

Application Number	23/01121/FUL
Proposal	Erection of a 48 bedroom extension with link bridge connecting to the existing Village Hotel Ashton including reconfiguration of the existing car park, landscaping and associated works.
Site	Village Hotel Ashton, Pamir Drive, Ashton-Under-Lyne, OL7 0LY
Applicant	VUR Village Trading No 1 Limited
Recommendation	Grant planning permission subject to conditions and completion of a Section 106 Agreement to secure off-site highway improvements, following deferral to officers to determine that the highway and parking situation at the site is acceptable following the receipt of an updated Transport Statement and parking survey.
Reason for report	A Speakers Panel decision is required because the application constitutes a major development
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 Village is an established hotel within the Ashton Moss complex. The main hotel building stands at five storeys in height with a single storey conference facility to the rear. The building occupies a prominent position fronting Lord Sheldon Way within the Ashton Moss leisure complex. In addition to overnight accommodation the hotel offers a modern banqueting suite, gym and pub/restaurant facilities. The building has a very distinct design within its principal elevation comprising of a large louvered glazed façade. There is a large surface car park located to the front and side of the building which is set within a landscaped boundary.
- 1.2 Levels across the site are flat, it is bordered by the embankment to the M60 motorway to the west, Lord Sheldon Way to the north, commercial and leisure developments to the east to the rear of the building there is a large landscaped area and pond beyond which is the Manchester / Huddersfield Railway line.
- 1.3 The nearest residential properties (Thornway Drive) are located approximately 140m to the south east of the site. These are separated by the railway line.
- 1.4 The site is located off Junction 23 of the M60 and is accessible by a range of transport options. Ashton West Metrolink tram stop is located within a 5 minute walk to the north.

2. PROPOSAL

- 2.1 The application seeks full planning permission for the construction of a five storey extension to the existing Village Hotel. The hotel would accommodate 48 bedrooms increasing the overall accommodation within the hotel to 168 bedrooms. The extension would be located on the eastern elevation of the building across the existing car park. Undercroft parking would be provided in addition to landscaping works.
- 2.2 The hotel has in the recent past operated at capacity according to the applicant, and the proposed extension would therefore respond directly to meeting this demand.

- 2.3 A planning application for the same development was granted permission in February 2019, but has since expired (ref: 18/00304/FUL).

3. PLANNING HISTORY

- 3.1 The Ashton Moss complex was established under an outline planning consent granted by the Secretary of State following a Public Inquiry in June 1999.
- 3.2 06/01840/REM – Construction of De Vere Village hotel comprising 123 bedrooms, health and fitness facilities and ancillary banqueting and conference facilities – Reserved Matters – Approved February 2007
- 3.3 11/00183/ADV – Replacement sign – Approved May 2011
- 3.4 Erection of a temporary marquee from 14th November to 9th January on an annual basis – Approved June 2014
- 3.5 18/00304/FUL - Erection of a 48 bedroom extension with link bridge connecting to the existing Village Hotel Ashton including reconfiguration of the existing car park, landscaping and associated works – Approved February 2019

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), Greater Manchester Joint Waste Development Plan Document (2012), Places for Everyone (2024) from March 2024.

The site is located within the Green Belt.

Tameside Unitary Development Plan (2004)

4.4 **Part 1 Policies**

- 1.1: Capturing Quality Jobs for Tameside People;
- 1.3: Creating a Cleaner and Greener Environment;
- 1.5: Following the Principles of Sustainable Development;
- 1.6: Securing Urban Regeneration;
- 1.7: Supporting the Role of Town Centres;
- 1.8: Retaining and Improving Opportunities for Sport, Recreation and Leisure;
- 1.10: Protecting and Enhancing the Natural Environment;
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.5 **Part 2 Policies**

- C1: Townscape and Urban Form
- E1: Regional Investment Site / Strategic Regional Site
- MW11: Contaminated Land
- MW12: Control of Pollution
- N3: Nature Conservation Factors
- N4: Trees & Woodland
- N5: Trees within Development Sites
- N7: Protected Species
- OL10: Landscape Quality and Character
- S8: Built Recreation, Leisure and Tourism Developments
- S9: Detailed Design of Retail and Leisure Developments
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T10: Parking
- T11: Travel Plans
- T13: Transport Investment
- T14: Transport Assessments
- U3: Water Services for Developments
- U4: Flood Prevention

