

Item 4

PROPOSAL: CHANGE OF USE FROM PUBLIC HOUSE (SUI GENERIS USE) TO RETAIL SHOP/ SUPERMARKET NOW (USE CLASS EA) AT DEVONSHIRE HOTEL, 17 OCCUPATION ROAD, NEWBOLD, CHESTERFIELD

1.0 CONSULTATIONS

Derbyshire County Council Highways	Comments received – no objection, as an objection couldn't be sustained.
Strategy/Forward Planning	Comments received – see report
Environmental Health	No objection, subject to comments on working hours – see report
Design Services Drainage	Comments received – see report
Neighbours and Site Notice	74 public comments received, and a petition signed by 80 people. All objections to the proposal – see report
Ward Members	3 representations received, 1 supporting it, 2 objecting to it

2.0 THE SITE

2.1 The site subject if this application is the former Devonshire Public House/Hotel. The site comprises of a two storey, semi-detached building, orientated towards Occupation Road highway. The existing building is formed of a hipped roof and is faced in brick. The site has some interesting architectural features to the principle elevation, including curved topped windows at ground floor and a small feature window (see photographs). The site is served by a yard to the rear with access gates taken from Devonshire Villas, a small private road which forms the southern boundary of the site leading to residential dwellings to the east of the application site.



Principle (west) elevation of the site, taken from Occupation Road



Rear (east) elevation and south (side) elevation of the site, taken from Devonshire Villas



2.2 Aerial image of application site shows that in 2011 the premises lic been renewed since (application lic

Access to the rear yard taken from Devonshire Villas facing north west

2.3 The surrounding streetscene is largely residential in character, the site directly adjoins a commercial premise to the north which has been used as a chip shop (No 15 Occupation Road) and a small convenience store is situated to the north west of the site (Nos 2 and 4 Occupation Road). Surrounding residential dwellings are mixed in character, formed of traditional terraces, detached bungalows and semi-detached dwellings.

3.0 APPLICATION SITE PLANNING HISTORY

3.1 CHE/0996/0507 - Single storey flat roof extension for toilet – Conditional Permission -18/10/96)

3.2 CHE/19/00437/FUL - Change of use of public house into 4 one bed roomed apartments (revised plans received 22.08.2019) – Conditional Permission – 24/09/19.

This application was for the conversion of the building into four, one bedroom apartments including some changes to the building and parking and amenity space to the rear of the site.

4.0 **THE PROPOSAL**

4.1 The application is for the change of use from a public house (sui generis use) to a retail shop/supermarket (use class Ea). The plans only demonstrate the ground floor of the site, with no proposals shown on the 1st floor. The premises is 134 sqm in size and includes parking to the rear of the site for 4 vehicles and space for a delivery vehicle. These would require the removal an existing outbuilding and some of the existing boundary treatment to the rear.

4.2 The development would employ 2 people. No opening hours are included. Below are drawings of the proposed site (including the proposed parking).



5.0 **CONSIDERATIONS**

5.1 **Planning Policy**

5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that, 'applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise'. The relevant Development Plan for the area comprises of the saved policies of the Replacement Chesterfield Local Plan adopted June 2006 (RCLP) and the adopted Chesterfield Borough Local Plan: Core Strategy (2011-2031).

5.2 **Chesterfield Borough Local Plan 2018 - 2035**

- CLP1 Spatial Strategy
- CLP2 Principles for Location of Development
- CLP6 Economic Growth
- CLP9 Retail
- CLP10 Social Infrastructure
- CLP13 Managing the Water Cycle
- CLP14 A Healthy Environment
- CLP16 Biodiversity, Geodiversity and the Ecological Network
- CLP20 Design
- CLP22 Influencing the Demand for Travel

5.3 **National Planning Policy Framework**

- Chapter 2 Achieving sustainable development
- Chapter 7 Ensuring the vitality of town centres
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport
- Chapter 12 Achieving well-designed places
- Chapter 15 Conserving and enhancing the natural environment

5.4 **Key Issues**

- Principle of development
- Design and Appearance – including Impact on the Amenity of Future Occupiers and Neighbouring Impact
- Highways safety, parking provision and cycle storage;
- Flood risk and drainage;
- Community Infrastructure Levy (CIL);

5.5 Principle of development:

5.5.1 The site is situated within the built settlement of Newbold, in an area which is largely residential in nature.

5.5.2 Having regard to the nature of the application policies CLP1, CLP2, CLP6, CLP9, CLP10, CLP13, CLP14, CLP16, CLP20 and CLP22 of the Local Plan 2020 2018-2035 and the National Planning Policy Framework (NPPF) apply.

