

Agenda

Planning Committee

Date: **Wednesday 30 March 2022**

Time: **6.00 pm**

Place: **Council Chamber**

For any further information please contact:

Democratic Services

committees@gedling.gov.uk

0115 901 3844

Planning Committee

Membership

Chair Councillor John Truscott

Vice-Chair Councillor Paul Wilkinson

Councillor Michael Adams
Councillor Peter Barnes
Councillor Chris Barnfather
Councillor Jim Creamer
Councillor David Ellis
Councillor Rachael Ellis
Councillor Andrew Ellwood
Councillor Mike Hope
Councillor Rosa Keneally
Councillor Meredith Lawrence
Councillor Ron McCrossen
Councillor Barbara Miller
Councillor Marje Paling
Councillor John Parr
Councillor Henry Wheeler

WEBCASTING NOTICE

Please note that this meeting will be live streamed on the Council's YouTube channel and via the website (www.gedling.gov.uk). At the start of the meeting the Chair will confirm if all or part of the meeting is being broadcast.

You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during this webcast will be retained in accordance with the Council's published policy.

For more information about how your personal data is collected and used please view our privacy notice <https://www.gedling.gov.uk/elections-privacy/>

AGENDA

Page

1. **Apologies for Absence and Substitutions**
2. **To approve, as a correct record, the minutes of the meeting held on 23 February 2022** 5 - 8

Planning Committee Protocol
3. **Declaration of Interests**
4. **Application no. 2021/1294 - Land at Chase Farm (Former Gedling Colliery), adjacent to Arnold Lane and Land off Lambley Lane, Gedling** 13 - 31
5. **Tree Preservation Order 00146 - Gedling Miners Memorial, Land Corner of Main Road, Gedling, Nottinghamshire** 33 - 37
6. **Changes to the Planning Delegation Scheme** 39 - 47
7. **Appeal Decision: APP/N3020/C/21/3273799 & APP/N3020/W/21/3270936 - 2 Rowan Avenue, NG15 9GA** 49 - 50
8. **Appeal Decision: APP/N3020/C/21/3279123 - Bracken House, Blidworth Way, NG15 8GB** 51 - 52
9. **Appeal Decision: APP/N3020/W/20/3259515 - Land at the Former Riding Stables, Lambley, Nottinghamshire, NG4 4PN** 53
10. **Appeal Decision: APP/N3020/W/21/3281682 - 19 Ashe Close, Arnold, Nottingham NG5 7LU** 55 - 56
11. **Appeal Decision: APP/N3020/D/21/3282775 - 36 Thackerays Lane, Woodthorpe, Nottingham, NG5 4HQ** 57
12. **Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document (SPD)** 59 - 129
13. **Future Planning Applications** 131
14. **Planning Delegation Panel Action Sheets** 133 - 147
15. **Any other items which the Chair considers urgent.**

This page is intentionally left blank

MINUTES PLANNING COMMITTEE

Wednesday 23 February 2022

Councillor John Truscott (Chair)

In attendance: Councillor Paul Wilkinson Councillor Rosa Keneally
 Councillor Michael Adams Councillor Meredith Lawrence
 Councillor Peter Barnes Councillor Ron McCrossen
 Councillor Chris Barnfather Councillor Marje Paling
 Councillor David Ellis Councillor John Parr
 Councillor Andrew Ellwood Councillor Henry Wheeler
 Councillor Mike Hope

Absent: Councillor Rachael Ellis and Councillor Barbara Miller

Officers in attendance: K Cartwright, A Gibson, C Goodall and S Pregon

81 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS.

Apologies for absence were received from Councillors Rachael Ellis and Miller.

82 TO APPROVE, AS A CORRECT RECORD, THE MINUTES OF THE MEETING HELD ON 12 JANUARY 2022

Councillor Hope joined the meeting.

RESOLVED:

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

83 DECLARATION OF INTERESTS

The Chair declared a collective non-pecuniary interest on behalf of all members of the committee in application 2020/0189 on the agenda, as Gedling Borough Council were in ownership of part of the land on the site.

84 AUTHORITY MONITORING REPORT 2020/2021

Councillor Barnfather joined the meeting.

The Planning Policy Manager introduced the report for April 2020 to March 2021, which had been noted by Cabinet and was being presented to Planning Committee for information only.

RESOLVED:

To note the information.

85 APPLICATION NO. 2020/0189 - LAND AT TEAL CLOSE, NETHERFIELD

The proposed modification of the Section 106 agreement in relation to planning permission 2017/0999 for the provision of the school by 31st May 2022, bus service 50 by Nottingham City Council by 2032 and bus services no. 5 and 73 by Nottinghamshire County Council by 2027.

The Principal Planning Officer introduced the report and provided the following verbal update:

Since the publication of the report we have received further representations from the city council in which they have revised their payback timeframe request to eight years from the first payment, and not ten years as outlined in the report. The basis of the request was that the first three payments were now due and would be paid at the same time, which would effectively give the city council less time to use the money.

The city council had also requested that the repayment period of the travel pass contribution was extended from five to eight years. However this request did not form part of the deed of variation, it had not been considered by officers and was not in the description of the proposed modification. As such, this did not form part of the application and was not for consideration.

