

Application Number	22/00723/FUL
Proposal	Change of use of land to accommodate 4 yurts to be used for rental glamping holiday purposes, refurbishment of derelict building to washing facility, use of existing car park and toilet facility and associated works.
Site	Top Shippon, Home Farm, Hill End Lane, Mottram, SK14 6JP
Applicant	Mr Francis Cheetham-Roberts
Recommendation	Grant planning permission, subject to conditions.
Reason for report	A Speakers Panel decision is required because the application has been advertised as departure.
Background Papers:	The planning application documents are background papers to the report. They are open to inspection in accordance with Section 100D of the Local Government Act 1972.

1. SITE & SURROUNDINGS

- 1.1 The application relates to land at Home Farm, Mottram. The site is accessed from Hill End Lane which links Mottram Road to the south west with Gorsey Brow to the North East. Home Farm comprises a collection of buildings located at the end of a private road located to the north of Hill End Lane. The private road also serves as the access to a row of terraced cottages.
- 1.2 The farm supports an established livery, there is a ménage and stables located to the south west of the building, surrounding fields to the north are used openly for grazing. Vehicular access to the the stables/livery is taken via separate access located to the north of the farm entrance. The road runs parallel to a public right of way and terminates at a car park and area of land which is used for open storage.
- 1.3 The application would utilise the stable entrances and parking area. It includes land to the south west of the ménage, there is an abandoned stone built building which sits at the head of a small woodland and a pond.
- 1.4 The nearest residential properties to the woodland are those fronting Home farm avenue to the south. Properties fronting Broadbottom Road are located to the west.

2. PROPOSAL

- 2.1 The application seeks full planning permission for a change of use of land to accommodate 4 yurts to be used for rental glamping holiday purposes.
- 2.2 The proposals seek to utilise the existing car park and toilet facilities which serve the livery business, the yurts would be erected within the woodland. The existing derelict building would be renovated as bathhouse and shower facility.
- 2.3 The application states that the campsite will provide four secluded and spacious yurts aimed at providing a relaxing retreat to the countryside. They are to be spread evenly through the woodland area providing space and privacy for guests. The structures are to sit on raised wooden decking approximately 5.5 metres (m) in diameter and will be approximately 5m in diameter by 2.5m in height. The yurts would comprise of a wooden frame covered with a

brown or green canvas. The Yurts are designed to accommodate a maximum of 5 people. Walkways between yurts and the facilities will be laid on the existing ground and denoted with subtle solar powered lighting. The communal area will contain a fire pit and will be covered by an open canvas. As all these structures will be temporary, there is no requirement for existing or proposed elevations.

2.4 The application is supported with the following documents:

- Design & Access Statement;
- Preliminary Ecological Appraisal.

3. PLANNING HISTORY

3.1 08/00855/FUL – Proposed division of main farmhouse into 2 dwellings including extension into attached stable block, conversion of remaining stable block into 2no. 2 bedroom dwellings and conversion of separate outbuilding into garages for dwellings – Granted.

4. PLANNING POLICY

National Planning Policy Framework

4.1 Paragraph 9 of the National Planning Policy Framework (NPPF) states that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area.

4.2 Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay (as per section 38(6) of the Planning and Compulsory Purchase Act 2004). However, where the development plan is absent, silent or out of date, planning permission should be granted unless the application of policies in the NPPF that protects areas or assets of particular importance, provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

4.3 Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Development Plan

4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012). The site is unallocated bordering the Green Belt and SBI which are located immediately to the west.

Tameside Unitary Development Plan (2004)

4.5 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment;
- 1.4: Providing More Choice and Quality of Homes;
- 1.5: Following the Principles of Sustainable Development;
- 1.6: Securing Urban Regeneration;
- 1:10: Protecting and Enhancing the Natural Environment;

- 1:11: Conserving Built Heritage and Retaining Local Identity;
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 **Part 2 Policies**

- OL2: Existing buildings in the Green Belt
- OL6: Outdoor Sport, Recreation and Play Space Developments
- OL10: Landscape Quality and Character
- OL11: Support for Agriculture
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T10: Parking
- C1: Townscape and Urban Form
- C10: Development Affecting Archaeological Sites
- N3: Nature Conservation Factors
- N4: Tree and Woodland
- N5: Trees within Development Sites
- N7: Protected Species
- MW11: Contaminated Land
- MW12: Control of Pollution
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

Places for Everyone

4.7 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.

4.8 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

4.9 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

4.10 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.

4.11 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

- 5.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's adopted Statement of Community Involvement the application has been advertised as a major development by neighbour notification letter, display of a site notice; and advertisement in the local press.