5.5.3 The **Strategy/Forward Planning team** provided further comments on the proposal

The proposal does not fall within a local centre but is situated within the built-up area (CLP3) and falls within walking and cycling distance of the Whittington Moor District Centre and therefore accords with the Spatial Strategy set out in Policy CLP1, which focuses new development within walking distance of key services as set out in Policy CLP2. The proposal also utilises existing development space,

preserving land of environmental and agricultural value (CLP2 b).

The conversion would result in the creation of a new retail unit in a location that is considered to be 'out of centre' (it is neither within a defined centre or within 300m of the edge). It would also result in a loss of social infrastructure, however the loss of the pub has been accepted through application (CHE/19/00437/FUL). The key policy considerations are therefore the application of the sequential assessment required by paragraph 86 of the National Planning Policy Framework (NPPF) and Policy CLP9 (Retail) as presented within the adopted Local Plan.

Policy CLP9 requires a sequential approach to retail and other town centre uses in accordance with national policy. It also creates an exemption from the requirement for 'Individual small shops designed to serve local day to day needs' subject to the consideration of the impact test thresholds set out within policy CLP9. The application is less than the threshold (at 134m²) and a 'supermarket' offering convenience goods would meet the description of 'day to day needs'.

It is important to note that retail units now fall within the 'E' use class. Any future retail use at this site (that is not designed to cater for day to day needs) may need a sequential assessment due to the out of centre location. It is recommended that the applicant is asked to either confirm that they are willing to agree to a restriction on the use (to convenience retail) by condition, or if they wish to take

advantage of the Class E flexibility, submit a sequential assessment in line with CLP9.

Based on the proposed convenience use, the development is acceptable in principle in this location.

Biodiversity Net Gain - The NPPF (para. 170) requires plans and planning decisions to contribute to and enhance the natural and local environment by; minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Local Plan policy CLP16 accordingly requires a net measurable gain in biodiversity.

Although the application is low impact and would result in limited disturbance to biodiversity, evidence is required to demonstrate that a net gain in biodiversity will be achieved. Should permission be granted, the biodiversity measures will need to be secured by condition.

Influencing the Demand for Travel - In terms of the amount of parking, the council does not have adopted minimum or maximum standards. Policy CLP22 sets criteria for consideration of the appropriate level of parking for a scheme. It is not clear from the site plan as to whether any parking will be made available for customers. If off street vehicle parking spaces are provided, provision for electric vehicle charging will need to be secured by condition.

CIL - The application proposes new retail floorspace and is therefore CIL liable (charged at £80 per sq. m index linked). Existing floorspace can be deducted where conditions about existing lawful use are met.

Summary:

In principle the proposed conversion to a convenience retail unit is acceptable in this location however controls may be necessary to limit the scope of uses within the E Class.

5.5.4

The principle of the scheme is acceptable in relation to the unit being used as a convenience store. A sequential test may be required in the future if the unit is used as anything other than a convenience store. As detailed above the principle of the loss of the public house was considered previously in the application CHE/19/00437/FUL, and the establishment has been vacant for approximately 10 years now. Conditions can be included in relation to biodiversity and restricted of use of the store for alternate uses.