He added that the requested modifications by the city council from five years to eight years was not considered reasonable. The city council was yet to receive its first payment, as such this was a different scenario to that of the county council which received its first payment in 2019.

He added that whilst noting the city council's request, and noting specifically that they would receive three of the four instalments at the same time with the timescale left unchanged at five years, they would still have the same timeframe as that of the county council.

He concluded that it should be borne in mind the Section 106 agreement required that the contributions were either spent or committed expenditure within these timeframes, which was considered to provide a degree of flexibility and would not put either the city or county council under undue pressure or risk.

RESOLVED:

To approve variation of the Section 106 Agreement (as previously varied) between the Gedling Borough Council, Nottinghamshire County Council, Nottingham City Council and Midlands Land Portfolio Limited which was completed on the 30th June 2014 associated to planning permission 2013/0546 as amended by permission 2017/0999 amending the timescale for the delivery of the school and the transport contributions as set out in this report.

86 ENFORCEMENT REF: 0020/2021 - LAND AT 48 AVONDALE ROAD, CARLTON

Unauthorised glazing within dormer window unit.

The Principal Planning Officer introduced the report.

RESOLVED:

That the Head of Development and Place, be authorised to take all enforcement action including the service of any necessary enforcement notices and in conjunction with the Head of Governance and Customer Services take proceedings through the courts, if required, to ensure the window is obscure glazed and non-opening unless the opening parts of the window are more than 1.7m from floor level.

87 POSITION STATEMENT ON LOCAL PLANNING DOCUMENT POLICIES LPD 13 AND LPD 14

The Principal Planning Officer introduced a report of the Head of Development and Place, which had been circulated in advance of the meeting, to consider the Position Statement.

RESOLVED to:

Support the interpretation of Policies LPD 13 and 14 as set out in the in the appendix.

88 APPEAL DECISION: 2020/0424 - RAMPER COVERT WOOD, MANSFIELD ROAD, ARNOLD

Change of use to natural pet burial ground.

The Principal Planning Officer introduced the report.

RESOLVED:

To note the information.

89 APPEAL DECISION: 2020/1081 - 131 CORONATION WALK, GEDLING

Retention of a 2.06m high fence adjacent to highway.

The Principal Planning Officer introduced the report.

RESOLVED:

To note the information.

90 APPEAL DECISION: 2020/1162 - 2 STEWARTON CLOSE, ARNOLD

Retrospective Planning Permission for the re-alignment of a garden wall measuring 1.9-2.1m in height.

The Principal Planning Officer introduced the report.

RESOLVED:

To note the information.

91 FUTURE PLANNING APPLICATIONS

RESOLVED:

To note the information.

92 PLANNING DELEGATION PANEL ACTION SHEETS

RESOLVED:

To note the information.

93 ANY OTHER ITEMS WHICH THE CHAIR CONSIDERS URGENT.

None.

The meeting finished at 6.37 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

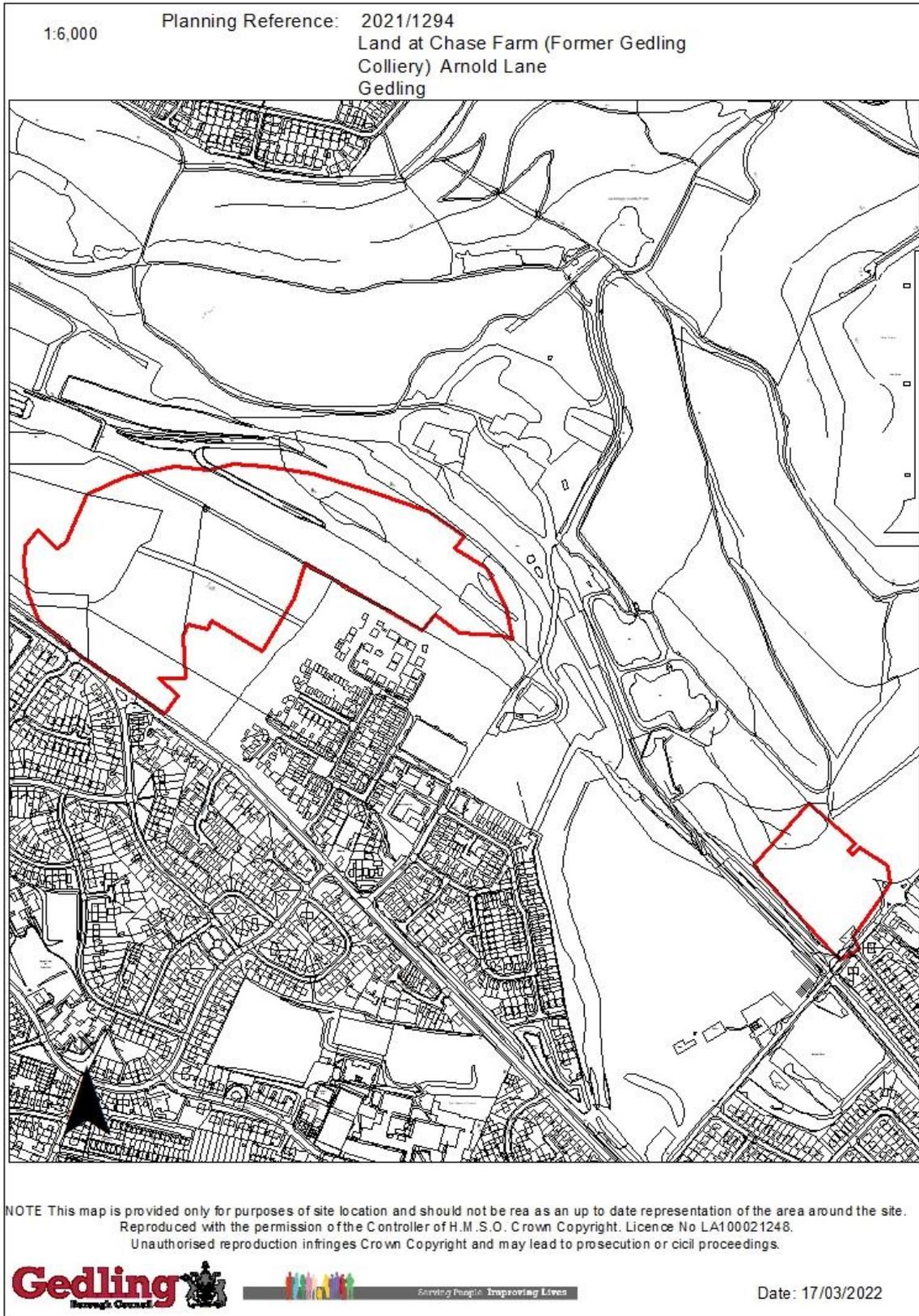
19. Councillors will then debate the motion and may ask for clarification from officers. However, if there are issues which require factual clarification, normally these should be directed to the case Officer before the Committee meeting, not at the meeting itself. After Councillors have debated the 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