Places for Everyone

- JP-S2 Carbon & Energy
- JP-S5 Flood Risk
- JP-S6 Clean Air
- JP-S7 Resource Efficiency
- JP-J1 – Supporting Long-Term Economic Growth
- JP-G8 A Net Enhancement of Biodiversity and Geodiversity
- JP-P1 Sustainable Places
- JP-C3 Public Transport
- JP-C4 The Strategic Road Network
- JP-C6 Walking and Cycling
- JP-D2 Developer Contributions

Other Considerations

- 4.6 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.
- 4.7 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 One representation as a result of the publicity carried out have been received. This is summarised as follows:

- Music from venue can be heard at nearby residential properties, even indoors with windows closed. Concerned that building works would also generate noise.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority (LHA) – No objections, subject to updated Transport Statement and car parking survey. Recommends conditions relating to hard surfacing in parking area; submission of a Construction Method Statement; submission of a travel plan; provision of cycle parking; and provision of street lighting. A financial contribution for upgrades to cycle provision within the area is also requested.
- 7.2 Transport for Greater Manchester – No comment with regard to Metrolink. Advises regarding accident data used in the transport assessment.
- 7.3 National Highways – No objections.
- 7.4 Network Rail – No objections.
- 7.5 Waste Management – No objections. As the proposal is for a commercial use, council waste collections would not apply.
- 7.6 United Utilities - No comments received.
- 7.7 Greater Manchester Ecology Unit (GMEU) – No objections, subject to conditions regarding submission of a construction environmental management plan (biodiversity), and biodiversity enhancement measures.
- 7.8 Arborist – No objections.
- 7.9 Environmental Health – No objections, subject to conditions requiring restrictions on construction working hours.
- 7.10 Contaminated Land – No objections, subject to informative advising that the ground floor of extension be fitted with gas protection measures if applicable.
- 7.11 Health and Safety Executive (HSE) – No objections. Do not advise, on safety grounds, against the granting of planning permission.

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 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 has an established hotel use (Use Class C1) which also includes an events and conference venue and gymnasium. The hotel has operated from the site for over 15 years and makes a significant contribution to the local economy. Whilst located outside of the defined Town Centre Boundary for Ashton, Saved UDP Policy E1 allocates the site along with that of the wider Ashton Moss area as part of a Regional Investment Site/Strategic Regional Site. Policy E1 identifies appropriate land uses outside of traditional employment functions to include C1 Hotel uses.
- 9.2 The additional 48 bedrooms which are proposed represents a 40% increase in the onsite accommodation. Paragraph 91 of the NPPF requires the sequential test is applied 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. Hotels are identified as a town centre use.
- 9.3 Whilst Policy E1 precedes the publication of the NPPF the policy nonetheless endorses a town centre first strategy. It is noted that the policy places a restriction on office uses (Use Class E(g), previously Class B1(a) as referenced in the policy), in the interests of the health and vitality of Ashton centre, but this does not extend to Hotel (C1) uses. For the purposes of the decision making process the applicants view is supported in that the hotel use / expansion is consistent with the sites allocation policy negating the need for a sequential assessment to be undertaken. The proposals are therefore not considered to be in conflict with Policy S8 which strives to locate new leisure and tourism proposals within existing town centres.
- 9.4 The subtext of UDP Policy S8 identifies the importance of the leisure and tourism industry to the local economy. Traditionally Tameside had underperformed in this sector, the development of the Ashton Moss leisure complex and arrival of the Metrolink service sought to address this imbalance and has on reflection been very successful. The applicant confirms that the hotel has been operating at near 100% capacity, the multiplier effect of this will result in increased spend within the local economy. It is accepted that there is growing local and regional need for further hotel accommodation. The additional rooms would contribute to meeting local demand by complimenting nearby employment uses as well as the wider visitor economy, which analysts identify generates up to £8.1bn to the Greater Manchester economy. The principle of the development is therefore supported.

