



Civic Centre,
Arnot Hill Park,
Arnold,
Nottinghamshire,
NG5 6LU

Agenda

Planning Committee

Date: **Wednesday 17 September 2014**

Time: **6.00 pm**

Place: **Council Chamber, Civic Centre.**

For any further information please contact:

Lyndsey Parnell

Members' Services Officer

0115 901 3910

Planning Committee

Membership

Chair Councillor John Truscott

Vice-Chair Councillor Barbara Miller

Councillor Pauline Allan
Councillor Roy Allan
Councillor Peter Barnes
Councillor Chris Barnfather
Councillor Denis Beeston MBE
Councillor Alan Bexon
Councillor John Boot
Councillor Ged Clarke
Councillor Bob Collis
Councillor Andrew Ellwood
Councillor Cheryl Hewlett
Councillor Jenny Hollingsworth
Councillor Mike Hope
Councillor Meredith Lawrence
Councillor Marje Paling
Councillor Lynda Pearson
Councillor Colin Powell
Councillor Suzanne Prew-Smith

AGENDA

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- 1 Apologies for Absence and Substitutions.**
- 2 To approve, as a correct record, the minutes of the meeting held on 27 August 2014.** 1 - 12
- Planning Committee Protocol.**
- 3 Declaration of Interests**
- 4 Application no. 2014/0768- 5 Ivy Grove, Carlton, Nottinghamshire.** 15 - 18
- 5 Appeal Decision- Land at Orchard Farm, 216 Catfoot Lane, Lambley.** 19 - 22
- 6 Air Quality and Emissions Mitigation: Guidance for Developers** 23 - 52
- To inform Members of Planning Committee of the preparation of the Air Quality and Emissions Mitigation: Guidance for Developers (the Guidance).
- 7 Planning Delegation Panel Action Sheets** 53 - 60
- 8 Future Planning Applications** 61 - 62
- 9 Any other items which the Chair considers urgent.**

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MINUTES PLANNING COMMITTEE

Wednesday 27 August 2014

Councillor John Truscott (Chair)

In Attendance:

Councillor Barbara Miller	Councillor Cheryl
Councillor Pauline Allan	Hewlett
Councillor Roy Allan	Councillor Jenny
Councillor Peter Barnes	Hollingsworth
Councillor Denis Beeston	Councillor Mike Hope
MBE	Councillor Meredith
Councillor Alan Bexon	Lawrence
Councillor John Boot	Councillor Marje
Councillor Ged Clarke	Paling
Councillor Bob Collis	Councillor Lynda
Councillor Andrew Ellwood	Pearson
	Councillor Colin
	Powell
	Councillor Suzanne
	Prew-Smith
	Councillor Sarah
	Hewson

Absent: Councillor Chris Barnfather

Officers in Attendance: P Baguley, F Whyley, J Cole and J Ansell

204 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS.

Apologies for absence were received from Councillor Barnfather, who was substituted at the meeting by Councillor Hewson.

205 TO APPROVE, AS A CORRECT RECORD, THE MINUTES OF THE MEETING HELD ON 6 AUGUST 2014.

RESOLVED:

That the minutes of the above meeting, having been circulated, be approved as a correct record.

206 DECLARATION OF INTERESTS.

On behalf of all Planning Committee members, the Chair declared a non - pecuniary interest in item 6 on the agenda, on the grounds that the applicant is a fellow Councillor.

APPLICATION NO. 2014/0214- BESTWOOD BUSINESS PARK, BESTWOOD, NOTTINGHAMSHIRE.

Outline planning application for residential development of up to 220 dwellings, open space, landscaping, attenuation areas, access roads, associated works and demolition of the existing buildings. Detailed approval is sought for access arrangements from High Main Drive, with all other matters to be reserved

Mr Richard Hickman of Modwen Construction (the applicant) spoke in favour of the application.

The Service manager, Planning and Economic Development reported changes made to conditions 19 and 20 of the recommendation, details of which had been circulated at the meeting. The following rationale for the changed conditions was given:

Changes to condition 19

The Service Manager, Planning and Economic Development explained that the change alters when travel plan monitoring should commence and the period for which it should take place, clarifies that monitoring should take place for a period of 5 years and that it should commence at 50% occupation not when development complete. The change brings condition in line with County Council policy.

Changes to condition 20

The Service Manager, Planning and Economic Development explained that the County Council have advised that reference to trip types can be removed from condition 20 as these are used in relation to retail developments and not housing developments.

Reasons for both conditions would remain the same.

RESOLVED: to GRANT OUTLINE PLANNING PERMISSION, subject to the applicant entering into a Section 106 Agreement with the Borough Council as local planning authority and with the County Council as local highway and education authority for the provision of, or financial contributions towards Public Transport, Travel Plan Monitoring, Educational Facilities, Health Facilities, Affordable Housing, Open Space; and subject to the following conditions:

Conditions

1. Application for the Approval of the first phase Reserved Matters shall be made to the Borough Council not later than three years from the date of this permission. Details of Appearance, Landscaping, Layout and Scale (hereinafter called the Reserved

Matters) for each phase of development shall be submitted to and approved in writing by the Borough Council before any development within that phase begins and the development shall be carried out as approved. The development hereby permitted shall commence no later than two years from the date of approval of the last Reserved Matters to be approved.

2. The vehicular access hereby permitted shall be constructed in accordance with the Proposed Highway Works drawing (1144-01 Rev C), deposited on 4th July 2014.
3. Unless otherwise agreed by the Borough Council, development on any phase must not commence until details for that phase relating to the following have been complied with: Site Characterisation An assessment of the nature and extent of any potential contamination has been submitted to and approved in writing by the Borough Council. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include; a survey of the extent, scale and nature of contamination and; an assessment of the potential risks to: human health, property, adjoining land, controlled waters, ecological systems, archaeological sites and ancient monuments. Submission of Remediation Scheme Where required, a detailed remediation scheme (to bring the site to a condition suitable for the intended use by removing unacceptable risks to critical receptors) should be submitted to and approved in writing by the Borough Council. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme shall be implemented in accordance with the approved details.
4. In the event that remediation is required to render the development suitable for use in any phase, the agreed remediation scheme shall be implemented for that phase in accordance with the approved timetable of works under condition 3 above. Prior to occupation of any building(s) a Verification Report (that demonstrates the effectiveness of the remediation carried out) must be submitted and approved in writing by the Borough Council.
5. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Borough Council and once the Borough Council has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site. An assessment must be undertaken in accordance with the requirements above and,

where remediation is necessary, a remediation scheme, together with a timetable for its implementation and verification reporting, must be submitted to and approved in writing by the Borough Council. The Remediation Scheme shall be implemented as approved.

6. Before development is commenced on any phase, including site clearance and demolition works, there shall be submitted to and approved in writing by the Borough Council a Dust Management Plan for that phase. The Plan shall be produced and carried out in accordance with 'The Control of Dust and Emissions from Construction and Demolition' (Best Practice Guidance).
7. Prior to the commencement of each phase of development hereby approved a Construction Environmental Management Plan (CEMP) for that phase of development shall be submitted to and approved in writing by the Local Planning Authority. Each CEMP shall include the following details: (1) the hedgerow and tree protection measures that shall be implemented for all retained woodland, trees and hedgerows approved as part of the landscaping details to be submitted as part of the reserved matters pursuant to this application. A statement shall also be provided which details how the protection measures shall be implemented so as to minimise damage and disturbance to habitats within the vicinity and the species they support. The protection measures shall accord with current British Standards in relation to design, demolition and construction (BS5837:2012 or any subsequent revision); (2) the measures that shall be implemented during the construction of that particular phase of the development so as to minimise water runoff and works pollution entering watercourses; and (3) the measures that shall be implemented so as to avoid any disturbance to nesting birds during that particular phase of construction.(4) details of traffic routes for Heavy Good Vehicular movements during the construction of that phase of development. (5) details of wheel washing facilities to be used by vehicles entering and leaving site during the construction of that phase of development ; and (6) details of how the principle of Best Practicable Means shall be applied in relation to minimising impact on the surrounding area during the construction of that particular phase of development in relation to noise and vibration and safeguarding air quality. The approved CEMP(s) and all details therein shall be implemented in accordance with the approved details throughout the construction period of that phase(s) of development.
8. No phase of development shall commence until a Phasing Schedule has been submitted and approved in writing by the Local Planning Authority. The development hereby approved shall be carried out in phases in accordance with the approved Phasing Schedule unless otherwise agreed in writing by the Local

Planning Authority prior to the commencement of a particular phase.

9. Before development is commenced on any phase there shall be submitted to and approved in writing by the Borough Council details of the parking and turning facilities, access widths, gradients, surfacing, street lighting, structures, visibility splays, and drainage (hereinafter referred to as reserved matters) for that phase. All details submitted to the Borough Council for approval shall comply with the County Council's Highway Design and Parking Guides which are current at the time the details are submitted. The development shall be implemented in accordance with the approved details, which shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
10. Prior to the commencement of any phase of development hereby approved there shall be submitted to and approved in writing by the Borough Council a site level survey plan for that phase of development showing existing and proposed site levels. The development shall be implemented in accordance with the approved details, unless otherwise prior agreed in writing by the Borough Council.
11. Before development is commenced on any phase there shall be submitted to and approved in writing by the Borough Council, details of a surface water drainage scheme for that phase of the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council. The scheme to be submitted shall demonstrate: (1) The utilisation of holding sustainable drainage techniques which incorporate at least two differing forms of SuDS treatment in accordance with Table 3.3 of CIRIA C697 'The SuDS Manual' prior to discharging from the site; (2) The limitation of surface water run-off to the equivalent Greenfield runoff rate; (3) The ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and (4) Responsibility for the future maintenance of drainage features.
12. Before development is commenced on any phase there shall be submitted to and approved in writing by the Borough Council drainage plans for the proposed means of disposal of foul sewage for that phase. The scheme shall be implemented in accordance with the approved details before the development is first brought

into use and shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.

13. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of a scheme to improve public transport infrastructure in the vicinity of the site. The scheme shall be implemented in accordance with the approved details, which shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
14. Before development is commenced on any phase there shall be submitted to and approved in writing by the Borough Council details of all external lighting, including levels of illumination, to be provided adjacent to the site boundaries and retained vegetation for that phase. The external lighting shall be provided in accordance with the approved details before the development is first brought into use and shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
15. Before development is commenced on any phase there shall be submitted to and approved in writing by the Borough Council details of a scheme for the incorporation of integrated bird and bat boxes within the fabric of a proportion of the houses for that phase; bird boxes should target species such as house sparrow, starling and swift. The scheme shall be implemented in accordance with the approved details before the development is first brought into use on that phase and shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
16. No vegetation clearance or ground works shall take place on site during the bird nesting season (1st March to 31st August inclusive in any given year), unless pre-commencement checks for nesting birds have been undertaken by an appropriately qualified ecologist and the outcome reported to the Borough Council. If any nesting birds are found to be present, details of any proposed mitigation measures shall be submitted to and approved in writing by the Borough Council before the development commences. The mitigation measures shall be implemented in accordance with the approved details before development commences, unless otherwise prior agreed in writing by the Borough Council.
17. No vegetation clearance or ground works shall be undertaken until the site has been walked by an ecologist, and any refugia which could be used by reptiles have been subject to hand searches. If any reptiles are found to be present, details of any proposed mitigation measures shall be submitted to and approved in writing by the Borough Council. The mitigation

measures shall be implemented in accordance with the approved details before development commences.