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 A total of 6 representations have been received, 4 in objection and 1 in support. The reasons for which are summarised as follows:

6.2 General

- Conflict with land use Policy
- Out of character
- Sets a precedent
- How will the site be managed
- The Council refused planning permission for a temporary summer house and pergola at Hill End Cottages against Green Belt policy.

6.3 Amenity

- Noise and disturbance to properties on Home Farm avenue and Hill End cottages
- Impairment on views
- Loss of privacy/overlooking
- Development will generate additional waste/litter

6.4 Drainage

- Concerns that there will be an increase in surface water run-off from additional hardstanding.

6.5 Environment

- Increase in light pollution
- Concerns about impacts upon wildlife from the associated disturbance
- Concerns that the development will extend and potentially become a housing site

6.6 Highways

- Car parking at the livery is already limited and overspill will end up on Hill End Lane to the detriment of existing residents access and safety

6.7 Support

- Supportive of the proposed application but would like the plans to include consideration of appropriate signage to the campsite to ensure visitors that do not mistakenly try to access the campsite via the track directly in front of Hillend Cottages.

7. RESPONSES FROM CONSULTEES

- 7.1 Contaminated Land – Recognised that there is potential for onsite contaminated associated with former industrial processes which have taken place at the site. No objections to the principle of the sites redevelopment subject to conditions relevant to further assessment and remediation where appropriate.

- 7.2 Environmental Health Officer (EHO)– No objections, recommend conditions relevant to construction times and provision of an electric vehicle strategy.

- 7.3 Greater Manchester Archaeology Advisory Service (GMAAS) – Recommend that a historic building record is undertaken prior to refurbishment or adaptation of the derelict structure. The building recording would provide a point-in-time record of the structural layout of the building, enable the creation of a plan to understand any relative phasing of structural elements, whilst historical research into the development of the farm complex would add context to help ascertain its construction date and function.
- 7.4 Greater Manchester Ecology Unit (GMEU) – Reviewed the submitted ecology information and confirm acceptance the survey methodology. No objections raised. Conditions are recommended relevant to tree protection, external lighting, protection to breeding birds and landscaping details.
- 7.5 Local Highway Authority (LHA) – No objections subject to conditions.
- 7.6 Lead Local Flood Authority (LLFA) – Recommend that further investigations are undertaken in to the use of SUDS/Infiltration techniques. Recommend pre-commencement conditions requiring submission of further drainage information.
- 7.7 Peak and Northern Footpath Society – Comment that they see no problems with LON 84. Advise that the parking area must not encroach on the PROW LON83. Tameside have just installed a kissing gate where LON 83 crosses the lane, part of our joint funding with Tameside to replace stiles with gates. We would not want any interference with the definitive lines and the “kissing gate”.
- 7.8 Tree Officer – No objections, no trees are proposed to removed and there should be no adverse impact upon the retained woodland.
- 7.9 United Utilities (UU) – No objections

8. ANALYSIS

- 8.1 Section 38 of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2 Paragraph 219 of the NPPF confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development.
- 8.3 The NPPF states that a presumption in favour of sustainable development should be at the heart of every application decision. For decisions on planning applications this means:
- approving development proposals that accord with the development plan without delay; and
 - where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:-
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - specific policies in the Framework indicate development should be restricted.

9. PRINCIPLE OF DEVELOPMENT

- 9.1 The site is located within the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Paragraph 148 of the NPPF states

that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Paragraph 149 also states that a Local Planning Authority should regard the construction of new buildings as 'inappropriate' in Green Belt. Exceptions to this include the 'provision of appropriate facilities for outdoor sport, outdoor recreation' as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