10. DESIGN & LAYOUT

- 10.1 The Council's adopted UDP Policy C1 requires new buildings to reflect the character and style of the area, it promotes the enhancement of landmark buildings which form distinctive elements within the local skyline and townscape. The Village Hotel is locally distinctive. At five storeys in height it stands above many of its contemporaries and presents a prominent elevation to Lord Sheldon Way. As such, it is considered to be a landmark building within the Ashton Moss mixed use development.
- 10.2 The design evolved previously through discussions with the applicant. It is recognised that the existing hotel has a purposeful design which has a distinctive balance and symmetry to its form, this is impressed by its horizontal emphasis, fenestration treatment, detail of external materials and lighting strategy. The initial concerns were that the extension would upset the balance and appearance of its hotel, appearing in comparison somewhat monolithic due to its simple form. The initial design was revisited previously and refined to address these concerns.
- 10.3 To address concerns a glazed link has been provided to the host building, the intention of which is to provide a visual 'break' and allow the extension to read more as a 'standalone' structure. In addition to this, the extension would be recessed from the front elevation of the host building, and would have a depth of approximately one third of the hotel which taken with the presence of the undercroft parking would ensure that it assumes a subservient appearance. As a reference to the host building the front elevation would be clad with a 'brise soleil' which mirrors the host building, further to this horizontal emphasis would be achieved through the detailing of the external cladding materials, along with the addition of the recessed fenestration and parapet detailing would provide welcomed texture to the elevations.
- 10.4 The majority of the extension would be accommodated on the sites existing car park and would result in the loss of minimal areas of soft landscaping. The position within the site means it would not have an overly domineering appearance, and the five storey addition sits comfortably within the context of the site and would forge a successful relationship to the existing hotel. Overall the extension would form a contemporary addition which would complement the appearance and setting of the existing hotel. Subject to materials being approved prior to the commencement of development then no objections are taken to the design and the visual impact would be acceptable with regard to UDP Policy C1.

11. HIGHWAYS SAFETY & ACCESSIBILITY

- 11.1 The hotel is currently served by 304 parking spaces, 18 of which are disabled spaces. The car park layout is to be reconfigured in part to accommodate the extension which would result in the loss of 14 car parking spaces. There would be a total of 290 car parking spaces retained at the site. The access and servicing arrangements would remain unchanged from the current situation.
- 11.2 The proposals would see accommodation at the site increased by 40% and the resultant car parking losses would equate to a 4.6% onsite reduction. The application has been accompanied by a Transport Statement, however this was undertaken six years ago in March 2018. At the time, the statement included a parking survey identifying occupancy levels as being approximately 69%. The Local Highway Authority (LHA) require assessments to be undertaken within a five year assessment period, and therefore the parking survey and statement are considered to be out of date. The applicant is currently undertaking an up-to-date statement including parking survey for further review.
- 11.3 It is not expected that the parking levels at the hotel would have changed significantly over the March 2018 survey. In accordance with UDP Policy T10, which established parking standards for all developments, 1 space is recommended for each bedroom on hotel developments, and additional consideration should also be given to conference or other

public facilities. Even with the loss of 14 spaces, the overall onsite parking provision would exceed the parking guidelines of Policy T10 by a total of 22 spaces. The update to the statement and parking survey will be reviewed by the LHA once available, and it is recommended that the decision to proceed to approving the application be delegated to officers, considering the parking levels are expected to be broadly in line with the satisfactory 2018 survey. If the parking levels and highway situation is not acceptable to officers and the LHA at that point, the application will be returned to members for fresh consideration.

- 11.4 The site is within a sustainable location benefitting from good connectivity to Ashton Town Centre, motorway and public transport networks. Bus and tram connections are located within 350m of the site and there are also established pedestrian and cycle routes within the immediate vicinity. It is reasonable to assume that a proportion of staff and visitors alike would arrive by sustainable means.
- 11.5 The Local Highway Authority (LHA) note that there is adequate capacity on the local network. The loss of the parking spaces can be tolerated recognising that there is current parking capacity within the site and that direct mitigation is provided by the sites access to the public transport network. It is recommended that the provision of additional onsite (covered) cycle storage be for 18 cycles. In addition, an updated Travel Plan (to be subject to a condition) would provide further mitigation to encourage sustainable travel.
- 11.6 The applicant has agreed to enter into a Section 106 Agreement to secure payment of £20,100. The LHA have requested that this is allocated towards cycle improvements on Lord Sheldon Way. The monies would help to encourage sustainable travel in accordance with Policy T1 and T7.
- 11.7 To conclude, the access and parking arrangements have been assessed as being acceptable, based on the Transport Statement which dates back to March 2018. The site is within a sustainable location which benefits from immediate access to services and transport options. As such, in the absence of any demonstrable adverse impacts, and subject to recommended conditions, the development is considered to adhere to the provisions of Policies T1, T7, T10 and the relevant chapters of the NPPF. As discussed above, the applicant is currently undertaking a revised Transport Statement and parking survey, and if it is found that the parking levels at the hotel differ significantly from those described above and the proposed parking situation is not acceptable, the application will be returned to members for fresh consideration.