18. Prior to the commencement of each phase of development hereby approved details of a local labour agreement to cover the construction of that phase of development shall be submitted to and approved in writing by the Borough Council. The local labour agreement shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Borough Council.
19. The development hereby permitted shall not be occupied or brought into use until the owner or the occupier of the site has appointed and thereafter continue to employ or engage a Travel Plan Coordinator who shall be responsible for the implementation, delivery, monitoring and promotion of the sustainable transport initiatives set out in the Travel Plan to be approved by the Borough Council. The Travel Plan Coordinator's details shall be provided and continue to be provided thereafter to the Borough Council for a period of 5 years following 50% occupation of the development. The Travel Plan Coordinator shall remain in post for a period of 5 years following 50% occupation of the development.
20. The Travel Plan Coordinator shall submit reports to and update the TRICS database in accordance with the Standard Assessment Methodology (SAM) or similar to be approved by the Borough Council and submit such reports and updates to the Borough Council in accordance with the Travel Plan monitoring periods to be agreed by the Borough Council. The monitoring reports submitted to the Borough Council shall summarise the data collected over the monitoring period and propose revised initiatives and measures where travel plan targets are not being met, including implementation dates to be approved in writing by the Borough Council.
21. The Travel Plan Coordinator shall within 3 months of first occupation produce or procure a full travel plan that sets out final targets with respect the number of vehicles using the site and the adoption of measures to reduce single occupancy car travel to be approved by the Borough Council. The Travel Plan shall be implemented in accordance with the approved timetable and be updated consistently throughout the monitoring period with future travel initiatives, including implementation dates to the satisfaction of the Borough Council.
22. No part of any phase of the development hereby permitted shall be brought into use until all drives and parking areas for that phase are surfaced in a bound material (not loose gravel). The surfaced drives and parking areas shall then be maintained in

such bound material for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.

23. No part of any phase of the development hereby permitted shall be brought into use until the access driveways and parking areas for that phase are constructed with provision to prevent the unregulated discharge of surface water from the driveways and parking areas to the public highway. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
24. The wheel washing facilities required by condition 7 above shall be maintained in working order at all times during the construction period for each phase of development and shall be used by every vehicle carrying mud, dirt or other debris on its wheels before leaving the site so that no mud, dirt or other debris is discharged or carried on to a public road.
25. The detailed plans and particulars to be submitted as reserved matters in relation to appearance shall include details of the materials to be used in the external elevations and roofs of the proposed buildings. The development shall be carried out in accordance with the approved details, which shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
26. The detailed plans and particulars to be submitted as reserved matters in relation to landscaping shall include: (a) details of the size, species, positions and density of all trees and shrubs to be planted; (b) details of the boundary treatments, including those to individual plot boundaries; (c) the proposed means of surfacing access roads, car parking areas, roadways and the frontages of properties such as driveways and footpaths to front doors and (d) a programme of implementation. The development shall be implemented in accordance with the approved details, which shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
27. If within a period of five years beginning with the date of the planting of any tree or shrub, approved as reserved matters in relation to landscaping, that tree or shrub, or any tree or shrub that is planted in replacement of it, is removed, uprooted or destroyed or dies, or becomes in the opinion of the Borough Council seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise prior agreed in writing by the Borough Council.

28. Should any bats be found during demolition, work must stop immediately. If the bats do not voluntarily fly out, the aperture shall be carefully covered over to provide protection from the elements whilst leaving a small gap for the bat to escape should it so desire. The Bat Conservation Trust should be contacted immediately for further advice and any advice must be followed before any further demolition work takes place.
29. During the construction phase, if any trenches are left open overnight, they should be left with a sloping end or ramp to allow badgers or other animals that may fall into the excavation to escape, and any pipes over 200 mm in diameter should be capped off at night to prevent animals from entering them.

Reasons

1. In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004 and Section 92 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt.
3. To ensure that practicable and effective measures are taken to treat, contain or control any contamination and to protect controlled waters in accordance with the aims of Policies ENV1 and ENV3 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2008).
4. To ensure that practicable and effective measures are taken to treat, contain or control any contamination and to protect controlled waters in accordance with the aims of Policies ENV1 and ENV3 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2008).
5. To ensure that practicable and effective measures are taken to treat, contain or control any contamination and to protect controlled waters in accordance with the aims of Policies ENV1 and ENV3 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2008).
6. To protect the residential amenity of the area in accordance with the aims of Section 11 of the National Planning Policy Framework.
7. To ensure a satisfactory development in accordance with the aims of Sections 10 and 11 of the National Planning Policy Framework and Policy 1 of the Aligned Core Strategy Submitted Documents.

208 APPLICATION NO. 2014/0698- 31 LINGWOOD LANE, WOODBOROUGH.

Remove condition 5 of planning consent no. 1991/0127 (agricultural tie).

RESOLVED to Grant Consent to Remove Condition 5 of Planning Permission Number 1991/0127

Reasons for Decision

In the opinion of the Borough Council insufficient demand exists to justify the retention of the planning condition restricting the occupation of the dwelling. The removal of the condition would be in accordance with the advice as set out in the National Planning Policy Framework.

Notes to Applicant

Planning Statement - The Borough Council has worked positively and proactively with the applicant in accordance with paragraphs 186 to 187 of the National Planning Policy Framework.

209 DISCHARGE SECTION 106 AGREEMENT- 31 LINGWOOD LANE, WOODBOROUGH.

Removal of planning obligations attached to s106 agreement associated with Planning Application reference 1991/0127.

RESOLVED: that Delegated Authority be granted to the Corporate Director to authorise the Council Solicitor and Monitoring Officer to Discharge the Section 106 Planning Agreement dated 23 April 1993, Planning Application reference 1991/0127.

210 APPLICATION NO. 2014/0579- 294 SPRING LANE, LAMBLEY, NOTTINGHAMSHIRE, NG4 4PE.

Change of Use at Aspect Court from B1 office unit to D1 nursery/daycare unit.

Councillor Boot informed the Chair that he would not participate in the debate and determination of this item on the grounds of his personal, non - pecuniary interest, and left the meeting.

RESOLVED: to GRANT PLANNING PERMISISON: subject to the following conditions:

Conditions

1. The development must be begun not later than three years beginning with the date of this permission.
2. The development shall be undertaken in accordance with the details as set out within the application forms received on the 15th April 2014, the plans received on the 15th April 2014, the plan received on the 30th May 2014, the Planning Statement received on the 15th April 2014 and the e-mail received from the applicant's agent confirming that paragraph 5.6 of the Planning Statement should specify that there would be a maximum of 10 full time and part time staff employed at the nursery.
3. There shall only be a maximum of 32 children accommodated at the premises at any one time.
4. The premises shall only be used as a children's nursery falling within a Class D1 (Non-Residential Institutions) use under The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014 and for no other use.

Reasons

1. In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt.
3. To ensure a satisfactory development, in accordance with the aims of policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2008).
4. To ensure a satisfactory development, in accordance with the aims of policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2008).

Reasons for Decision

The proposal is appropriate development within the Green Belt, results in no undue impact on the open character of the Green Belt or neighbouring properties and the proposal is acceptable from a highway safety viewpoint. The proposal therefore accords with policies contained within the Aligned Core Strategy, the National Planning Policy Framework and largely accords with policy C3 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2008).

Notes to Applicant

Planning Statement - The Borough Council has worked positively and proactively with the applicant in accordance with paragraphs 186 to 187 of the National Planning Policy Framework.

211 APPEAL DECISION- 1 NOTTINGHAM ROAD, RAVENSHEAD.

Councillor Boot re-joined the meeting.

RESOLVED:

To note the information.

212 PLANNING DELEGATION PANEL ACTION SHEETS.

RESOLVED:

To note the information.

213 FUTURE PLANNING APPLICATIONS.

RESOLVED:

To note the information.

214 ANY OTHER ITEMS WHICH THE CHAIR CONSIDERS URGENT.

None.

The meeting finished at 7.00pm

Signed by Chair:
Date:

Agenda Annex

PLANNING COMMITTEE PROTOCOL

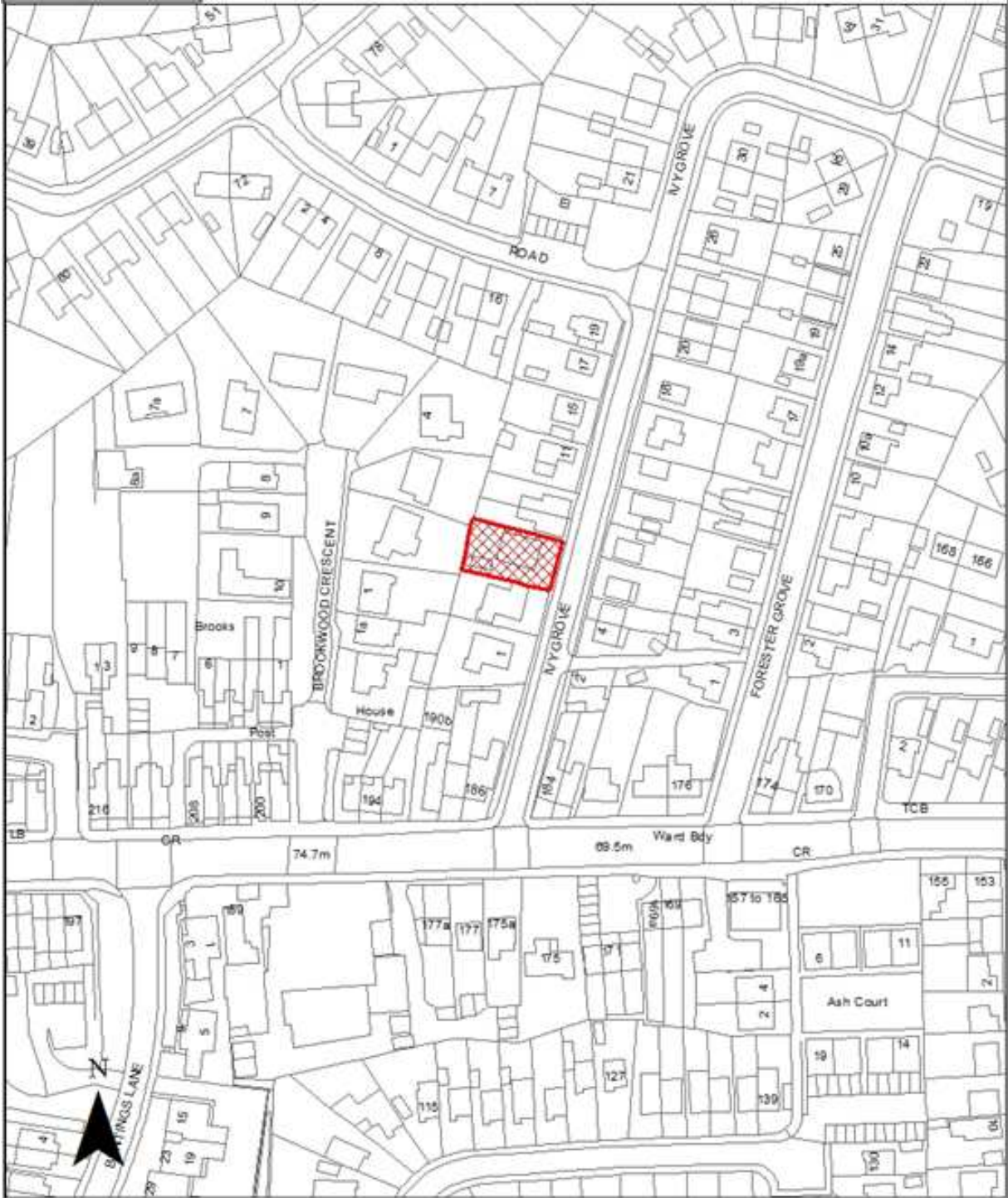
1. This protocol is intended to ensure that planning decisions made at the Planning Committee meeting are reached, and are seen to be, in a fair, open and impartial manner, and that only relevant planning matters are taken into account.
2. Planning Committee is a quasi-judicial body, empowered by the Borough Council to determine planning applications in accordance with its constitution. In making legally binding decisions therefore, it is important that the committee meeting is run in an ordered way, with Councillors, officers and members of the public understanding their role within the process.
3. In terms of Councillors' role at the Planning Committee, whilst Councillors have a special duty to their ward constituents, including those who did not vote for them, their over-riding duty is to the whole borough. Therefore, whilst it is acceptable to approach Councillors before the meeting, no opinion will be given, as this would compromise their ability to consider the application at the meeting itself. The role of Councillors at committee is not to represent the views of their constituents, but to consider planning applications in the interests of the whole Borough. When voting on applications, Councillors may therefore decide to vote against the views expressed by their constituents. Members may also request that their votes are recorded.
4. Planning Committee meetings are in public and members of the public are welcome to attend and observe; however, they are not allowed to address the meeting unless they have an interest in a planning application and follow the correct procedure.
5. Speaking at Planning Committee is restricted to applicants for planning permission, residents and residents' associations who have made written comments to the Council about the application and these have been received before the committee report is published. Professional agents representing either applicants or residents are not allowed to speak on their behalf. A maximum of 3 minutes per speaker is allowed, so where more than 1 person wishes to address the meeting, all parties with a common interest should normally agree who should represent them. No additional material or photographs will be allowed to be presented to the committee.
6. Other than as detailed above, no person is permitted to address the Planning Committee and interruptions to the proceedings will not be tolerated. Should the meeting be interrupted, the Chairman will bring the meeting to order. In exceptional circumstances the Chairman can suspend the meeting, or clear the chamber and continue behind closed doors, or adjourn the meeting to a future date.
7. After Councillors have debated the application, a vote will be taken. If Councillors wish to take a decision contrary to Officer recommendation, a motion to do so will be moved, seconded and voted upon. Where the decision is to refuse permission contrary to Officer recommendation, the motion will include reasons for refusal which are relevant to the planning considerations on the application, and which are capable of being supported and substantiated should an appeal be lodged. The Chairman may wish to adjourn the meeting for a short time for Officers to assist in drafting the reasons for refusal. The Chairman may move that the vote be recorded.
8. Where members of the public wish to leave the chamber before the end of the meeting, they should do so in an orderly and respectful manner, refraining from talking until they have passed through the chamber doors, as talking within the foyer can disrupt the meeting.

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Application Number: 2014/0768

Location: 5 Ivy Grove, Carlton, Nottingham, NG4 1RG.



NOTE:
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Report to Planning Committee

Application Number: 2014/0768
Location: 5 Ivy Grove, Carlton, Nottingham, NG4 1RG.
Proposal: Retention of decking and fence to rear elevation.
Applicant: Mrs Baker.
Agent: Mr C Rowell.

Site Description

5, Ivy Grove is a detached bungalow which is set back from the road. There is a driveway to the front and side of the property leading to a garage to the rear. There is a rear garden area to the property. Land slopes downwards along Ivy Grove from the south west to the north east. No. 3 therefore is set at a higher level than the application site and no. 7 is set at a lower level than the application site. There is a rear garden area to no. 7 together with an outbuilding to the rear of the property.

Proposed Development

Retrospective planning permission is sought for the retention of the decking area and fencing to the rear of the property.

The decking area has been erected over the rear garden area to the property. The land level to the rear of the property drops from the southern boundary of the site to the northern boundary. The decking area therefore has been raised adjacent to the northern boundary of the site by 0.95 metres in order for the decking area to be level across the rear garden area of the property.

1.8 metre high fencing has been erected along the rear and northern boundary of the decking area.

Consultations

Local residents have been notified by letter – I have received one e-mail of representation as a result, the contents of which are summarised below:

The top of the fencing is significantly higher than neighbouring properties.
The works undertaken do not accord with the Council's Replacement Local Plan.

The fencing results in an overbearing impact on neighbouring properties.
The fencing leads to a loss of light to neighbouring properties.

The fencing is only required to be the height it is owing to the poor design of the decking area.

The decking should not have been raised but should have followed the existing level of the land.

There is a loss of privacy to neighbouring properties.

Planning Considerations

In my opinion the main considerations in the determination of this planning application is the visual impact of the works undertaken and their impact on neighbouring properties.

At the national level the National Planning Policy Framework (March 2012) is relevant. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF sees good design as a key element of sustainable development.

At the local level the following policies of the Gedling Borough Replacement Local Plan (Certain Policies Saved) 2008 are relevant:

ENV1 – Development criteria
H10 – Extensions

Under the Local Plan, development should be of a high standard of design and extensions to dwellings should be in keeping with the scale and character of the existing dwelling, should not cause unacceptable harm to the amenity of neighbouring residents and allow for the safe and convenient access and circulation of pedestrians and vehicles. In respect to parking, regard should be had to the Borough Councils Supplementary Planning Document 'Parking Provision for Residential Developments' (May 2012).

In my opinion, whilst I appreciate that the decking area has been raised 0.95 of a metre above ground level when measured along the northern boundary of the site, I am satisfied that the decking area is visually acceptable and results in no undue impact on neighbouring properties to the detriment of their residential amenity.

In respect to the fencing that has been erected along the rear boundary of the site again, I am satisfied that this results in no undue impact on neighbouring properties and is visually acceptable when viewed from neighbouring properties.

I note that the fencing along the northern boundary of the decking area is significantly higher than the immediate neighbouring property, no. 7, given that this property is set at a lower level than the application site. However, having viewed the fencing from the neighbouring property, I am satisfied, given that the fencing is partly sited adjacent to an outbuilding within the rear garden area to no. 7, and the fencing to the decking is set in from the side boundary of the site, there is no significant overbearing or overshadowing impact onto the immediate neighbouring property or indeed onto other neighbouring properties.

I am also of the opinion, given that the fencing along the northern boundary of the

decking area is set in from the side boundary of the site with no. 7, the fencing does not result in a dominant impact on no. 7 or other neighbouring properties.

Accordingly, I recommend that planning permission be granted.

Recommendation:

GRANT PLANNING PERMISSION: subject to the following conditions:

Conditions

1. The development undertaken shall be retained in accordance with the details as set out within the application forms received on the 30th June 2014 and the plans received on the 30th June 2014.

Reasons

1. For the avoidance of doubt.

Reasons for Decision

The works undertaken result in no undue impact on neighbouring properties and are visually acceptable when viewed from neighbouring properties. The works undertaken therefore accord with policies ENV1 and H10 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2008).

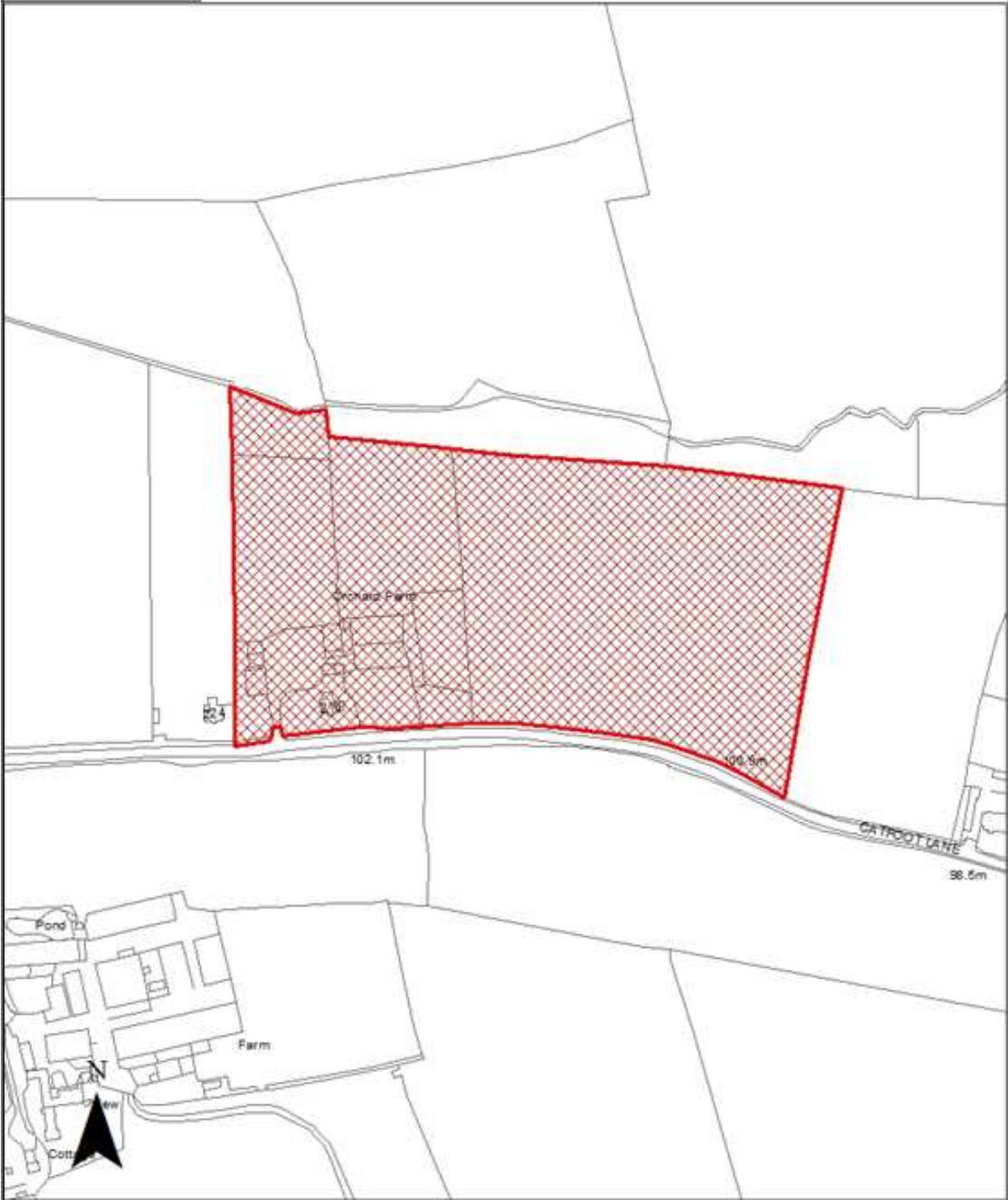
Notes to Applicant

Planning Statement - The Borough Council has worked positively and proactively with the applicant in accordance with paragraphs 186 to 187 of the National Planning Policy Framework.