- 9.2 The siting of new buildings within the Green Belt is identified as inappropriate development. A yurt is not a permanent structure and so would not be classed as a 'building' for planning purposes. With exception of the yurts, all other elements to the proposals involve the reuse or adaptation of existing structures which is compliant with Green Belt policy. In addition, the NPPF does permit the provision of facilities for outdoor sport and recreation, camping would fall within the tolerance of the exception.
- 9.3 Section 6 of the NPPF places significant weight on the need to support economic growth and productivity by taking a positive approach to sustainable new development. Amongst other things, paragraph 84 specifies that planning policies and decisions should enable sustainable rural tourism and leisure developments which respect the character of the countryside. It is noted that decision-makers should recognise that sites to meet local business and community needs in rural area may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances, it will be important to ensure development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunity to make a location more sustainable.
- 9.4 UDP Policy OL6 is supportive to outdoor recreation and play space development, this could extend to tourism related activities. The policy states that such uses will be permitted provided that, inter alia, no unacceptable impact upon the living conditions/amenity of existing residents occurs, suitable parking and access arrangements can be secured, buildings are of a suitable appearance and landscaping would be of a suitable quality where necessary. Policy OL11 is broadly supportive to the diversification of established farm enterprises where it is demonstrated that such operations help to secure investment or secure the future of the agricultural activity and where any new building respect the character and quality of the existing area.
- 9.5 The subtext of policy OL6 recognises the importance of tourism and its contribution to the local economy where this is clearly also supported at a national level in the NPPF. There are no comparable camping facilities within the borough, the proposals would represent a small and somewhat niche facility and would offer a type of popular accommodation. The location would seem to be well suited to support the enterprise recognising the level of existing onsite infrastructure, location to amenities within Broadbottom Village, location to the Peak District and easy access to Manchester via train. The site is within an enclosed area of countryside which would be suited to the proposals and in accordance with aforementioned policies. More strategically, the application would be in accordance with the Councils economic aspiration and desire to attract visitors to the Borough.
- 9.6 Due to the nature and occupation of the Yurts, it would be necessary to impose planning conditions upon any permission to ensure that they are not occupied as any person's sole or main place of residence. In addition it seems reasonable to restrict use/occupation to 10 months in a calendar year. Subject to such provisions, the proposals are justified and acceptable. However, this is subject to assessing the impact of the proposal upon the openness of the Green Belt and other material considerations below.

10. DESIGN & LANDSCAPE IMPACT

- 10.1 The NPPF sets out that planning decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside. This is consistent with policy OL10 (Landscape Quality and Character) as well as the reference to landscaping and design considerations within policies OL6, OI11. All proposals are required to demonstrate how the development will protect or enhance landscape character and avoid detrimental effects to the character, history and setting of a settlement or area. Policies N3, N4, N5 and N7 relate to the natural environment and the need to protect nature and not adversely impact on the environment.
- 10.2 The scale of the proposal is not considered to be significant. Across the 4 yurts the maximum occupancy of the site would be 20 people. Each pitch would contain a yurt tent sited on a small timber decking area, the pitches would be sited within the woodland area thereby screened from surrounding view. The proposed yurts are temporary accommodation and it would be a requirement that they are removed/taken down during non-operational months. The provision of the bathhouse would see the conversion of a former agricultural building to a shower room and onsite toilet facilities also currently exist. The works to the bathhouse would include the reinstatement of stone wall and the addition of a green roof which will help it to blend to its surroundings. The presence of existing car parking facilities at the established livery mean that there would be no associated landscape impact.
- 10.3 Objections have been raised in the representations received from local residents expressing concerns about the location and appearance. The established landscaping would provide significant screening to the pitches from the nearest residential properties, the Yurts themselves would assimilate within the landscape owing to the canvas finish in natural colours. Full details of the management of existing and details of proposed landscaping can be conditioned, to ensure suitable levels of screening are retained as well as seeking to improve the overall ecological value of the site whilst providing an attractive environment for guests. There is a public right of way running to the north of the site beyond the car park. Footpath users would inevitably catch glimpses of the proposal but this would largely be mitigated by existing and proposed landscaping.
- 10.4 Additional landscaping can also include details of the surfacing of communal areas and footpath connections to parking and welfare areas. There is no reason to suggest that these areas cannot be designed sensitively using natural materials which respect the local environment and vernacular. The provision of these areas, along with any associated ancillary paraphernalia (signage, seating, litter bins) would not be significant.
- 10.5 The siting of the yurts, welfare facilities and car parking would be located within established 'contained' areas which would not have a significant landscape impact insofar as they would not form notable features. For these reasons, it is considered that the proposal would not have an undue impact of the landscape character and visual amenity and would therefore accord with the relevant provisions of the Local Plan and NPPF.

11. RESIDENTIAL AMENITY

- 11.1 The location of the pitches is separated from properties within Home Farm and Hillend Cottages. The nearest residential properties are located to the south on Home Farm Avenue and west Broadbottom Road. The yurts would be approximately 60m from dwellings on Home Farm Avenue which are also located at a lower level. Established hedgerows, trees and ponds separate the two sites meaning that views and associated activity would be screened. The properties to the west are located over 80m away and are also at a lower level. The presence of mature trees and hedgerows provides screening and containment. Buildings associated within the livery/farm are located to the north of the site.
- 11.2 The Environmental Health Officer has been consulted on the proposal and has raised no objection in terms of noise / nuisance. The planning statement states that the yurts would be

targeted at families and couples and not large groups. The size of the proposed yurts would be consistent with this. It is not considered that the provision of four pitches in the stated location would give rise to unacceptable noise levels over and above what is established from the existing farm/livery. Existing and proposed planting would have the dual function of providing an element of acoustic benefit. The applicant is aware that management of the site would need to be controlled and that rules relevant to noise and conduct would be enforced.