This page is intentionally left blank



Planning Report for 2021/1294



Report to Planning Committee

Application Number:	2021/1294
Location:	Land At Chase Farm (Former Gedling Colliery), adjacent to Arnold Lane And Land Off Lambley Lane, Gedling
Proposal:	Reserved matters approval (access, appearance, landscaping, layout and scale) for the erection of 433 dwelling pursuant to outline permission 2015/1376.
Applicant:	Keepmoat Homes
Agent:	TetraTech
Case Officer:	Nigel Bryan

The application is referred to Planning Committee to comply with the Council's constitution as the development proposes more than 9 dwellings.

1.0 Site Description

- 1.1 The application site covers two distinct areas. Firstly, the larger area on which it is proposed to erect 400 dwellings forms part of the Chase Farm development, adjacent to that which is currently being built out under permission 2015/1376, and lies between the Gedling Access Road (GAR) and Arnold Lane. Secondly, a much smaller area of land on which it is proposed to erect 33 dwellings, which is accessed off Lambley Lane close to a recently constructed roundabout off the GAR, although it is somewhat detached from the main Chase Farm development. For the avoidance of doubt, both areas within the application site benefit from outline planning permission under reference 2015/1376, which was a hybrid application with full planning permission granted for the erection of 506 dwellings, with up to 1,050 dwellings proposed to be erected in total, along with associated infrastructure including a local centre, shops, health centre and primary school.
- 1.2 The application site covers an area in the region of 14.6 hectares. There is a significant change of levels through the application site, and the larger area of the site being further capable of sub-division with two main parcels of residential development which would be split by open space that is to be retained as woodland. The parcel of land to the north of the woodland and south of the GAR would accommodate some 99 dwellings, whereas the parcel of land to the south of the woodland would accommodate some 301 properties and would be more of an extension to the dwellings currently being constructed/already in situ under planning permission 2015/1376. The

existing land levels through the larger area of the site rise up from Arnold Lane to a point roughly in the centre of the site where levels then start to drop off again when heading towards the GAR.

- 1.3 The smaller area of land off Lambley Lane appears as a largely standalone development and would be for the erection of 33 dwellings. It is currently vacant with some scrub and self-set trees; the land rises when heading in a north-westerly direction away from Lambley Lane. This area of the site is lower than the adjacent roads that surround it and is bound by Lambley Lane and a short section of road to access the GAR. A vehicular access point has been constructed to access the site from the new spur road linking Lambley Lane to the GAR.
- 1.4 All of the application site is allocated for residential development under policy LPD64.

2.0 Relevant Planning History

- 2.1 The below planning history outlines that for the entire allocated site since permission was granted in 2017. However, for the avoidance of doubt, this is the only reserved matters applications on the land subject of this application.
- 2.2 On the 3rd March 2017 conditional planning permission was granted for the “Demolition of existing structures and phased development of 1,050 dwellings, local centre with retail units and health centre, and new primary school. Full planning permission for phase 1 to comprise the erection of 506 no. dwellings (2, 3, 4 and 5 bedroom houses and flats), vehicular access from Arnold Lane, internal roads and all associated infrastructure. Outline planning permission for subsequent phases, all matters reserved except for indicative access to the sites from phase 1, and future accesses from Gedling Access Road.” app ref: 2015/1376.
- 2.3 In September 2017 a Non Material Amendment was granted for Plots 218 – 228 substituting brickwork and plots 38 – 47 window alterations. Ref: 2017/0927NMA
- 2.4 In September 2017 a Non Material Amendment was granted for changes to external elevations of plots 112, 114 and 156. Ref: 2017/0928NMA.
- 2.5 In December 2018 planning permission was granted for the ‘Re-design of the balancing pond’ (ref: 2018/0813)
- 2.6 In January 2019 full planning permission was granted to replace plots 01, 02, 03, 169, 170 and 171 with alternative house types (ref: 2017/1018).
- 2.7 In January 2019 full planning permission was granted for the repositioning of plots 5, 6 & 7(rotation through 90 degrees) (ref: 2017/1076).
- 2.8 In January 2019 full planning permission was granted for the re-elevation of 71 no. plots (ref: 2018/0392).