Application Number: 2012/0799

Location: Land at Orchard Farm, 216 Catfoot Lane, Lambley.



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Report to Planning Committee

Application Number: 2012/0799

Location: Land at Orchard Farm, 216 Catfoot Lane, Lambley.

Proposal: Demolition of dwelling and outbuildings and proposed development of a Crematorium building with memorial woodland, landscaping, nature conservation enhancement works and associated matters.

Planning permission for the above development was refused on 17th May 2013 on the grounds that:

1. The proposed development would not fall within the categories of appropriate development within the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. The Borough Council does not consider that the very special circumstances by reason of need put forward by the applicant to justify the proposal would, in this instance, outweigh the harm to the Green Belt at the application site due to the impact on openness and the harm caused to the purpose of safeguarding the countryside from encroachment.
2. The proposed development would not maintain the openness of the Green Belt at the application site by reason of its scale, appearance and associated hard surfaced areas, and would conflict with the purpose of assisting in safeguarding the countryside from encroachment.
3. The proposed development would have a moderate adverse visual impact and a moderate adverse effect on The Dumbles Rolling Farmland of the Mid-Nottinghamshire Farmlands Landscape Character Area and the Mature Landscape Area by introducing buildings and a fundamentally diverse landscape into an area of high landscape sensitivity, derived from its simplicity and openness.

An appeal against this decision was subsequently lodged with the Planning Inspectorate and a Public Inquiry was held at the Civic Centre on 17th - 20th June and 24th - 25th June. A site visit was made on 2nd July 2014.

The appeal has been dismissed. In reaching this decision, the Inspector concluded (in summary) that:

1. The proposed development would be inappropriate in terms of Green Belt policy,

and would cause a loss of the Green Belt's openness, and would represent an encroachment into the countryside. In all these respects, it would conflict with the Green Belt policies of the Replacement Local Plan (RLP) and the National Planning Policy Framework (NPPF). Substantial weight must be given to the resulting harm to the Green Belt.

2. Harm would also be caused to the character and appearance of the landscape, and the location would not allow for satisfactory accessibility for all users or maximise the use of sustainable transport modes. In these respects, the proposal again conflicts with relevant policies of the RLP and the NPPF, and also the emerging Aligned Core Strategy (ACS). The Inspector gave these matters considerable weight. In addition, the development would have potential adverse consequences for highway safety and for neighbouring occupiers. The Inspector gave some further weight to each of these.
3. In providing an additional crematorium facility within the Gedling area, the development would provide some benefits to the local community, and would reduce the mileage travelled in connection with cremations and funerals in the Borough. There would also be some potential benefits to the site's ecology and biodiversity. But these benefits would carry little weight in comparison to the harm identified above.
4. A need for the facility has not been demonstrated. Neither has it been shown that the appeal site is the best site available if such a need were to be established. Although the proposed scheme has been designed with great care, the quality of the design is not so outstanding or innovative as to count as more than a neutral factor in the overall balance.
5. In the light of all these considerations, the Inspector concluded that although the proposed development would have some benefits, on any objective analysis these would not clearly outweigh the harm that he found. Those benefits therefore cannot amount to the very special circumstances that are necessary under the NPPF to justify development in the Green Belt. Furthermore, given the various substantial planning objections that the Inspector identified, the proposal does not constitute sustainable development. And even if it did, the NPPF's presumption in favour of such development does not apply in Green Belt's.

Recommendation:

That the information be noted.

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Report to Planning Committee

Subject: Air Quality and Emissions Mitigation: Guidance for Developers

Date: 17th September 2014

Author: Planning Policy Manager

1. Purpose of the Report

To inform Members of Planning Committee of the preparation of the Air Quality and Emissions Mitigation: Guidance for Developers (the Guidance).

To inform Members of Planning Committee of the intention to use the Guidance in dealing with planning applications on an informal, voluntary basis.

2. Background

As set out in paragraph 1.1 of the Guidance long term exposure to air pollution is estimated to cause 29,000 premature deaths each year in the UK at an average loss of life expectancy of 6 months. Like most local authorities, especially those in urban areas, Gedling Borough has particular problems with air quality. The main cause of this is 'tail-pipe' emissions from vehicles.

This problem has led to the designation of part of Mansfield Road (A60) as an Air Quality Management Area (AQMA) due to the high level of nitrogen dioxide in the area.

The impact on air quality is material consideration in making planning decisions. Paragraph 124 of the National Planning Policy Framework highlights that planning decision should ensure that new development in AQMAs is consistent with the local action plan and that policies should contribute to EU limit values and national objectives. The National Planning Practice Guidance includes a section on air quality which identifies that concerns on air quality could arise if a development is likely to generate an impact where air quality is known to be poor and particular where it could lead to a breach of EU legislation.

As part of the Action Plan required by the designation of the AQMA, Guidance has been prepared to set out the measures which will be taken to help reduce vehicle emissions which occur as a result of development proposals. The

guidance will apply across the whole Borough in order to improve air quality and avoid other areas having to be designated as AQMAs. It sets out a number of actions to be taken depending on the scale of the development. This include:

- The provisions of charging points for electric vehicles;
- Mitigation measures during construction periods;
- Mechanisms in Travel Plans to discourage high emissions vehicles; and
- Financial contributions towards bike/e-bike schemes or Air Quality Monitoring programmes.

As the Guidance has not been tested through the Local Plan process we are unable, at this stage, to require developers to include the mitigation measures in their proposals. The Guidance will carry some weight as a material consideration in determining planning applications and we will seek agreement with developers to include many of the mitigation measures on a voluntary basis.

In the longer term, it is proposed to incorporate the Guidance into the Local Planning Document. This will bring the requirements of the Guidance into the statutory Development Plan giving it more weight. There will need to be further consultation on the Local Planning Document and a need to assess the requirements of the Guidance in terms of its implications for financial viability. Ultimately, the Local Planning Document will be subject to independent examination by a Planning Inspector and adoption is expected to take place in December 2015.

3. Proposal

In the short term it is proposed to use the Guidance as the basis to seek agreement with developers to include the mitigation measures on a voluntary basis, where possible.

In the longer term, it is proposed to look to incorporate the guidance into the Local Planning Document.

4. Resource Implications

Negotiating with developers may increase the time spent on an application by Development Management officers. There will also be a staff time implication due to the increased monitoring required by the requirements of the Guidance.

5. Recommendation

It is recommended that:

- a. Members note the use of the Guidance on an informal, voluntary basis prior to adoption of the Local Planning Document; and
- b. Note the intention to include the Guidance in the Local Planning

Document.

6. Appendices

Appendix 1 - Air Quality and Emissions Mitigation: Guidance for Developers

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Air Quality and Emissions Mitigation

Guidance for Developers

September 2014

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Acknowledgment

This document has been based on work carried out by the West Midlands Low Emissions Towns & Cities Programme, City of Bradford MBC and the Sussex Air Quality Partnership.

Your thanks are extended to them for their assistance in drafting this document.

Introduction

Air Pollution – What’s the Problem?

Long-term exposure to air pollution is estimated to cause 29,000 premature deaths each year in the UK at an average loss of life expectancy of 6 months¹. It has been estimated that removing all fine particulate air pollution would have a bigger impact on life expectancy in England and Wales than eliminating passive smoking or road traffic accidents². The economic cost from the impacts of air pollution in the UK is estimated at £9-19 billion every year. This is comparable to the economic cost of obesity (over £10 billion)³.

There is however, very little awareness of the issue, making air pollution an invisible public health problem that affects much of the UK. Gedling Borough, like most Local Authorities in the UK has air pollution difficulties, largely from ‘tail-pipe’ emissions from vehicles using the roads within the Borough. As such we are trying to put measures in place to both ease the problem and prevent the situation from getting worse.

Air Pollution and Planning Policy – National Context

The impact on air quality is material consideration in making planning decisions. Paragraph 124 of the National Planning Policy Framework (NPPF)⁴. highlights that planning decision should ensure that new development in AQMAs is consistent with the local action plan and that policies should contribute to EU limit values and national objectives.

The NPPF also states that:

‘Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

....

- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and...*

(Paragraph 35)

and;

‘If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

....

- *an overall need to reduce the use of high-emission vehicles.’*

(Paragraph 39)

The National Planning Practice Guidance includes a section on air quality which identifies that concerns on air quality could arise if a development is likely to generate an impact where air quality is known to be poor and particular where it could lead to a breach of EU legislation.

¹ http://comeap.org.uk/images/stories/Documents/Reports/COMEAP_Mortality_Effects_Press_Release.pdf

² [Comparing estimated risks for air pollution with risks for other health effects, Miller and Hurley, IOM \(2006\)](#)

³ [Air Pollution: Action in a changing climate Defra 2010](#)

⁴ <https://www.gov.uk/government/publications/national-planning-policy-framework-2>

Currently, there is no statutory guidance on how to deal with air quality considerations through the planning system. Most guidance concerns itself with technical modelling of impacts with little information provided on how to mitigate against impacts. Gedling Borough Council, has taken the approach developed by other councils in the West Midlands, Yorkshire and Sussex that both simplifies the assessment of air quality for development schemes while placing more emphasis on incorporating road transport emission mitigation as standard, thereby, defining what sustainability means in air quality terms.

It is envisaged that by securing reasonable emission mitigation on each scheme, where appropriate, cumulative impact effects, arising from overall development can be minimised. The new approach provides greater clarity and consistency for developers, which should help to speed up the planning process.

Air Pollution and Planning Policy – Local Context

This guidance is initially intended for use as ‘good practice guidance’. However, in the longer term key elements of the guidance will be incorporated into the Council’s emerging Local Planning Document which is being prepared within the framework set by the National Planning Policy Framework and the Aligned Core Strategy.

The Local Planning Document addresses both non-strategic site allocations and generic development management issues. Once adopted, the Local Planning Document will form part of the development plan for Gedling Borough Council and the policies within the document will be used to determine planning applications.

Air Pollution and Climate Change

The Councils *Sustainability Strategy and Action Plan* is seen as fundamental in taking forward the Council’s objective, set out in the 2012/13 Council Plan, to “*reduce the Council’s and the Borough’s carbon footprint and energy usage*”.

Amongst the strategies aims are to:

- Reduce the overall carbon emissions of the Borough.
- Continually improve the energy efficiency and performance of the Council’s own estate and wider community.
- Promote a shift to a more sustainable mode of public and private transport system.
- Promote behavioural change towards more sustainable ways of living among staff and members of the public and enabling community resilience to a changing climate.
- Accelerate the shift towards a low carbon economy and facilitate the creation of “green” jobs.

Many of the measures promoted within this document also help to achieve the above carbon reduction aims.

Assessment and Mitigation – What is required?

Purpose of this Guidance

It is recognised that development will in the main inherently increase road transport emissions, both during the construction and operational phases. However, it is also recognised that sustainable development can be a positive force for change. The approach in this guidance seeks to minimise road transport emissions wherever practicable to sustainable levels, while also seeking to counter the cumulative impacts arising from the aggregation of incremental emissions arising from each development scheme.