- 11.3 With reference to light pollution and comments received, it is not considered that the lighting levels emitted from inside the proposed yurts or along walkways would be overly intrusive to result in any undue impact on residential amenity. However, to ensure full consideration a lighting strategy for the site can be controlled by condition.

12. HIGHWAYS AND ACCESS

- 12.1 Policy T1 requires all developments to be designed to improve the safety for all road users. Likewise paragraph 111 of the NPPF confirms that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 12.2 The proposed development would be accessed via the existing entrance onto Hill End Lane which leads to the car park serving Home Farm livery and stables. Car parking for the yurts would be provided within the existing facility, the existing entrance would be widened by 4.8m for a length of 10m from the established entrance on to the Lane, this would allow vehicles to enter and pass one another without disturbance with existing highway users.
- 12.3 Vehicle movements associated with the use are not deemed to be significant. It's also noted that the accommodation may appeal to walkers, cyclists and equestrian users recognising the rural location and connectivity to established routes, Broadbottom train station is also accessible.
- 12.4 The LHA has been consulted on the proposal and has raised no objection to the proposal subject to the imposition of conditions which require the access and parking area to be provided prior to the use commencing and for the parking spaces to be designed to enable electrical charging.

13. LANDSCAPING, TREES & ECOLOGY

- 13.1 Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment. As previously acknowledged, the majority of the site was hard surfaced.
- 13.2 With respect to biodiversity, GMEU are supportive of the recommendations within the preliminary survey which has been undertaken. The management and landscaping of the site can secure on site biodiversity net gains aligned to the development plan policies and the NPPF.
- 13.3 The landscaping can include locally native species to benefit and maintain wildlife connectivity in addition there will be ecological value in the form of bird and bat boxes within the site.

14. OTHER MATTERS

- 14.1 Drainage: The site is located within flood zone 1 with safe access and egress routes. The nature of the proposals would not result in a material increase in surface water runoff. There are no issues raised in respect drainage and flood risk.
- 14.2 Heritage: There are no recorded assets within the vicinity of the site. GMAAS have shown interest in the former agricultural building which is to be converted. A condition is recommended relevant to the restoration and investigation into the buildings previous use.
- 14.3 Public Rights of Way: There are designated rights of way to the north of Home Farm which pass by the car parking and link to Broadbottom Road. There would be no infringement to users of the rights of way arising from the development.

15. CONCLUSION

- 15.1 The proposals would provide for the 'provision of appropriate facilities for outdoor recreation' in line with local and national planning policy. The proposal would complement the existing livery use at Home Farm and also provide a niche form of accommodation which would promote tourism to the benefits of the local economy. The proposals are considered to be acceptable in terms of impact upon the visual amenity and openness of the Green Belt.
- 15.2 Subject to the imposition of conditions relevant to the occupation and landscaping of the site there would be no undue harm to local amenity and it is not considered that the level of traffic that would be generated by the proposal would have an unacceptable impact on the safe operation of the local highway network.
- 15.3 Taking into account the relevant development plan policies and other material considerations, subject to the identified mitigation measures, it is not considered that there are any significant and demonstrable adverse impacts that would outweigh the benefits associated with the granting of planning permission.

RECOMMENDATION

That Members grant planning permission for the development, subject to the following:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.

P001 Site location plan
P001-1-03 Proposed Layout
P001-13-04 Proposed Bathhouse, Layout , elevations & Floorplan
Preliminary Ecological Assessment Oct 2021

Reason: In the interests of the visual amenities of the locality and in accordance with UDP Policies and relevant national Planning Guidance.

3. Prior to their installation, full details and/or samples of the external facing finishing materials proposed to be used on the bathhouse building shall be submitted to and approved in writing by the Local Planning Authority. All materials used shall conform to the details/samples so approved.

Reason: To ensure that the proposed development is in keeping with the character of the area and does not harm the setting of the non-designated heritage asset.

4. No external lighting to the development shall be installed at the site unless first submitted to and approved in writing by the Local Planning Authority. Any proposal would need to detail the location and specification of the lighting, supported by a contouring plan demonstrating any light spill into adjacent habitats. The lighting proposals shall be informed by the project ecologists, installed in accordance with any approved details and similarly maintained thereafter.

Reason: In the interests of local amenity and to minimise harm to biodiversity.

