



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

Agenda

Planning Committee

Date: **Wednesday 4 November 2015**

Time: **6.00 pm**

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

For any further information please contact:

Lyndsey Parnell

Senior Elections and Members' Services Officer

0115 901 3910

Planning Committee

Membership

Chair Councillor John Truscott

Vice-Chair Councillor Barbara Miller

Councillor Michael Adams
Councillor Pauline Allan
Councillor Peter Barnes
Councillor Sandra Barnes
Councillor Chris Barnfather
Councillor Alan Bexon
Councillor Bob Collis
Councillor Gary Gregory
Councillor Sarah Hewson
Councillor Meredith Lawrence
Councillor Marje Paling
Councillor Colin Powell
Councillor Paul Stirland
Councillor Paul Wilkinson

AGENDA

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- Planning Committee Protocol.**
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MINUTES PLANNING COMMITTEE

Wednesday 14 October 2015

Councillor John Truscott (Chair)

In Attendance: Councillor Barbara Miller Councillor Sarah Hewson
Councillor Michael Adams Councillor Meredith Lawrence
Councillor Peter Barnes Councillor Marje Paling
Councillor Sandra Barnes Councillor Paul Stirland
Councillor Alan Bexon Councillor Paul Wilkinson
Councillor Gary Gregory

Absent: Councillor Pauline Allan, Councillor Chris Barnfather,
Councillor Bob Collis and Councillor Colin Powell

Officers in Attendance: P Baguley, C Goodall, D Gray, L Parnell and
L Sugden

68 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS.

Apologies for absence were received from Councillors Allan, Barnfather, Collis and Powell.

Councillors Parr and Doyle attended as substitutes for Councillors Barnfather and Powell.

69 TO APPROVE, AS A CORRECT RECORD, THE MINUTES OF THE MEETING HELD ON 23 SEPTEMBER 2015.

RESOLVED:

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

70 DECLARATION OF INTERESTS

The Chair declared a non-pecuniary interest, on behalf of all Members, in application no. 2015/0954 as Gedling Borough Council are the owners of the site.

71 APPLICATION NO. 2014/0242- LAND ADJACENT 4 NORTHCLIFFE AVENUE, MAPPERLEY, NOTTINGHAMSHIRE.

Construct 4 New Detached Dwellings.

Mr Howie, local resident, spoke against the application.

RESOLVED to GRANT PLANNING PERMISSION, 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 built in accordance with the details as set out within the application forms received on the 27th February 2014 and the plans received on the 27th February 2014.
3. Before development is commenced there shall be submitted to and approved by the Borough Council precise details and samples of all materials to be used in the external construction of the proposed dwellings and the garage. Once these details are approved the dwellings and garage shall be built in accordance with these details unless otherwise agreed in writing by the Borough Council as Local Planning Authority.
4. Before development is commenced there shall be submitted to and approved by the Borough Council precise details of the means of enclosure of the site and the individual plot boundaries. Once these details are approved the development shall be carried out in accordance with the approved details. The proposed means of enclosure shall be erected before the dwellings are first occupied, and shall thereafter be retained unless alternative means of enclosure are agreed in writing by the Borough Council as Local Planning Authority.
5. Before development is commenced there shall be submitted and approved by the Borough Council precise details relating to the landscaping of the site. This shall include the position, type and planting size of all trees and shrubs proposed to be planted. The approved landscape scheme shall be carried out in the first planting season following the substantial completion of the development and any planting material which becomes diseased or dies within five years of the completion of the development shall be replaced in the next planting season by the applicants or their successors in title.
6. Before development is commenced there shall be submitted to and approved by the Borough Council precise details of the means of surfacing of the unbuilt on portions of the site. Once these details are approved the development shall be carried out in accordance with the approved details and be completed in accordance with the approved details before the dwelling is first occupied.

7. No works permitted under Class A, B, C, D and E of Part 1 Schedule 2 of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order) shall be undertaken without the prior written permission of the Borough Council as local planning authority.
8. The shared private driveway shall be laid out to a width of not less than 5.25 metres for at least 5.0 metres back from the nearside edge of carriageway and 4.8 metres thereafter and shall provide for vehicle parking and turning areas in accordance with details first submitted to and approved in writing by the Borough Council as Local Planning Authority. The vehicle parking and turning areas shall not be used for any purpose other than the turning and parking of vehicles.
9. No part of the development hereby permitted shall be brought into use until the dropped vehicular footway crossing has been widened and is available for use and constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.
10. No part of the development hereby permitted shall be brought into use until all drives and any parking or turning areas are surfaced in a hard bound material (not loose gravel) for a minimum of 5.5 metres behind the Highway boundary. The surfaced drives and any parking or turning areas shall then be maintained in such hard bound material for the life of the development and the parking areas retained thereafter.
11. No part of the development hereby permitted shall be brought into use until the access driveway / parking / turning areas are constructed with provision to prevent the unregulated discharge of surface water from the driveway/parking/turning areas to the public highway in accordance with details first submitted to and approved in writing by the Borough Council as Local Planning Authority. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the life of the development.
12. The gates to the refuse store shall open inwards only, and not onto the private driveway.
13. The first floor side elevation windows serving the stairwells to the end two dwellings shall be obscure glazed and either fixed shut or have small top hung opening windows at all times.
14. Before development is commenced there shall be submitted to and approved in writing by the Borough Council precise details of

the enclosure of the refuse storage area, this shall include details of the materials to be used in the construction of the refuse storage area. Once these details are approved the development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the Borough Council as Local Planning Authority.

15. The first floor front elevation windows serving the en-suites to Plot 1 shall be obscure glazed at all times.
16. No part of the development shall be brought into use until the tree located within the highway to the front of the site has been felled and removed in its entirety.

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 that the materials to be used in the construction of the dwelling are appropriate, in accordance with the aims of Policy ENV1 of the Borough Council Replacement Local Plan. (Certain Saved Policies 2014).
4. To ensure that the means of enclosure of the site are appropriate in terms of appearance and protect the privacy of the proposed and neighbouring dwellings, in accordance with the aims of Policy ENV1 of the Borough Council Replacement Local Plan. (Certain Saved Policies 2014).
5. To ensure that the site appears visually acceptable, in accordance with the aims of Policy ENV1 of the Borough Council Replacement Local Plan. (Certain Saved Policies 2014).
6. To ensure that the materials are visually acceptable, in accordance with the aims of Policy ENV1 of the Borough Council Replacement Local Plan. (Certain Saved Policies 2014).
7. To protect the amenity of adjoining and nearby dwellings, in accordance with the aims of policy ENV1 of the Gedling Borough Replacement Local plan (Certain Saved Policies 2014).
8. In the interests of highway safety.
9. In the interests of highway safety.
10. To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.)

11. To ensure surface water from the site is not deposited on the public highway causing dangers to road users.
12. To ensure that the driveway width is not reduced, and allows 2 cars to pass side by side.
13. To ensure that the proposal results in no undue overlooking impact onto neighbouring properties, in accordance with the aims of Policy ENV1 of the Borough Council Replacement Local Plan. (Certain Saved Policies 2014).
14. To ensure that the means of enclosure of the storage area appropriate in terms of appearance and protect the privacy of the proposed and neighbouring dwellings, in accordance with the aims of Policy ENV1 of the Borough Council Replacement Local Plan. (Certain Saved Policies 2014).
15. To ensure that the proposal results in no undue overlooking impact onto neighbouring properties, in accordance with the aims of Policy ENV1 of the Borough Council Replacement Local Plan (Certain Policies Saved 2014).
16. In the interests of highway safety.

Reasons for Decision

The proposed development of the site would result in no undue impact on undue impact on neighbouring properties, the area in general and there are no highway safety implications arising from the proposal. As the highway tree is proposed to be felled the proposal will result in no undue impact on any trees. The proposal therefore accords with policies ENV1, H7 and H16 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2014), the National Planning Policy Framework March 2012 and the Aligned Core Strategy for Gedling Borough.

Notes to Applicant

You are advised to contact the Arboricultural Team at Nottinghamshire County Council on 0300 500 80 80 to arrange for a replacement tree to be planted along Northcliffe Avenue.

The proposal makes it necessary to widen the vehicular crossing over a footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact the County Council's Customer Services to arrange for these works on telephone 0300 500 80 80.

The Borough Council has worked positively and proactively with the applicant in accordance with paragraphs 186 to 187 of the National Planning Policy Framework. Negotiations have taken place during the consideration of the application to address adverse impacts identified by officers. Amendments have been made to the proposal, addressing the identified adverse impacts, thereby resulting in a more acceptable scheme and a favourable recommendation.

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at www.coal.decc.gov.uk. Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com.

Your attention is drawn to the attached letter from the Nottinghamshire Wildlife Trust.

The attached permission is for development which will involve building up to, or close to, the boundary of the site. Your attention is drawn to the fact that if you should need access to neighbouring land in another ownership in order to facilitate the construction of the building and its future maintenance you are advised to obtain permission from the owner of the land for such access before beginning your development.

72 APPLICATION NO. 2014/1168- NEWSTEAD AND ANNESLEY COUNTRY PARK, TILFORD ROAD, NEWSTEAD.

Wind turbine with a maximum tip height of 100m, associated infrastructure to include control building and crane hardstanding.

The Service Manager, Planning, introduced the application providing Members with an overview of the issues to be considered. The Service Manager also introduced a minor amendment to the proposed conditions to remove the word "restricted" in condition 23, and replace with the word "terminated".

Charles Baker, trustee of RCAN (the applicant), spoke in favour of the application.

Kris Von Wollan, local resident, spoke against the application.

RESOLVED to GRANT CONDITIONAL PLANNING PERMISSION:

Conditions

1. The development hereby permitted shall begin not later than three years from the date of this decision. Written confirmation of the date when electricity is first exported to the grid from the wind turbine hereby permitted (First Export Date) shall be submitted to the Borough Council within one month of the date of this taking place.
2. This permission shall endure for a period of 25 years from the First Export Date (of electricity to the grid), after which the use shall cease, and the turbine, ancillary structures, crane erection and lay down areas shall be removed from the site, and the land restored in accordance with details to be approved in writing under condition 18 below. The site shall be decommissioned in accordance with the details to be approved under condition 18.
3. The development hereby permitted shall be carried out in accordance with the following approved plans except insofar as may be otherwise required by other conditions of this planning permission: Newstead and Annesley Wind Turbine Environmental Report dated October 2014 received on 14th October 2014; The Planning Statement dated November 2014; The Design and Access Statement received on 14th October 2014; and the GLM Ecology - The Newstead 3 Addendum dated 16th September 2015.
4. Before development hereby approved is first commenced, precise details and elevations of the proposed wind turbine and transformer cabin housing shall be submitted to and approved in writing by the Borough Council. The wind turbine shall be of a 3-blade configuration and not exceed an overall height of 100 metres measured from ground level to the tips of the turbine blades. The blades of the wind turbine shall not have a rotor diameter of more than 77 metres. The hub height of the turbine shall be no more than 61.5 metres measured from ground level to the top of the hub. The transformer cabin shall have the following parameters: No wider than 4.5 metres, no longer than 10.5 metres, and it shall have a ridge height no more than 3 metres. The development shall be implemented in accordance with the written approval.
5. Before the development hereby approved is commenced, and any associated materials transported to the site, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Borough Council. The Plan shall include the following: (i) A comprehensive study of the agreed delivery route to the application site including identification of the route where highway accommodation works will be required including the clearance of any vegetation and removal of street furniture; (ii) A schedule indicating the time for off peak construction deliveries; (iii) Details of measures to be taken to manage and control

construction traffic on the agreed construction route and site access to include advance notification signage, abnormal load traffic warning signs and any temporary speed limits/traffic regulation orders; (iv) Details of measures to be taken to manage the proposed hedge and tree cutting including signage. (vi) details specifying how any damage caused by construction traffic to the highway along the agreed route shall be made good. The Construction Traffic Management Plan shall thereafter be implemented as approved prior to any construction works taking place on site and as required during the construction of the development.

6. Before the development hereby approved is commenced, and any associated materials transported to the site, precise details of the hardstanding for construction traffic and details of improvements to the access track for the turbine delivery vehicles shall be provided in accordance with the plans to be first submitted to and approved in writing by the Borough Council. The hardstanding and servicing areas as approved shall thereafter be retained for the life of the development and decommissioned in accordance with details submitted under condition 19 of this approval.
7. Before the development hereby approved is commenced, a habitat management plan to deal compensatory area to be managed specifically for woodlarks shall be submitted to and approved in writing by the Borough Council (as indicated in the GLM Ecology Addendum 3). The schedule shall contain the precise location of the mitigation area outside of the 50 metre buffer zone of the blade overhang, details of the works to be undertaken and a timescale for the works to be carried out. Ecological site enhancement works shall be completed in accordance with the approved schedule. Mitigation should not compromise features which give the site botanical interest within the Local Wildlife Site boundary.
8. All construction work associated to the installation shall be undertaken outside of the bird-breeding season (March - September inclusive). Should works be carried out during this time, a suitably qualified ecologist shall be on site to survey for nesting birds, with a copy of the survey undertaken and any works required at the site to be submitted to and approved in writing by the Borough Council prior to the commencement of development at the site. Works shall be completed in accordance with the approved details.
9. Prior to the erection of the wind turbine, details of the colour finish of the turbine tower, nacelle and blades shall be submitted to and approved in writing by the Borough Council. Development shall thereafter be carried out in accordance with the approved details.

10. Prior to the erection of the substation, details of the colour and type of materials to be used for the external walls and roof shall be submitted to and approved in writing by the Borough Council. The size of the substation shall be in accordance with the parameters set out in condition 4 above. Development shall thereafter be carried out in accordance with the approved details.
11. Before development hereby approved is first commenced, precise details, including depths of the proposed wind turbine foundations to be constructed shall be submitted to and approved in writing by the Borough Council. The foundations as approved shall thereafter be retained for the life of the development and decommissioned in accordance with details submitted under condition 19 of this approval.
12. All cables within the development site from the turbine to the substation shall be set underground.
13. Prior to the First Export Date, a scheme providing a protocol for the investigation and alleviation of any electro-magnetic interference to terrestrial television caused by the operation of the wind turbine shall be submitted to and approved in writing by the Borough Council. The protocol shall also include full contact details of who to contact in relation to the development should the Borough Council receive a complaint from a local resident within 12 months of the first export date. The protocol shall provide for the investigation by a qualified independent television engineer of any complaint of interference with television reception at a lawfully occupied dwelling (defined for the purposes of this condition as a building within Use Class C3 and C4 of the Use Classes Order) which lawfully exists or had planning permission at the date of this permission, where such complaint is notified to the developer by the Borough Council within 12 months of the first export date. Where impairment is determined by the qualified television engineer to be attributable to the development, mitigation works shall be carried out in accordance with the protocol which has been approved in writing by the Borough Council
14. The Applicant must notify East Midlands Airport in writing that the wind turbine is in operation. This shall be done within 1 month, of the turbine commencing operation and the Borough Council shall be sent a copy of the notification made to East Midlands Airport.
15. The rating level of noise from the wind turbine (including the application of any tonal penalty) when calculated in accordance with the method described in the guidance document 'ETSU-R-97: The Assessment and Rating of Noise from Wind Farms' shall not exceed 35dBa for daytime and 43dBa for night time at the

nearest residential property (Foundry Terrace: Grid Reference easting 452,079 Northing 353,048).