Although the focus of this guidance concerns issues arising from road transport emissions it also considers the synergistic benefits of tackling both greenhouse gas and noise emissions from road transport as coincidental benefits. Separate guidance is available to assist with considering emissions from other sources; including point sources i.e. biomass installations.⁵

The NPPF introduces the presumption that planning approval will be granted for *sustainable development*. This guidance document seeks to define what is meant by 'sustainable' in air quality terms in order to provide consistency and clarity to both local authority practitioners and developers alike.

A key consideration in the NPPF is the cumulative impact of development on pollution levels; therefore, this guidance seeks to simplify assessment and mitigation procedures through a standardised development scheme classification, according to potential scheme impact, while recommending the types of appropriate and reasonable mitigation measures that should be designed into each scheme classification.

The process outlined below provides an indicative step by step approach to dealing with planning applications that have the potential to create relevant exposure to road transport emissions (NO₂ and PM_{10/2.5}) for future occupants of a development, or where the proposed development scheme has the potential to increase concentrations of pollutants arising from road transport emissions (see flow chart – Figure 1 below).

Step 1 – Pre-Application Discussion

It is important that planning authority requirements regarding scheme sustainability and the planning application validation process are identified at the earliest stage possible.

For this reason pre-application discussion involving planning management and air quality professionals should take place at the outset to ensure optimum scheme design and avoid unnecessary delays in the planning process. This is particularly pertinent in relation to major schemes.

⁵ EPUK guidance available at http://www.iaqm.co.uk/text/guidance/epuk/biomass_developers_leaflet.pdf

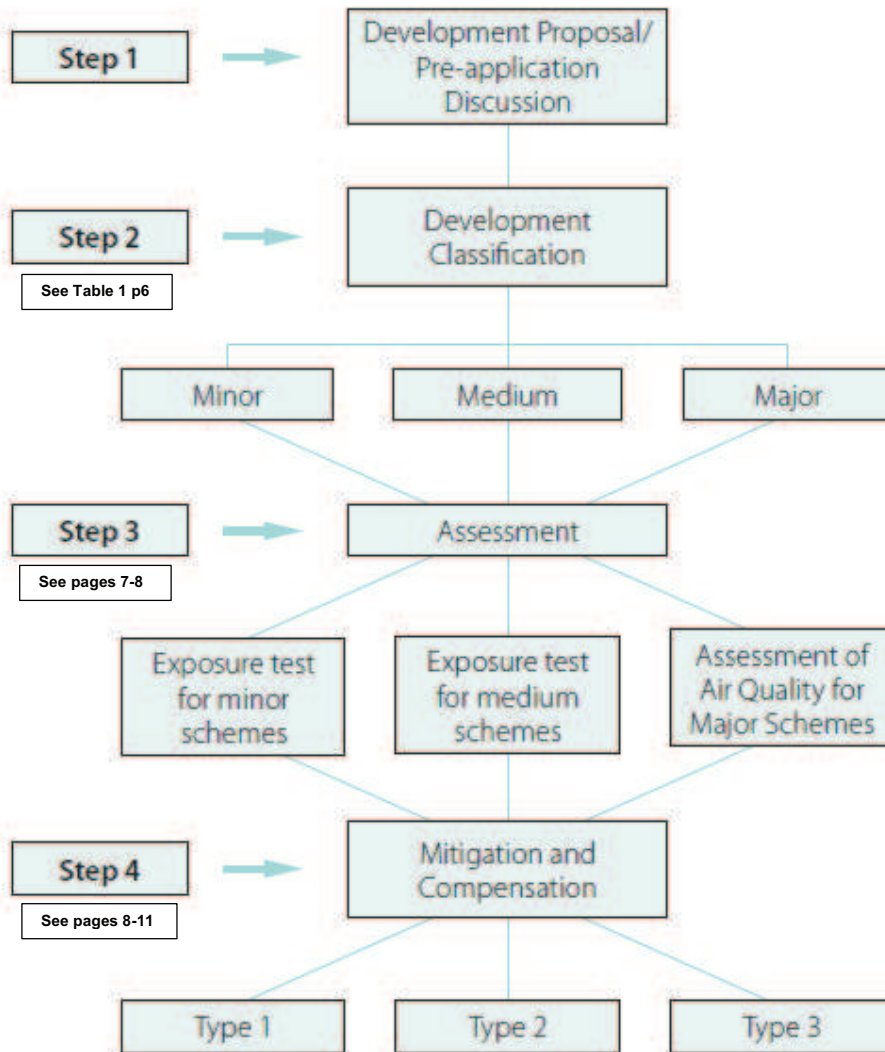


Figure 1 – Assessment and Mitigation Flow Chart

(Source: *Good Practice Air Quality Planning Guidance*, West Midlands Low Emissions Towns & Cities Programme, May 2014)

Step 2 – Classification of the Development

Following discussions with Local Authority Planning and County Council Transport Officers, the likely air quality impact of developments have been categorised using the DfT Threshold Criteria for Transport Assessments in addition to Defra Technical Guidance [TG (09)]; into minor, medium and major classifications (See Table 1).

Table 1: Development Classification

Scheme Type	Minor	Medium	Major
Threshold	Below DfT threshold criteria for Transport Assessment ⁶	Meets DfT threshold criteria for Transport Assessment. Where development meets DfT threshold criteria for a Transport Assessment based on considerations other than size or scale of land use. Or where the development is for any B2 or B8 use falling below the major classification ⁷ .	Medium type developments, which also trigger any of the following criteria: i.) Where development requires an EIA ⁸ ii.) Where development is likely to increase traffic flows by more than 5% on roads with >10,000 AADT ⁹ or change average vehicle speeds by > 10 kph/likely to cause increased congestion iii.) Where a proposal is likely to increase traffic by more than 5% on road canyons with >5,000 AADT. iv.) Where a development requires a Transport Assessment and HGV movements are =/> 10% of total trips. v.) Where significant demolition and construction works are proposed.
Assessment	None (other than for exposure)	None (other than for exposure)	Air Quality Assessment ¹⁰ required including an evaluation of changes in vehicle related emissions ¹¹

Step 3 – Assessment

Where Exposure May Arise

Whilst no assessment is required for minor and medium impact schemes developers need to consider whether the development will expose future occupiers to unacceptable levels of air pollution.

The determination of relevant exposure should be ascertained through reference to the Councils latest review and assessments of air quality; this can be checked on a case-by-case basis with the Public Protection Service at the Council during the pre-application stage.

For major developments, the Air Quality Assessments will include the consideration of potential increased exposure for relevant receptors affected by the development. (See Appendix 1)

⁶ The DfT Threshold criteria for Transport Assessments and Travel Plans (TA/TP) <http://webarchive.nationalarchives.gov.uk/20100409053417/http://www.dft.gov.uk/adobepdf/165237/202657/guidanceontaappendixb>

⁷ B2 and B8 uses can generate significant HGV movements and would normally require mitigation to a Type 2 standard.

⁸ Required where development is within or likely to create an area of exceedance of EU Limit Values and is within the scope.

⁹ Annual Average Daily Traffic flow.

¹⁰ See Appendix 1

¹¹ Assessment includes monetisation of the impacts arising from emission changes in line with Defra IGCB Damage Costs

The Council, in considering policies on exposure, may give weight to the following mitigation measures:

- Can the curtilage of a residential building be set back beyond the pollutant exceedance zone?
- Can the scheme be designed to place residential units at the rear of the development or on higher floors?
- Can vegetative barriers, including appropriate tree species, offer some degree of separation from the road? (While several reports^{12 13} have highlighted some potential for certain vegetation species to reduce particulate concentrations, they also indicate a limited effectiveness in reducing exposure to NO₂ in the urban area)
- Can design of built forms avoid the creation of canyons, allowing a greater degree of pollutant dispersal?
- Mechanical ventilation should not automatically be seen as providing effective mitigation against exposure and should be scrutinised carefully, not only in terms of the acceptability of providing living conditions in what could be described as a hermetically sealed unit, but also in terms of the increase in energy requirements and maintenance that is incurred and the attendant secondary noise effects that can arise.

Evaluation for all other circumstances

For all developments classified as minor and medium, where relevant exposure is not a concern, an air quality assessment is not required and mitigation to make the development sustainable is specified for each classification of development and is termed Type 1 or Type 2 (see Table 2)

An air quality assessment is required for all major developments, a protocol for which is provided in Appendix 1. The protocol includes details of how to undertake an emissions assessment for a development and a calculation of damage costs. Damage costs are used to determine the level of Type 3 mitigation and/or compensation required to make the scheme acceptable – an explanation and an example of the calculation are provided in Appendix 2.

Table 2 below summarises the type of assessment, mitigation and/or compensation required for each of the development classifications.

¹² <http://www.es.lancs.ac.uk/people/cnh/docs/UrbanTrees.htm>

¹³ <http://www.woodlandtrust.org.uk/en/planting-woodland/why-plant-trees/environmental-benefits/Pages/default.aspx>

Table 2 – Summary of the Air Pollution Mitigation Requirements

Development Classification	Assessment Required	Mitigation	Compensation
Minor	None (other than for exposure)	Type 1	-
Medium	None (other than for exposure)	Type 1 and 2	-
Major	Full AQ Assessment in line with Council Guidance, including evaluation of emission and concentration changes.	Type 1 and 2	Type 3

Step 4 – Mitigation and Compensation

This guidance assumes that minor and medium schemes should not have a significant impact on air quality if the appropriate Type 1 and 2 mitigation, as outlined, is incorporated into development proposals. Where appropriate mitigation has been incorporated, such schemes can be considered as being sustainable in air quality terms.

In addition to Type 1 and Type 2 mitigation, major schemes may require additional Type 3 mitigation which is determined in scale by the calculation of emission damage costs associated with the scheme.

The required mitigation is summarised as:

Type 1	Electric Vehicle Recharging and the adoption of an agreed protocol to control emissions from construction sites
Type 2	Practicable mitigation measures supported by the NPPF; and
Type 3	Additional measures that may be required by either planning condition or Planning Obligation by a Section 106 Agreement to make the site acceptable, using reasonable endeavours. The Type 2 & 3 mitigation measures presented in this guidance are not exhaustive lists and should be seen as defaults. Innovative solutions to air quality mitigation are encouraged.

The type of mitigation agreed will be informed by:

- Outcomes from the Transport Statement/ Assessment;
- Specific needs identified in site specific spatial policy allocations;
- Travel Awareness/Planning and Highway Development requirements;
- Defra air quality guidance

By incorporating mitigation measures into scheme design as standard, it is envisaged that this approach will help counteract the incremental emission creep, inherent with most development schemes.

Type 1 Mitigation

Electric Vehicle Charging Infrastructure

A key theme of the NPPF is that developments should enable future occupiers to make green vehicle choices and it explicitly states that low emission vehicle infrastructure, including electric vehicle (EV) re-charging, should be provided. This guidance seeks to develop consistent EV re-charging standards for new developments in the Borough.

It is anticipated that initially electric or hybrid electric powered vehicles will form a small percentage of the total number of vehicles on the road. However, on the basis that as electric/hybrid vehicles will become more popular coupled with further advances in the technology, the likelihood is that these vehicles will become less expensive. Therefore, on this assumption, it is possible that a significant percentage of vehicles will be electric or part electric powered in the near future.