5. The yurts hereby approved shall be used for holiday/recreational purposes only. The yurts should shall not be occupied as a person's sole or main place of residence at any time.

Reason: For the avoidance of doubt, to ensure the development is used appropriately to increase the supply of holiday/recreational accommodation on the site and to safeguard the appearance of the Green Belt.

6. No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
 1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:
 - a) historic research into development of the farm and associated structures
 - b) historic building recording of the derelict structure (Historic England Level 2 to 3)
 - c) informed by the above, a watching brief during development groundworks that may reveal further detail to be added to the record
 2. A programme for post-investigation assessment to include:
 - a) analysis of the site investigation records and finds
 - b) production of a final report on the significance of the archaeological and historical interest represented.
 3. Deposition of the final report with the Greater Manchester Historic Environment Record.
 4. Dissemination of the results commensurate with their significance.
 5. Provision for archive deposition of the report and records of the site investigation.
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, Paragraph 205 - Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

7. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained, boundary treatments and surface materials. The approved hard landscaping details shall be implemented in accordance within an agreed schedule to also be approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality, in accordance with UDP OL10 Landscape Quality and Character and the openness and character of the Green Belt.

8. The car parking spaces and access improvements to serve the development hereby approved shall be laid out as shown on the approved site plan ref P001-1-05 prior to the first

occupation of that development and shall be retained free from obstruction for their intended use thereafter.

Reason: To ensure that the development has adequate car parking arrangements in accordance with UDP Policy T10 Parking.

9. No part of the development hereby approved shall be occupied until details of the secured cycle storage provision to serve the holiday accommodation have been submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location of storage and details of the means of enclosure. The secured cycle storage arrangements shall be implemented in accordance with the approved details prior to the holiday accommodation being brought into use coming into use and shall be retained as such thereafter.

Reason: In the interest of promoting use of public transport and reducing environmental impact, in accordance with UDP Policies T1: Highway Improvement and Traffic Management.

10. A clear view shall be provided at the junction of the proposed private road with Hill End Lane. Its area shall measure 2.4 metres along the centre of the proposed road and 33 metres along the edge of the roadway in Hill End Lane. It must be kept clear of anything higher than 0.6 metre/s above the edge of the adjoining roadway or access, on land which you control and shall be retained as such thereafter.

Reason: In the interest of highway safety, in accordance with UDP Policy T1: Highway Improvement and Traffic Management

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order), no walls, fences, other means of enclosure, temporary or otherwise, shall be erected without the prior express permission of the Local Planning Authority.

Reason: In the interests of visual amenity and landscape character in accordance with UDP policy OL10.

12. The development hereby permitted shall not be brought into use until evidence of installation of ecological enhancements have been submitted to and approved in writing by the Local Planning Authority. These enhancements should include but not limited to bat boxes, hibernacula, grassland management and hedgerow planting which shall be retained for the duration of the use.

Reason: To ensure that the development does not adversely impact protected species.

13. No development (including demolition or site clearance) shall commence until a construction and environmental management plan (CEMP) has been submitted to and approved by the local planning authority. The CEMP must cover the following issues and any other matters the local planning authority reasonably requires:

- The eradication of invasive species present on the site;
- Details of reasonable Avoidance Measures to be implemented on site to prevent harm to mammals and amphibians during construction;
- Precautionary measures to avoid any adverse impacts on legally protected species such as badgers, hedgehogs, bats and nesting birds; and
- Protection to watercourses/bodies.

Development of the site shall not proceed except in accordance with the approved method statement which shall be adhered to at all times.

Reason: In the interests of biodiversity to ensure sufficient protection in accordance with polices N5: Trees Within Development Sites and N7: Protected Species.

14. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority

Reason: In the interests of biodiversity to ensure sufficient protection is afforded to nesting birds in accordance with polices N5: Trees within Development Sites and N7: Protected Species

15. Prior to occupation of the development / use hereby permitted, an electric vehicle charging design for the customer car park shall be submitted for approval in writing by the Local Planning Authority. The charging strategy shall include the minimum of one charging point which comply to the requirements listed below:-

The specification of the charging points installed shall:

- i. be designed and installed in accordance with the appropriate parts of BS EN 61851 (or any subsequent replacement standard in effect at the date of the installation);
- ii. have a minimum rated output of 7 kW, measured or calculated at a nominal supply voltage of 230VAC;
- iii. be fitted with a universal socket (known as an untethered electric vehicle charge point);
- iv. be fitted with a charging equipment status indicator using lights, LEDs or display; and
- v. a minimum of Mode 3 or equivalent.

Reason: To promote sustainable travel and site accessibility.