16. Within 28 days from the receipt of a written request from the Borough Council, following a substantiated complaint to it, the wind turbine operator shall, at its expense, employ an independent consultant approved by the Borough Council to assess the level of noise generated by the wind turbine, following the method described in ETSU-R-97 referred to in condition 15. Within 60 days of appointing the independent consultant, unless agreed otherwise in writing with the LPA, the ETSU-R-97 noise assessment shall be completed and submitted to the Borough Council. Prior to the commencement of the noise measurement and assessment the monitoring locations shall be agreed in writing with the Borough Council. If wind turbine Noise levels are measured and found to exceed those levels set out in Condition 15 the necessary corrective action should be taken within 30 days to reduce the levels to those set out in condition 15 and further noise assessment carried out to ensure compliance with condition 15. Copies of the results on noise assessments made after remedial action has been taken should also be submitted to the Borough Council. A complaint shall be considered 'substantiated' where the Borough Council has conducted a preliminary investigation and taken into consideration the data requested as per condition 15 and judged that the complaint warrants further investigation by the operator to demonstrate that the noise limits are not being breached.
17. The wind turbine operator shall continuously log power production, wind speed and wind direction, all in accordance with Guidance Note 1 (d) of ETSU-R-97. These data shall be retained for a period of not less than 24 months. The wind farm operator shall provide this information in the format set out in Guidance Note 1 (e) to the Borough Council on its request, within 14 days of receipt in writing of such a request.
18. If the wind turbine hereby approved ceases to operate for a continuous period of 6 months unless otherwise approved in writing by the Borough Council, a scheme for the decommissioning and removal of the wind turbine and any other ancillary equipment, including a timetable for its removal, shall be submitted to and approved in writing by the Borough Council, within 3 months of the end of the 6 month cessation period. The approved scheme shall thereafter be implemented in accordance with the approved details.
19. Prior to the decommissioning of the site a scheme setting out a programme of works required to undertake decommissioning works, together with details of any access widening required, alteration to junctions, details of the abnormal load routes

together with details of how any required off-site traffic management measures along the proposed route of decommissioning traffic, details of how the site shall be restored and landscaped once structures have been removed and a schedule of works required and timescales for undertaking the restoration shall be submitted to and approved in writing by the Borough Council. The site shall be decommissioned in accordance with the approved details.

20. Prior to the first export of electricity a legally binding agreement between Rural Community Action Nottinghamshire (RCAN) and the Friends of Newstead, who will manage the annual £7.5k annual community fund, shall be submitted to and approved in writing by the Borough Council. Rural Community Action Nottinghamshire shall provide the £7.5k fund annually in line the terms of the legally binding agreement. The agreement shall be adhered to for the life of the development unless otherwise agreed in writing by the Borough Council.
21. Before the development hereby approved is commenced, a reptile mitigation management plan should be submitted to and approved by the Borough Council which meets the criteria for designation as a herptile Local Wildlife Site. The reptile mitigation plan should include details of the habitat to be created and its location. Any reptiles found during the construction and decommissioning of the development should be removed to the receptor area that is suitably fenced to prevent them from re-entering the proposed construction area.
22. Prior to the commencement of the development hereby approved, a scheme setting out a monitoring programme in relation to Bats shall be submitted to and approved in writing by the Local Planning Authority. The monitoring programme shall cover a period of three years from the first export date of electricity to the grid. A minimum of 3 transect surveys per year between April and October including 1 dawn survey shall be carried out. The findings and the results of the surveys, together with any proposed mitigation measures and timescales for carrying out any mitigation shall be submitted as a report to the Local Planning Authority and shall be approved in writing by the Borough Council. The reports shall be submitted within three months of each survey being undertaken. Any further mitigation required shall be carried out in accordance with the approved details in relation to each survey undertaken.
23. Should Newstead and Annesley Country Park cease to operate and access to the open space for the general public be terminated then the wind turbine shall be decommissioned within 6 months of the date of the closure of the Country Park in accordance with details submitted under Condition 19 above.

24. Prior to the first export of electricity the formal approval from NATS with regards to the approved mitigation measures shall be submitted to and approved by the Borough Council in writing. The wind turbine installation shall conform with the mitigation measures approved for the life of the development.
25. The applicant must notify the Ministry of Defence (MOD) the date that construction starts and ends; the maximum height of the equipment and the latitude and longitude of the turbine. Prior to development commencing the Borough Council shall be sent a copy of the notification made to the MOD.
26. Before the development hereby approved is commenced, a plan indicating a 50 metres buffer from the rotor swept area, showing the extent of tree and shrub removal required (calculated with reference to Natural England's Technical Information Note TIN051 and taking into account of the adjacent topography) shall be submitted to and approved in writing by the Borough Council. The 50 metre buffer zone shall be provided in accordance with the approved details before the first generation of electricity from the wind turbine. Once approved the trees and shrubs within this area shall be stump treated (to prevent re-growth) and the area shall be maintained as grassland for the life of the development.
27. The development hereby permitted shall be carried out in accordance with the mitigation measures outlined in sections 1.78 and 1.80 of the GLM Ecological Assessment dated 2014 with regards to the protection of badgers, reptiles and amphibians.

Reasons

1. In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
2. This is a temporary permission and condition 2 is attached for the avoidance of doubt.
3. For the avoidance of doubt.
4. To ensure a satisfactory development in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
5. In the interests of highway safety
6. For the avoidance of doubt.
7. To ensure the provision of ecological enhancements to enhance biodiversity, in accordance with the aims of Section 11 of the

National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).

8. In order to safeguard the local bird population in accordance with the requirements of Section 11 of the National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).
9. To ensure a satisfactory development in accordance with the aims of of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
10. To ensure a satisfactory development in accordance with the aims of of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
11. To ensure that the precise details of the turbine are defined in order for the Borough Council to control the nature of the development in accordance with the aims of of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
12. To safeguard the appearance of the site in accordance with the aims of of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
13. To ensure that any adverse impacts on terrestrial television reception in the area is appropriately mitigated.
14. To ensure that East Midlands Airport are advised that the turbine has commenced operation
15. In order to safeguard the aural amenity of the site and neighbouring residential properties in accordance with the guidance contained within EN-3, paragraph 2.7.6.
16. In order to safeguard the aural amenity of the site and neighbouring residential properties in accordance with the guidance contained within EN-3, paragraph 2.7.6.
17. To enable the Borough Council to monitor noise impacts and to monitor against condition 18.
18. To ensure that the site is decommissioned appropriately should the turbine cease to operate for a continuous period of 6 months.
19. To ensure that when the site ceases operation at the time stated within condition 2 above that decommissioning works take place in an appropriate manner and that the site is restored to a suitable condition.

20. In order to secure the financial public benefit of the scheme with the relevant stakeholders in the community.
21. To ensure the provision of ecological enhancements to enhance biodiversity, in accordance with the aims of Section 11 of the National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).
22. To ensure the provision of ecological enhancements to enhance biodiversity, in accordance with the aims of Section 11 of the National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).
23. To ensure the site is decommissioned appropriately should the Country Park cease to operate for the benefit of the local community.
24. In order to safeguard potential impacts on air traffic in the local area.
25. In order to ensure the MOD have received the requested information relating to the development.
26. To ensure there is no adverse impacts on the local bat population as a result of the wind turbine in line with paragraph 118 of the National Planning Policy Framework (March 2012).
27. To ensure there is no adverse impacts on the local wildlife populations, in accordance with the aims of Section 11 of the National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).

Reasons for Decision

Paragraph 98 of the NPPF advises that when determining planning applications for renewable energy schemes, local planning authorities should approve the application if its impacts are, or can be made acceptable. In the opinion of the Borough Council it has been demonstrated that the impacts of the proposal are acceptable.

Notes to Applicant

For the purpose of good public relations you are advised that it would be beneficial if a letter drop was undertaken to residents of Tilford Road asking that they park on one side of the carriageway on the date of the abnormal load to ensure adequate passage. You are advised to contact the Highway Authority Network Coordination Officer with regards to the abnormal load to check for road closures and road works.

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included seeking additional information in order to assess the application and its impacts. Further information was sought with regards to mitigation measures required given the Local Wildlife designation of the application site and the requirements of NATS with regards to air traffic.

There is an international civil aviation requirement for all structures of 300 feet (91.4 metres) or more to be charted on aeronautical charts. In the interests of Aviation safety, the Civil Aviation Authority requests that any feature/structure 70 feet in height, or greater, above ground level is notified to the Defence Geographic, including location(s) height(s) and lighting status of the feature/structure, the estimated and actual dates of construction and the maximum height of any construction equipment to be used, at least 6 weeks prior to the start of construction to allow for the appropriate notification to the relevant aviation communities.

73 APPLICATION NO. 2015/0941- 231 MAPPERLEY PLAINS, ARNOLD.

Variation of Condition 2 and removal of Conditions 4 and 8 of Application 2013/1003 (Erect two storey house following demolition of existing bungalow) relating to amended plans, landscaping and tree protection measures.

Peter Elliot, on behalf of the applicant at the Chair's discretion, spoke in favour of the application for a variation of conditions.

RESOLVED to Grant Removal/Variation of Condition:

Conditions

1. This permission relates to the approved plans Ref. 214-377-P01 'Location Plan', 214-377-P02 'Floor Plans', 214-377-P03 'Elevations', 214-377-P04 'Sections AA + BB', 214-377-P05 'Site Plan', 214-377-P06 'Boundary Wall', 214-377-P07 'Flat Roof Layout', the details contained in the Application Form, the email received on 8th September 2015 with regard to construction materials and the detail of the 'feature wall tiling' and the email received on 10th September 2015 attaching the 'Planting Plan', the 'Landscape Layout - Isometric' and the 'Landscape Layout' all dated 6th November 2014.
2. Prior to the dwelling being first occupied, the means of enclosure as shown on drawing ref. 214-377-P06 'Boundary Wall' and 214-377-P05 'Site Plan' shall be erected.
3. No works permitted under Class A, B, C, or D of Part 1 Schedule 2 of the Town & Country Planning (General Permitted

Development) (England) Order 2015 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order) shall be undertaken without the prior written permission of the Borough Council.

4. Notwithstanding the approved plans, there shall be no access to the garage flat roof from the first floor of the proposed dwelling.
5. The approved 'Landscape Plan' dated 6th November 2014 shall be carried out in the first planting season following the substantial completion of the development and any planting material which becomes diseased or dies within five years of the completion of the development shall be replaced in the next planting season by the applicants or their successors in title.
6. No part of the development hereby permitted shall be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.
7. No part of the development hereby permitted shall be brought into use until the driveway is surfaced in a hard bound material (not loose gravel) for a minimum of 5.5 metres behind the highway boundary. The surfaced driveway shall then be maintained in such hard bound material for the life of the development.
8. No part of the development hereby permitted shall be brought into use until the driveway is constructed with provision to prevent the unregulated discharge of surface water from the driveway to the public highway in accordance with details first submitted to and approved in writing by the Local Planning Authority. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the life of the development.
9. The access hereby approved onto Gedling Road shall serve one dwelling only.
10. The illumination of the 'feature walls' identified on drawing numbers PR-01 and PR-02 comprising part of the email received on 8th September 2015 shall not exceed a level of 305.5 candelas, and the means of illumination must not be intermittent, pulsing or flashing kind.

Reasons

1. For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved.

2. To ensure a satisfactory development, in accordance with the aims of Policy ENV1 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2014) and Policy 10 of the Aligned Core Strategy (September 2014).
3. In order to protect the residential amenity of the site and adjoining dwellings, in accordance with the aims of Policy ENV1 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2014) and Policy 10 of the Aligned Core Strategy (September 2014).
4. In order to protect the amenity of neighbouring properties in accordance with the aims of Policy ENV1 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2014) and Policy 10 of the Aligned Core Strategy (September 2014).
5. To ensure satisfactory development, in accordance with the aims of policy ENV1 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2014) and Policy 10 of the Aligned Core Strategy (September 2014).
6. In the interests of highway safety.
7. In the interests of highway safety.
8. In the interests of highway safety.
9. In the interests of highway safety.
10. In the interest of neighbouring amenity and highway safety.

Reasons for Decision

In the opinion of the Borough Council the proposed development is visually acceptable, results in no significant impact on neighbouring properties, and introduces no highway concerns. The proposal therefore accords with the requirements of the National Planning Policy Framework, Policy 10 of the Aligned Core Strategy (2014) and ENV1, H7 and H16 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2014).

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. During consideration of the planning application the changes made since the original approval (2013/1003) were clarified with the Applicant's Agent for the avoidance of doubt. The Applicant was also given the opportunity to submit a landscaping scheme during the processing of the application to ensure

that a pre-commencement condition is not imposed. Moreover, as it became apparent that two street scene facing elevations would contain an element of 'feature wall tiling' backlit with LED's the level of illuminance was sought to ensure no adverse impact on amenity.

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at www.coal.decc.gov.uk. Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com.

The attached permission is for development which will involve building up to, or close to, the boundary of the site. Your attention is drawn to the fact that if you should need access to neighbouring land in another ownership in order to facilitate the construction of the building and its future maintenance you are advised to obtain permission from the owner of the land for such access before beginning your development.

74 **APPLICATION NO. 2015/0954- GEDLING COUNTRY PARK, SPRING LANE.**

Create snack van hard standing area in Gedling Country Park.

RESOLVED to GRANT PLANNING PERMISSION 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. This permission shall be read in accordance with the plans and details received by the Local Planning Authority on 2nd October 2015. The development shall thereafter be undertaken in accordance with these plans and details unless otherwise agreed in writing by the Local Planning Authority.

Reasons

1. In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and to define the terms of this permission.

Reasons for Decision

In the opinion of the Borough Council the proposed development would help facilitate a use that would enhance recreational opportunities within the Borough and would not unduly impact upon the amenity of local residents, the visual amenity or character of the area. The proposal therefore accords with the National Planning Policy Framework (2012) and policies ENV1, R1 or R2 of the Gedling Borough Replacement Local Plan (Saved Policies 2008).

Notes to Applicant

This application is associated with Planning Approval 2014/0650 'To allow the change of use of land from Public Car Park (Sui Generis) to a pitch for the siting of an ice cream van (A1 use)'

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. During the processing of the application there were no problems for which the Local Planning Authority had to seek a solution in relation to this application.

75 UPDATED PLANNING COMMITTEE PROTOCOL AND CODE OF PRACTICE

The Service Manager, Planning, introduced the report, which had been circulated prior to the meeting, seeking approval of the updated Planning Committee protocol, revised Code of Practice for Councillors in dealing with Planning Applications and the Planning Delegation Panel arrangements.

RESOLVED to:

1. Adopt the Protocol for use at committee meetings;
2. Agree the revised version of the Gedling Borough Council Code of Practice for Councillors in dealing with Planning Applications and refer it to Council for approval and insertion into the Constitution; and
3. Agree the revised arrangements for the Planning Delegation Panel and refer it to Council for approval and insertion into the Constitution.

76 DEVELOPMENT MANAGEMENT IMPROVEMENT PLAN

The Service Manager, Planning, presented the report, which had been circulated prior to the meeting, seeking Members' comments on the draft Development Management Improvement Plan, produced following the recent independent service review.

A number of comments were made by Members for noting by the Service Manager.

RESOLVED:

To note the report.

77 APPEAL DECISION- 16 COTTAGE MEADOW, COLWICK.

Replace the hipped roof to the property with a partially hipped roof in order to provide accommodation within the roof space together with the erection of a dormer to the front elevation roof slope.

RESOLVED:

To note the report.

78 PLANNING DELEGATION PANEL ACTION SHEETS

RESOLVED:

To note the report.

79 FUTURE PLANNING APPLICATIONS

RESOLVED:

To note the report.

80 ANY OTHER ITEMS WHICH THE CHAIR CONSIDERS URGENT.

None.

The meeting finished at 7.05 pm

Signed by Chair:
Date:

PLANNING COMMITTEE PROTOCOL

Introduction

1. This protocol is intended to ensure that planning decisions made at the Planning Committee meeting are reached, and are seen to be reached, in a fair, open and impartial manner, and that only relevant planning matters are taken into account.
2. Planning Committee is empowered by the Borough Council, as the democratically accountable decision maker, 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. If a Councillor has any doubts about the application of this Protocol to their own circumstances they should seek advice from the Council Solicitor and Monitoring Officer as soon as possible and preferably well before any meeting takes place at which they think the issue might arise.
4. This protocol should be read in conjunction with the Council's Member's Code of Conduct, Code of Practice for Councillors in dealing with Planning Applications, briefing note on predetermination and the Council's Constitution.

Disclosable Pecuniary and Non- Pecuniary Interests

5. The guidance relating to this is covered in the Council's Member's Code of Conduct and Code of Practice for Councillors in dealing with Planning Applications.
6. If a Councillor requires advice about whether they need to declare an interest, they should seek advice from the Council Solicitor and Monitoring Officer as soon as possible and preferably well before any meeting takes place at which they think the issue might arise.