Table 3.1: Type 1 Mitigation Measures - EV Charging

	Residential	Retail	Commercial	Industrial
Provision Rate	1 charging point per unit (house with dedicated parking)	To be agreed with the developer based on strategic need; the level of EV provision will be based upon the following:		
	1 charging point per 10 spaces (unallocated parking)**	5% of parking spaces; 10 EV points maximum (this may be phased with 2.5% provision initially and a further 2.5% by agreement) See Table 3.1a		
	To prepare for increased demand in future years, appropriate cable provision should be included in scheme design and development in agreement with the local authority.			

**this requirement will be dependent on the necessary 'payment for charging' technological solutions being available.

Table 3.1a: Indicative EV Charging Point Provision (Retail/Commercial/Industrial)

Proposed Parking Spaces	Provision of EV Points	
	2.5%	5%
10	1	2
20	1	2
50	1	3
100	3	5
200+	5	10

Note: Percentage numbers rounded up.

Residential

An external charging point shall be provided per unit (Table 3.1). To allow for an easy upgrade to a faster charge bespoke facility in the future, the charging points should be supplied with an independent 32 amp radial circuit complying with BS7671 or equivalent.

Please refer to guidance produced by IET ‘Code of Practice for EV Charging Equipment Installation’ for details of charging points and plugs specifications; for both exterior and garage situations.

With regard to flatted developments and those without dedicated parking, EV provision should be in-line with Table 3.1; subject to the ‘payment for charging’ technological solutions being available.

Retail, Commercial and Industrial

The Council will take a more strategic approach to EV provision installed at non-residential development. This will ensure that provision throughout the Borough is considered and proportionate to the needs and site specific characteristics, such as:

- The period of time users are likely to be present at the site
- Vehicle access to charging points
- The number of vehicles accessing the site
- The number of charging points already in the vicinity
- Existing gaps in the strategic network provision
- Other emission mitigation measures already being provided by the developer.

Where the Council requests EV charging to be installed it may be appropriate to prepare for increased demand in future years, appropriate cable provision could be included in scheme design and development in agreement with the local authority.

Construction Dust Assessment

See *Construction Phase - Emissions Mitigation and Assessment* below.

Table 3.2: Type 1 Mitigation Measures – Adherence to Construction Good Practice

	Minor	Medium	Major
Appropriate Code of Construction Practice	London Best Practice Guidance ¹⁴	London Best Practice Guidance	London Best Practice Guidance
	Diesel exhaust emission controls on Non-Road Mobile Machinery (NRMM – 37 kwh power rating or above) should be required on sensitive sites at the discretion of the local authority		

¹⁴ The Control of Dust and Emissions from Construction and Demolition, Best Practice Guidance. Available at <http://www.london.gov.uk/sites/default/files/BPGcontrolofdustandemissions.pdf>

Type 2 Mitigation Measures

The NPPF recommends that where a development scheme requires a Travel Plan then all road transport mitigation measures may be included within the Plan. For medium and major development categories, Type 2 mitigation should be incorporated into scheme design where appropriate, in addition to Type 1.

A list of typical Type 2 mitigation measures is provided in the table below:

Table 4: Examples of Type 2 Standard Mitigation for Scheme Sustainability.

Mitigation Options	
	<ul style="list-style-type: none"> <li data-bbox="496 723 1361 813">• Travel Plan (where required), including mechanisms for discouraging high emission vehicle use and encouraging the uptake of low emission fuels and technologies. <li data-bbox="496 846 1361 875">• Designation of parking spaces for low emission vehicles. <li data-bbox="496 909 1361 938">• Differential parking charges depending on vehicle emissions. <li data-bbox="496 972 1361 1061">• All commercial vehicles should comply with either current or previous European Emission Standards from store opening, to be progressively maintained for the lifetime of the development. <li data-bbox="496 1095 1361 1184">• Fleet operations should provide a strategy for considering and reducing emissions, including possibilities for the take up of low emission fuels and technologies. <li data-bbox="496 1218 1361 1236">• Use of ultra-low emission service vehicles.

Note: The above list is not exhaustive and further options may be suggested where the Council feel it is appropriate, depending on the scale of development and air quality issues within an area.

Type 3 Mitigation Measures

This type of mitigation is only required in the case of Major development; in addition to Type 1 and 2 measures having been applied. In some cases the value of the impact may be used on projects to 'off set' the emissions from the proposal.

The process by which these measures are calculated and chosen can be found in Appendix 2.

Travel Plan Requirements

With respect to travel planning it is essential that;

The content of the travel plan is fully assessed prior to its approval in co-ordination with Nottinghamshire County Council transport officers. The County Council has produced a separate guidance document *Guidance for the Preparation of Travel Plans In support of Planning Applications*¹⁵.

The measures and targets included in the travel plan are secured for implementation by mutual agreement of the Borough Council and the developer/applicant (normally by means of a s106 Legal Agreement). Procedure for failure to meet objectives must form part of the agreement.

The outputs of the travel plan (normally trip levels and mode split) are annually monitored against the agreed targets and objectives

The travel plan is reviewed annually to assess whether it is delivering its anticipated outputs or whether it has failed to meet its targets and if the latter what mitigation/ alternative measures need to be put in place to address the travel impact/ requirements of the scheme.

A named co-ordinator will be an essential element of any travel plan. For larger schemes a commitment in terms of staff resource allocation will be expected, this will be determined on a case by case basis in co-ordination with the Local Authorities.

¹⁵ Available at <http://www.nottinghamshire.gov.uk/travelling/travel/plansstrategiesandtenders/travelplans/>

Construction Phase - Emissions Mitigation and Assessment

Mitigation

All development should consider the effect construction operations will have on emissions and as such mitigation should be considered (See Table 3.2) in all cases. The London Best Practice Guidance¹⁵ should be used to inform the choice of mitigation measures required during construction.

Assessment

In the case of a major development, where an air quality assessment is required, that assessment should also include an assessment of the air quality effects of the construction phase.

Guidance published by the Institute of Air Quality Management¹⁶ (IAQM) sets out the methodology for assessing the impacts on air quality from the construction phase of any development. (See Appendix 1)

Scheme Mitigation Statement

Each development requires a brief mitigation statement; outlining the measures proposed (Type 1-3) depending on development scale.

This would also include the mitigation measures suggested from the London Best Practice Guidance¹⁵, to minimise dust and other emissions to atmosphere during the construction phase.

In addition, in the case of Major developments, the statement must also include (from Appendix 2):

- Development traffic input data for emissions calculation.
- Emissions calculation and totals.
- Mitigation proposed to be equivalent to the value of emissions calculation (appropriate to the type and size of development and local policy requirements).

¹⁶ Assessment of Dust from Demolition and Construction 2014 <http://iaqm.co.uk/guidance/>

Appendix 1

Air Quality Assessments

Introduction

The purpose of an air quality assessment is to determine whether the predicted impact of a development on local air quality will adversely affect public health and/or the local environment, both to help determine the appropriate level of mitigation from a development. The assessment should be carried out by a developer's air quality consultant.

Air Quality Assessment Process

This section provides the technical elements and methodology for undertaking air quality assessments for developments. This includes:

- Guidance on air quality assessments
- Significance criteria for determining a developments' impact on air quality.
- Recommendations for planning decisions.

Air quality assessment

The Borough Council has used similar assessment methods to fulfil its requirements of its detailed Review and Assessment that led to the AQMA designation. For consistency, air quality assessments for developments should, where possible, follow similar methodologies.

Local authorities will work with developers by providing guidance on the suitability of such measures, which should be incorporated at the early design stage of any proposal.

Guidance on the methodologies to be used for air quality assessments is also available in the Department for the Environmental, Food and Rural Affairs (DEFRA) Technical Guidance Note LAQM TG(09), and other guidance available from the DEFRA and IAQM webpages.

Air Quality Assessment Reporting Information

- A description of the methodology used
- Evidence of model performance and verification.
- Input data sources included e.g. traffic data, emissions factors, input parameters specific to the model, site information, meteorology, background data etc.
- Location of receptors
- Years modelled (baseline, occupation, objective years)
- Scenarios to include:
 - without development (baseline),
 - with development,
 - with development (mitigation included) and
 - sensitivity test allowing for no improvement in traffic and background emissions.
- Assessment of AQ impacts of the construction phase.
- Discussion of results
- Assessment against relevant air quality objectives and/or EU limit values.
- Determination of significance
- Conclusions and recommendation, including any additional mitigation options.

Developments that require an Environmental Impact Assessment (EIA)

The Environmental Impact Assessment (EIA) procedure ensures that the likely effects of new development on the environment are fully understood. The EIA is likely to include a detailed study of the effects of any development upon local air quality.

- Developments that require an EIA include major developments which are of more than local importance; developments which are proposed for particularly environmentally sensitive or vulnerable locations and developments with unusually complex and potentially hazardous environmental effects.
- Most proposals for commercial or industrial installations that have the potential to emit pollution (e.g. Part A, A2 and B installations) are likely to require an air quality assessment under the EIA regulations but more detailed "screening" may be required before this can be finally determined.

There are likely to be many other situations where developments that do not require a full EIA will nevertheless warrant an air quality assessment as part of the planning application.

- It is advised that developers, as good practice, should check with the local planning authority to determine whether an air quality assessment is required before submitting a planning application.

Determining the impact of a development on air quality

The key concern with regard to the air quality impacts of a development is the likely effect on human health. It is important that an air quality assessment evaluates modelled air quality in terms of changes in pollution concentrations where there is relevant public exposure.

- The Air Quality Regulations are concerned with areas that exceed air quality objectives and the revised Air Quality Strategy (2007) considers overall exposure reduction.
- This guidance considers that any development that leads to additional air pollution problems, even if it is outside an AQMA, could be significant.

The local authority will have to make a balanced judgment on the likely impact of each development, based on the results of the air quality assessment and their professional experience. The local authority may also need to consider the impact of the development on air quality in neighbouring authorities.

Areas where air quality is a concern

There are key areas where the magnitude of change as well as the concentration of pollutants in air caused by proposed development is a concern.

In some cases any additional contribution of emissions may worsen air quality and cause the creation of a new Air Quality Management Area (AQMA) and therefore a small change in pollutant concentration can be as much a cause for concern as a large one. The areas of concern to consider are:

- Air Quality Management Areas (AQMAs)
- Areas near to or adjacent to AQMAs and candidate AQMAs
- Developments that require Environmental Impact Assessments (EIA)

The process for determining the impacts of a development on air quality are as follows:

Table 1-1: Determining significance of the impacts on air quality from a development.

-
1. The air quality assessment provides modelled predicted concentrations for scenarios (for agreed year/period): without development (baseline), with development, with development including mitigation measures.
 2. The assessment should include a sensitivity test allowing for no improvement in traffic and background emissions for both with development and with development (inc. mitigation).
 3. A comparison of the scenarios will be presented in the report. Compare scenario “without development (baseline)” with scenario “with development including mitigation measures” and sensitivity test.
 4. The difference in the compared scenarios is used to determine the classification of the change in air quality concentration.
 5. The scale of air quality impact due to changes of concentration or if the additional concentration causes local exposure to approach or breach air quality objectives, determines the planning recommendations.
 6. Planning recommendations are then provided, as a guide to the development planning authority.
-

Scaling of impacts on air quality from a development

An air quality assessment of a development should include modelling results as part of an air quality assessment for a proposal. These shall include modelled output scenarios “with” and “with-out” mitigation proposals, and the sensitivity test as part of the application, to demonstrate predicted health exposure.