- 2.9 In January 2019 full planning permission was granted for the substitution of house types in respect to 30 plots (329 – 358) with amended house types and layouts, (ref: 2018/0684).
- 2.10 In August 2020 full planning permission was granted for the substitution of the house type to plot 329, (reference 2019/0586).
- 2.11 In August 2020 full planning permission was granted for a 3 plot re-plan of plots 229, 230 and 231 (reference 2019/0304).
- 2.12 In August 2020 full planning permission was granted for replacement house types of 204 dwellings (ref: 2019/0759).
- 2.13 In August 2019 full planning permission was granted for 'construction of an access junction off the Gedling Access Road' (ref: 2019/0500).
- 2.14 In June 2020 a resolution to grant permission to (2019/0696) 'remove condition 2 of planning permission 2015/1376 to remove the construction cap of 315 dwellings and to allow building within Phase 1B prior to the completion of the Gedling Access Road' was agreed. The decision notice was issued on the 20th August 2020.
- 2.15 In September 2020 a resolution to grant planning permission for the 're-design of the landscaping for the Urban Square' was approved (2020/0545), subject to a deed of variation to the Section 106 legal agreement. The decision notice was issued on the 21st December 2021.
- 2.16 In October 2020 a resolution to grant planning permission for the erection of 31 dwellings (2020/0667) was approved subject to a deed of variation to the Section 106 legal agreement. The approval for a re-plan of a similar scheme for the erection of 29 dwellings approved under reference 2018/0684. The decision notice was issued on the 21st December 2021.

3.0 Proposed Development

- 3.1 The application seeks reserved matters approval pursuant to outline permission 2015/1376 and is for the erection of some 433 dwellings. Matters under consideration as part of this reserved matters approval are access, appearance, landscaping, layout and scale.
- 3.2 In support of this application, a wide range of drawings have been submitted, including various house types, landscape drawings, highway details and overall site layout. Amended plans have been received during the course of the application and primary changes are outlined below:
- Highway links are provided to the northern edge of the site, adjacent to the GAR, rather than a large number of cul-de-sacs;
 - A highway link has also been provided to the front of plots 770-778;
 - Dwellings have been removed from 'made ground', where the railway line previously ran, in the location of plots 676, 677, 962 and 963; and

- Amendments have been made to the design and scale of flats to the entrance of the site to the GAR.

3.3 The housing mix for the larger site, comprising 400 dwellings is, to be 357 open market dwellings and 43 affordable housing units. The open market housing would provide 4 x 1 bed; 75 x 2 bed; 218 x 3 bed and 60 x 4 bed; the affordable housing would provide 28 x 2 bed; 14 x 3 bed and 1 x 5 bed. The housing mix for the 33 dwellings off Lambley Lane would be 8 x 2 bed; 23 x 3 bed and 2 x 4 bed, all of which are to be open market properties.

4.0 Consultations

4.1 Highway Authority – The highway authority raise no objection to the application subject to conditions in respect of securing bus-stop provision within the site.

4.2 Environment Agency – No comments received.

4.3 Environmental Health – Raise no objection to the application subject to the imposition of conditions in respect of contamination on the site, along with EV charging points being secured for the properties.

4.5 Nottinghamshire Wildlife Trust – make no observations on the application.

4.6 A site notice was displayed near to the application site and neighbour letters sent out. As a result of consultation undertaken, 2 letters of representation have been received. They do not object to the application, but request that consideration be given to ensuring that the elevation treatment of the dwellings is appropriate to ensure that the amenity of existing dwellings are respected. Furthermore, there would be a need to ensure that surface water is appropriately controlled given the change of levels across the site.

5.0 Relevant Planning Policy

5.1 The Local Planning Authority adopted the Local Planning Document (LPD) on the 18th July 2018. The most pertinent policies to the determination of this application are as follows:

- LPD3 – Managing Flood Risk
- LPD4 – Surface water management
- LPD7 – Contaminated Land
- LPD11 – Air quality
- LPD18 – Protecting and Enhancing Biodiversity
- LPD19 – Landscape and Character and Visual Impact
- LPD32 – amenity
- LPD33 – Residential density
- LPD35 – Safe, accessible and inclusive development
- LPD36 - Affordable Housing
- LPD37 - Housing type, size and tenure
- LPD57 – Parking standards
- LPD61 – Highway safety

- LPD64 – Housing allocations – Urban area and edge of Hucknall
- 5.2 The Aligned Core Strategy was Adopted in September 2014, the following policies are considered most pertinent to the determination of the application; A: Presumption in favour of sustainable development; 1: Climate change; 2: The Spatial Strategy; 10: Design and Enhancing Local Identity.
- 5.3 With respect of the National Planning Policy Framework 2021 (NPPF) the following chapters are considered to be most pertinent to the determination of the application; 2 – achieving sustainable development; 4 – decision making; 5 – Delivering a sufficient supply of homes; 6 – building a strong, competitive economy; promoting sustainable transport; 11 – making effective use of land; 12 - achieving well-designed places; 14 – Meeting the challenge of climate change, flooding and coastal change and 15 – Conserving and enhancing the natural environment.
- 5.4 Other policy guidance of note includes: ‘Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document’ (2022); ‘Affordable Housing Supplementary Planning Document (2009)’ and the ‘Low Carbon Planning Guidance for Gedling Borough (May 2021)’.

