

## DELEGATED REPORT

<b>Application No:</b>	19/P/0835/OUT	<b>Target date:</b>	02.10.2019
<b>Case officer:</b>	David Tate	<b>Extended date:</b>	01.03.2021
<b>Proposal:</b>	Outline application with details of access (matters of layout, scale, appearance and landscaping are reserved) for the demolition of all industrial buildings, plant and machinery, the erection of up to 42 dwellings and 500 sqm of flexible Use Class A2/B1/D1 floor space, open space, landscaping, new vehicle and pedestrian access, and associated works.		
<b>Site address:</b>	Bleadon Quarry, Bridge Road, Bleadon, Weston-super-Mare		

## DELEGATED REPORT (GENERAL)

### SUMMARY OF MAIN ISSUES AND RECOMMENDATION

#### Planning History/Background – most recent applications

Reference	Proposal	Decision
14/P/0687/O	Outline planning for a mixed-use scheme of 42 No. dwellings and 500m <sup>2</sup> of employment floor space	Approved

#### Monitoring Details (if applicable)

N/A

#### Affordable Housing (if applicable)

30% on-site

#### Policy Framework

The site is affected by the following constraints:

- Within the settlement boundary for Bleadon

#### The Development Plan

North Somerset Core Strategy (NSCS) (adopted January 2017)

The following policies are particularly relevant to this proposal:

<b>Policy Ref</b>	<b>Policy heading</b>
CS1	<a href="#">Addressing climate change and carbon reduction</a>
CS2	Delivering sustainable design and construction
CS3	Environmental impacts and flood risk management
CS4	Nature Conservation
CS5	Landscape and the historic environment
CS9	Green infrastructure
CS10	Transport and movement
CS11	Parking
CS12	Achieving high quality design and place making
CS13	Scale of new housing
CS14	Distribution of new housing
CS15	Mixed and balanced communities
CS16	Affordable housing
CS20	Supporting a successful economy
CS27	Sport, recreation and community facilities
CS33	Smaller settlements and countryside
CS34	Infrastructure delivery and Development Contributions

The Sites and Policies Plan Part 1: Development Management Policies (adopted July 2016)

The following policies are particularly relevant to this proposal:

<b>Policy</b>	<b>Policy heading</b>
DM1	Flooding and drainage
DM2	Renewable and low carbon energy
DM6	Archaeology
DM8	Nature Conservation
DM9	Trees
DM10	Landscape
DM11	Mendip Hills Area of Outstanding Natural Beauty
DM19	Green infrastructure
DM24	Safety, traffic and provision of infrastructure etc associated with development
DM25	Public rights of way, pedestrian and cycle access
DM26	Travel plans
DM27	Bus accessibility criteria
DM28	Parking standards
DM32	High quality design and place making
DM36	Residential densities
DM37	Residential development in existing residential areas
DM42	Accessible and adaptable housing and housing space standards
DM69	Location of sporting, cultural and community facilities
DM70	Development infrastructure
DM71	Development contributions, Community Infrastructure Levy and viability

Sites and Policies Plan Part 2: Site Allocations Plan (adopted 10 April 2018)

The following policies are particularly relevant to this proposal:

<b>Policy</b>	<b>Policy heading</b>
SA1	Allocated residential sites (10 or more units)
SA2	Settlement boundaries and extension of residential curtilages
SA3	Sites allocated for a mix of uses

### **Other material policy guidance**

#### National Planning Policy Framework (NPPF) (February 2019)

The following is particularly relevant to this proposal:

<b>Section No</b>	<b>Section heading</b>
1	Introduction
2	Achieving Sustainable Development
3	Plan-making
4	Decision-taking
5	Delivering a sufficient supply of homes
6	Building a strong, competitive economy
8	Promoting healthy and safe communities
9	Promoting sustainable transport
11	Making effective use of land
12	Achieving well designed places
14	Meeting the challenge of climate change, flooding and coastal change
15	Conserving and enhancing the natural environment

#### Supplementary Planning Documents (SPD) and Development Plan Documents (DPD)

- North Somerset Parking Standards SPD (adopted November 2013)
- North Somerset Landscape Character Assessment SPD (adopted September 2018)
- Biodiversity and Trees SPD (adopted December 2005)
- Creating sustainable buildings and places SPD (adopted March 2015)
- Travel Plans SPD (adopted November 2010)
- Affordable Housing SPD (adopted November 2013)
- Development contributions SPD (adopted January 2016)
- North Somerset and Mendip Bats Special Area of Conservation (SAC) Guidance on Development: SPD (Adopted January 2018)

### **Consultation summary**

Copies of representations received can be viewed on the council's website. This report contains summaries only.