- Once the modelled outputs are agreed by the planning officer/air quality officer, then the scale or “magnitude” of change in pollutant concentration can be used to determine the significance of the air quality impact from a development.
- The increase in pollutant concentration is compared to national air quality objective (AQO) levels and pollutant increases are expressed as percentages according to Table 1-2.
- The level of the change or magnitude provides the scale for recommendations for a planning decision (see Table 1-3, below)

The following table sets the classification of impact to determine their significance.

Table 1-2: Classification of impacts due to changes in pollutant concentration.

Classification of Impact	Concentration change due to development:	Or if development contribution causes:
Very High	Increase > 10%	Breach of air quality objective (AQO).
High	Increase > 5 - 10%	Exposure to be within 5% AQO.
Medium	Increase 1- 5%	Exposure to be within 10% AQO.
Low/Imperceptible	Increase < 1%	-

Note: Concentrations are relative to national air quality objective levels (AQO).

Assessment of the Air Quality Impacts of Construction

Guidance published by the Institute of Air Quality Management¹⁷ (IAQM) sets out the methodology for assessing the impacts of air quality from the construction phase of any development.

The guidance, produced in consultation with the construction industry, considers the potential for dust emissions from the following activities:

- Demolition
- Earthworks (soil stripping, ground levelling, excavation)
- Construction, and
- Track out (the transportation of soil from the site onto public roads)

¹⁷ Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance.
<http://iaqm.co.uk/guidance/>

For each of these activities, the guidance considers three separate dust effects:

- Annoyance due to dust soiling;
- Harm to ecological receptors; and
- The risk of human effects due to a significant increase in exposure to PM₁₀

The methodology takes into account the scale (classified as small, medium, large) to which the above effects are likely to be generated and the distance of the closest receptors in determining the significance of effects arising from construction.

Planning Recommendations

If the air quality assessment determines specific changes in air quality due to a single development or from the cumulative effect of several developments; the following recommendations are suggested to the planning authority (see Table 1-3).

- An overriding consideration will be to ensure that the air quality in existing AQMA’s does not worsen by the introduction of a development and/or that there is no additional air pollution burden from a development(s), which could create new AQMA’s.
- Refusal of a planning application may still be recommended if high to very high air quality impacts from a development remain, even after all reasonable means to mitigate the impacts on air quality have been exhausted.

Table 1-3: Planning recommendations.

Magnitude of change in air quality	Recommendation	Action
Very High	Require mitigation to remove very high air quality impacts. If impact of development on air quality still very high = strong presumption for recommendation for refusal on air quality grounds.	Recommend refusal
High	Recommend refusal unless appropriate on-site mitigation measures implemented to the satisfaction of the planning authority. Mitigations to include reducing exposure through various measures, emissions reduction technologies and/or development redesign.	Refusal, unless recommended mitigation is maximised.
Medium	Seek mitigation to reduce air quality impacts. Mitigations to include reducing exposure through various measures, emissions reduction technologies and/or development redesign.	Ensure on-site mitigation options are maximised.
Low – imperceptible change.	Recommend the minimum mitigation for development scheme type.	Recommend minimum mitigation.

Appendix 2

Valuing Impacts on Air Quality for Type 3 Mitigation Measures

Emissions Assessment and Mitigation Calculation

For development schemes that have the potential for major detrimental impact on air quality, this guidance specifies an assessment procedure to evaluate the likely change in relevant concentrations and emissions arising from the scheme using the guidance produced by HM Treasury and DEFRA.

Two approaches are used to value changes in air quality, dependent on the nature of the change. They are:

- the ***impact pathway approach***, which is used in the majority of instances to value the consequences of changes in air quality such as on health, crops and buildings; and
- the ***abatement cost approach***, which is used in the limited instances where the change in air quality is likely to affect compliance with a legally binding obligation (whether causing, removing or changing the extent of non-compliance).

Chart 1.A (over) illustrates how to identify the appropriate approach.

The *abatement cost approach*¹⁸ is relevant for the minority of situations where the breach of legally binding obligations is an issue. In such instances, it is still only those changes in air quality in excess of the relevant obligation that should be valued using this approach. Changes below the obligation should be valued using the *impact pathway approach*.

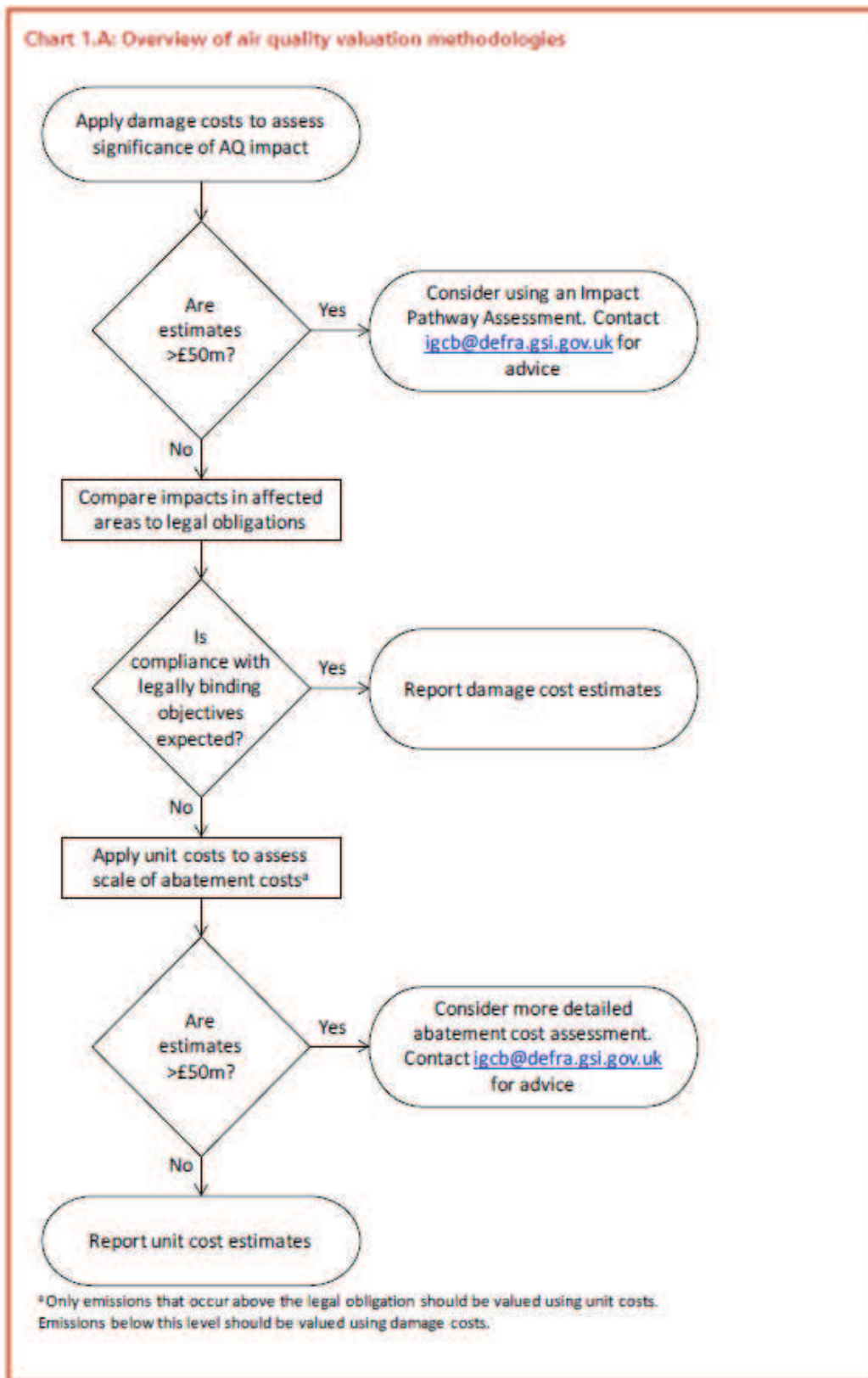
The *impact pathway approach* (I-PA) is the central methodology for appraisal. It values the air quality impacts of proposed decisions by estimating how changes in the ambient concentrations of air pollutants affect a range of health and environmental outcomes.

Full I-PA modelling is therefore quite resource and time intensive, requiring the estimation of emissions, dispersion, population exposure and outcomes. **Damage costs** have been developed to enable proportionate analysis when assessing the scale of air quality impacts where they are less significant. They are derived from the I-PA methodology to offer approximations of the value using representative modelling. The full I-PA uses bespoke analysis to provide a fuller assessment, suitable for cases where air quality impacts are significant. (See Appendix 1 Air Quality Assessment).

When total air quality impacts are estimated to be less than £50 million (in present value terms) it is recommended that *Damage Costs* are used. Where total air quality impacts are estimated to be in excess of £50 million a full *impact pathway assessment* should be considered in consultation with Defra.

It is considered that the damage cost approach will be sufficient in the majority of cases; thus the remaining of this Appendix will concentrate on this method of impact assessment.

¹⁸ <http://www.gov.uk/air-quality-economic-analysis>



Source: Dickens et al, *Valuing impacts on air quality: Supplementary Green Book guidance*, May 2013, HM Treasury and Defra.

Damage Costs Calculation

As part of the assessment procedure a simple calculation is proposed to allow the quantification of any emission changes – the pollution impact of a scheme can then be monetised using the pollutant damage costs (per tonne) specified by the Defra Inter-Governmental Department on Costs and Benefits (IGCB)¹⁹.

Taking into account Type 1 and 2 Mitigation Measures built into the scheme

The emissions calculator or toolkit (below) provides a basic emission calculation; however the proposal should already include some mitigation measures e.g. alternative fuels or technology (LPG, EV etc.), and these need to be taken into account during the damage costs calculation. The “advanced options” within the toolkit can accommodate inputs for alternative fuels.

Calculating Emissions

The emissions calculator provides a calculation to determine the amount of pollutant emissions a development is likely to produce. This in turn, by multiplying the damage cost for the key pollutants (PM₁₀ and NO_x see below), determines the amount (value) of mitigation that is expected to be spent on measures to mitigate those impacts.

The calculation uses the most current DEFRA Emissions Factor Toolkit²⁰ (EFT) to estimate the additional pollutant emissions from a proposed development. This will provide the relevant pollutant emissions outputs for the mitigation calculation, which is then multiplied to provide an exposure cost value. This value is used for costing the required emissions mitigation for the development.

The emissions assessment and corresponding mitigation calculation follows this process:

1. An emissions assessment calculates additional trips^{21, 22} generated by the development.
2. The emissions are calculated for pollutants of concern (NO_x & PM₁₀)
3. Using DEFRA IGCB Air Quality Damage Costs¹⁹ for the specific pollutant emissions, the calculation then provides a resultant damage cost calculation.
4. The emissions total is then multiplied x 5, to provide a 5 year exposure cost value i.e.
5. The resulting 5-year exposure cost value, is the value that is to be used to implement mitigation measures within the development.