6.0 Planning Considerations

- 6.1 As noted below, the principle of development is supported, therefore in respect of this application the matters under consideration through the reserved matters application are access, appearance, landscaping, layout and scale. Linked to these matters is the need to ensure that the scheme is policy compliant and key considerations are impact on the character of the area, residential amenity, highway considerations, affordable housing, housing mix, ecological implications, drainage and contamination.

Principle of development

- 6.2 Following the grant of planning application 2015/1376 it is clear that the principle of development is supported on a site allocated for development under policy LPD64. All reserved matters are under consideration as part of this application, which are considered later in this report. Given that outline permission has been granted, it is not permissible to revisit the principle of development or the planning obligations. By way of background/summary, the below planning obligations have been secured through a section 106 legal agreement;
- 10% affordable dwellings; of which 30% would be affordable rented dwellings and 70% intermediate housing
 - Library financial contribution (£20,000)
 - Air quality management financial contribution (£2,000)
 - Primary Healthcare financial contribution (£525,000)
 - Education (a primary school and financial contribution of £3,600,000)
 - Public transport improvements (a financial contribution of £600,000 toward bus services to serve the development)
 - Public open space (laid out and equipped prior to its transfer and this to be done prior to occupation of 80% of the dwellings on the site)

Having regard to the above, the principle of development is supported and deemed to comply with policy LPD64 and guidance within the NPPF.

Highway matters

- 6.3 As part of the original outline planning permission it was identified that only 315 dwellings could be erected without the GAR being operational. However, this cap was removed following a section 73 application under reference 2019/0696. As a result there are no restrictions on the number of dwellings that can be built prior to the GAR being operational and it is understood that the road is due to open on the 22 March 2022.
- 6.4 The road network as proposed for this application has been designed around the GAR being operational and follows the broad layout identified within the masterplan approved at the outline stage. It is apparent that the land between the GAR and the public open space to the north, comprising 99 plots (units 805-904), will only now have one access point because it is not possible to have a second access point further west due to a significant change of levels. It is as a result of only having one point of access that amended plans have been submitted that will now create a loop within this part of the site so there are fewer cul-de-sac's in this area.
- 6.5 A key part of the design for the highway network is to create a loop between the main existing access point from Arnold Lane to the GAR. Along this key route there are proposed to be bus stops, final details of which will need to be submitted to and approved in writing by the Local Planning Authority, as identified in condition 12 of outline permission 2015/1376.
- 6.6 The smaller area within the application site is proposed to have 33 dwellings on it and would be accessed from a newly constructed spur between the GAR and Lambley Lane. The site entrance is already in situ and would provide adequate access and visibility to the wider highway network with the majority of units to be accessed off an adopted road that would have a turning head. An application (reference: 2022/0200) is currently pending determination for the erection of 24 dwellings and forms part of the allocated site adjacent to the Lambley Lane site, if that application were to be granted the adopted road would extend further northwest.
- 6.7 Having regard to the above it is considered that the primary access routes into the site and internal highway layout are acceptable and would not be detrimental to highway safety and the application is, therefore, deemed to comply with policy LPD61.
- 6.8 With regard to parking provision policy LPD57 is pertinent to the determination of the application, along with the recently adopted 'Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document'. The document outlines the level of parking provision required for each type of unit dependent on the number of bedrooms and a plan highlighting the parking provision for the site, titled 'parking strategy', has been submitted in support of the application. Each of the 2 and 3-bed conventional dwellings are proposed to have two off-street parking spaces

and the 4+ dwellings would have 3 spaces available. Each of the flats would have one allocated parking space. In total for the 400 units there would be 828 parking spaces available, 820 of which would be allocated to a particular property and 8 visitor/unallocated spaces. The visitor/unallocated car parking provision for the 2-bed and 3-bed properties (comprising an average of 0.4 spaces per flat, 0.2 spaces for the 2 bed properties and 0.3 spaces for the 3-bed properties) is proposed to be provided on the adopted streets, which are proposed to be free from car parking restrictions. In this instance having regard to the proposed road layouts, on street car parking would not cause an adverse impact on the free flow of traffic, cyclist and pedestrians and no objection has been received from the highway authority to such provision. Therefore, having regard to the above, the car parking proposals are in full conformity with the Supplementary Planning Document. Furthermore, it is also apparent that buses run along Arnold Lane, with the section 106 legal agreement, requiring buses to access the housing development in the longer term, which mean that the entirety of the site would be well served by public transport.