12. RESIDENTIAL AMENITY

- 12.1 The hotel represents an established use within the Ashton Moss leisure complex. The nearest residential properties are those located to the south east on Thornaway Drive which is approximately 140m away. This distance is separated by car parking and a railway line in addition to boundary treatments and partial tree planting. The extension would be sited at an oblique angle to the nearest properties. The intervening distance mitigates the impact in terms of overlooking and shadowing to ensure that acceptable levels of outlook and privacy would be retained.
- 12.2 In comparison to the existing hotel and level of activity associated across the wider Ashton Moss complex the extension represents a modest addition. The activity associated with this would be absorbed by that already taking place at the complex, and consequently it is not considered that it would give rise to additional disturbance to residents. This view is supported through consultation with the Council's Environmental Health Officer.
- 12.3 The majority of noise is transport based. The railway line to the south and M60 motorway to the west of the site are the main generators. The Environmental Health Officer is satisfied that the accommodation will be appropriately insulated. With regard to existing residents and

the representation made, all plant would be accommodated within the building. Noise would be commensurate to that of existing ambient levels. Some disturbance could be attributed to that associated with the construction phase, but the application of a Construction Management Plan could ensure that best practice measures are employed to ensure disturbance is at a minimum. A relevant condition is thereby recommended.

12.4 The proposals therefore satisfy the requirements of the UDP Policies and the NPPF.

13. TREES & ECOLOGY

13.1 The site is an established urban environment. Commensurate to the current use the area of car parking where the extension would be sited is laid mainly to hard standing. A small landscaping strip would be lost to the development which includes 2 ornamental trees and shrub planting. The trees are not of high amenity value, a single replacement tree would be planted which is considered adequate to satisfy the requirements of UDP Policy N5.

13.2 With respect to biodiversity value, a preliminary ecological appraisal was carried out and has been submitted alongside the application. The habitats within the site boundary are low in species diversity and are considered to have low ecological value with negligible-low potential for protected/notable species. The offsite but directly adjacent pond has some potential to support newts. The report recommends that working practices are followed to ensure no undue impacts upon biodiversity, and nesting birds and amphibians, and also recommends that bat and bird boxes be installed within the vicinity of the pond. This opinion is supported by Greater Manchester Ecology Unit (GMEU) and the relevant conditions are recommended.

14. DRAINAGE

14.1 In terms of assessing drainage and flood risk, UDP Policy U4 applies. In recognition of the site area, a Flood Risk Assessment has been prepared. The site is not in an area classed to be at risk of flooding. Although no comments have been received from United Utilities, they had confirmed in their comments on the previous planning application that the foul water drainage flows from the development could be accommodated into the existing network. Surface water from the hotel extension would discharge to the existing SUDS pond located to the rear of the hotel.

14.2 Albeit for some incidental areas of soft landscaping, the site is in the main completely hard-surfaced for its current capacity, this situation will therefore not be altered significantly. Subject to details being conditioned no objections are raised from a drainage perspective.

15. OTHER ISSUES

15.1 Ground conditions: the Council's Contaminated Land Officer notes that ground gas protection measures may have been installed into the original hotel building upon construction, because of the presence of some slightly elevated ground gasses when considering the presence of natural peat. It is noted that the extension is primarily at first floor level and situated on columns, however there will be a small area of the extension at ground floor level. The Contaminated Land Officer therefore recommends an informative, advising that the same ground gas protection measures should be installed in the extension at ground floor level. This would ensure a safe development for future users.

16. DEVELOPMENT CONTRIBUTIONS

- 16.1 NPPF Paragraph 57 advises that planning obligations must only be sought where they meet all of the following tests: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.
- 16.2 Considering the scale and use of the development, highway contributions are sought in accordance with Policy T1 of the UDP. A commuted sum of £20,100 would be allocated to cycle improvements on Lord Sheldon Way, which in turn would help to encourage sustainable travel to and from the site.
- 16.3 These commuted sum payments are considered to satisfy the requirements of the Community Infrastructure Levy Regulations (CIL for their use since they are considered to mitigate against the impacts likely to be caused by the proposals.