Pre-determination and Predisposition

7. Councillors will often form an initial view (a predisposition) about a planning application early on in its passage through the system whether or not they have been lobbied. Under Section 25(2) of the Localism Act 2011 a Councillor is not to be taken to have had, or to have appeared to have had, a closed mind when making a decision just because the decision-maker had previously done anything that directly or indirectly indicated what view the decision-maker took, or would or might take in relation to a matter, and, the matter was relevant to the decision.
8. This provision recognises the role of Councillors in matters of local interest and debate, but Councillors who are members of the Planning Committee taking part in a decision on a planning matter should not make up their minds how to vote prior to consideration of the matter by the Planning Committee and therefore should not

comment or make any commitment in advance as to how they intend to vote which might indicate that they have a closed mind (predetermination).

9. If a Councillor has made up their mind prior to the meeting, or have made public comments which indicate that they might have done, and is not able to reconsider their previously held view, then they will not be able to participate on the matter. The Councillor should declare that they do not intend to vote because they have (or could reasonably be perceived as having) judged the matter elsewhere. The Councillor will be then not be entitled to speak on the matter at the Planning Committee, unless they register to do so as part of the public speaking provision. For advice on pre-determination and predisposition, Councillors should refer to the Code of Practice for Councillors in dealing with Planning Applications in the Council's Constitution, and seek the advice of the Council Solicitor and Monitoring Officer.

Lobbying

10. The guidance relating to this is covered in the Code for dealing with Planning Applications.
11. If a Councillor requires advice about being lobbied, they should seek advice from the Council Solicitor and Monitoring Officer as soon as possible and preferably well before any meeting takes place at which they think the issue might arise.

Roles at Planning Committee

12. 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. Councillors may also request that their votes are recorded.
13. The role of Officers at Planning Committee is to advise the Councillors on professional matters, and to assist in the smooth running of the meeting. There will normally be a senior Planning Officer, plus a supporting Planning Officer, a senior Legal Officer and a Member Services Officer in attendance, who will provide advice on matters within their own professional expertise.
14. If they have questions about a development proposal, Councillors are encouraged to contact the case Officer in advance. The Officer will then provide advice and answer any questions about the report and the proposal, which will result in more efficient use of the Committees time and more transparent decision making.

Speaking at Planning Committee

15. 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.
16. 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. Anyone intending to speak at Committee must register to do so in writing, providing name and contact details, by 5pm three working days before the Committee meeting. As most Committee meetings are currently held on Wednesdays, this is usually 5pm on the Friday before. A maximum of 3 minutes per speaker is allowed, unless extended at the Chair of the Committee's discretion, so where more than one person wishes to address the meeting, all parties with a common interest should normally agree who should represent them or split the three minutes between them. No additional material or photographs will be allowed to be presented to the committee, and Councillors are not allowed to ask questions of speakers.

17. 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 Chair of the Committee will bring the meeting to order. In exceptional circumstances the Chair of the Committee can suspend the meeting, or clear the chamber and continue behind closed doors, or adjourn the meeting to a future date.
18. 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.

Determination of planning applications

19. Councillors will then debate the motion and may ask for clarification from officers. However, if there are issues which require factual clarification, normally these should be directed to the case Officer before the Committee meeting, not at the meeting itself. After Councillors have debated the application, a vote will be taken.
20. Whilst Officers will provide advice and a recommendation on every application and matter considered, it is the responsibility of Councillors, acting in the interests of the whole Borough, to decide what weight to attach to the advice given and to the considerations of each individual application. In this way, Councillors may decide to apply different weight to certain issues and reach a decision contrary to Officer advice. In this instance, if the Officer recommendation has been moved and seconded but fails to be supported, or if the recommendation is not moved or seconded, then this does not mean that the decision contrary to Officer advice has been approved; this needs to be a separate motion to move and must be voted on. If, in moving such a motion Councillors require advice about the details of the motion, the meeting can be adjourned for a short time to allow members and Officers to draft the motion, which will include reasons for the decision which are relevant to the planning considerations on the application, and which are capable of being supported and substantiated should an appeal be lodged. Councillors may move that the vote be recorded and, in the event of a refusal of planning permission, record the names of Councillors who would be willing to appear if the refusal was the subject of an appeal.

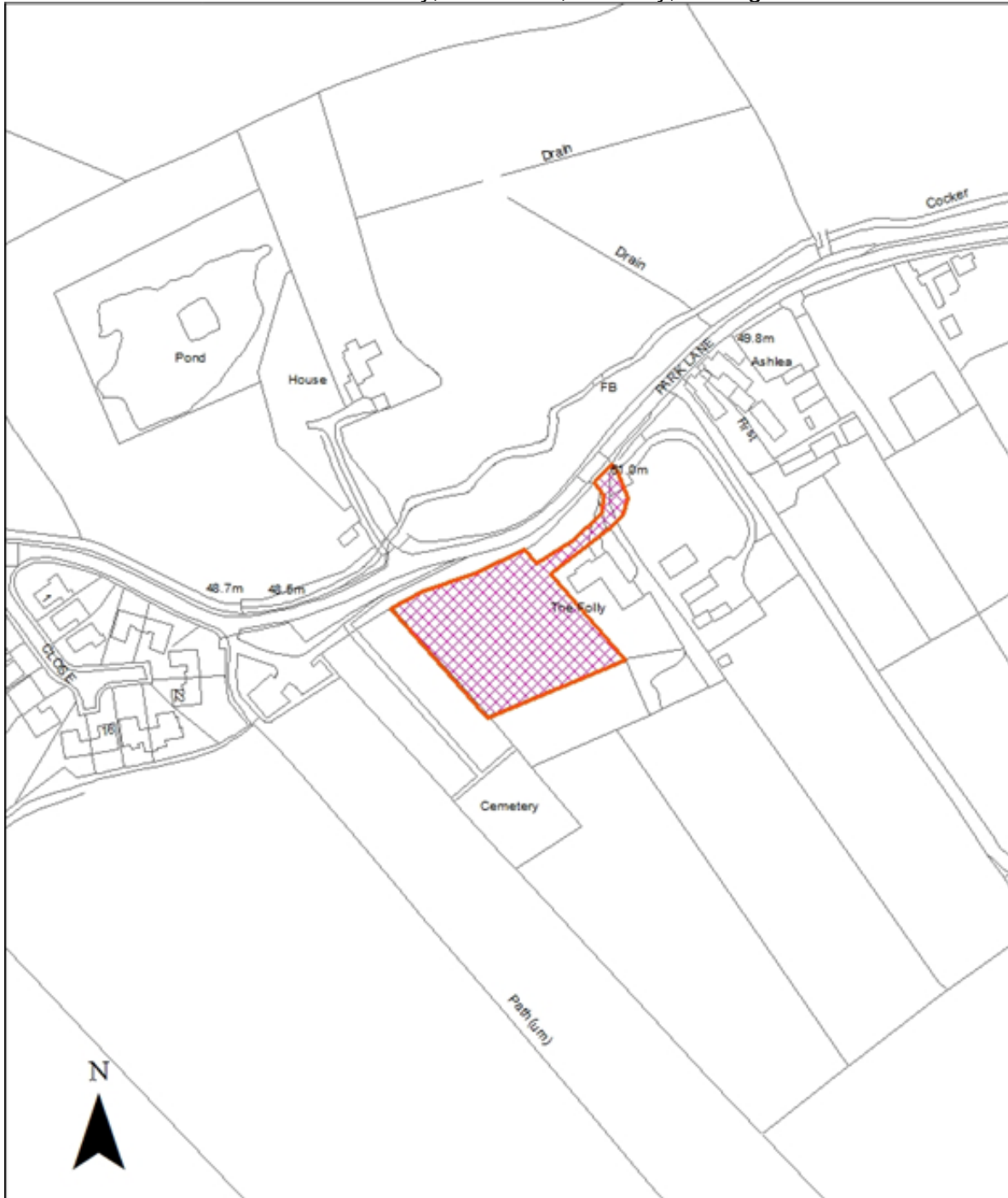
Oct 2015

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Application Number: 2015/0154

Location: The Folly, Park Lane, Lambley, Nottinghamshire.



NOTE:

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Report to Planning Committee

Application Number: 2015/0154

Location: The Folly, Park Lane, Lambley, Nottinghamshire.

Proposal: Outline planning application for the residential redevelopment of land next to The Folly, Park Lane, Lambley to provide 5 no. new affordable dwellings comprising of 2 no. 2 bedroom bungalows and 3 no. 2 bedroom starter houses.

Applicant: Mr Rob Meek

Agent: Mr George Machin

Case Officer: Alison Jackson

Site Description

The application site relates to land adjacent to The Folly, a residential property situated off Park Lane, Lambley. The site forms part of the garden area to The Folly, the land is mainly grassland with a number of trees within the site. The site is situated within the Green Belt for Nottingham. The site is not situated within the infill boundary for Lambley but does adjoin the conservation area boundary for Lambley. The site is set at a higher level than Park Lane which runs along the frontage of the site. Access to the site is via Park Lane which currently leads to The Folly and is proposed to serve the application site.

Proposed Development

Outline planning permission is sought for the erection of five affordable dwellings comprising 2 no. 2 bedroom bungalows and 3 no. 2 bedroom starter houses.

All matters relating to the application are reserved apart from the access arrangements.

It is proposed that the access will be provided via the existing access which currently serves The Folly. The applicant has demonstrated with the submission of additional plans that the required width of the access can be achieved together with the appropriate visibility spays to serve the access.

A footway is proposed to be provided from the application site along Park Lane in order to adjoin the existing footway at the edge of the village.

Indicative plans have been submitted with the application showing how it is envisaged that the site could be developed.

A Design and Access statement has been submitted with the application together with an Affordable Housing Needs survey.

An Arboricultural Survey and a Protected Species Survey have also been submitted with the application.

The applicant's agent has submitted information in support of the application, this supporting information is summarised as set out below:

- The public benefit of the proposal in terms of supporting economic growth in rural areas creating jobs and prosperity.
- The proposal constitutes a sustainable form of development.
- The proposal addresses identified local needs.
- The proposal would provide affordable housing in the area.
- The proposal would contribute to rural economy and future vitality of rural economy.
- The proposal does not result in an adverse impact on the Green Belt given that the site is screened and there would be minimal intrusion within the existing landscape.
- The impact of the proposal on the openness of the Green Belt would be limited
- The proposal would result in a limited degree of encroachment onto the Green Belt.
- There would be no undue impact as a result of the proposal on highway safety.

In addition to the above, reference has been made by the applicant's agent to similar schemes that have been granted planning permission in different authorities, to appeal decision for similar schemes and to a newspaper articles relating to the need for more rural starter homes.

Consultations

Lambley Parish Council - object on the grounds that the site is situated within the Green belt, there is poor access to the site and no footpath adjoining the site.

Nottinghamshire County Council Highway Authority – The swept path is acceptable as shown on drawing number CIV-100 dated 17.8.15, together with the layout and parking arrangement.

It should be noted that there are more than 5no dwellings served off the private drive, which will require a maintenance agreement to cover The Folly and all the new dwellings.

The gradient does not meet the requirements within the 6 Cs Design Guide for Highways, however this requirement will need to be achieved when submitting at full application stage.

In view of the above, the Highways Authority would accept the scheme in principle,

but the formal written approval of the LPA is required prior to commencement of any development with regard to parking and turning facilities, access widths, gradients, surfacing, visibility splays and drainage. (Hereinafter referred to as reserved matters.)

All details submitted to the Local Planning Authority for approval shall comply with the County Council's current 6 C's Design Guide for Highways and Parking policy for Gedling Borough Council and shall be implemented as approved.

Severn Trent Water – no comments received.

Nottinghamshire Wildlife Trust – satisfied with the wildlife report and the recommendations. Development should be undertaken in accordance with recommendations.

Natural England – no comments received.

Forestry Officer – The tree survey is adequate for the site and shows that the trees of a higher value are to be retained. It is suggested in this instance that a condition should be placed on any grant of planning permission to ensure that trees identified to be retained are adequately protected during development with barriers and ground protection to the standard of BS5837:2012.

Housing Strategy - On the basis of the results of the Affordable Housing Needs Survey for Lambley and also more recent interrogation of the Housing Register, there is support from a strategic housing perspective. It is noted that NCHA have expressed interest in provision on site and therefore it would be required that the properties are affordable on the basis that this would be a rural exception site.

Local residents have been notified by letter and the application has been advertised on site and in the local press – I have received one letter of representation as a result, the contents of this letter are summarised below:

- Lack of consultation on the application.
- Green Belt issues.
- Inappropriate development.

Planning Considerations

The main planning considerations in the determination of this planning application are:

1. The impact on the Green Belt;
2. The suitability of the location for the proposal;
3. The principle of the layout, design and appearance;
4. The impact on neighbouring properties;
5. The impact of the proposal on highway safety;
6. The impact on wildlife; and
7. The impact on existing trees at the site.

At a national level the most relevant parts of the National Planning Policy Framework (NPPF) in relation to the determination of this application are:-

- 6. Delivering a wide choice of high quality homes (paragraphs 47-55); and
- 7. Requiring good design (paragraphs 56-68); and
- 9. Protecting Green Belt land (paragraphs 79-92)

At a local level the following policies contained within the Gedling Borough Council Replacement Local Plan (Certain Policies Saved) 2014 (RLP) are also relevant to the determination of the application:-

- ENV1 (Development Criteria);
- ENV26 (Control Over Development in the Green Belt);
- H16 (Design of Residential Development);
- T10 (Highway Design and Parking Guides);

In addition appropriate parking provision should be made and in considering housing development, account should be taken of the residential parking standards set out in the Borough Council's Supplementary Planning Document (SPD) 'Parking Provision for Residential Developments' (2012).

Gedling Borough adopted the Gedling Borough Aligned Core Strategy (GBACS) on 10th September 2014.

- Policy 3 The Green Belt;
- Policy 8 Housing size, Mix and Choice;
- Policy 10 Design and Enhancing Local Identity; and
- Policy 19 Developer Contributions.

Impact upon the Green Belt

Paragraphs 79 and 80 of the NPPF outline the importance that the Government attaches to the Green Belt and the aim of Green Belt Policy to prevent urban sprawl and to retain the essential openness and permanence of the Green Belt.

Paragraphs 87 of the NPPF state that inappropriate development is, by definition, harmful to the Green Belt and should not be approved unless very special circumstances are demonstrated which outweigh such harm. Paragraph 89 notes that the construction of new buildings within the Green Belt is inappropriate development and outlines the categories which may be considered as being exceptions to this, these being for the purposes of agriculture or forestry or small scale essential facilities for outdoor sport and recreation.

I am mindful of recent case law and also note the ministerial statement issued on the 1st July 2013 which highlights that the demand for housing would not on its own merit be sufficient to outweigh the harm to the Green Belt.

I am mindful that the proposed residential development does not fall within any of the categories of development considered to be appropriate within the Green Belt.

I am therefore of the view that the proposed development is inappropriate and is therefore by definition harmful to the Green Belt setting of the site.

The applicant has put forward supporting information in an attempt to demonstrate very special circumstances in order to justify the development, these are set out under the 'Proposed Development' section above.

I note these arguments put forward by the applicant's agent in an attempt to justify the proposed development of the site and demonstrate special circumstances.

I accept that there is a need for affordable dwellings within the village of Lambley and the fact that the delivery of these dwellings would contribute to the Borough Council's five year housing land supply.

However, being mindful of the of the Ministerial Statement of the 1st July 2013 in relation to the protection of the Green Belt together with the briefing paper dated the 30th June 2015 in respect to the Green Belt policies contained within the NPPF, which state that the unmet demand for housing would not on its own be sufficient to outweigh the harm to the Green Belt, I do not consider that this in itself would amount to the very special circumstances to justify the granting of planning permission.

I am also mindful that the proposed dwellings could be conditioned to be retained at all times for affordable housing in order to meet local need however, I do not consider that this together with the demonstrated need for housing on the site would amount to special circumstances to justify the development of this site within the Green Belt.

Whilst I am mindful that the proposed development of the site would encroach onto land situated within the Green Belt, given the existing screening to the site and the fact that this screening could be retained during and after the development of the site, I do not consider that the development of the site would have a significant adverse impact on the open character of the Green Belt.