- 6.9 In respect of the Lambley Lane site each of the units would have at least two parking spaces and the two four bedroom properties would have three spaces. As a result the scheme is compliant with policy LPD57 and the 'Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document'.
- 6.10 Having regard to the above it is considered that the layout as amended is acceptable in respecting highway safety. Adequate parking provision is considered to be acceptable. It is also noted that, following the submission of amended plans, the Highway Authority raise no objection to the application. The application is, therefore, deemed to comply with policies LPD57, LPD61 and 'Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document'.

Impact on the character of the area and residential amenity

- 6.11 The site area for the larger site at Chase Farm and that accessed off Lambley Lane covers a combined area of approximately 14.6 hectares and the overall density of development would be approximately 29.5 dwellings per hectare. This density is considered to be acceptable in making the most of allocated land, as well as respecting the character of the area, and is lower than the maximum density permitted by the outline permission, which permits up to 544 additional dwellings on the site.
- 6.12 The layout of the larger area within the application site is similar to that previously approved and being built out on the wider Chase Farm development that benefits from full planning permission. The housing mix is considered to be appropriate in that it would have areas at a higher density toward the site entrance, where 34 flats are proposed to be erected, with more conventional housing throughout the remainder of the site. The vast majority of units are to be two, three and four bedroom dwellings spread over two and two and half storeys. A number of house types are replicated from those previously approved on site, and the appearance of the units and scale of development is considered to be acceptable.

- 6.13 A primary feature for the application site is the entrance feature to the GAR. This part of the site is to have a flat development comprising 34 units that would be in two distinct blocks around a horseshoe shape and would range in scale from three to four storeys in height. The built form would be more contemporary in design than other parts of the site having a flat roof but with more conventional materials of red brick with render panels. Given the change of levels in the area, the units would act as a gateway into the site before the scale of units would drop down to smaller units; it is also apparent that there are four-storey buildings on other parts of the Chase Farm site.
- 6.14 In respect of the site adjacent to Lambley Lane, this would have a similar layout in terms of scale and design. The housing mix would provide 2, 3 and 4 bed properties and would have its own Sustainable Urban Drainage (SUD's) system to the eastern edge of the site. House types would be similar to those approved elsewhere on the wider Chase Farm site; however, they would be more bespoke in terms of meeting a higher standard of sustainability in that it would not have access to gas, rather it would meet the 'future homes standard', which means that more sustainable forms of energy supply would be provided, with air source heat pumps and solar panels on roofs.
- 6.15 In respect of the impacts on residential amenity the two areas within the application site are largely self-contained and it is not considered that the proposal would have a detrimental impact on the amenity of existing dwellings that are typically separated by roads, e.g. Arnold and Lambley Lane. Within the site distances, in the region of 20m between the main habitable room, windows are proposed. There would be a change of levels through the application site but these are, for the most part, gradual, save for a relatively large change through the centre of the site. Where there are more significant changes through the site, split level properties, reasonably common within the borough, would be utilised.
- 6.16 As part of the Councils 'Green lung' project to link parts of Gedling with the application site and Gedling Country Park, it is apparent that there would be a slightly off centre pedestrian link from the footpath adjacent to the Mapperley Golf Club through the development that would then link to the public open space within the site and ultimately Gedling Country Park.
- 6.17 Having regard to the above, it is considered that the layout, scale and appearance of the development as proposed is acceptable, along with the proposal not having a detrimental impact on residential amenity. The application is, therefore, deemed to comply with policies LPD19, LPD32, LPD33, LPD35 and LPD37.

Other considerations

- 6.18 As required by the outline permission, a total of 10% of the units would be affordable housing units, based around a split of 30% affordable rent and 70% intermediate, or 13 and 30 units respectively. The overall housing mix for the affordable housing units would be 28 2-bedroom properties, 14 3-bedroom properties and 1 5-bedroom property. All of the affordable housing units would be provided on the larger site, and none on Lambley Lane, they would

also be appropriately spread across the site with one block of flats providing affordable housing and with the more conventional housing pepper potted across the site. Having regard to the above the level of affordable housing provision it is considered to be acceptable and comply with the Section 106 legal agreement and viability approved at the outline stage, along with policy LPD36.

- 6.19 Given the previous use of the site as a colliery and previous contamination work that has been undertaken there is not considered to be any overriding concern in respect of contamination. A condition on the outline permission requires details of contamination, remediation and verification to be approved and notes are proposed to be added to this decision notice highlighting the remediation that would be required for the two distinct areas of the site, with it noted that some work has been undertaken to the larger Chase Farm site whereas no work has been undertaken to the parcel of land accessed off Lambley Lane. A condition would be required to ensure that no outbuildings are erected in the curtilage of four flats (676-677 and 962-963) given that this part of the site falls within the former made ground associated with a railway line. The Environmental Health Officer has requested a condition to secure electric vehicle charging points; however, it would not be possible to secure them via condition given that this would need to have been done at the outline stage when such policies were not in place. That said, it is indicated in the Design and Access Statement submitted with the application that dwellings with four bedrooms would have access to such charge points and notes would be attached to the decision notice encouraging wider provision, as well as advice on how to provide this. Having regard to the above the application is deemed to comply with policies LPD7 and LPD11.
- 6.20 Ecological reports have been submitted in support of the application; however the application site is not considered to support protected species with it noted that existing building works, notably the GAR, remediation for the wider site and dwellings currently being erected on Chase Farm, have limited the ecology on site. However, it is proposed to retain as much as possible of the existing hedge along Arnold Lane and that which needs to be removed to facilitate vehicular access to the GAR is intended to be replaced and this can be secured by a suitably worded condition.
- 6.21 Landscaping details have been submitted in support of the application and identifies that the majority would be in the front gardens, along with some trees at strategic locations. Existing trees in the public open space would, where possible be retained, save for those that need to be removed for drainage features and to provide a trim trail. Replacement planting is proposed for hedges to be removed to the edge of the site to allow vehicular access. However, additional landscape drawings would need to be submitted and approved in writing by the Local Planning Authority given that details as currently submitted do not reflect the layout as amended, with particular regard to the site entrance near the GAR.
- 6.22 In respect of drainage, a strategy has been submitted in support of the application and identifies that surface water would drain in to the existing network, as established through phase 1, along with two additional Sustainable Urban Drainage (SUD's) features proposed through this