5.6 Design and Appearance – including Impact on the Amenity of Future Occupiers and Neighbouring Impact

- 5.6.1 Local Plan policy CLP20 states in part; all development should identify and respond positively to the character of the site and surroundings and respect the local distinctiveness of its context respect the character, form and setting of the site and surrounding area by virtue of its function, appearance and architectural style, landscaping, scale, massing, detailing, height and materials.
- 5.6.2 The proposal does not include any significant changes to the existing building. The existing building is in a poor state of repair and is boarded up; the proposal would bring the building back into use and would enable the site to be improved in all ways. This ensures that the proposal would offer an improvement to the current situation and is acceptable in terms of visual amenity and policy CLP20.
- 5.6.3 Local Plan policy CLP14 states that development will be expected to have an acceptable impact on the amenity of users and neighbours. This includes noise, disturbance, dust, odour, air quality, traffic, outlook, overlooking, shading and other environmental impacts.
- 5.6.4 The proposal doesn't include any significant changes to the external appearance of the building, such that issues like outlook, overlooking and shading are not relevant in this case. Excluding construction works, dust and odour levels would not be impacted by the development.
- 5.6.5 The issues of noise and disturbance could be relevant, as the proposal would bring people to the street to use the unit, but in the context of the previous use as a public house and existing shop and chip shop on the street it is not considered that this unit would bring a significant increase in noise and disturbance to what has previously occurred and exists at present.
- 5.6.6 The issue of traffic and highway safety is considered in the below highways section
- 5.6.7 Having consideration for the observations above and taking into account the historic use of the site, the proposal is not considered to cause significant adverse impacts on residential amenity of the adjoining neighbours. The proposal therefore accords with the

provisions of policies CLP14 and CLP20 of the Local Plan and the NPPF.

5.7 Highways Safety, Parking Provision and Cycle Storage

5.7.1 The Local Highways Authority **Derbyshire County Council (DCC) Highways** Team were consulted on the proposal and they did not object to the proposal, partly due to the previous approval for a change to flats. In relation application CHE/19/00437/FUL they provided the following comments;

‘Occupation Road is one way at this point with traffic approaching from the north westerly direction. The proposed parking would be served off what is indicated as a shared drive although this is not shown as being included in the area the subject of the application or within the ownership/control of the applicant. You may, therefore, wish to consider whether access would be available.

In addition, however, although this would not be an ideal situation as there is a fair amount of existing on-street parking the shared drive is of restricted width and in view of the limited parking provision and small scale development it may be preferable the development be provided without off-street parking provision. Presumably any future occupants will be aware of the lack of parking provision.

5.7.2 The previous application included 3 parking spaces for 4 flats and it was considered in that case that it was a better solution to offer as many off-street parking spaces as possible, so not to add to existing busy on-street parking situation.

5.7.3 In this case the scheme offers 4 off-street parking spaces and includes temporary space for delivery drivers. It is considered that in the previous case there was an existing area that was capable of safely accommodating 3 parking spaces, and this was a better solution than all future residents utilising on-street parking. In the previous use as a public house the rear yard area was unlikely to have been regularly used as a car park area, partly because the entrance into the site looks small and difficult to manoeuvre into/out of. The majority of people who visited the establishment would have walked or driven and parked on the adjacent streets.

5.7.4 Occupation Road is a one-way road and it is only safe to park vehicles (whilst allowing space for vehicles and pedestrians to pass

safely) on the western side of the road. The service road to Devonshire Villas to the south of the site is a narrow one-way lane which is acceptable to use for regular users who are used to its layout and understand that it is a residential access road. It is considered that the proposed parking area to the rear is not a preferable option for customers and delivery drivers of the proposed shop. This is linked to its width and existing use and it is considered that the utilisation of this rear area by drivers who don't understand the residential use of the access route including safely manoeuvring into and out of the car park area, that there is a high chance of causing a highway safety issue> This will be the case if parking occurs on the lane for short periods whilst accessing the shop or causing an issue if more than one car wants to enter and exit the site at the same time. It is also considered that this space is not suitable for deliveries for similar reasons. Delivery drivers can utilise on-street parking to the western side of the road, as parking in front of the store would lead to a blocking of the road for vehicles and footpath for pedestrians. If this application is approved this area should not be used for parking and it should be clearly signalled on the side of the building that it's for residents only.

- 5.7.5 The officer is unclear what the existing impact is on the street that comes from drivers who visit the existing shop and chip shop. Due to the nature how customers use these services they would either visit the units on foot or drive and park for short periods. It is envisaged that users of the proposed shop would also utilise it in the same manner as the existing shop. The officer considers that it is unlikely that residents from outside the local area will drive to the new shop specifically, as convenience stores tend to be fairly similar in the services they offer. Instead, the proposed shop would lead to competition to the existing shop for local customers, and they would continue driving or walking as they currently do resulting in no significant increased traffic flow to the street.
- 5.7.6 The issue of the safe parking of vehicles and the blocking of pavements, is not a planning issue, but one for the police/highways authority.
- 5.7.7 The unit could include cycle parking for 3 bicycles to encourage residents to bike to the shop and safely park their bicycles to the rear of the unit. A condition can be included that requires the submission of additional information in relation to their location and design.