Whilst the development would not have a significant impact on the openness of the Green Belt this does not, in my opinion amount to special circumstances to justify such a proposal in this Green Belt location. The fact that the site is screened and this screening could be retained, in my opinion amounts to mitigation measures in order to avoid any potential impact on the open character of the Green Belt.

Taking the above considerations into account, I am of the view that harm by reason of the inappropriateness of the development is not clearly outweighed by other considerations and that very special circumstances do not exist in this instance to justify the grant of planning permission.

I am therefore of the view that the proposal fails to accord with criterion contained within the NPPF and Policy 9 of the ACS

Suitability of the location

To assess whether the proposal is appropriate in this location consideration needs to be given to paragraphs 49 and 55 of the NPPF. Paragraph 49 outlines that housing applications should be considered in the context of the presumption in favour of sustainable development.

Paragraph 55 encourages sustainable development within rural areas. New isolated homes should be avoided unless there are special circumstances.

In my opinion whilst the site is situated on the edge of the village a footpath is proposed to be created along Park Lane in order to link the site with the main village. This would be a short walk from the village where there are some local facilities in terms of eateries, the school and a children's day nursery and there are bus services to the village.

I consider therefore that the site would be a sustainable location and accord with the aims of the NPPF.

The principle of the layout, design and appearance of the proposed development

The Government attaches great importance to the design of the built environment. Section 7 of NPPF states inter alia that good design is a key aspect of sustainable development and that it should contribute positively to making places better for people. Developments should function well and add to the overall quality of the area, respond to local character and history, reflecting the identity of local surroundings and materials and be visually attractive as a result of good architecture and appropriate landscaping.

Policy ENV1 of the RLP is also relevant this states that planning permission would be granted for development provided it is in accordance with other Local Plan policies and that proposals are, amongst other things, of a high standard of design which have regard to the appearance of the area and do not adversely affect the area by reason of their scale, bulk, form, layout or materials.

Policy H16 of the Replacement Local Plan states that permission would be granted for residential development provided it is of a high standard of design and does not adversely affect the area by reason of its scale, bulk, form, layout or materials and the dwellings relate well to each other.

Policy 10 of the GBACS looks at design and enhancing local identity and reflects the guidance contained in both the NPPF and Replacement Local Plan policies.

I note that the application is outline with just the matter of access to be determined at this time. Although matters of appearance, landscaping, layout and scale are reserved for future determination, an indicative site layout and elevation and floor plans have been deposited with the application.

I am satisfied that the application site is capable of accommodating the proposed dwellings of the specified dimensions without appearing cramped or over intensive. I also consider that the style of the dwellings would reflect the character of the village and indeed the adjoining conservation area for Lambley.

I therefore consider that the indicative details deposited with the application accord with the NPPF, policies ENV1 and H16 of the RLP and Policy 10 of the GBACS and a refusal of planning permission would not be justified on these grounds.

Impact upon neighbouring amenity

Criterion b. of Policy ENV1 of the RLP is relevant in this instance and states that planning permission would be granted for development providing that it would not have a significant adverse effect on the amenity of occupiers of neighbouring properties or the locality in general.

Criterion f. of Policy 10 of the GBACS, relating to impact upon the amenity of nearby residents and occupiers is also relevant in considering this proposal.

Whilst I appreciate that permission is being sought in outline only with the approval of the access to the site only being sought at this time, I note that an indicative layout of the site has been submitted demonstrating how the site could be developed. I am satisfied therefore given the size of the site and the site's relationship to The Folly and its distance to other nearby properties, the site could be adequately developed without the dwellings resulting in any undue overbearing or overshadowing impact onto neighbouring or nearby properties.

I am also satisfied that the dwellings could be appropriately designed to avoid any overlooking impact onto neighbouring properties.

I therefore consider that the indicative details deposed with the application accord with the NPPF, Policy ENV1 of the RLP and Policy 10 of the GBACS and a refusal of planning permission would not be justified on these grounds.

Highway implications

Criterion c. of policy ENV1 of the RLP requires that development should include adequate provisions for the safe and convenient access and circulation of pedestrians and vehicles. Policy T10 of the RLP also requires that in considering proposals for new development reference will be made to the Highway Authority's highway design and parking guidance.

I note that the Highway Authority has advised that there are no objections to the proposal in terms of the access arrangements and proposed footway.

I am therefore satisfied that there are no highway safety implications arising from the proposal.

As the application is in outline only conditions would need to be attached to any grant of planning permission requiring precise details relating to all highway matters to be submitted to the Borough Council for approval.

I note that the Highway Authority has requested that a maintenance agreement is entered into. I do not agree however that the suggested condition of the Highway

Authority relating to a suitable maintenance agreement being in place is a reasonable and justifiable condition to attach to any grant of planning permission as this falls outside of the planning remit and would not be enforceable under planning legislation. I therefore suggest that the details relating to the need for a maintenance agreement, if permission is granted, are attached as an informative to any grant of planning permission which requires the applicant to enter into a maintenance agreement direct with the Highway Authority.

Whilst the permission being sought is in outline only and therefore only indicative drawings have been submitted showing the parking provision to serve the dwellings, I am satisfied that adequate off road car parking can be provided on the site and I am therefore satisfied that this would accord with the adopted Parking Provision for Residential Development SPD.

I note that the Highway Authority has raised no objections to the provision of an extension to the existing footway leading from the village. I am therefore satisfied that if permission was granted this could be achieved and indeed would be a requirement of the proposal in order to make the site more accessible by means other than a car.

I am therefore satisfied that the access arrangements together with the provision of off road car parking accords with policies ENV1 and T10 and the parking SPD and a refusal of planning permission would not be justified on these grounds.

Impact on trees

I note the comments of the Forestry Officer in respect to the potential impact of the development on existing trees at the site and agree that with the attachment of conditions to any grant of planning permission the trees proposed to be retained at the site could be adequately protected at all times during site preparation and development.

I therefore consider that a refusal of planning permission would not be justified on these grounds.

Impact on Wildlife

I note that a wildlife survey was submitted with the application and note that Nottinghamshire Wildlife Trust are satisfied with the report together with the recommendations contained within the report.

I am therefore satisfied that provided that the recommendations within the report are adhered to, should permission be granted for the development of the site the proposal will not adversely affect wildlife on the site or in the surrounding area.

Other Considerations

I note that concerns have been raised in respect to the consultation procedure on the application and I am satisfied that the appropriate procedures have been followed in term of notifying neighbouring and nearby properties.

Conclusion

Although I note that there is a need for affordable dwellings within the Lambley area and that the principle of the development may be acceptable in terms of design, scale and layout, I do not consider that, in this instance very special circumstances have been evidenced to demonstrate that there are material considerations which amount to the very special circumstances which would outweigh the harm, as a result of the inappropriateness of the development, to the open character or permanence of the Green Belt.

I therefore consider that the proposal fails to accord with National and Local Green Belt Policy and recommend that planning permission be refused.

Recommendation:

To REFUSE PLANNING PERMISSION.

Conditions

Reasons

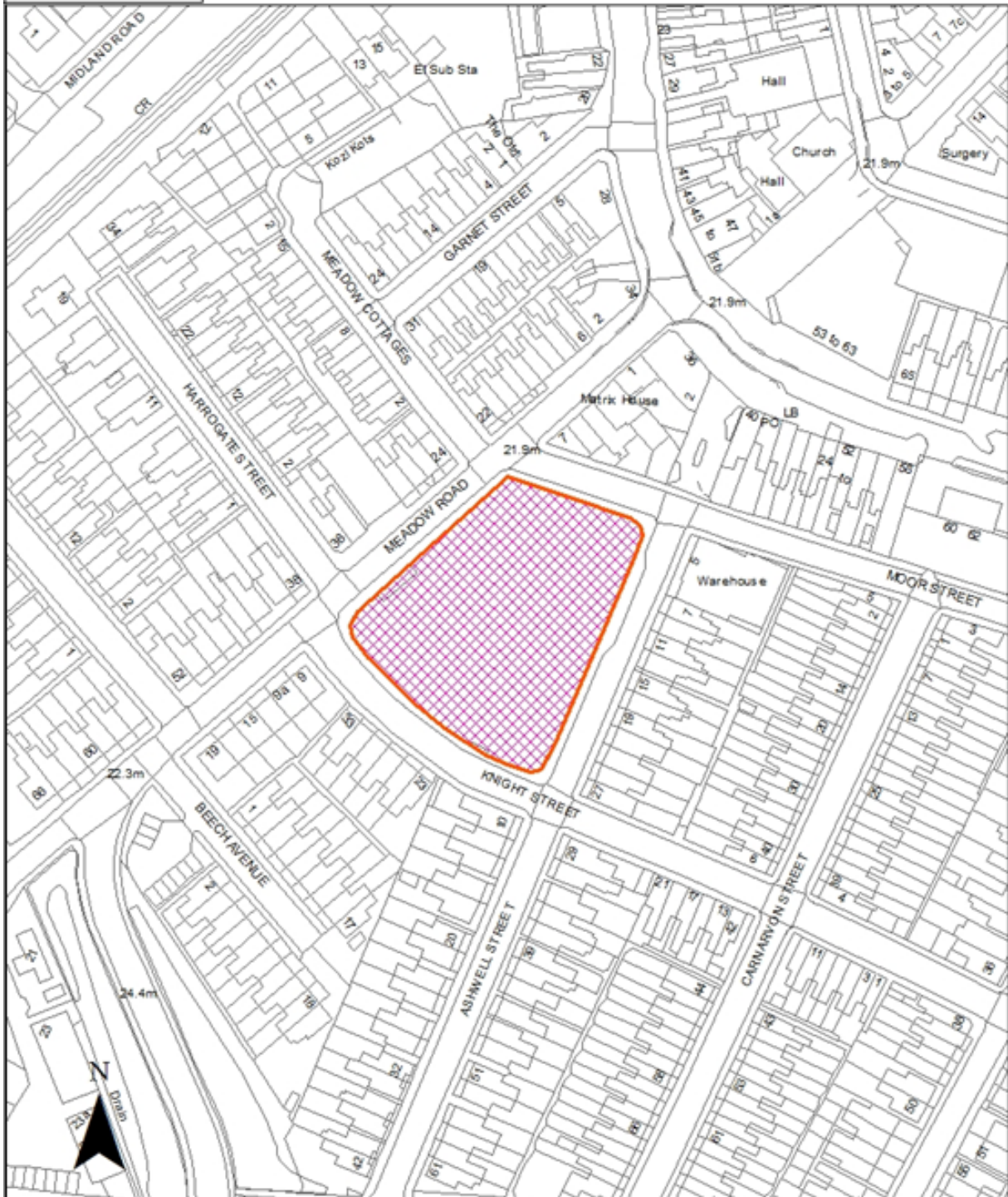
1. In the opinion of the Borough Council, the proposed development would constitute inappropriate development in the Green Belt by virtue of not serving the five purposes of land within the Green Belt. Therefore, in the absence of any very special circumstances the proposed development would, by definition, be harmful to the Green Belt contrary to the guidance contained within the National Planning Policy Framework (2012) and the Aligned Core Strategy.

Notes to Applicant

You are advised that as of 16th October 2015, the Gedling Borough Community Infrastructure Levy (CIL) Charging Schedule came into effect. Whilst the above application has been refused by the Local Planning Authority you are advised that CIL applies to all planning permissions granted on or after this date. Thus any successful appeal against this decision may therefore be subject to CIL (depending on the location and type of development proposed). Full details are available on the Council's website.



Application Number: 2015/0824
Location: Development Site On Former School, Ashwell Street, Netherfield, Nottinghamshire.



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Report to Planning Committee

Application Number:	2015/0824
Location:	Development Site On Former School, Ashwell Street, Netherfield, Nottinghamshire.
Proposal:	Construction of a new medical centre and pharmacy including associated parking, cycle shelters and landscaping on land previously used as a school.
Applicant:	W R Evans (Chemist) Ltd
Agent:	Allan Joyce Architects Ltd
Case Officer:	Nick Morley

Site Description

The application relates to the site of the now demolished Carlton Netherfield Infants and Nursery School, which closed in September 2005. It is located within an area which the flood maps indicate as potentially at risk of flooding, based on an undefended scenario which does not take account of recent flood prevention measures and is allocated as 'Protected Open Space – School Playing Field' in the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).

The site is set within a predominantly residential setting with some commercial properties and is located adjacent to the edge of Netherfield District Shopping Centre.

The site is roughly square in shape and has boundaries with Meadow Road, Moor Street, Ashwell Street and Knight Street. The residential properties surrounding the site are predominantly two storey and two-and-a-half storey Victorian properties with front elevations facing the application site and separated from the application site by the adjoining highway. There is an existing vehicular access off Knight Street.

The perimeter of the site is enclosed by brick walls and railings, up to approximately 2 metres in height.

Relevant Planning History

In May, 2011, full planning permission was granted under application no: 2011/0175 for the erection of a 50 bed care home and 3 bungalows. This permission was not implemented and has since expired.

Proposed Development

Full planning permission is sought for the construction of a new medical centre and pharmacy, including associated parking, cycle shelters and landscaping on this former school site.

In support of the application, it is stated that the existing Netherfield building is no longer fit for purpose and is short of accommodation for staff, office space and other associated facilities. There is no further space available at the existing site to support the growing clinical team.

This is the closest Practice to the proposed Teal Close development, which is expected to generate approximately 2,300 new patients in need of healthcare.

In addition to its own services, the Practice has run the small adjacent practice in Colwick since 2010, the lease for which expires in April 2017.

The proposed development would front onto Meadow Road and Moor Street, with a 'drum' design feature at the junction of Meadow Road and Moor Street.

The proposed development would be two and three storeys in height, with flat roofs. The three storey element would have a maximum height of 10.35 metres and the two storey element would have a maximum height of 7.5 metres.

The existing access on Knight Street would be widened and a new exit would be created onto Knight Street, close to its junction with Ashwell Street, with visibility splays and the existing wall at this point demolished and rebuilt behind these.

These would serve a car park with 46 parking spaces, including 5 parking spaces for the disabled and 4 parking spaces with electric vehicle charging points, as well as covered patient and staff cycle spaces.

The existing pavement build-out, railings and benches along Ashwell Street would be removed as part of the proposed highway works.

The proposed materials are mainly brickwork, with small panels of cladding adjacent to the windows and contrasting panels of render.

The proposed means of enclosure would include the retention or rebuilding of most of the existing brick walls and railings along Ashwell Street, Knight Street and Meadow Road.

Bin stores would be provided at the eastern end of the proposed development.

In addition to the layout, plans and elevation drawings submitted, the application is also supported by the following documents:

- Assessment for Ecology
- Design and Access Statement
- Flood Risk Assessment
- Planning Statement

- Transport Statement
- Travel Plan

The following documents have been revised during processing of the application, in response to comments received:

- Flood Risk Assessment
- Travel Plan

Consultations

Local Residents - have been notified by letter, site notices have been posted and the application has been publicised in the local press.

I have received 2 emails of representation from a local resident, who is largely in favour of the proposed new development and welcomes the new Medical Centre, but would wish to draw the Borough Council's attention to the following points of concern:

Travel Plan

- Parking on Ashwell Street has increased in recent months and it is disappointing to note the existing 'build out' adjacent to the school gates is not scheduled to be removed.
- The number of parking spaces allocated within the new development would undoubtedly be insufficient to cope with demand, therefore placing possibly more vehicle activity on Ashwell Street.
- The addition of double yellow lines around the corner of Ashwell Street/Knight Street to facilitate ease of exit from the site would also add to this problem.
- Residents who live opposite the 'build out' are already short of parking space for private cars and work related transit vehicles.
- Removal of the build out and the two wooden structures adjacent to the school gates would present a neater, tidier image and deter the drinkers who regularly use the wooden seats, as well as providing extra parking spaces.

Road Safety

- The vehicle exit point is very close to the corner of Ashwell Street and Knight Street. Attention is drawn to the fact that a number of pedestrians walk along Ashwell Street into Knight Street for access to Meadow Road and beyond. The vehicle entrance and exit points could present a road safety problem, particularly for young children (who on occasions tend to run or cycle around the corner) and the elderly who use this side of the street to access the bus stop on Meadow Road.
- A number of school-children cut through Knight Street and Ashwell Street on

their way to and from the school on Chandos Street.