application, one at Lambley Lane and another in the northern area of the woodland. Foul water would connect into the existing foul water network. Such provision is likely to be acceptable; however, a condition on the outline permission requires final details to be approved in writing through a discharge of condition application, alongside further advice from the Environment Agency, Lead Flood Authority and Severn Trent Water.

- 6.23 In accordance with the Low Carbon Planning Guidance for Gedling Borough Supplementary Planning Document it is noted that there would be a need to encourage a development that would lessen the impacts of climate change. As currently submitted it is the 33 dwellings to be erected off Lambley Lane that would, primarily, comply with the above Supplementary Planning Document. Each of the properties would not have fossil fuel heating, rather they would have air source heat pumps and solar panels. This would comply with part L of the building regulations, which is over and above the building regulations minimum.

Planning Obligations

- 6.24 As noted above, the application is made pursuant to outline permission 2015/1376 where various contributions have been secured. This application is a reserved matters application made pursuant to that outline so no legal agreement is sought for this application nor is this an opportunity to revisit the legal agreement already secured.

7.0 Conclusion

- 7.1 Having regard to the above it is noted that the principle of the development is supported by policy LPD64 and having regard to the outline permission 2015/1376. The layout, scale and appearance of the development as proposed would respect the character of the area and residential amenity. The impact on the highway network would be acceptable and adequate parking would be provided. Affordable housing provision would comply with the outline permission and the landscape scheme is considered to be broadly acceptable. As a result the application is deemed to comply with policies LPD11, LPD18, LPD19, LPD32, LPD33, LPD35, LPD36, LPD37, LPD57, LPD61 and LPD 64 of the Local Planning Document; policies A, 1, 2, 8 and 10 of the Aligned Core Strategy, Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document; Affordable Housing Supplementary Planning Document and the Low Carbon Planning Guidance for Gedling Borough and guidance within the NPPF.

8.0 Recommendation: Grant reserved matters approval subject to the conditions listed below and for the reasons set out in the report.

Conditions

1. This permission shall be read in accordance with the application form and following list of approved drawings:

M018-ABA-XX-DR-A-101 Rev J	Part L Site Plan - Sheet 2
M018-ABA-XX-DR-A-102 Rev J	Part L Site Plan - Sheet 1
M018-ABA-XX-DR-A-103	Building For Healthy Life Document
M018-ABA-XX-DR-A-104	Location Plan
M018-ABA-XX-DR-A-105 Rev B	Boundary Treatment Plan - Sheet 1
M018-ABA-XX-DR-A-106 Rev B	Boundary Treatment Plan - Sheet 2
M018-ABA-XX-DR-A-107 Rev B	Materials Plan - Sheet 1
M018-ABA-XX-DR-A-108 Rev B	Materials Plan - Sheet 2
M018-ABA-XX-DR-A-109 Rev B	Storey Heights Plan - Sheet 1
M018-ABA-XX-DR-A-110 Rev B	Storey Heights Plan - Sheet 2
M018-ABA-XX-DR-A-111 Rev B	Parking Strategy Plan - Sheet 1
M018-ABA-XX-DR-A-112 Rev B	Parking Strategy Plan - Sheet 2
M018-ABA-XX-DR-A-113 Rev C	Gedling 2 Street Scenes
M018-ABA-XX-DR-A-114	Gedling 2 Site Sections
M018-ABA-XX-DR-A-115	Gedling 2 Apartment Block Extract
M018-ABA-XX-DR-A-116	Gedling 2 Site Entrance Street Scene
M018-ABA-BA-DR-A-200-Bamburgh_Rural	Bamburgh Rural Floor Plans
M018-ABA-BA-DR-A-201-Bamburgh_Rural	Bamburgh Rural Elevations
M018-ABA-BEL-DR-A-202-Belmont_Rural Elevations	Belmont Rural GA Plans and Elevations
M018-ABA-CA-DR-A-203-Caddington_Rural Elevations	Caddington Rural GA Plans and Elevations
M018-ABA-EA-DR-A-204-Eaton_Rural	Eaton Rural GA Plans and Elevations
M018-ABA-HA-DR-A-205-Halstead_Rural Elevations	Halstead Rural GA Plans and Elevations
M018-ABA-HAR-DR-A-206-Hardwick_Rural Elevations	Hardwick Rural GA Plans and Elevations