5.7.8 The scheme is considered to be acceptable in relation to CLP20 of the Local Plan subject to the inclusion of conditions in relation to the proposed car parking area to be removed from the scheme for customers and deliveries. Electric Vehicle charging points are not required for the scheme as no parking is being sought. It is also recommended that a condition be imposed requiring the applicant to comply with the site storage compound as detailed on the submitted plan.

5.8 **Flood Risk and Drainage**

5.8.1 The application submission indicates the developer's intention to connect to existing mains drainage. Consideration is therefore required of the provisions of policy CLP13 of the Local Plan.

5.8.2 The application has been reviewed by the Council's **Design Services Drainage team** and the following comments were provided;

5.8.3 *'The site is not shown to be at risk of flooding, according to the Environment Agency Flood Maps.
It is noted the developer may dispose of surface water via soakaways. We would require infiltration tests of the sub-soils be carried out and sizing calculations provided, prior to approval, to ensure that soakaways are a suitable means of disposal for this site. These must be designed in accordance with BRE Digest 365 to ensure no flooding occurs during a 30 year design storm as a minimum.
Any new connections to the public sewerage system will require prior approval from Yorkshire Water.
Any amendments to existing drainage will require consent from Building Control'.*

5.8.4 **Yorkshire Water** was consulted on the proposal and no comments were received.

5.8.5 The application site consists of an existing building which previously operated as a public house with living accommodation at first floor level. The proposal development is not considered to be substantially different to existing arrangements with regards to drainage and flood risk. It is recommended that a condition is included that requires more details in regards the proposed

soakaway on site, to ensure it accords with the requirements of policy CLP13.

5.9 **Biodiversity**

- 5.9.1 Local Plan policy CLP16 states that all development will “protect, enhance, and contribute to the management of the borough’s ecological network of habitats, protected and priority species ... and avoid or minimise adverse impacts on biodiversity and geodiversity and provide a net measurable gain in biodiversity.” The NPPF in paragraph 170 requires decisions to protect and enhance sites of biodiversity and paragraph 174 also requires plans to “pursue opportunities for securing measurable net gains for biodiversity”.
- 5.9.2 During the application the agent was asked to provide additional information in relation to biodiversity measures on site. The applicant has supplied a response stating that they will put up 2 bird boxes onto the existing building. Any additional work would be completed after construction finishes on site.
- 5.9.3 The proposed development is considered to be a minor development and does not result in the loss of an existing species rich habitat area. Some level of biodiversity net gain is considered to be necessary to accord with policy CLP16 of the Local Plan and the NPPF, therefore a planning condition will be attached to any decision issued to ensure the application provides the agreed biodiversity net gain measures, as a result of the proposed development. On this basis the proposal is considered to accord with the provisions of policy CLP16 of the Local Plan.

5.10 **Community Infrastructure Levy (CIL)**

- 5.10.1 The development comprises the change of use of the ground floor of a vacant public house. The Council’s Forward Planning Team provided these comments:
“The application proposes new retail floorspace and is therefore CIL liable (charged at £80 per sq. m index linked). Existing floorspace can be deducted where conditions about existing lawful use are met. The Infrastructure Planning Officer should be consulted regarding any previous uses.”
- 5.10.2 The proposal has been vacant for several years and no information has been provided in relation to CIL liability. As the proposal is a

new retail space the Council's CIL charging schedule requires that a charge of £80 per square metre of gross internal floorspace can be applied. Existing floorspace can be deducted where conditions about existing lawful use are met.

5.10.3 The CIL Liability has been calculated (using calculations of gross internal floor space [GIF]) as follows:

	A	B	C	D	E
Proposed Floorspace (GIA in Sq.m)	Net Area (GIA in Sq.m)	CIL Rate	Index (permission)	Index (charging schedule)	CIL Charge
134	134	£80 (Retail)	333	288	£12,395 if unable to demonstrate lawful use period

Net Area (A) x CIL Rate (B) x BCIS Tender Price Index (at date of permission) (C) / BCIS Tender Price Index (at date of Charging Schedule) (D) = CIL Charge (E).