South Somerset IDB: No objections

Environment Agency: No objections

Police: No specific comments on this outline application but the detailed application will need to have regard to designing out crime

Fire & Rescue: No objection subject to the provision fire hydrants(*officer comment-these are now covered by condition and s106*)

Bleadon Town Council: At the meeting on 20th August 2019, Bleadon Parish Council agreed to support this application again. Councillors had visited the site and discussed the proposed development with the applicant. In particular the council noted that it is a brownfield site, within the settlement boundary, and fits well with the requirements of the emerging Neighbourhood Development Plan to provide some housing for the parish. The provision of some affordable housing and a small amount of employment space is welcomed. Removal of the daily lorry movements is to be welcomed although somewhat offset by the increase in traffic from new housing.

### Neighbours' views

There are 15 letter/e-mails -10 objections to the application. The principal planning points made are as follows:

- Concerns and objections about the use of Mulberry Lane.
- Concern about increase traffic on Bridge Road, and access issues, safety
- Objections from locally affected residents on the grounds of safety and potential injury. There is no footpath or provision for such along Bridge Road.
- Concerns for bats, badgers and other protected wildlife.
- Concerns about flood risk and drainage, rock fall risks.
- Problems of parking
- Too many dwellings
- Light pollution
- Out of character; increased traffic.

There is 3 letters/e-mail in support of the application. The principal planning point made is as follows:

- Generally in favour of developing this brownfield site for housing.
- Welcome affordable housing and employment space
- Improved visual appearance

There are 2 e-mails received that provided neutral comments.

### **Planning Issues**

The principal planning issues in this case are (1) policy and principle of development, (2) transportation and highways, (3) employment, (4) impact on the village character (5) impact on adjoining properties (6) biodiversity and landscaping, (7) environmental protection, and (8) community infrastructure provision.

#### Issue 1: Policy and principle of development

Section 38 (6) of the Planning and Compulsory Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF re-affirms this principle. The development plan includes: 'The North Somerset Core Strategy' (adopted January 2017); 'Development Management Policies' DPD (adopted July 2016), the 'Site Allocations Plan' SAP (adopted April 2018)

The development plan interprets and defines what sustainable development means for North Somerset.

Policy CS13 of the Core Strategy (CS) requires sufficient developable land to deliver a minimum of 20,985 dwellings between 2006 and 2026. Policy CS14 of the Core Strategy (CS) deals with the distribution of the housing requirement (the 'spatial strategy' pursuant to policy CS13) across the settlement hierarchy. It prioritises new housing at Weston-super-Mare followed by the other Towns and then at nine 'Service' villages. This is given effect by Policies CS28 ('Weston-superMare'); CS30 ('Weston Villages'), CS31 ('Clevedon, Nailsea and Portishead') and CS32 ('Service Villages'). These policies include flexibility to deliver an appropriate scale of housing growth adjacent to town and service village settlement boundaries through the development management process. Policy CS33 does not support housing outside the settlement boundaries of identified infill villages, such as Bleadon. However, The Site Allocations Plan (April 2018) identifies this site for development.

Planning permission has already been granted once for the development of this site for 42 dwellings and 500m<sup>2</sup> of employment floor space and this is a material consideration in determining this application. Nevertheless, in considering the policy issues, regard must be had for the provisions of the Development Plan so far as material to the application and to any other material considerations. The Development Plan policies are set out above.

Most of the site is within the settlement limits of Bleadon in the adopted Core Strategy, the exception being the upper storage yard on the north side of the site. The development of this small part of the site would amount to a departure from the Development Plan. Nevertheless, it is recognised that the Site Allocations Plan (Part 2) includes an allocated mixed-use site for Bleadon Quarry which includes the upper storage yard. The Site Allocations Plan gives an indicative capacity for the site of 42 dwellings, and although this may be considered a significant number, given the relatively unsustainable location, given the shortfall on land supply and that this number has previously been approved it is considered that this can be supported..