¹⁹ <https://www.gov.uk/air-quality-economic-analysis>

²⁰ DEFRA Emissions Factor Toolkit: <http://laqm.defra.gov.uk/review-and-assessment/tools/emissions.html>

²¹ Trip rates can be sourced from transport assessment or local authority/transport authority.

²² Trip length uses the National Travel Survey:2011 - UK average = 7.1miles/10km

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/35738/nts2011-01.pdf

The following example demonstrates the calculation based on a development with 10 domestic properties.

Example EFT Output = 32.55 kg/annum (NOx) & 3.795 kg/annum (PM)

$$\begin{aligned}
 &= 0.0325 \text{ tonnes/annum (NOx) \& and } 0.003795 \text{ tonnes/annum (PM10)} \\
 &X \quad \text{£955/tonne (NOx) + £48,517/tonne (PM10)} \\
 &= \text{£31.08 + £184.15} \\
 &X \quad 5 \text{ (years)} \\
 &= \text{£155.42 + £920.76}
 \end{aligned}$$

Total = £1,076

Type 3 Mitigation/Compensation Measures

By establishing the damage costs arising from development scheme emission changes it is possible to assess any additional mitigation or compensation that is required to make the scheme acceptable. A suite of mitigation/compensation measures termed Type 3 mitigation is shown in the table below:

Table 2-1: Examples of Type 3 Additional Mitigation and/or Compensation Required for Scheme Acceptability

Mitigation/Compensation Options	<ul style="list-style-type: none"> • On-street EV recharging. • Contribution to low emission vehicle refuelling infrastructure. • Car clubs. • Low emission bus service provision. • Low emission waste collection services. • Bike/e-bike hire schemes. • Bike infrastructure. • Contribution to renewable fuel and energy generation projects. • Incentives for the take-up of low emission vehicle technologies and fuels. • Air Quality Monitoring programmes. • Other sustainable transport provision as appropriate to the development. • Contribution towards other public transport improvements.
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Note: Where Type 3 mitigation is required, the planning authority and developer will agree measures that are appropriate and in scale and kind to the development. Such measures may be taken forward by condition, where possible, or through the use of a Section 106 Agreement.

The planning authority will need to take into account of any Type 3 mitigation measures that are included on a Community Infrastructure Levy (CIL) list.

The list in Table 2-1 is not exhaustive and further options may be suggested where authorities feel it is appropriate, depending on the scale of development and air quality issues within an area.

The mitigation options selected for a development should be relevant and appropriate to:

- Any local policies including Air Quality Action Plans, which may determine the mitigation priorities for a scheme that the local authority may wish to see be incorporated within a particular scheme.
- Any local air quality concerns; to assist in the remediation of potential cumulative air pollution impacts of the development on the local community.
- The type, size and activity of the development.

ACTION SHEET PLANNING DELEGATION PANEL 15th August 2014

2014/0633

Former Gedling Colliery Arnold Lane Gedling

Solar farm

Application to be reported back to Panel following further discussions with agent.

2014/0696

First Floor 152 - 166 Front Street Arnold

Change of Use from A3 to club.

The proposed development would have no undue impact on the shopping centre, the residential amenity of nearby properties or highway safety.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

SS

2014/0654

Abbey Gates Primary School Vernon Crescent Ravenshead

Proposed extension to existing primary school, to create an additional classroom.

The proposed development would have no undue impact on highway safety, the appearance of the school & its setting, or the residential amenity of adjacent properties.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued.

SS

Parish to be notified following issue of decision.

SS

2014/0691

114 Chapel Lane Ravenshead Nottingham

Construct shed & roof canopy onto existing hardstanding

The proposed development would have no undue impact on the streetscene, the residential amenity of adjacent properties or highway safety.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

SS

Parish to be notified following issue of decision. **SS**

2014/0706

6 Charnwood Lane Arnold Nottingham

Remove front veranda - covered area with bedroom extension over

The proposed development would have no undue impact on the streetscene or the residential amenity of adjacent properties.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork. **SS**

2014/0725

47 Bridle Road Burton Joyce Nottingham

New build detached garage to the front of existing dwelling

The proposed development would have a detrimental impact on the character of the area & the streetscene.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork. **SS**

Parish to be notified following issue of decision. **SS**

2014/0736

Fairview Farm Stud Main Road Ravenshead

Use and Retention of the Log Cabin as Overnight Accommodation for Disabled Riders (Children and Young People) and their Families / Parents / Carers, at Fairview Riding Stables, Ravenshead.

Very special circumstances have been demonstrated to justify the retention of this inappropriate development within the Green Belt & it would not have any undue impact on openness. Nor would it have any undue impact on the residential amenity of nearby properties or highway safety.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork. **SS**

Parish to be notified following issue of decision. **SS**

2014/0845
11 Fairfields Drive Ravenshead Nottingham
Conversion of existing garage and erection of detached double garage.

Application withdrawn from agenda.

2014/0872
102 Main Road Ravenshead Nottingham
Proposed Double Garage

The proposed development would have no undue impact on the streetscene, the residential amenity of adjacent properties or highway safety.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork. **SS**

Parish to be notified following issue of decision. **SS**

NM
15th August 2014

ACTION SHEET PLANNING DELEGATION PANEL 22nd August 2014

2014/0633

Former Gedling Colliery Arnold Lane Gedling
Solar farm

The proposed development would have no undue impact on ecology, the local landscape, residential amenity or highway safety.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork. **SS**

Lambley Parish to be notified following issue of decision. **SS**

2014/0735

Police Headquarters Sherwood Lodge Sherwood Lodge Drive
Internal alterations/refurbishment and extension of an existing Dog Kennel Facility. The new facility will provide 16no. dog kennels, 8no. of which are sized such that they can accomodate two dogs. (existing facility provides 10no.dog kennels).

The proposed development would have no undue impact on the openness of the Green Belt or the visual amenity of the area. Nor would it have any undue impact on the residential amenity of nearby properties, protected species or highway safety.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork. **SS**

2014/0768

5 Ivy Grove Carlton Nottingham
Retention of decking and fence to rear elevation

The proposed development raises complex amenity issues.

The Panel recommended that the application be determined by the Planning Committee.

2014/0823

Culag Newstead Abbey Park Nottingham Road
Removal of Condition 7 Planning Application no.2014/0545

The proposed development would have a potentially detrimental impact on the openness of the Green Belt.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

Parish to be notified following issue of decision.

SS

2014/0812

6 Robin Hood Terrace Ravenshead Nottinghamshire

Single storey extension to side and rear of recently approved Holiday Let at Robin Hood Terrace. Proposals also include cladding of external elevations of Holiday Let in Cedar Beval boarding.

Application withdrawn from agenda.

2014/0825

44 Mapperley Orchard Arnold Nottingham

Two storey extension and first floor front extension to existing property

The proposed development would have no undue impact on the residential amenity of adjacent properties, the appearance of the dwelling or its wider setting.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

SS

NM

22nd August 2014

ACTION SHEET PLANNING DELEGATION PANEL 29th August 2014

2014/0620

1 Byron Crescent Ravenshead Nottingham

Application for Reserved Matters following approval of Outline Planning Application 2013/0274 for the erection of one private dwelling house

The application has been withdrawn as the applicant is looking to redesign the proposal.

2014/0700

102 Bridle Road Burton Joyce Nottinghamshire

Construction of a new menage.

The proposed development would have no adverse impact on the openness of the Green Belt and is therefore considered to be acceptable.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

Parish Council to be notified of decision

SS

2014/0736

Fairview Farm Stud Main Road Ravenshead

Retention of Log Cabin and use as holiday let.

The proposed development is to be considered as a holiday let; the development would be acceptable in Green Belt terms and would support rural diversification.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

Parish Council to be notified of decision

SS

2014/0774

12 Tamarix Close Gedling Nottingham

Proposed two storey side extension and new garage to front of property

The proposed development would have an adverse impact on the amenity of the neighbouring property as the two storey side extension would be visually overbearing. The proposed garage would have an insufficient driveway depth and would be visually incongruous in relation to the street scene.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

2014/0819

Cards For All Occasions 26 Main Road Gedling

Demolition of existing retail unit (use Class A1) and replacement with 2 Storey structure comprising of vehicle garage at ground floor level and wedding services showroom (use class Sui Generis) at first floor level.

The proposed development would have no adverse impact on the surrounding area and the economic benefit of the proposal would outweigh Policy S10 of the Gedling Borough Replacement Local Plan which seeks to restrict non- town centre uses.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

2014/0845

11 Fairfields Drive Ravenshead Nottingham

Conversion of existing garage and erection of detached double garage.

The application needs to be advertised as a departure.

2014/0854

Brookfields Garden Centre Mapperley Plains Nottingham

Extension for retail purposes in conjunction with the Garden Centre

The proposed development would have no adverse impact on the surrounding area, comments are awaited from Highways if no objections are raised the proposal is considered to be acceptable.

The Panel recommended that the application be determined under delegated authority.

Decision to be issued following completion of paperwork.

JC 29th August 2014

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Report to Planning Committee

Subject: Future Planning Applications

Date: 17 September 2014

The following planning applications or details have been submitted and are receiving consideration. They may be reported to a future meeting of the Planning Committee and are available for inspection online at: <http://pawam.gedling.gov.uk:81/online-applications/>

Alternatively, hard copies may be viewed at Gedling1Stop or by prior arrangement with Development Control.

<u>App No</u>	<u>Address</u>	<u>Proposal</u>	<u>Possible Date</u>
2013/1010	Georges Lane Burial Ground, Calverton.	Change of use of agricultural field to create natural burial ground with associated car park.	TBC
2014/0238	Land West of Westhouse Farm, Moor Road, Bestwood.	Proposed residential development for 101 dwelling units, new access, amenity space, open space.	TBC
2014/0169	Gedling Care Home, 23 Waverley Avenue, Gedling.	Demolition of the care home and construction of 14 apartments, car parking and associated landscaping.	TBC
2014/0273	Land At Corner Of Longdale Lane And Kighill Lane, Ravenshead.	Site for residential development.	TBC
2014/0559	The Cavendish Public House, Cavendish Road, Carlton.	Demolition of existing Public House and construction of 38no new dwellings (8no 1 bed units, 24no 2 bed units and 6no 3 bed units).	TBC
2014/0740	Land Adjacent Bradstone Drive, Spring Lane, Lambley.	Hybrid Planning application comprising: Part A Full planning application for creation of temporary access and enabling earth works to create development platform, Part B	TBC

Outline planning application for residential development of up to 150 houses with associated access, landscaping and public open space. Approval sought for access. All other matters reserved.

2014/0915	A612 Burton Road/B684 Mapperley Plains.	Gedling Access Road.	TBC
2014/0915	Top Wighay, Annesley Road, Linby.	Residential Development 38 Dwellings.	TBC
2014/0665	Land at 96 Plains Road, Nottingham.	Residential Development 14 dwellings.	TBC

Please note that the above list is not exhaustive; applications may be referred at short notice to the Committee by the Planning Delegation Panel or for other reasons. The Committee date given is the earliest anticipated date that an application could be reported, which may change as processing of an application continues.

Recommendation:

To note the information.