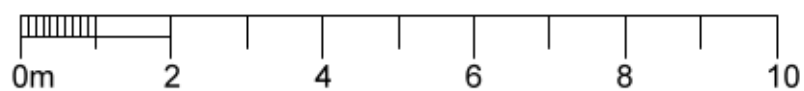


PROPOSED ELEVATION 'C' @ 1:100



PROPOSED ELEVATION 'D' @ 1:100

SCALE 1:100



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MOWBRAY ARMS  
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DN9 1HR

PROPOSED ELEVATIONS - C & D

date  
AUG 17

drawn  
MCK

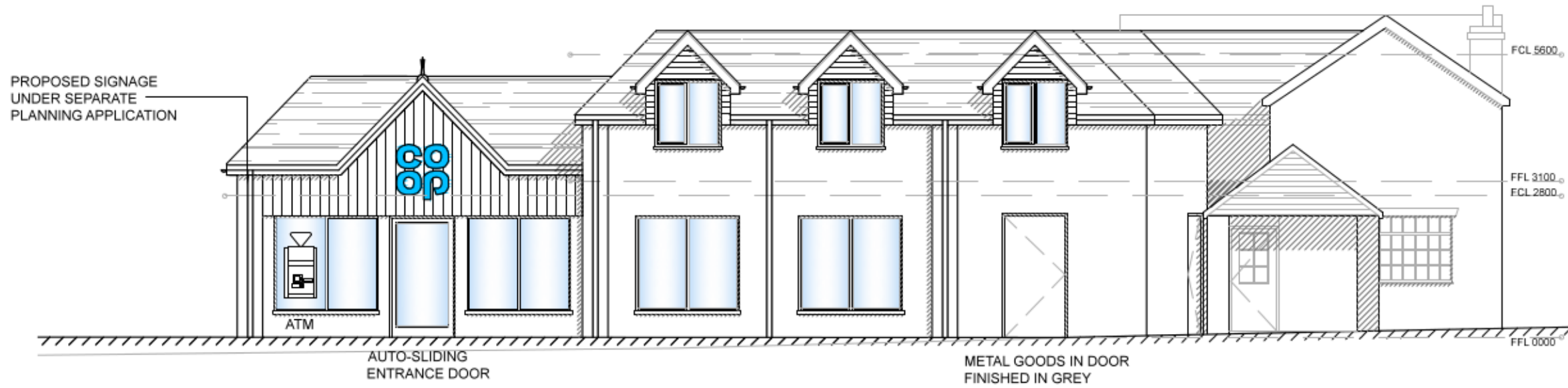
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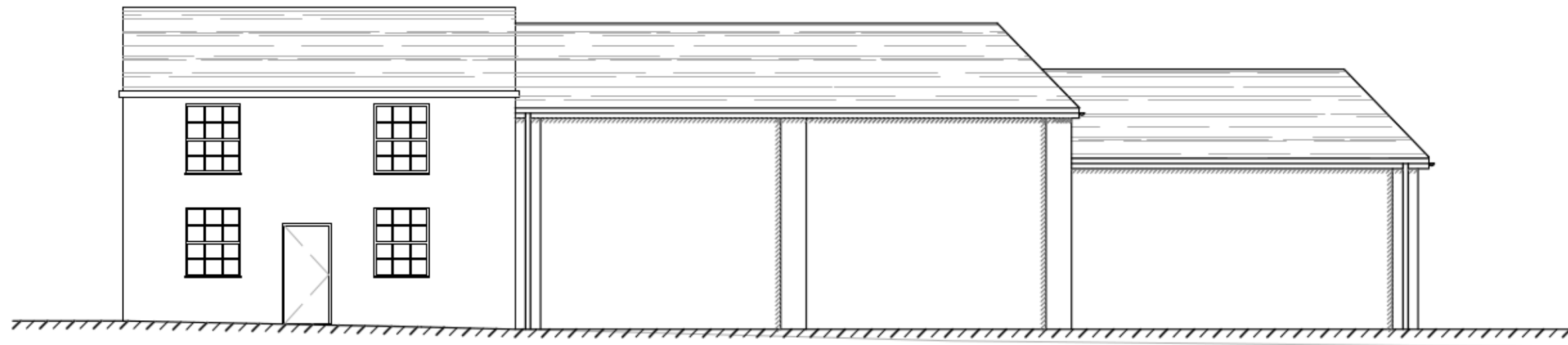
# PA/2017/1528 Proposed elevations - Not to scale

## REVISION

A.	UPDATED TO SCHEME 10	08.09.17
B.	UPDATED TO SCHEME 11	22.09.17
C.	ATTACHED	08.10.17

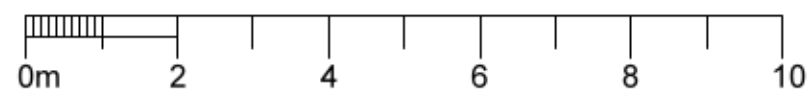


PROPOSED ELEVATION 'A' @ 1:100



PROPOSED ELEVATION 'B' @ 1:100

SCALE 1:100



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MOWBRAY ARMS  
EPWORTH  
DN9 1HR

PROPOSED ELEVATIONS - A & B

date

AUG 17

drawn

MCK

scale

1:100@A3

drg no.

3416-08c