The Core Strategy classifies Bleadon as an Infill Village, the smallest category of settlement for which settlement limits are to be retained. Policy CS33 applies to Infill Villages, and states that within their settlement boundaries, infill development (one or two dwellings) or small-scale residential development, where the proposal has community and environmental benefits, will be permitted. Its status as an infill village reflects its relative lack of facilities and generally poor level of accessibility other than by private car for many needs, a fact relatively recently confirmed by an appeal decision for a larger development between the A370 and Bleadon Road.

The characteristics of the Bleadon Quarry site make it unusual. It is mostly within the adopted settlement boundary of the village, yet it is a relatively large non-conforming industrial use in a predominantly residential area. The removal of this industrial use, together with the cessation of HGV movements will be a planning gain by enhancing the character of the area and improving the living conditions of residents. Whilst a development of this scale would normally be regarded as difficult to assimilate into an infill village location, it is relatively well concealed due to its situation, and this unusual circumstance has already been recognized by its allocation in the Development Plan.

The proposal will also deliver policy compliant levels of affordable housing. Applications for residential development are assessed against policy CS16 of the Core Strategy and the Affordable Housing SPD. A policy compliant 30% affordable housing is secured by the s106 agreement.

It is considered that the proposed figure of 42 dwellings is an appropriate maximum number that can be accommodated on the site and this is controlled by condition 5. The quality and mix of housing will be in part controlled at reserved matters stage but important principles such as compliance with Policy DM42 in respect of accessible housing and that unless not practical and viable, all dwellings should meet the nationally described space standards.

The proposal will result in the loss of an existing business and in order to meet the requirements of Policy CS20 it is proposed to retain some element of employment provision on the site. This is covered by conditions 6 and 7 which will require a basic shell of flexible A2/B1 and D1 uses to be constructed and made available prior to a certain number of dwellings being occupied. A marketing strategy is also to be agreed, in order to maximise the chances of fully occupying these and creating actual jobs.

Suitable public open space is also proposed and will be secured by conditions and the s106 agreement.

In conclusion it is considered that as an allocated area of previously developed land that has enjoyed a planning permission in recent times, it is in compliance with policy.

## Issue 2: Transportation and Highways

Policy DM24 emphasises the importance of highways safety and access to development and how proposals must show a consideration to the surrounding highways network. In terms of pedestrian and cycle access, Policy DM25 outlines how development should adapt and provide to the demands of a multi-user infrastructure; developments should preserve and enhance existing routes whilst provide features that make their built form inclusive to a variety of transport modes.

There is no objection to the proposal on highway grounds.

The proposed development will not generate an unsatisfactory level of movement and local roads are able to accommodate this development without difficulty. The junction onto the A370 is considered acceptable. The vehicular access arrangements to the site are determined by the topography of the site with the proposed street frontage onto Bridge Road. There are three points of access:

- Bridge Road - Vehicular and pedestrian access via remodelled the access
- Mulberry Lane - has the potential for pedestrian/ bicycle access to the village
- Public Footpath – there is the potential to provide a footpath to the north east of the site that joins with a public footpath leading to the open countryside and also to the village

The proposed new main access will be located on Bridge Road between Magnolia Cottage and the Poplars and will necessitate the demolition of the northern end of the Poplars. It is also proposing to demolish all industrial buildings to allow space for new development. Access arrangements would be moved a small distance south of the current access.

Access to the site is not reserved for subsequent approval and is a matter for consideration within this outline application. The existing access will be stopped up. The vehicular access to the proposed development is to be relocated south of the existing access via a simple priority access with Bridge Road comprising a raised table with vehicle restraint measures. Visibility to the right from the current access is substandard by virtue of the siting of Quarry House and intensification of its use for access would not be

appropriate. Relocating the access to its proposed location significantly improves the achievable visibility/stopping sight distances. Taking account of the use of the east side of the carriageway for on-street parking, seasonal plant growth along boundary walls and the shared use nature of Bridge Road, design speeds of 20mph are required, hence the raised table. There is a ditch opposite the site entrance and to minimise any risk from this, barriers and kerbing are required on the opposite side of the road, to be secured through highways powers. In the interests of ensuring safe stopping site distances and visibility splays can be maintained, the developer will enter into an agreement to fund a traffic regulation order for parking restrictions at the proposed site access. As a result of the statutory consultation procedures associated with a TRO, its delivery cannot be secured at this time although it is considered unlikely that insurmountable objections will be received.