17. CONCLUSION

- 17.1 The site has an established hotel use. The extension would contribute positively to local hotel capacity which would in turn complement the business and leisure economy.
- 17.2 The design has evolved in a response to initial concerns to create a proportionate addition to the site. The same proposal as current received planning permission in early 2019, but has since expired. The overall scale, siting and appearance of the extension has been approached in a sensitive manner and would not result in any visual harm.
- 17.3 The site has sufficient car parking capacity and the location is well served by public transport which will offset any additional visitor demand by sustainable means. The extension would be wholly compatible with the land use allocation of the site and would also be readily compatible with the commercial nature of adjoining uses. This conclusion is based on a Transport Statement carried out in March 2018, and the applicant is currently undertaking a revised assessment for consideration by officers. If it is found that the parking situation at the site differs significantly to that discussed earlier, the application will be returned to members for fresh consideration.
- 17.4 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 resolve to grant planning permission for the development subject to:

- Deferral to officers, in consultation with the Local Highway Authority, to determine that the highway and parking situation at the site is acceptable following the receipt of an updated Transport Statement and parking survey;
- The planning obligation referred to above to secure financial contributions to highway infrastructure to the satisfaction of the Borough Solicitor;
- Discretion to refuse the application appropriately in the circumstances where a S106 agreement has not been completed within six months of the resolution to grant planning permission; and,

The following conditions:

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 following amended plans and specifications as approved unless required by any other conditions in this permission.

Site Location Plan 1:1250 Rev B

Site Layout – Level 00 (extension) Rev C

GA - Level 00 1:100 Rev E

GA - Level 01 1:100 Rev G

GA - Level 02 1:100 Rev B

GA - Level 03 1:100 Rev B

GA - Level 04 1:100 Rev B

GA - Level 05 Roof 1:100 Rev A

GA - Elevations 1:100 Rev H

GA - Elevations 1:100 Rev H

GA - Sections 1:100 Rev E

Reason: In the interests of the visual amenities of the locality and in accordance with policies of the adopted TMBC UDP.

3. No above ground development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the character and visual amenities of the locality, in accordance with UDP C1: Townscape and Urban Form.

4. The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the extension being brought into use, and shall be retained for that sole purpose at all times.

Reason: In the interest of highway safety, in accordance with UDP Policy T1Highways Improvement and Traffic Management and T10 Parking.

5. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- The parking of vehicles of site operatives and visitors;

- Means of access for construction traffic;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Wheel washing facilities;
- Measures to control the emission of dust and dirt during construction;
- Measures to control noise levels during construction.

Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with UDP Policies 1:12 and T1 Highways Improvement and Traffic Management.

6. No work shall take place in respect to the provision of cycle parking within the site until details of proposals to provide the following cycle parking facilities within the site have been submitted to and approved in writing by the Local Planning Authority:

- 1) Long-stay cycle parking (a covered and secure cycle store/s) for a minimum of 18 cycles.

The development shall not be occupied until the cycle parking facilities have been provided in accordance with the approved details. The cycle parking facilities shall then be retained and shall remain available for use at all times thereafter.

Reason: To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with Policies T10 Parking.

7. The approved development shall not be occupied until a travel plan for the development has been submitted to and approved in writing by the Local Planning Authority and has been brought into operation. The approved travel plan shall be operated at all times that the development is occupied and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved plan. The travel plan and all updates shall be produced in accordance with current national and local best practice guidance and shall include details on the method of operation, appointment of a Travel Plan Coordinator/s, targets, infrastructure to be provided, measures that will be implemented, monitoring and review mechanisms, procedures for any remedial action that may be required and a timetable for implementing each element of the plan.

Reason: To ensure that measures are implemented that will enable and encourage the use of alternative forms of transport to access the site, other than the private car, in accordance with Policies, T1 Highways Improvement and Traffic management and T10 Parking.

8. Prior to the commencement of the development hereby approved, details of a lighting scheme to provide street lighting (to an adoptable standard), to the private carriageways/car parking off the adopted highway shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed to the satisfaction of the Local Planning Authority prior to the occupation of any part of the development.

Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with UDP Policies 1:12 and T1 Highways Improvement and Traffic Management.

9. Prior to commencement of development full details of the mitigation measures identified in the Ecological Survey prepared by Viewpoint Associates LLp Rev C, including a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To conserve and enhance biodiversity in accordance with UDP Policy N3 Nature Conservation Factors.

10. In accordance with the approved details there shall be no plant or equipment externally mounted onto the approved extension.

Reason: In the interest of visual and residential amenity in accordance with Part One UDP policy 1:12.

11. Prior to the commencement of the development hereby approved, a construction environmental management plan (CEMP: biodiversity) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP: biodiversity shall include the following:
- a) Risk assessment of potentially damaging construction activities;
 - b) Identification of "biodiversity protection zones";
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
 - d) The location and timing of sensitive works to avoid harm to biodiversity features;
 - e) The times during construction when specialist ecologists need to be present on site to oversee works;
 - f) Responsible persons and lines of communication;
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
 - h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP: biodiversity shall be adhered to and implemented throughout the construction period in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To conserve and enhance biodiversity in accordance with UDP Policy N3 Nature Conservation Factors.