5.10.4 In respect of the above calculation the existing floorspace of the public house can be discounted from the CIL liability, if the floorspace remains in a lawful use for a period of no less than 6 months in the last 3 years (from the date the development becomes CIL liable).

6.0 REPRESENTATIONS

6.1 The application has been publicised by neighbour notification letters and a site notice. 74 comments have been received by members of the public and a petition objecting to the proposal, which is signed by 80 people.

The following comments have been made:

- The side road to the south of the pub is narrow, and members of the public could park here, which would block access to the dwellings for residents and emergency vehicles.
- Another shop is not required in the area or on the street.
- The parking situation and traffic on the street is difficult at present and the proposal would make it worse.
- Too much noise
- Policy – loss of community facility

- Proposed parking to rear of site is not realistic and side road is not suitable for this kind of usage.

6.2 **Ward members comments**

Councillors Marriott and Caulfield– objecting to the proposal because there are enough retail facilities in the area and traffic issues.

Councillor Simmons – supports proposal - Pleased to see this as the building is an absolute eyesore, and has been broken into several times.

6.3 **Officer comments** – The above comments have been noted. The issues of highway safety, parking, loss of community facility will be considered elsewhere in the report. The impact of increased competition on existing businesses is not a planning issue and cannot be considered in this report.

7.0 **HUMAN RIGHTS ACT 1998**

7.1 Under the Human Rights Act 1998, which came into force on 2nd October 2000, an authority must be in a position to show:

- Its action is in accordance with clearly established law
- The objective is sufficiently important to justify the action taken
- The decisions taken are objective and not irrational or arbitrary
- The methods used are no more than are necessary to accomplish the legitimate objective
- The interference impairs as little as possible the right or freedom

7.2 It is considered that the recommendation is objective and in accordance with clearly established law.

7.3 The recommended conditions are considered to be no more than necessary to control details of the development in the interests of amenity and public safety and which interfere as little as possible with the rights of the applicant.

8.0 **STATEMENT OF POSITIVE AND PROACTIVE WORKING WITH APPLICANT**

8.1 The following is a statement on how the Local Planning Authority (LPA) has adhered to the requirements of the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 in respect of decision making in line

with paragraph 38 of the February 2019 National Planning Policy Framework (NPPF).

8.2 Given that the proposed development does not conflict with the NPPF or with 'up-to-date' Development Plan policies, it is considered to be 'sustainable development' and there is a presumption on the LPA to seek to approve the application. The LPA has used conditions to deal with outstanding issues with the development and has been sufficiently proactive and positive in proportion to the nature and scale of the development applied for. The applicant took advantage of the opportunity to discuss matters at a pre application stage.

8.3 The applicant / agent and any objector will be provided with copy of this report informing them of the application considerations and recommendation / conclusion.

9.0 CONCLUSION

9.1 Having consideration for the observations above and taking into account the historic use of the site and approved use, the proposal is not considered to cause significant adverse impacts on residential amenity of the adjoining neighbours or a significant impact to highway safety. On the basis of the submitted documents, the proposal is acceptable in relation to the provisions of policies CLP1, CLP2, CLP14, CLP16, and CLP20 of the Local Plan and the NPPF.

10.0 RECOMMENDATION

10.1 That a CIL Liability notice be issued as per section 5.10 above.

10.2 That the application be **GRANTED** subject to the following conditions / notes:

Conditions

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

Reason - The condition is imposed in accordance with section 51 of the Planning and Compulsory Purchase Act 2004

2. The development hereby approved shall only be carried out in full accordance with the approved plans (listed below) with the exception of any approved non material amendment.
 - Location Plan
 - Existing and Proposed Plans

Reason - *In order to clarify the extent of the planning permission in the light of guidance set out in "Greater Flexibility for planning permissions" by CLG November 2009.*

3. Before any other operations are commenced, space shall be provided within the site for storage of plant and materials, site accommodation, loading, unloading and manoeuvring of goods vehicles, parking and manoeuvring of employees and visitors vehicles, laid out and constructed in accordance with detailed designs first submitted to and approved in writing by the Local Planning Authority. Once implemented the facilities shall be retained free from any impediment to their designated use throughout the construction period.