As existing on-street car parking arrangements for properties to the north and south of the access may prejudice stopping sight distances, the applicant has indicated that as layout proposals for the proposed development are progressed through reserved matters properties either side of the proposed access will each be provided with two parking spaces to the rear of the properties within the development site. This will be controlled by condition.

There is not currently a safe walking route to local schools. The applicant has agreed to a scheme of improving existing public rights of way walking routes to local schools and future maintenance of these is secured through the s106.

There are currently two bus stops located on the A370 near the Bridge Road junction. However, these stops are not suitable for the potential increase in use arising from the development so are to be upgraded in accordance with a scheme designed and to be built by the developer. This will include improved access to these from the site and main part of the village and will provide shelters given the exposed position of the stops.

The applicant suggests there is 'potential' for pedestrian and cycle access to Mulberry Lane, and pedestrian access to join a public footpath to the north east of the site. To create a sustainable development with good permeability, these routes are considered necessary. To ensure the proposed footpath to Mulberry Lane can be safely and easily used by all, it should be constructed and properly consolidated and surfaced to at least wearing course level between the site and existing highway (Mulberry Lane) prior to first occupation. This will be secured by condition.

There is some concern that provision of a non-motorised user access linking to Mulberry Lane may be used inappropriately and/or inadvertently by vehicles. It is considered that the width of the path and nature of access to it, means that it must be clear that the path does not provide vehicle access to the site and such use would be prohibited. To reduce the potential risk of the perception that the site can be accessed by vehicles via Mulberry Lane, the developer has agreed a sum included in the s106 agreement to upgrade street name plates and signs indicating that Mulberry Lane is a no through road.

Policy CS11 of the Adopted Core Strategy states that adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces. Local residential car parking standards are set out in the North Somerset Parking Standards SPD and outline the minimum required number of car parking spaces for residential development, specifying 91 parking spaces for the proposed 42 properties with varying numbers of bedrooms. This meets the required parking standard and is satisfactory based on current plans. A full assessment will be carried out at the reserved matters stage. The applicant is encouraged through an advisory note to consider likely

requirements at reserved matters stage to provide EV charging points.

For the proposed 500m<sup>2</sup> of flexible Use Class A2/B1/D1, it is noted that the applicant has proposed 19 employment car parking spaces, suggesting that only 17 are required. Future applications (at reserved matters stage) must adhere to the parking policy and provision must be met within the site due to concerns about the constrained highway network.

A travel plan is also required in connection with the A2/B1/D1 uses to encourage sustainable travel.

Taking into account the local highway network and the volume of material that may need to be removed / brought to site, a construction management plan (condition 28) will need to be submitted to the LPA for approval prior to the commencement of development.

### Issue 3: Employment Provision

Planning permission has previously been granted for the development of this site for 42 dwellings and 500m<sup>2</sup> of employment floor space. In terms of employment provision, Policy CS20 of the Core Strategy states that economic activity appropriate to the scale of the settlement will be approved where this leads to greater self-containment. It is also accepted that the scale of the office proposal would not harm the range or quality of premises available for business use in Weston super Mare and would lead to the removal of incompatible manufacture of concrete products business, resulting in greater potential benefits to the community in terms of the environment and living conditions of existing neighbouring residents. Although there is no particular objection to the closure of this heavy industrial activity in such close proximity to the village, the applicant has agreed to provide/retain an element of employment on site. See also Issue 1.

### Issue 4: Impact on the character of the village and

The former quarry site is within the built environment of the village. However, as a former quarry it is separated from most neighbours by considerable changes in levels on the eastern and southern boundaries and therefore the proposed development is visually screened from the existing housing. There is no objection in principle to the proposed layout that demonstrates a satisfactory layout can be achieved and, is unlikely to have an adverse impact on the character of the village.

The site does not link visually with the surrounding village apart from the Bridge Road frontage. The unique character of the site offers an opportunity to create a distinctive character that is reflective of its history, natural assets and visual containment. Although the density of the development is generally acceptable, the site lends itself through the future 'reserved matters' application, to a more organic pattern of layout than that currently proposed in the illustrative plans and the applicant and/or developer should exploit its unique location and character taking advantage of the interesting rock faces. Such an approach will have regard to policy CS12 in the North Somerset Core Strategy and policy DM32 of the North Somerset Development Management Policies (Part 1). The proposed development offers potential to secure a visual improvement from the existing industrial use.