- Suitable warning signage and speed limits should be put in place and toxicity levels monitored as necessary.

Colwick Parish Council – any comments will be reported verbally.

Nottinghamshire County Council (Lead Local Flood Authority) - originally expressed reservations over the adequacy of the submitted Flood Risk Assessment and the drainage design.

Following the submission of a revised Flood Risk Assessment, the County Council has confirmed that the application is acceptable, subject to implementation of the provisions outlined in the revised Flood Risk Assessment.

Environment Agency - advises that the proposed development would only meet the requirements of the NPPF if the following measures [specific details of which have been provided], as detailed in the Flood Risk Assessment submitted with this application, are implemented and secured by way of a planning condition on any planning permission:

- The development shall be carried out in accordance with the approved Flood Risk Assessment.
- The internal finished floor levels shall be set no lower than 22.62m Above Ordnance Datum (AOD).
- The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing phasing arrangements embodied within the scheme.

There is also an informative for the applicant to sign up to the Environment Agency Flood Line Warnings Direct, in order to facilitate evacuation in the event of an extreme flood event.

Severn Trent Water - no objection to the proposal, so long as the development is not commenced until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved by the local planning authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

This is to ensure that the proposed development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution.

Sport England - does not wish to comment on this application.

Nottinghamshire County Council (Highway Authority) – originally requested some further information, in the form of an indicative drawing showing the alterations/improvements that would be required on the highway as a result of the

proposal, which should include:

- Improvements to the bus stop provision on Meadow Road to include shelter, lighting and real time information together with bus stop kerbing.
- Vehicular access alterations and visibility splays on Knight Street for access and egress to the site.
- Reinstatement of redundant accesses on Moor Street.
- Removal of build out on Ashwell Street, together with school barriers to improve the on-street parking facilities, as parking is already at a premium, especially on Knight Street, in close proximity to the development accesses.

Following the submitted of a revised drawing showing indicative proposed highway works, the Highway Authority makes the following comments:

The site was previously occupied by the former Carlton and Netherfield Primary School approximately 10 years ago. At present, all access arrangements to the former school remain as they were constructed for the original site and would need to be changed, improved or reinstated as a result of the proposed development. Regarding staff and patients working and visiting the proposed Medical Centre, the car parking provision is satisfactory. As an alternative, there are also pay and display car parks within Netherfield within a 5 minute walking distance of the site.

Although there are some on-street parking controls, in the form of residents parking and No Waiting At Any Time Traffic Regulation Orders, car parking on the surrounding residential streets is at a premium. The residential streets are mainly terraced houses which do not have curtilage parking provision.

In order to maintain safe vehicular access and egress to the site, a No Waiting At Any Time Order would need to be advertised and consulted upon on the north-east side of Knight Street.

To achieve on-street parking on the north-western side of Ashwell Street, the build out and barriers and benches that were outside the former school site entrance are to be removed.

Bus stop improvements are to be provided on the south-eastern side of Meadow Road in the vicinity of the existing bus stop. This work should include the provision a new shelter, lighting and real time bus information, together with the construction of raised bus stop kerbing.

Cycle storage provision should be designed to ensure that cycles can be left safe and secure.

A Framework Travel Plan has been prepared under Nottinghamshire County Council Guidance.

The bus stop improvements, cycle storage facilities and Travel Plan should give

patients and visitors alternative sustainable choices to visit the proposed new Medical Centre.

Should planning permission be granted, the Highway Authority would recommend the imposition of a number of appropriate conditions [specific details of which have been provided], regarding:

- Improvement works to existing accesses to form or remove access arrangements, provide visibility, together with bus stop upgrade and removal of build out/ barriers and benches.
- The appointment of a Travel Plan Coordinator, who shall be responsible for the implementation, delivery, monitoring and promotion of the sustainable transport initiatives as set out in the Framework Travel Plan.
- The production or procurement of a finalised Travel Plan that sets out final targets with respect to the adoption of measures to reduce single occupancy car travel consistent with the Framework Travel Plan.
- A Traffic Regulation Order application to provide No Waiting at Any Time on Knight Street.
- Implementation of the cycle parking layout.
- The provision of wheel washing facilities.

These conditions are required in the interests of Highway Safety; to encourage the use of other modes of transport as an alternative to motorised transport; to promote sustainable transport; and to reduce the possibility of deleterious material being deposited on the public highway (loose stones etc).

There are also a number of notes for the applicant [specific details of which have been provided], including the use of a S106 planning obligation to secure the Travel Plan arrangements.

Police Architectural Liaison Officer - discussion has taken place with the architect and the proposals have been influenced to help prevent crime and disorder. The site is looking at becoming a Secured by Design development to help achieve BREAM excellent award.

Public Protection – make the following comments regarding:

Land Contamination

With regard to previous residential enquiries about this site, Public Protection has recommended that the applicant carries out an assessment for land contamination; due largely to the fact the former school site has laid dormant for some time; but also pollution can arise from, for example, historic heating oil storage, asbestos etc.

This application is for a slightly less sensitive land end use (buildings, car parking and small areas of public open space. As such, Public Protection would recommend

that that the 'unexpected contamination' condition is imposed on any permission to ensure that the final development is safe and suitable for use.

Air Quality

Public Protection has reviewed the submitted Travel Plan and notes and welcomes the commitment by the applicant to install EV charging points in the car parking area.

With reference to delivery vehicles accessing the site, Public Protection would recommend that the Travel Plan also incorporates provision for delivery vehicle emissions.

In this respect, the applicant should consider a strategy for reducing emissions, including possibilities for the take up of low emission fuels and technologies. This could be achieved via the applicant, and/or their delivery contractors, becoming members of the Nottingham ECOSTars Fleet Recognition Scheme.

The ECO Stars Fleet Recognition Scheme (Efficient and Cleaner Operations) is a free, voluntary scheme designed to provide recognition, guidance and advice to operators of goods vehicles, buses and coaches, who are implementing operational best practice measures to:

- improve efficiency
- reduce fuel consumption, and
- reduce fleet emissions

ECO Stars rates individual vehicles and the fleet's overall road transport operation using star rating criteria, to recognise levels of operational and environmental performance.

Following discussions with Public Protection, the Travel Plan has been revised to include a section on the ECOSTars scheme and confirms the commitment from Manor Pharmacy to sign up to the scheme. Public Protection has confirmed that these changes are acceptable.

More generally, during construction there is potential for increased levels of dust from the site. Therefore, to ensure that the potential for short term pollution from dust is considered and mitigated against, Public Protection would request that the standard condition is imposed on any permission to ensure that the final development is safe and suitable for use.

Health & Safety Executive - no comments to make, as the proposed development does not lie within the consultation distance of a major hazard site or major accident hazard pipeline.

Nottinghamshire County Council (Nature Conservation Unit) - notes that the application is supported by an ecological assessment, which indicates that the site is of very low/negligible nature conservation value, and does not support any protected species. No further surveys or specific mitigation is recommended.

Development of the site has the potential to deliver ecological enhancements

through site landscaping, and therefore the submission of a landscaping scheme should be secured through a condition, which incorporates the recommendations made in the ecological assessment.

Nottinghamshire Wildlife Trust (NWT) - is pleased to see that an ecological assessment has been undertaken, which allows consideration of protected species.

The NWT has reviewed the ecological assessment and is generally satisfied with the methodology and conclusions. The report makes a number of recommendations for ecological enhancements and this is also mentioned in the Design and Access Statement. To ensure that these are appropriately designed and implemented in full, the NWT recommends the imposition of a suitably worded condition to secure a detailed landscape plan for the site, should the application be approved.

The plan should include details of number and location of bird boxes, bat boxes and invertebrate boxes. Such enhancements would be in line with Paragraph 109 of the National Planning Policy Framework (NPPF), which states that the planning system should look to provide net gains in biodiversity where possible, whilst Paragraph 118 of the NPPF advises that opportunities to incorporate biodiversity in and around developments should be encouraged.

Economic Development - comments that because of the size of the build in terms of cost, it would fall into the Construction Industry Training Board (CITB) Threshold. Whilst the Borough Council would usually look at both construction and then long term employment on the site for a development of this nature, it is understood that this is a relocation, so there are already existing staff in place and from the Netherfield/Colwick area.

The estimated duration of the build is around 12 months, but the Borough Council would like to see where possible the developer using local supply chain and subcontractors.

The Borough Council is currently in the process of adopting the CITB approach and will be ready to use this model on all developments that meet the requirement, once approval from the CITB Panel has been received. The Borough Council would individually negotiate targets with the developer to try and ensure they meet and, where possible exceed, the minimum requirements.

Economic Development would be able to help the developer source local contractors and sub-contractor provision, if required.

It is recommended, therefore, that a condition is imposed on any permission relating to the developer entering into a local employment agreement for the construction phase of the development.

Planning Considerations

The main planning considerations regarding this application are how the proposed development relates to current national and local planning policy; its impact on Netherfield District Centre; the provision of community facilities; whether it would

meet the main principles of sustainable development; flood risk; and the site's allocation as Protected Open Space.

Other planning considerations which need to be assessed are the impact of the proposed development on highway safety; residential amenity; design; air quality; and ecology.

These planning considerations are assessed below, as are other issues raised.

Relevant Planning Policy Considerations

This is a proposal to erect a new medical centre and integral pharmacy to replace the two existing surgeries currently operated by the Practice in the Netherfield and Colwick area. The pharmacy element is contained within the proposed building and is integral to the proposed medical centre, which is intended to be a multi-disciplinary centre.

National Planning Policies

National planning policy guidance is set out in the National Planning Policy Framework (NPPF), at the heart of which is a presumption in favour of sustainable development (paragraphs 11-16). With regard to delivering sustainable development, the following national policies in the NPPF are most relevant to this planning application:

- NPPF Section 2: Ensuring the vitality of town centres (paragraphs 23-27)
- NPPF Section 4: Promoting Sustainable Transport (paragraphs 29-41)
- NPPF Section 7: Requiring good design (paragraphs 56-68)
- NPPF Section 8: Promoting Healthy Communities (paragraphs 69-78)
- NPPF Section 10: Meeting the challenge of climate change, flooding and coastal change (paragraphs 100-104)
- NPPF Section 11: Conserving & enhancing the natural environment (paragraphs 109-125)

With regard to decision-taking, the following sections and annex of the NPPF are most relevant to this planning application:

NPPF: Planning conditions and obligations (paragraphs 203–206).

In March 2014, National Planning Practice Guidance (NPPG) was published. This provides guidance on how to apply policy contained within the NPPF.

Local Planning Policies

Gedling Borough Council, at its meeting on 10th September, adopted the Aligned Core Strategy (ACS) for Gedling Borough (September 2014), which is now part of the development plan for the area.

It is considered that the following policies are relevant to this planning application:

- ACS Policy A: Presumption in Favour of Sustainable Development
- ACS Policy 1: Climate Change
- ACS Policy 10: Design and Enhancing Local Identity
- ACS Policy 12: Local Services and Healthy Lifestyles
- ACS Policy 14: Managing Travel Demand
- ACS Policy 17: Biodiversity

The Gedling Borough Replacement Local Plan (RLP) should now be referred to as the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014). The following policies of the RLP are most relevant to this proposal:

- RLP Policy C1: Community Services General Principles
- RLP Policy ENV1: Development Criteria
- RLP Policy ENV11: Pollution Generating Development
- RLP Policy R1: Protection of Open Space
- RLP Policy T10: Highway Design and Parking Guidelines

Section 17 of the Crime and Disorder Act 1998 is also relevant with regard to design.

Retail & Community Facility Considerations

The most relevant policies that need to be considered in relation to retail planning policy and the provision of community facilities are set out in Sections 2 and 8 of the NPPF, Policy 12 of the ACS and Policy C1 of the RLP

Section 2 of the NPPF seeks to promote the vitality and viability of town centres and requires the sequential test to be applied to retail and main town centre uses, which favours in centre sites, followed by edge of centre sites and lastly out of centre sites.

Section 8 of the NPPF states, amongst other things, that to deliver the social, recreational and cultural facilities and services the community needs, planning decisions should ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community.

Policy 12 of the ACS states, amongst other things, that new community facilities will be supported where they meet a local need. Community facilities should:

- a) be located within the City Centre, town centre or other centres, wherever appropriate; or
- b) be in locations accessible by a range of sustainable transport modes suitable to the scale and function of the facility; and
- c) where possible, be located alongside or shared with other local community facilities.

Policy C1 of the RLP states that planning permission will be granted for proposals to improve community services and facilities provided that:

- a) they are not detrimental to the amenity of adjoining and nearby property; and
- b) their location is within or near to local/district centres or easily accessible to local residents.

The pharmacy element is an integral part of the medical centre and, given that the proposed development is located on the edge of Netherfield District Centre, I am satisfied that it meets the sequential test required by the NPPF. This edge of centre location should also help encourage linked shopping trips to the adjoining Netherfield District Centre and help sustain its vitality.

The applicant's Design and Access Statement sets out that the new facility would replace two existing surgeries, one of which is a "branch" surgery and that both facilities are wholly inadequate in terms of space and inefficient in terms of layout and running costs.

The proposed new medical centre is in an edge of centre location, accessible by public transport, cycling and walking. The applicant anticipates significant increased demand in the area arising from housing growth on the nearby Teal Close sustainable urban extension, recently granted planning permission.

The proposal is intended to bring a multi-disciplinary health service to the area where patients can access a variety of services under one roof and meet the increasing needs of the catchment area.

As such, I consider that the proposal accords with the aims of Sections 2 and 8 of the NPPF, Policy 12 of the ACS and Policy C1 of the RLP.

Sustainability Considerations

The most relevant policies for this site that need to be considered in relation to sustainability are set out in Sections 4 and 10 of the NPPF and Policies A, 1 and 14 of the ACS.

Section 4 of the NPPF states at paragraph 32 that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up, safe and suitable access to the site can be achieved for all people, and improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Section 4 of the NPPF also requires at paragraph 34 that developments which generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Paragraph 35 of the NPPF then states that developments should be located, where practical, to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities and should consider the needs of people with disabilities by all modes of transport.

Section 10 of the NPPF states, amongst other things, that local planning authorities should plan for new development in locations which reduce greenhouse gas emissions and take account of water supply considerations.

Policy A of the ACS requires that, where the development plan is out of date, planning permission should be granted unless:

- a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework as a whole; or
- b) specific policies in that Framework indicate development should be restricted.

Policy 1 of the ACS states that all development proposals will be expected to deliver high levels of sustainability in order to mitigate against and adapt to climate change, and to contribute to national and local targets on reducing carbon emissions and energy use.

Policy 14 of the ACS states that the need to travel, especially by private car, will be reduced by securing new developments of appropriate scale in the most accessible locations.

Transport & Access

The Highway Authority has no objection to the proposals on highways grounds, but has requested improvements to the bus stop provision on Meadow Road, to include shelter, lighting and real time information together with bus stop kerbing.

Alterations and improvements would be carried out on the highway around the site in order to provide new access and exit arrangements and the proposed development would provide opportunities for the use of alternative modes of transport modes.

Accessibility

There is a bus stop directly outside the site on Meadow Road and others in the vicinity along Victoria Road. These routes connect Colwick, Carlton, Gedling and Netherfield, as well as routes into the City. Further along Victoria Road is the railway station, which is also within walking distance of the site.

There is adequate space within the site to provide a reasonable level of parking provision, enabling staff and patients (including those requiring accessible spaces) to park adjacent to the proposed building. Secure cycle shelters would also be provided for patients and staff.

Sustainable Design

The whole of the development has been designed to BREEAM 'Excellent' standard, in line with current requirements for new healthcare buildings. The proposal brings with it a whole raft of sustainability measures, beyond what would be required by Building Regulations or normal planning conditions. Broadly, the proposed

development would incorporate the following:

- Significant energy and carbon emission reductions, through highly efficient heating and ventilation solutions.
- Thermally efficient envelope, including thermal mass, very high levels of insulation and air tightness.
- Large roof-mounted solar photovoltaic array to generate electricity on-site and solar shading to areas identified as potentially overheating.
- Energy and water monitoring systems.
- Responsibly sourced materials and minimised construction and operational waste.
- Protecting ecology and enhancing biodiversity on the site.
- Sustainable Urban Drainage Scheme to attenuate storm water collected on the site.
- Facilities to enhance use of sustainable transport on site.