Reason – *In the interests of highway safety.*

4. The permission hereby granted does not extend to the use of the courtyard area to the rear of the premises for customer parking provision or for delivery vehicles attending the property. Details of a signage scheme referring to the lack of on site parking facilities for customers and delivery vehicles shall be submitted to the local planning authority for consideration. The signage scheme shall also refer to parking restrictions on the side access track. The scheme agreed in writing shall be implemented on site in advance of the first opening of the retail outlet and which shall be retained and maintained as such thereafter.

Reason – *In the interests of highway safety and residential amenity.*

5. Details of parking for 3 bicycles on site shall be submitted to the local planning authority for consideration. The details agreed in writing shall be implemented on site prior to the opening of the business and shall thereafter be maintained throughout the life of the development free from any impediment to their designated use.

Reason – *To ensure cycle storage is provided and retained as part of the development.*

6. Construction work shall only be carried out on site between 8:00am and 6:00pm Monday to Friday, 9:00am to 5:00pm on a Saturday and no work on a Sunday or Public Holiday. The term "work" will also apply to the operation of plant, machinery and equipment.

Reason - *In the interests of residential amenities.*

7. Within 2 months of the completion of the development hereby approved, the proposed biodiversity measures (2 bird boxes) shall be implemented on site. These measures shall be retained and maintained thereafter in accordance with the scheme so approved.

Reason - *In the interests of achieving a net measurable gain in biodiversity in accordance with policy CLP16 of the adopted Chesterfield Borough Local Plan and to accord with paragraph 175 of the National Planning Policy Framework.*

8. Notwithstanding the provisions of the Town and Country Planning (Uses Classes) Order 1987, and The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting these Orders with or without modifications) , the premises shall be used as a convenience store only and for no other purpose, including any other activity within the same class of the schedule to that Order.

Reason - *In the interests of the amenities and highway safety of the occupants of adjoining dwellings, in relation to policies CLP14 and CLP20.*

Notes

1. If work is carried out other than in complete accordance with the approved plans, the whole development may be rendered unauthorised, as it will not have the benefit of the original planning permission. Any proposed amendments to that which is approved will require the submission of a further application.

2. Attention is drawn to the Council's 'Minimum Standards for Drainage'.
3. Please note that this permission is issued together with a separate Community Infrastructure Levy (CIL) Liability Notice, to which the developer should also refer. The developer should note the terms of the CIL Liability which is triggered upon commencement of development.

Further information can be found on the Council's website using the following web address www.chesterfield.gov.uk/planning-and-building-control/planning-services/community-infrastructure-levy.aspx or alternatively please contact the Infrastructure Planning Officer (Rick Long) on 01246 345792.

4. In accordance with condition 7, appropriate ecological/biodiversity enhancement measures shall include but shall not be limited to:

- bird/owl/bat boxes

(Locating your nestbox:

Whether fixed to a tree or a wall, the height above ground is not critical to most species of bird as long as the box is clear of inquisitive humans and prowling cats. If there is no natural shelter, it is best to mount a box facing somewhere between south-east and north to avoid strong direct sunlight and the heaviest rain. The box should be tilted slightly forwards so that the roof may deflect the rain from the entrance.

You can use nails to attach the box directly to a tree trunk or branch; or you can use rope or wire wrapped right around the box and trunk (remembering to protect the trunk from the wire cutting into it by using a piece of rubber underneath it). Both methods are satisfactory, but annual maintenance is easier if the box is wired and can be taken down easily for cleaning.

The number of nestboxes which can be placed in a garden depends on the species you wish to attract. Many species are fiercely territorial, such as blue tits, and will not tolerate another pair close by; about 2 to 3 pairs per acre is the normal density for blue tits. Other species, such as the tree sparrow, which is a colonial nester, will happily nest side-by-side.

Do not place your nestbox close to a birdtable or feeding area, as the regular comings and goings of other birds are likely to prevent breeding in the box.)

(Locating your bat box: Bat boxes should be positioned at least 3 metres above the ground (5 metres for noctules) in a position that receives some direct sun for part of the day, with a clear flight path to the box, but preferably also with some tree cover nearby as protection from the wind. In the roof eaves, on a wall or fixed to a tree are all suitable sites.)

- biodiversity enhancing planting and landscaping including trees, hedges and native species, wildflower planting and nectar rich planting for bees and night scented flowers for bats
- measures to enhance opportunities for invertebrates including bug hotels/log piles, stone walls including a programme of implementation and maintenance