### Issue 5: Impact on Neighbouring Properties

The planning application is in 'outline' where the siting, design and landscaping to be considered at a later stage. There is, however, no objection in principle to the development of 42 dwellings that in itself, is unlikely to have an adverse impact on the living conditions

of adjoining neighbours since the site does not link visually with the surrounding properties apart from a limited number of dwellings on Bridge Road. The main impacts will be from traffic, but overall the site is likely to give rise to fewer h.g.v movements and less manufacturing noise and risk of air borne deposits from the product type than the current authorised use, so is regarded as an environmentally beneficial overall.

#### Issue 6: Biodiversity, landscaping and the natural environment

An Ecological Appraisal was carried out in 2019 and has since been updated. Notwithstanding the industrial use of the site, the survey work has considered protected species and the suitability of enhanced habitats to support protected species together with recommendations for mitigation or enhancement to maximise gains for biodiversity. The old quarry walls and scrubland above the quarry together with new landscaping are habitats that are potentially suitable for legally protected and notable species including foraging and commuting bats and badger, reptiles and nesting birds.

The illustrative layout plans show how different parts of the site may be designed to reinforce public open space and landscaping and offers an opportunity to increase a range of habitats and bio-diversity. The range of habitats encompass meadow verges at the top of the quarry faces, the rock faces themselves and safety areas at the base of the quarried rock the woodland areas together with the suggested grass and planting areas. Condition 28 requiring a CEMP will provide for protection of wildlife during the construction phase and further measures to support bat and bird populations using the site are required. However, it is considered overall that there are no negative impacts on envisaged on bats for which the North Somerset and Mendip Bats SAC has been designated. A condition requiring details of lighting within the site will form an important part of mitigating any possible effects and provision is made to monitor the effects of these. Conditions are proposed that will require updated ecological surveys for protected species before commencement of development of any reserved matters. The landscaping scheme (condition 31) will require details of various features of the site to be brought into positive conservation management with planting to support biodiversity. Site interpretation boards are also to be provided. A landscape ecological management plan will further be required to ensure appropriate management for these objectives.

The scheme is consistent with policies CS4 and CS9 of the North Somerset Core Strategy.

#### Issue 7 Trees

Although the layout is illustrative, it shows how the existing trees will be retained and protected. Trees T1 (beech) and T2 (walnut) of the Tree Preservation Order (TPO) are trees that still merit protection and as such the development proposal needs to be feasible and implemented without adverse effect on tree health or public amenity. There are also two protected horse chestnut trees (T3 and T4 of the same TPO) growing along the boundary in the same area, which need be retained. Conditions are proposed to protect retained trees during the construction phase. There will also need to be further information on the footpath link to the village, as it cuts through trees protected under TPO 994.

#### Issue 8: Environmental Impacts

The proposals are considered to be satisfactory and in general are likely to be less of a risk of pollution than the existing use. However, as any contamination is more likely to be disturbed during construction, conditions are also proposed to prevent pollution of the receiving groundwater and/or surface waters. A scheme will also be required to show how

redundant boreholes (condition 40) will be decommissioned and groundwater pollution or loss of water supplies will be prevented.

Given the nature of the previous uses involving cement and quarrying, a suite of conditions is proposed to ensure that contaminated ground is identified, and appropriate remediation strategies are in place and carried out (condition 39).

Provided that a Construction Environment Management Plan (CMP) is submitted and approved there are no material impacts on the environment. The CEMP should ensure that hours of working, vehicle movements, noise, on-site recycling, soil importation, dust, and security are satisfactory.

#### Issue 9 Drainage & Flood Risk

The applicant's Flood Risk Assessment (FRA) has determined that the proposed development is at low risk from flooding as the site is located in Flood Zone 1. The Environment Agency has no objections.

Although the applicant has not provided information with regard to the proposed drainage designs for the capture and removal of surface water from the development it is accepted that the development appears to indicate a decrease in impermeable areas that will reduce the surface water runoff. The increase in permeable areas will reduce the surface water runoff but will result in the need to import large volumes of soil to provide green areas and landscaping. There is no objection to the proposed development, as submitted, subject to suitable drainage conditions being applied. The submitted drainage details should include a SUDS design and a management regime (also to be related to the biodiversity objectives) for all of the surface water drainage within the site.