Conclusion

I am satisfied, therefore, that the proposed development can be considered to be sustainable in accordance with Sections 4 and 10 of the NPPF and Policies A, 1 and 14 of the ACS.

Flood Risk Considerations

The relevant policies for this site that need to be considered in relation to flood risk are set out in Section 10 of the NPPF and Policy 1 of the ACS.

Section 10 of the NPPF states at paragraphs 100-103, amongst other things, that local planning authorities should plan for new development which ensure that flood risk is not increased elsewhere, and that a sequential approach should be used in areas known to be at risk from any form of flooding. If it is not possible, following application of the Sequential Test, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied.

Policy 1 of the ACS sets out a sequential approach to locating development away from areas at highest risk of flooding and states that where no reasonable site within Flood Zone 1 is available, allocations within Flood Zone 2 and 3 will be considered. This is consistent with paragraphs 101-103 of the NPPF, which states that a sequential test should be applied in areas known to be at risk of any form of flooding, but where development is necessary it should be safe without increasing flood risk elsewhere.

The flood maps for the area indicate that the proposed development is located within the high risk flood zone (Flood Zone 3), but these are based on an undefended

scenario, and do not reflect the situation following the construction of the Nottingham Trent Left Bank Flood Alleviations Scheme. It has been concluded through the Flood Risk Assessment that the site is in fact in Flood Zone 1 equivalent (having a flood risk of less than 1:1000 years), because the Greater Nottingham Strategic Flood Risk Assessment (GNSFRA) now takes into account the flood prevention measures that are in place along this stretch of the River Trent.

Whilst the proposed use would be classed as 'more vulnerable' in terms of the Flood Risk Vulnerability Classification in the NPPF, and would require the application of the sequential and exception tests if located within Flood Zone 3, this is not required given the results of the GNSRA.

A Flood Risk Assessment has been carried out in accordance with the requirements of the NPPF and this has been amended during the processing of the application to overcome the initial concerns expressed by the County Council as Lead Local Planning Authority (LLFA). In particular, I note that as a result of the recommendations of the flood risk assessment and on a precautionary basis, the proposed building has been raised approximately 600 mm above the 1:100 year flood levels.

I consider, therefore, that the flood risk issues raised by the LLFA and the Environment Agency have been mitigated by the recommendations in the revised Flood Risk Assessment and that there are no objections on flood risk grounds, subject to the imposition of appropriate conditions, if permission is granted.

As such, I am satisfied that the proposed development would not be unduly vulnerable to the impact of climate change and flooding and accords with the aims of Section 10 of the NPPF and Policy 1 of the ACS, which seek to ensure that development is safe, that flood risk is not increased elsewhere and that priority is given to the use of sustainable drainage systems.

Protected Open Space Considerations

The most relevant planning policy which needs to be considered in relation to the site's designation within the RLP as a protected school playing field is set out in Policy R1 of the RLP.

Policy R1 of the RLP states, amongst other things, that planning permission will not be granted for development on land that is used, or was last used, as open space, including school playing fields. Exceptions to this policy are allowed where one of a number of conditions are met, including that the facility is to be replaced at an alternative location in a way that is at least equivalent in terms of its size, usefulness, attractiveness and quality in a location that is at least as accessible to current and potential users.

I am mindful that when the school on the application site was relocated to Chandos Street, in an amalgamation with the Junior School, new games courts were provided at Chandos Street in addition to a new habitat area. Half of an existing grassed area was retained for informal play. In considering a similar application for the replacement of Mapperley Plains Primary School, the improvement of facilities at the

merged school site on Central Avenue was taken to meet the above condition, which requires the facility to be replaced at an alternative location.

This approach was also subsequently taken for the previous application on this site for the erection of a 50 bed care home and 3 bungalows and I consider that it would be unreasonable to now adopt a different approach. I consider, therefore, that the enhanced recreational facilities provided at Chandos Street continue to meet this exception in Policy R1.

I am also mindful that the open space consisted of hard surfacing within the grounds of the former school building. As such, this space would not constitute a playing field as defined in Sport England's Planning Policy Statement on planning applications for development on playing fields and I note that Sport England does not wish to comment on this application.

It is considered, therefore, that the proposed development would accord with one of the exceptions set out in Policy R1 of the RLP.

Highway Considerations

The most relevant planning policies which need to be considered in relation to highway matters are set out in Section 4 of the NPPF and Policies ENV1 and T10 of the RLP.

Section 4 of the NPPF states at paragraph 32 that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up, safe and suitable access to the site can be achieved for all people, and improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Policy ENV1 of the RLP states, amongst other things, that planning permission will be granted for development if it would not have a significant adverse effect on the amenities of adjoining occupiers or the locality in general, by reason of the level of activities on the site or the level of traffic generated. Development proposals should include adequate provisions for the safe and convenient access and circulation of pedestrians and vehicles and that, in this regard, particular attention will be paid to the needs of disabled people, cyclists, pedestrians and people with young children.

Policy T10 of the RLP refers to highway design and parking guidelines and states, amongst other things, that developers will not be required to provide more parking spaces than they consider necessary unless failure to provide enough off-street parking would harm road safety or prejudice the flow and management of traffic on nearby streets. In addition, Policy T10 requires that special attention will be paid to providing parking spaces reserved for disabled people in all non-residential development.

Whilst I appreciate the concerns which have been expressed by a local resident with regard to on-street parking, highway safety and existing highway features, I note that

the Highway Authority has no objections following the submission of a revised Indicative Proposed Highway Works drawing, which shows the alterations and improvements required on the highway as requested by the Highway Authority. In particular, this includes the provision of visibility splays on Knight Street and the removal of the build-out and railings on Ashwell Street to improve on-street parking facilities.

I am satisfied that the proposed development would provide opportunities for the use of sustainable transport modes and that safe and suitable access to the site can be achieved for all people. In my opinion, the proposed development would include adequate provision for the safe and convenient access and circulation of pedestrians and vehicles, including provision for the needs of disabled people, cyclists, pedestrians and people with young children.

If permission is granted, I am satisfied that the Travel Plan can be secured by means of an appropriate condition, in accordance with usual practice, rather than a Section 106 planning obligation, as originally suggested by the Highway Authority. This has subsequently been confirmed as acceptable by the Highway Authority.

For the above reasons, I conclude that the proposed development would not have any significant impact on highway safety and that there would be adequate provisions for the safe and convenient access and circulation of pedestrians and vehicles.

It is considered, therefore, that the proposed development would provide access, parking and turning arrangements in accordance with Section 4 of the NPPF, Policies ENV1 and T10 of the RLP.

Amenity Considerations

The relevant planning policies which need to be considered in relation to residential amenity are set out in Policy 10 of the ACS and Policy ENV1 of the RLP. Policy 10 of the ACS states, amongst other things, that development will be assessed in terms of its treatment of the impact on the amenity of nearby residents and occupiers.

Policy ENV1 of the RLP states, amongst other things, that planning permission will be granted for development provided that it would not have a significant adverse effect on the amenities of adjoining occupiers or the locality in general, by reason of the level of activities on the site or the level of traffic generated. This is reflected more broadly in Policy 10 of the ACS.

With regard to residential amenity, I am satisfied that the proposed development would not have an undue impact on existing residential properties on Meadow Road, Moor Street, Ashwell Street and Knight Street in terms of overlooking, overshadowing or overbearing issues, nor by reason of the level of activities on the site or the level of traffic generated.

In my opinion, the proposed development would not have an unduly detrimental impact on the amenity of nearby residents in accordance with the aims of Policy 10

of the ACS and Policy ENV1 of the RLP.

Design Considerations

The most relevant planning policies that need to be considered in relation to design are set out in Section 7 of the NPPF, Policy 10 of the ACS and Policy ENV1 of the RLP. Section 17 of the Crime and Disorder Act 1998 is also relevant.

Section 7 of the NPPF states at paragraph 58 that planning decisions should aim to ensure that developments will function well and add to the overall quality of the area, over the lifetime of the development, and are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 63 of the NPPF states that in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.

Policy 10 of the ACS requires all new development to be designed to a high standard and sets out in detail how this should be assessed. The most relevant design elements in this instance include the site layout; massing, scale and proportion; materials, architectural style and detailing.

Policy ENV1 of the RLP states, amongst other things, that planning permission will be granted for development provided that it is of a high standard of design which has regard to the appearance of the area and does not adversely affect the area by reason of its scale, bulk, form, layout or materials.

The Design and Access Statement comments that the proposals are for a modern building, intended to provide state of the art healthcare to the community. The building has been designed to reflect the proposed use and does not attempt to mimic the style of existing adjacent properties.

With regard to density, form and scale, I note that the footprint of the proposed development would occupy a smaller area than the previously approved care home and bungalows and that the main elevations run parallel to Meadow Road and Moor Street, with a landmark, three storey, 'drum' feature on the corner facing towards the centre of Netherfield. The lower, two storey elements radiate away from this 'drum' feature towards the predominantly residential areas to the south.

The setting back of the built form from Ashwell Street and Knight Street reduces the scale of the proposed development in relation to the residential properties on these streets, whilst its two and three storey frontage to Meadow Road and Moor Street would relate well within the streetscene to existing commercial and residential properties in this area.

In terms of layout, the proposed building has been designed to meet the functional needs of the medical centre and would be located on the northernmost corner of the site, creating a strong presence in the more urban part of the streetscene. The landscaped car park area would be to the south of the site. Pedestrian access would be gained into a glazed central foyer area, via either the main entrance on Moor

Street or from the rear car park.

I note that discussions have taken place between the architect and the Police Architectural Liaison Officer, who comments that the proposals have been influenced to help prevent crime and disorder and that the site is looking at becoming a Secured by Design development.

This will help to reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour in accordance with the aims of Policy 10 of the ACS and Section 17 of the Crime and Disorder Act 1998.

For the above reasons, I am satisfied that the proposed development would be designed in accordance with the relevant design aims of Section 7 of the NPPF, Policy 10 of the ACS and Policy ENV1 of the RLP.

Air Quality Considerations

The most relevant planning policies that need to be considered in relation to air quality are set out in Section 11 of the NPPF and Policy ENV11 of the RLP.

Section 11 of the NPPF states at paragraph 109, amongst other things, that the planning system should contribute to and enhance the natural and local environment by preventing new development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution.

Policy ENV11 of the RLP states, amongst other things, that planning permission will not be granted for pollution generating development which would result in unacceptable risk to the health and safety of residents or users of nearby properties; unacceptable nuisance to users or residents of nearby properties or the surroundings in general by reason of smoke, fumes, gases; or harm to the natural environment or the landscape.

With regard to air quality, I note that Public Protection welcomes the commitment by the applicant to install electric vehicle charging points in the car parking area and to join the ECOStars scheme, which has now been included within the Travel Plan.

As a consequence, I am satisfied that the proposed development would not contribute to unacceptable levels of air pollution or result in unacceptable risk, nuisance or harm to the health and safety of residents or users of nearby properties and the surroundings in general.

It is considered, therefore, that the proposed development would accord with Section 11 of the NPPF and Policy ENV11 of the RLP.

Ecological Considerations

The most relevant planning policies which need to be considered in relation to ecological matters are set out in Section 11 of the NPPF and Policy 17 of the ACS.

Section 11 of the NPPF advises, at paragraph 118, that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying a number of principles, including the encouragement of opportunities to incorporate biodiversity in and around developments. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Policy 17 of the ACSSD seeks, amongst other things, to ensure that biodiversity will be increased over the Core Strategies period by seeking to ensure that new development provides new biodiversity features, wherever appropriate.

I note that the County Council's Nature Conservation Unit and the Nottinghamshire Wildlife Trust consider that the site is of very low or negligible nature conservation value and does not support any protected species, but that the proposed development has the potential to deliver ecological enhancements through landscaping and other enhancements, which can be secured by the imposition of appropriate conditions, if planning permission is granted.

For the above reasons, it is considered that the proposed development would enhance biodiversity in accordance with the aims of paragraph 118 of the NPPF and Policy 17 of the ACS.

Conclusions

The development has been considered in accordance with the National Planning Policy Framework, the Aligned Core Strategy for Gedling Borough (September 2014) and the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014), where appropriate.

In my opinion, the proposed development largely accords with the relevant policies of these frameworks and plans. Where the development conflicts with the Development Plan, it is my opinion that other material considerations indicate that permission should be granted. The benefits of granting the proposal outweigh any adverse impact of departing from the Development Plan.

The proposed development would bring this dormant site back into use as a community healthcare facility, close to the centre of Netherfield and its existing facilities and amenities.

As there are now no objections by the LLFA or Environment Agency on flood risk grounds, and Sport England has not objected to the proposal, it will not be necessary to refer the application to the Secretary of State for Communities and Local Government under the Town and Country Planning (Consultation) (England) Direction 2009, should Members be minded to accept my recommendation.

Recommendation:

To GRANT PLANNING PERMISSION, 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 hereby permitted shall be constructed and implemented in accordance with the following approved plans and documents: Proposed Site Plan (003 Rev A); Proposed Ground Floor Plan (004); Proposed First and Second Floor Plans (005), received on 21st July 2015; Proposed Elevations (006 Rev A), received on 29th July 2015; Indicative Proposed Highway Works (03 Rev A), received on 11th September 2015; Framework Travel Plan (A2459, Rev A), received on 25th September 2015; and Flood Risk Assessment (V5), received on 1st October 2015.
3. 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 development must be halted immediately on that part of the site until such time that the Borough Council has given written approval for works to recommence on site. Once contamination has been reported to the Borough Council, an assessment of contamination must be undertaken. This assessment shall 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. The assessment shall be undertaken by a competent person and shall assess any contamination of the site whether or not it originates on site. Where remediation is necessary, a written 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.
4. Before development is commenced a Traffic Regulation Order application to provide No Waiting at Any Time on Knight Street, as shown for indicative purposes on drawing number 03 Rev A, shall be submitted to and approved in writing by the Nottinghamshire County Council as Highway Authority.
5. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of a Dust Management Plan. The plan shall be produced in accordance with 'The Control of Dust and Emissions from Construction and Demolition' (Best Practice Guidance). The plan shall be implemented in accordance with the approved details and shall be retained for the duration of the construction period, unless otherwise prior agreed in writing by the Borough Council.
6. Before development is commenced, there shall be submitted to and approved in writing by the Borough Council details of wheel washing facilities to be installed on the site. The approved wheel washing facilities shall be maintained in working order at all times during the construction period and shall be used by any 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.

7. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of the materials to be used in the external elevations of the proposed building. Thereafter the development shall be carried out in accordance with approved materials, unless otherwise prior agreed in writing by the Borough Council.
8. Before development is commenced there shall be submitted to and approved writing by the Borough Council details of the means of surfacing of the access and exit routes, car parking areas, turning and servicing areas and other unbuilt on portions of the site. The access and exit routes, car parking areas, turning and servicing areas and other unbuilt on portions of the site shall be provided and completed in accordance with the approved details before the development is first brought into use and the parking, turning and servicing areas shall not be used for any other purpose other than the parking, turning, loading and unloading of vehicles.
9. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of the proposed means of enclosure of the site. The means of enclosure 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.
10. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of all external lighting, including levels of illumination and a lux plot of the estimated luminance, to be provided on the proposed building or elsewhere within the site. Any security lighting/floodlighting to be installed, shall be designed, located and installed so as not to cause a nuisance to users of the highway. 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.
11. Before development is commenced there shall be submitted to and approved in writing by the Borough Council drainage plans for the proposed means of disposal of surface water and foul sewage. 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.
12. Before development is commenced there shall be submitted to and approved by the Borough Council a landscape plan of the site showing the position, type and planting size of all trees, hedges, shrubs or seeded areas proposed to be planted. The landscape plan shall incorporate the recommendations made in section 4.1 and 4.2 of the EMEC report. The approved landscape plan shall be carried out in the first planting season following the substantial completion of the development. If within a period of five years beginning with the date of

the planting of any tree, hedge, shrub or seeded area, that tree, shrub, hedge or seeded area, or any tree, hedge, shrub or seeded area 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, shrub or seeded area 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.

13. Before development is commenced, there shall be submitted to and approved in writing by the Borough Council details of a scheme for the incorporation of bird, bat and invertebrate boxes within the development. The scheme shall incorporate the recommendations made in section 4.2 of the EMEC report. 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.
14. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of a Local Employment Agreement to cover the construction of the development hereby permitted. The Local Employment Agreement shall be implemented in accordance with the approved details, unless otherwise prior agreed in writing by the Borough Council.
15. The internal finished floor levels shall be set no lower than 22.62 metres Above Ordnance Datum (AOD). These mitigation measures shall be fully implemented prior to occupation of the development and subsequently in accordance with the timing/phasing arrangements embodied within the Flood Risk Assessment. These mitigation measures shall be retained as approved for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
16. Before the development hereby permitted is first brought into use, the individual parking spaces shall be clearly marked out on site in accordance with the approved plan. The parking spaces shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
17. No part of the development hereby permitted shall be brought into use until the cycle parking layout as indicated on drawing number 003 Rev A has been provided and that area shall not thereafter be used for any purpose other than the parking of cycles. The cycle parking layout shall be retained as approved for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
18. No part of the development hereby permitted shall be brought into use until the improvement works at Meadow Road/Knight Street/Ashwell Street and Moor Street, as shown for indicative purposes only on the Indicative Proposed Highway Works drawing number 03 Rev A, have been undertaken. The improvement works shall be retained as approved for the lifetime of the

development, unless otherwise prior agreed in writing by the Borough Council.

19. The development hereby permitted shall not be occupied or be 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 Framework Travel Plan (A2459, Revision A), dated 25th September 2015, and whose details shall be provided and continue to be provided thereafter to the Borough Council.
20. The Travel Plan Coordinator shall within 6 months of occupation of the development produce or procure a finalised Travel Plan, that sets out final targets with respect to the adoption of measures to reduce single occupancy car travel consistent with the Framework Travel Plan (A2459, Revision A), dated 25th September 2015, to be approved in writing by the Borough Council. The finalised Travel Plan shall be implemented in accordance with the approved timetable and be updated consistent with future travel initiatives, including implementation dates, to the satisfaction of the Borough Council.

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 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 Section 11 of the National Planning Policy Framework and Policies ENV1 and ENV3 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
4. In the interests of highway safety in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
5. To protect the residential amenity of the area in accordance with the aims of Section 11 of the National Planning Policy Framework and Policy 10 of the Aligned Core Strategy for Gedling Borough (September 2014).
6. To reduce the possibility of deleterious material being deposited on the public highway in the interests of highway safety, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
7. To ensure that the materials to be used in the external elevations of the proposed building are satisfactory, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).

8. To ensure that the means of surfacing of the development are satisfactory and to ensure a satisfactory development, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
9. To protect the residential amenity of the area, in accordance with the aims of Section 11 of the National Planning Policy Framework and Policy 10 of the Aligned Core Strategy for Gedling Borough (September 2014).
10. In the interests of highway safety and to protect the residential amenity of the area, in accordance with the aims of Section 11 of the National Planning Policy Framework, Policy 10 of the Aligned Core Strategy for Gedling Borough (September 2014) and Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
11. To ensure the development is provided with a satisfactory means of drainage and to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution, in accordance with Section 11 of the National Planning Policy Framework and Policy 1 of the Aligned Core Strategy for Gedling Borough (September 2014).
12. To ensure that the landscaping of the proposed development accords with Policy 10 of the Aligned Core Strategy for Gedling Borough (September 2014) and Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
13. To enhance biodiversity in accordance with Section 11 of the National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).
14. To seek to ensure that the construction of the site provides appropriate employment and training opportunities, in accordance with Policy 4 of the Aligned Core Strategy for Gedling Borough (September 2014).
15. To reduce the risk of flooding to the proposed development and future occupants, in accordance with Section 10 of the National Planning Policy Framework and Policy 1 of the Aligned Core Strategy for Gedling Borough (September 2014).
16. In the interests of highway safety in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
17. To promote sustainable transport, in accordance with the aims of Section 4 of the National Planning Policy Framework and Policy 14 of the Aligned Core Strategy for Gedling Borough (September 2014).
18. In the interests of highway safety in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).

19. To encourage the use of other modes of transport as an alternative to motorised transport, in accordance with the aims of Section 4 of the National Planning Policy Framework and Policy 14 of the Aligned Core Strategy for Gedling Borough (September 2014).
20. To encourage the use of other modes of transport as an alternative to motorised transport, in accordance with the aims of Section 4 of the National Planning Policy Framework and Policy 14 of the Aligned Core Strategy for Gedling Borough (September 2014).

Notes to Applicant

The applicant is advised that all planning permissions granted on or after 16th October 2015 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website. The proposed development has been assessed and it is the Council's view that CIL IS PAYABLE on the development hereby approved as is detailed below. Full details about the CIL Charge including, amount and process for payment will be set out in the Regulation 65 Liability Notice which will be sent to you as soon as possible after this decision notice has been issued. If the development hereby approved is for a self-build dwelling, residential extension or residential annex you may be able to apply for relief from CIL. Further details about CIL are available on the Council's website or from the Planning Portal: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

It is recommended that the occupants of the site sign up to the Environment Agency Flood Line Warnings Direct via <https://fwd.environment-agency.gov.uk/app/olr/register> or by calling the Flood line on 0845 988 1188 to facilitate evacuation the event of an extreme flood event.

In order to carry out the off-site works required above, you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works, you will need to enter into an agreement under Section 278 of the Act. Please contact the Highway Authority on 0115 977 3949 for details.

Regarding the bus stop improvements required above, please contact Nottinghamshire County Council's Public Transport Section at: PTDC@nottscc.gov.uk for further details to provide a bus shelter, lighting and real time information. The estimated costings for the bus stop on Knight Street ref. GE0154 - Bus Shelter £2,750, Solar Lighting £2,200, Real Time Displays with Associated Electrical Connections £6,600 and Raised Kerb £1,650 (prices subject to change). Any costs associated with the relocation of the stop would need to be met by the developer.

The Travel Plan coordinator and Final Travel Plan details required above should be discussed with Transport Strategy at Nottinghamshire County Council. Please contact: transport.strategy@nottscc.gov.uk.

To ensure that the appropriate application is submitted to provide No Waiting at Any Time restrictions, as required above, please contact: tmconsultation@nottsc.gov.uk for further details.

It is an offence under S148 and S151 of the Highways Act 1980 to deposit mud on the public highway and as such you should undertake every effort to prevent it occurring.

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at www.coal.decc.gov.uk. Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com.

The Borough Council has worked positively and proactively with the applicant, in accordance with paragraphs 186 and 187 of the National Planning Policy Framework, based on seeking solutions to problems arising in relation to dealing with the planning application. This has been achieved by providing details of issues raised in consultation responses; requesting clarification, additional information or drawings in response to issues raised; and providing updates on the application's progress.

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Application Number: 2015/0913

Location: Sainsburys Local, 1 Nottingham Road, Ravenshead, Nottinghamshire.



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Report to Planning Committee

Application Number:	2015/0913
Location:	Sainsburys Local, 1 Nottingham Road, Ravenshead, Nottinghamshire.
Proposal:	Demolition of existing car showroom (use class sui generis) and erection of convenience store (use class 1) with associated landscaping, car parking and servicing.
Applicant:	Sainsburys Supermarkets Limited
Agent:	Turley
Case Officer:	David Gray

Site Description

The application site is located at the junction of Nottingham Road and Main Road, Ravenshead. The application site has recently been redeveloped into an A1 Convenience Store. A car sales business previously occupied the site. The site slopes steeply down to the south and west.

Residential properties are located opposite the site on Nottingham Road and Larch Farm Public House is located opposite the site on Main Road. The site has existing vehicular access to both Nottingham Road and Main Road.

The site is located within the Ravenshead Village envelope and Ravenshead Special Character Area as indicated on the Proposals Map for the Gedling Borough Replacement Local Plan (Certain Policies Saved 2008).

Relevant Planning History

Planning application 89/1437 – Conditional Planning Permission was granted in October 1989 to ‘Extend workshop, demolish front wall and form car parking area.’

Planning application 92/0392 – Planning Permission was refused in May 1992 for ‘Proposed extension to existing car showroom building and erection of first floor office accommodation’ given the office accommodation was located outside an area of allocation for office uses; there would be inadequate space for the parking and manoeuvring of vehicles; and over intensification of development.

Planning permission 92/1391 – Conditional Planning Permission was granted in March 1993 for ‘Proposed extension to existing car showroom building and erection of first floor office accommodation’. This permission was never implemented.

Planning permission 2012/1449 – Conditional Planning Permission was granted in January 2013 for ‘Proposed conversion and change of use of existing garden centre building into a restaurant with single storey side extension, and front glazed extension’ at the adjoining site, No. 3 Nottingham Road.

Planning Permission 2013/0563 – Planning Permission was refused for the demolition of a car showroom and the erection of a convenience store (Use Class A1). The application was subsequently ‘Allowed’ at appeal and received conditional planning permission.

The Inspectors Decision included a condition to deal with offsite Highway works; Condition 3 of Appeal Decision APP/N3020/A/14/221883 states that:

Notwithstanding any details shown on plan numbers VN30200-200 Revision B and drawing numbers 13/W14215 200 revision B and 201 revision B, no development shall commence until details of a scheme of offsite highway safety improvements has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following measures:

- i. Details of gateway signs on the southbound A60, to the north of the site, and eastbound B6020, to the west side, including the design of the gateway signs and their exact location;*
- ii. Details of the design, location, and extent of dragon’s teeth markings on the carriageway adjacent to the gateway signs;*

2015/0228DOC – Conditions attached to 2013/0563 were partially discharged. Condition 3i) and ii) could not be formally discharged.

Proposed Development

Following the Inspectors Decision for the erection of the Convenience Store the applicant sought to discharge the planning conditions.

A letter was sent to the applicant’s agent partially discharging conditions apart from condition 3i) and ii).

Condition 3 related to works to be approved on the public highway via a 278 agreement with the Highway Authority.

This application seeks to remove condition 3i) and ii) of planning approval 2013/0563 as these works were not deemed necessary to make a satisfactory development in consultation with the Highway Authority.

Consultations

Ravenshead Parish Council – The application is for the removal of conditions imposed by the Planning Inspectorate as part of the decision to Allow an Appeal against Gedling Borough Council.

Object on grounds that insufficient information has been provided. The Inspector

imposed off site highway improvements that have not been undertaken. There is no explanation in the application of why parts 3i) and ii) are not required by Sainsbury's.

Nottinghamshire County Council (Highway Authority) – This application seeks to remove condition 3i and ii. Under Section 278 of the Highways Act 1980 an Agreement is to be entered into to allow highway improvement works to be carried out in the existing highway. Part of the process is to obtain Technical Approval of the submitted Drawings. It was considered by the Highway Authority that 3i) the gateway signs were not required and 3ii) the Dragons Teeth markings were not necessary for this scheme.

There are no significant highway implications with the removal of parts of the above condition, and in view of this the Highway Authority raises no objections.

Neighbouring Properties were notified and a Site Notice posted and 2 letters of representation were received as a result. The comments can be outlined as follows: -

- Various improvements to the proposed off site Highway Works have been put forward including: improved lighting, banks man, and improved signage;
- The application site will make the original application twice the size;
- Widening and easing the access and egress for vehicles on Nottingham will pose a greater danger to pedestrians;
- The application does not address the problems caused by inadequate car parking;
- The revisions still allow for a right turn from Nottingham Road directly into the site. This would have highway safety implications;

Planning Considerations

The main planning considerations in the determination of this application relate to whether there would be any increased undue highway safety implications as a result of omitting gateway signs and dragon's teeth from the offsite highway improvements. I note that the principle of development has already been approved under Appeal APP/N3020/A/14/221883 and that the development has been completed in accordance with the approved plans. The only part of the development under consideration with this application is the variation to condition outlined above to omit the Dragon's Teeth and Gateway Signs.

I note the Highway Authority have approved the offsite works to the highway and have raised no objections to the proposal from a highway safety viewpoint. I also note that all the works to the Highway have been approved under a Section 278 agreement with the statutory authority. I therefore consider that there would be no highway safety implications to removing Condition 3i) and ii) and recommend that the variation of condition is granted.

Recommendation:

To Grant Variation of Condition, subject to the following conditions:

Conditions

1. Notwithstanding any indication given in relation to the proposed off-site highway works, which shall be implemented in accordance with the terms of condition 2. The development hereby permitted shall be carried out in accordance with the following approved plans: Wallbrook Management Plans 13/W14215: 200 revision B (site plan), 201 revision B (location plan), 204 (proposed ground floor plan), 205 (proposed first floor plan), 210 (proposed elevation A), 211 (proposed elevation B), 212 (proposed elevation C), 213 (proposed elevation D, 217 (proposed plant detail), 218 (proposed sections), and 219 (existing and proposed street scenes). Vectos Plan VN30200-200 revision B (general arrangement) and drawing number 1058-02 (soft landscape proposals) prepared by Arthur Amos Associates, as amended by the details submitted with application 2015/0284NMA drawing no.'s: 2001 Rev D, 2002 Rev D, 2003 Rev B, 2004, 2005, 2006, 2007, 2008, 2010 Rev C, 2011 Rev C, 2012 Rev C, 2013 Rev C, 2014, 2015 Rev D, 2020 Rev C, 2021 Rev C, 2022 Rev C, 2025 Rev A and 2030.
2. The off-site highway works hereby approved shall be completed in accordance with the approved S278 Highway Improvement Plans received on 13 July 2015 drawing no's: VD14226-D001, VD14226-D002, VD14226-D003, VD14226-D004 and VD14226-D005.
3. The use hereby permitted shall not be open to customers outside the following hours: 0700hrs to 2300hrs.
4. The net sales floorspace of the convenience store (defined as the sales area within the building excluding checkouts, fitting rooms, lobbies, concessions, customer toilets and walkways behind the checkouts) shall not exceed 254 sq m, of which no less than 85% shall be used for the sale of convenience goods (defined as food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals, and nondurable household goods) and no more than 15% may used for the sale of comparison goods (defined as clothing materials & garments, shoes & other footwear, materials for maintenance & repair of dwellings, furniture & furnishings, carpets & other floor coverings, household textiles, major household appliances whether electric or not, small electric household appliances, tools & miscellaneous accessories, glassware, tableware & household utensils, medical goods & other pharmaceutical products, therapeutic appliances & equipment, bicycles, recording media, games, toys & hobbies, sport & camping equipment, musical instruments, gardens, plants & flowers, pets & related products, books & stationery, audio-visual, photographic and information processing equipment, appliances for personal care, jewellery, watches & clocks, other personal effects).
5. The external areas of the site shall be landscaped, in accordance with the details shown on plan number 1058-02, within the first planting season following the store being first brought into use. Thereafter, any trees, shrubs or plants that die or become seriously diseased within five years following the implementation of the landscaping scheme shall be replaced in the next available planting season with plants of a similar size and variety.

Reasons

1. For the avoidance of doubt.
2. For the avoidance of doubt
3. To protect the amenity of nearby residents and to ensure a satisfactory development, in accordance with the aims of policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
4. To ensure a satisfactory development, in accordance with the aims of policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
5. To ensure satisfactory development, in accordance with the aims of policy ENV1 of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2014).