#### Issue 10 Safety

Policy CS3 of the Core Strategy requires proposals to include measures to identify the areas of rock fall risk and stabilise the quarry walls. The policy states that development which would result in harm to amenity, health or safety will only be permitted if the potential adverse effects would be mitigated to an acceptable level. The adequacy of the proposals with regard to these safety issues will need to be considered and the safety measures will be controlled and managed by condition. Condition 1 will therefore need to incorporate reference to the bunding to the potential rock fall areas and 10 requires a rock face management plan to be submitted. The s106 makes it clear that these do not form a part of the proposed open space.

#### Issue 13 Sustainable Development

Policies CS1 and CS2 of the Core Strategy promote sustainable development, encouraging travel plans (Condition 18), facilities for waste and water recycling (conditions 36 and 38), biodiversity, and on-site energy production (through renewable or low carbon technologies) (condition 35). The current requirements are that developments which create in excess of 10 dwellings should produce 15% of the projected future energy needs on site (for example through roof mounted photovoltaic panels). Improvements are proposed to encourage greater use of public transport. These sustainable objectives will be supported by these conditions. These provisions will be consistent with Policy DM26 by reducing the number of single occupier trips to and from the quarry employment site. The waste recycling measures support Policies CS1, 3 and 7.

## Issue 14 Archaeology

The desk-based assessment deposited with this application deals effectively with the issues (or lack of them) for archaeology on the site. In terms of archaeology records, there is a 19<sup>th</sup> century references to Bleadon Quarry as a site of Pleistocene bone cave. Although it is unclear exactly where in the quarry it was found, it has always been presumed to have been quarried away. These 'bone caves' contain nationally important bone deposits (and sometimes human artefacts) of Palaeolithic date (in the case of the bone caves, any period from 500,000 to 30,000 years ago). There is just a chance that some of this cave system survives under the concrete in the floor of the quarry, so to address this issue, breaking up the concrete in the floor of the quarry should be accompanied by an archaeological watching brief as part of a written scheme of investigation to be agreed in writing with the LPA (condition 43). This will ensure compliance with Policy CS5.

## Issue 15: Planning Obligations

The s106 agreement will deliver Affordable Housing, Travel Plan and Sustainable Travel Contributions to promote sustainable travel modes, bus shelters, signage, safe routes to school contribution towards maintenance of surfaces, public footpath contributions, maintenance of fire hydrants that are required by condition, funding of a Traffic regulation Order in connection with works including parking restrictions on Bridge Road, and contributions towards maintenance of the proposed open spaces and play areas, which are proposed to be transferred to the Council.

## Conclusion

It is considered that, as a result of the previous planning consent for a similar scheme, there are no objections in policy terms to the proposed residential development within the village and the proposed outline illustrative layout plan is generally acceptable. In terms of highway requirements, the development proposed has provided a suitable access having regards to the importance of highways safety and access to the site and the surrounding highways network and it provides for mitigation of various types to address safety and travel requirements and will offer some continued employment on-site. The scheme has shown it can accommodate sufficient residential car parking bearing in mind its location, proposed use and the access. In this regard, together with the planning obligations, the development is in accordance with the objectives of Policy DM24 and is acceptable.

The submitted flood risk and drainage requirements/plans are satisfactory as required by Policy CS3 of the Core Strategy and Policy DM1 of the Sites and Policies Plan. In terms of ecology, assuming the implementation of the mitigation measures described in the report, together with the use of suitable conditions, the scheme can be considered in line with the objectives of policies CS4 and CS9 of the North Somerset Core Strategy.

There are no other issues that merit refusal of the application and whilst it is not the most sustainable location, the re-use of this industrial site is a beneficial use that will deliver much needed housing including affordable housing. It is considered to comply with settlement policy and benefits outweigh any negative impacts.

## **Reason for Overriding Parish Council comments (if appropriate)**

n/a

In recommending this application, I have taken into consideration the relevant policies of the Development Plan and the comments made by the consultees and other interested parties and the:

- Natural Environment and Rural Communities (NERC) Act 2006
- Crime and Disorder Act 1998
- Human Rights Act 1998
- Public Sector Equality Duty, Equality Act 2010

Signed: David Tate