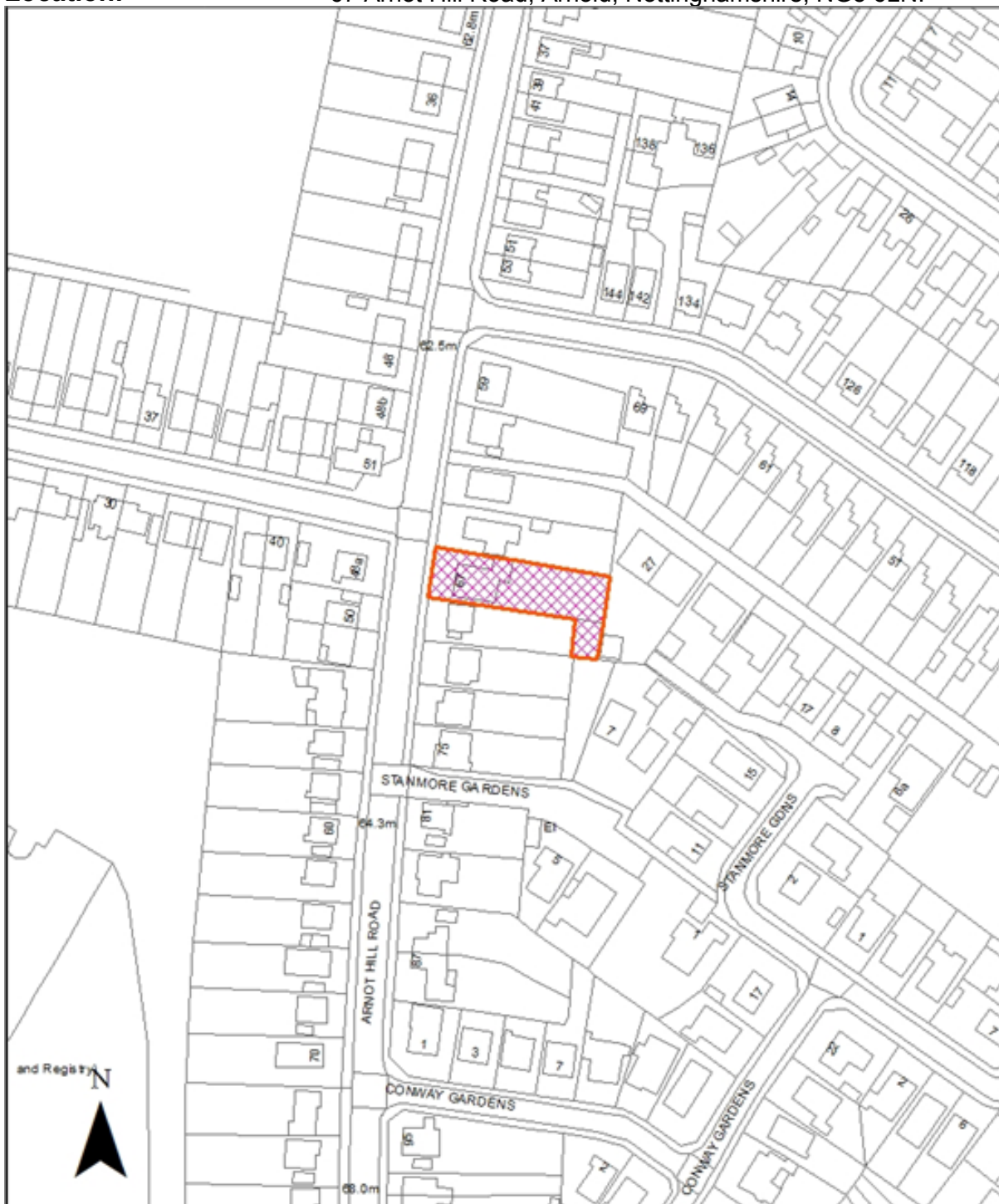
Reasons for Decision

In the opinion of the Borough Council the minor material amendment to amend the off-site highway works would not result in any significant undue highway safety implications.



Application Number: 2015/1125

Location: 67 Arnot Hill Road, Arnold, Nottinghamshire, NG5 6LN.



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Report to Planning Committee

Application Number:	2015/1125
Location:	67 Arnot Hill Road, Arnold, Nottinghamshire, NG5 6LN.
Proposal:	Alterations to existing garage and rear extension.
Applicant:	Mr Steven Widdowson
Agent:	
Case Officer:	Chris Hammersley

The application is being reported to the planning committee as the applicant is related to a member of staff at Gedling Borough Council.

Site Description

67 Arnot Hill Road, Arnold is a detached bungalow, circa.1960s, located in a residential area.

The property forms part of a row of properties on the east side of and fronting Arnot Hill Road. The house is set back from the side boundary with and flanks no 65 & 69.

The house is brick built, with a hip roof. It is set back from the road with a spacious rear garden.

All these properties include rear ground floor extensions.

Proposed Development

Full planning permission is sought for replacement single-storey rear extension with flat roof and alterations to the existing garage, together with two raised roof lights.

In terms of design the single-storey extension would project further outward from the face of the original rear wall of the bungalow. It replaces the existing smaller sized single-storey extension with flat roof.

The replacement extension is a habitable room with a further small reduction (1.15m) to the depth of the existing garage. The proposal would consume the entire footprint of the existing rear extension to be removed (2.6m depth & 8m in width).

The irregular shaped proposal would extend beyond the rear wall of the original bungalow by 4m on the one side and 5m in depth on the opposite side, and 9.8m in

width.

It would extend across the entire width of the main body of the house and partly across the existing garage. However, it is well set back from the side boundaries.

The construction materials will match the existing dwelling.

Consultations

No neighbour objections received.

Planning Considerations

In my opinion the main considerations in the determination of this application is whether the proposal has any undue impact upon the living conditions of the neighbours and the character and appearance of the area.

The most relevant planning policy guidance at the national level comes from the National Planning Policy Framework (March 2012). In particular the following chapters are relevant in considering this application: -

- 7. Requiring good design (paragraphs 56 – 68).

At local level, Gedling Borough Council at its meeting on 10th September approved the Aligned Core Strategy (ACS) for Gedling Borough (September 2014) and it now forms part of the Development Plan with certain policies saved contained within the Gedling Borough Council Replacement Local Plan referred to in Appendix E of the GBACS. The GBACS is subject to a legal challenge under section 113 of the Planning and Compulsory Purchase Act 2004 to quash certain parts. The challenge to the GBACS is a material consideration and must be taken account of. The decision maker should decide what weight is to be given to the GBACS. Given that the GBACS reflects the guidance of the NPPF significant weight has been given to it in this instance.

- Policy 10 - Design and Enhancing Local Identity.

The Government attaches great importance to the design of the built environment. Section 7 of NPPF states inter alia that good design is a key aspect of sustainable development and that it should contribute positively to making places better for people. Developments should function well and add to the overall quality of the area, respond to local character and history, reflecting the identity of local surroundings and materials and be visually attractive as a result of good architecture and appropriate landscaping.

Policy 10 – 1 of the ACS states inter-alia that development should be designed to:

- a) make a positive contribution to the public realm and the sense of place;
- b) create attractive, safe, inclusive and healthy environment;
- c) reinforce valued local characteristics;
- d) be adaptable to meet changing needs of occupiers and the effects of climate change; and

e) reflect the need to reduce the dominance of motor vehicles.

Policy 10 – 2 of the ACS sets out the criteria that development will be assessed including: - plot sizes, orientation, positioning, massing, scale, and proportion.

Main issues.

The main issue is the effect on the living conditions of the occupiers of no's 65 & 69 Arnot Hill Road.

I am satisfied that the scale, mass and design of the proposed extension is acceptable.

Living conditions.

The host property's existing rear elevation is level with the neighbour on the one side (no.65) and is level with the other neighbour's conservatory on the opposite side. I am satisfied that the extension would have no significant effect on the living conditions of neighbouring properties.

The host property is set back in relation to the neighbours on either side.

In my opinion the proposed rear extension would not harm the adjoining neighbours with regard to overlooking, outlook and daylight.

The size and location of the rear extension would not be visually intrusive in view from the neighbouring bungalows rear windows on either side (no.65 & 69) only a short distance away. The 'overlooking' would be further reduced by the 2m high hedgerow along the side boundaries.

The proposal would not be visually intrusive in direct view from the windows in the neighbouring side walls. The proposal does not include the installation of windows in the side elevation. This means that the neighbours side windows are unaffected by the proposal in terms of visual amenity.

The 'outlook' and 'light' received at the rear of the neighbouring properties on either side would not be compromised due to the single-storey height of the proposal and the side boundary fence which mitigates the view from the neighbours.

Character and appearance of the surrounding area.

The proposed rear single-storey extension would not be visible from public vantage points.

In my view, the proposed single-storey rear extension would not detract from the appearance of the building.

In my opinion the proposal would not unacceptably cause harm to the character and appearance of the surrounding area.

Conclusion.

In my opinion the proposed extension is set back from the boundary and would not result in loss of light, overlooking and outlook, or harm the general amenity of the neighbouring properties, or detract from the appearance of the building.

The proposal would also accord with paragraph 64 of the NPPF which seeks to ensure that new development is of good design.

Recommendation:

To GRANT PLANNING PERMISSION.

Conditions

1. The development must be begun not later than three years beginning with the date of this permission.
2. The development must be built in accordance with approved plans: Dwg No's SW/2015/PL/1 and SW/2015/02 received on 10 September 2015.
3. The materials to be used in the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reasons

1. In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt.
3. In the interests of visual amenity, in accordance with the aims of policy 10 of the Aligned Core Strategy.

Reasons for Decision

In the opinion of the Borough Council the proposed development is visually acceptable and results in no significant impact on neighbouring properties, or the character and appearance of the surrounding area. The proposal therefore accords with policy 10 of the Aligned Core Strategy (2014) and 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. During the processing of the application there were no problems for which the Local Planning Authority had to seek a solution in relation to this application.

The attached permission is for development which will involve building up to, or close to, the boundary of the site. Your attention is drawn to the fact that if you should need access to neighbouring land in another ownership in order to facilitate the construction of the building and its future maintenance you are advised to obtain permission from the owner of the land for such access before beginning your development.

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at www.coal.decc.gov.uk. Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com.

ACTION SHEET PLANNING DELEGATION PANEL 2nd October 2015

2015/0656

86 Broadfields Calverton Nottinghamshire

Extension to side and front, and alterations to existing flat roof.

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

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

Decision to be issued.

Parish to be notified following issue of decision.

SS

2015/0767

Alberts Garden 3 Nottingham Road Ravenshead

Removal of condition 8 2012/0449 Change of Use to restaurant and bar with extension to front and side.

Application withdrawn from agenda.

2015/0806

9 Main Street Calverton Nottinghamshire

Rear ground floor extension and new summerhouse at rear of garden.

The proposed development would have no undue impact on the Calverton Conservation Area or on 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.

Parish to be notified following issue of decision.

SS

2015/0931

23 Knighton Road Woodthorpe Nottinghamshire

Retention of two storey rear extension, single storey side extension and a loft conversion

Application withdrawn from agenda.

2015/0938

Altham Lodge Main Street Papplewick

Outline Planning Application with All Matters Reserved for the Erection of a Dwelling

Application withdrawn from agenda.

2015/0942

56 Main Street Lambley Nottinghamshire

Single storey side extension to create additional living space and garage

The proposed development would have no undue impact on the Lambley Conservation Area, 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.

Parish to be notified following issue of decision.

SS

NM

2nd October 2015

ACTION SHEET PLANNING DELEGATION PANEL 9th October 2015

2015/0446

21 Lowdham Lane Woodborough Nottinghamshire
Erect new detached cottage

The Application was withdrawn from agenda

2015/0767

Alberts Garden 3 Nottingham Road Ravenshead
Removal of condition 8 2012/0449 Change of Use to restaurant and bar with extension to front and side.

The proposed development would have no undue impact on highway safety or the appearance of the previous approval.

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

Decision to be issued following completion of paperwork.

2015/0768

Alberts Garden 3 Nottingham Road Ravenshead
Display advertisements - 5 signs, 2x fascia, 2x entrance/exit and 1x illuminated sign

The proposed development would have no undue impact on highway safety.

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

Decision to be issued following completion of paperwork.

2015/0769

Stables At Hanson Farm Shelt Hill Woodborough
Erection of a single dwelling, together with associated access.

The proposed development would have an undue impact on the open character of the Green Belt.

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

Decision to be issued following completion of paperwork.

2015/0930

1 Swan Meadow Colwick Nottinghamshire

Erection of a brick boundary wall to the south west side of the property

The proposed development would have no undue impact on the appearance of the streetscene or on highway safety.

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

Decision to be issued following completion of paperwork.

2015/0826

Public Convenience Albert Avenue Carlton

Change of Use from former public toilets to producing and sale of food kiosk, reduce the size of the existing door and installation of a large window in the front of the building, and replace the roof.

The proposed development would have result in undue impact on public amenity.

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

Decision to be issued following completion of paperwork.

2015/0913

Sainsburys Local 1 Nottingham Road Ravenshead

Demolition of existing car showroom (use class sui generis) and erection of convenience store (use class 1) with associated landscaping, car parking and servicing.

The Panel recommended that the application be determined at Planning Committee

2015/0851

29 Lambley Lane Burton Joyce Nottinghamshire

Demolish existing dwelling and form new road & 4 new dwelling houses.

The proposed development would have no undue impact on the character of the area or the amenity of adjoining neighbours. 1 of the dwellings was omitted from the scheme to result in 3 new dwellings.

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

Decision to be issued following completion of paperwork.

2015/0944

934 Woodborough Road Mapperley Nottinghamshire

Change of use from retail (A1 Use) to drinking establishment (A4 Use). Construction of single-storey extension to rear and the removal of the re-fridgerated unit from the land. Demolition of building to the rear to facilitate seating and bin store. Alteration to ground floor frontage with on-street seating.

Demolition of building to rear to facilitate seating and bin-store. Alteration to Ground Floor frontage with on-street seating

The proposed development would have no undue impact on the amenity of nearby residents or on the District Shopping Centre.

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

Decision to be issued following completion of paperwork.

2015/0938

Altham Lodge Main Street Papplewick

Outline Planning Application with All Matters Reserved for the Erection of a Dwelling

The proposed development would have an undue impact on the Conservation Area, Highway Safety, and the open character of the Green Belt.

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

Decision to be issued following completion of paperwork.

2015/1014

United Reformed Church Lambley Lane Burton Joyce

Proposed conversion of the former UTC church on Lambley Lane into a domestic dwelling

The proposed development would have no undue impact on the surrounding area or the amenity of neighbouring dwellings.

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

Decision to be issued following completion of paperwork.

2015/1020

47 Bridle Road Burton Joyce Nottinghamshire

Proposed single storey detached garage to front garden

The proposed development would have no undue impact on the streetscene.

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

Decision to be issued following completion of paperwork.

DG - 12th October 2015

ACTION SHEET PLANNING COMMITTEE 14th October 2015

PLANNING APPLICATIONS

2014/0242

Land Adjacent 4 Northcliffe Avenue Mapperley
Construct 4 New Detached Dwellings

Recommendation agreed as report.

2014/1168

Newstead And Annesley Country Park Tilford Road Newstead
Wind turbine with a maximum tip height of 100m, associated infrastructure to include control building and crane hardstanding.

Recommendation agreed as report.

2015/0941

Proposed 231 Mapperley Plains Arnold
Variation of Condition 2 and removal of Conditions 4 and 8 of Application 2013/1003 (Erect two storey house following demolition of existing bungalow) relating to amended plans, landscaping and tree protection measures.

Recommendation agreed as report.

2015/0954

Gedling Country Park Spring Lane Gedling
Create snack van hard standing area in Gedling Country Park

Recommendation agreed as report.

ITEMS FOR INFORMATION

Development Improvement Plan – noted.

David Gray - **19th October 2015**

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Report to Planning Committee

Subject: Future Planning Applications

Date: 04 November 2015

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>
2014/0169	Gedling Care Home, 23 Waverley Avenue, Gedling.	Demolition of care home & construction of 14 apartments, car parking & associated landscaping.	25/11/15
2014/0273	Land at corner Longdale Lane & Kighill Lane, Ravenshead.	Site for residential development.	25/11/15
2015/0424	Mill Field Close, Burton Joyce.	Residential Development.	25/11/15
2015/1094	Land rear of 194-202 Oakdale Road, Carlton.	Construction of 14 houses.	25/11/15
2015/1228	Gedling Country Park	Install climbing unit in play area.	25/11/15
2011/0523	Woodborough Park, Foxwood Lane, Woodborough.	Wind turbine with hub height of 50.09m & blade length of 16.7m. Ancillary development comprises a permanent access track & crane pad.	16/12/15
2014/1343	Westhouse Farm, Moor Road, Bestwood	New single storey Primary School.	16/12/15

	Village.		
2015/1139	Land at Park Road, Bestwood Village.	Residential development for up to 9 dwellings.	16/12/15
2015/1140	Land at Park Road, Bestwood Village.	Residential development for up to 6 dwellings.	16/12/15

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.