M018-ABA-KE-DR-A-207-Kendal_Rural Elevations	Kendal Rural GA Plans and Elevations
M018-ABA-LA-DR-A-208-Lawton_Rural Elevations	Lawton Rural GA Plans and Elevations
M018-ABA-RO-DR-A-209-Rothway_Rural Elevations	Rothway Rural GA Plans and Elevations
M018-ABA-ST-DR-A-210-Staveley_Rural Elevations	Staveley Rural GA Plans and Elevations
M018-ABA-WA-DR-A-211-Warwick_Rural	Warwick Rural Floor Plans
M018-ABA-WA-DR-A-212-Warwick_Rural	Warwick Rural Elevations
M018-ABA-WE-DR-A-213-Wentworth_Rural	Wentworth Rural Floor Plans
M018-ABA-WE-DR-A-214-Wentworth_Rural	Wentworth Rural Elevations
M018-ABA-BEL-DR-A-216-Belmont_Rural Elevations	Belmont Rural GA Plans and Elevations
M018-ABA-HA-DR-A-217-Halstead_Rural Elevations	Halstead Rural GA Plans and Elevations
M018-ABA-LA-DR-A-218-Lawton_Rural Elevations	Lawton Rural GA Plans and Elevations
M018-ABA-RO-DR-A-219-Rothway_Rural Elevations	Rothway Rural GA Plans and Elevations
M018-ABA-Apart-01-DR-A-220	Apartment Block Rural
M018-ABA-1038-DR-A-225-1038_Traditional Plans and Elevations	1038 Split Level House Type GA Plans and Elevations
M018-ABA-1350-DR-A-226-1350_Traditional Plans and Elevations	1350 Split Level House Type GA Plans and Elevations
M018-ABA-BA-DR-A-227-Bamburgh_Traditional Plans	Bamburgh Traditional Floor Plans
M018-ABA-BA-DR-A-228-Bamburgh_Traditional Elevations	Bamburgh Traditional Elevations
M018-ABA-BE-DR-A-229-Belmont_Traditional Elevations	Belmont Traditional GA Plans and Elevations
M018-ABA-CA-DR-A-230-Caddington_Traditional and Elevations	Caddington Traditional GA Plans and Elevations

M018-ABA-HA-DR-A-231-Halstead_Traditional Halstead Traditional GA Plans and Elevations

M018-ABA-KE-DR-A-232-Kendal_Traditional Kendal Traditional GA Plans and Elevations

M018-ABA-LA-DR-A-233-Lawton_Traditional Lawton Traditional GA Plans and Elevations

M018-ABA-RO-DR-A-234-Rothway_Traditional Rothway Traditional GA Plans and Elevations

M018-ABA-ST-DR-A-235-Staveley_Traditional Staveley Traditional GA Plans and Elevations

M018-ABA-WA-DR-A-236-Warwick_Traditional Warwick Traditional Floor Plans

M018-ABA-WA-DR-A-237-Warwick_Traditional Warwick Traditional Elevations

M018-ABA-WE-DR-A-238-Wentworth_Traditional Wentworth Traditional Floor Plans

M018-ABA-WE-DR-A-239-Wentworth_Traditional Wentworth Traditional Elevations

M018-ABA-WE-DR-A-240-Windsor_Traditional Windsor Traditional Floor Plans

M018-ABA-WE-DR-A-241-Windsor_Traditional Windsor Traditional Elevations

M018-ABA-WE-DR-A-242-Lewes_Traditional Lewes Traditional Floor Plans

M018-ABA-WE-DR-A-243-Lewes_Traditional Lewes Traditional Elevations

M018-ABA-1038-DR-A-245-1038_Urban 1038 Urban GA Plans and Elevations

M018-ABA-1350-DR-A-246-1350_Urban 1350 Urban GA Plans and Elevations

M018-ABA-BA-DR-A-247-Bamburgh_Urban Bamburgh Urban GA Floor Plans

M018-ABA-BA-DR-A-248-Bamburgh_Urban Bamburgh Urban GA Elevations

M018-ABA-BE-DR-A-249-Belmont_Urban Belmont Urban GA Plans and Elevations

M018-ABA-CA-DR-A-250-Caddington_Urban Caddington Urban GA Plans and Elevations

M018-ABA-HAR-DR-A-251-Hardwick_Urban Hardwick Urban GA Plans and Elevations

M018-ABA-KE-DR-A-252-Kendal_Urban Kendal Urban GA Plans and Elevations

M018-ABA-LA-DR-A-253-Lawton_Urban Elevations	Lawton Urban GA Plans and
M018-ABA-RO-DR-A-254-Rothway_Urban Elevations	Belmont Urban GA Plans and
M018-ABA-WA-DR-A-255-Warwick_Urban Elevations	Warwick Urban GA Plans and
M018-ABA-WIN-DR-A-256-Windsor_Urban Elevations	Windsor Urban GA Plans and
M018-ABA-BE-DR-A-260-Belmont_2018 Plans	Belmont 2018 Rural Floor
M018-ABA-BE-DR-A-261-Belmont_2018 Elevations	Belmont 2018 Rural
M018-ABA-CA-DR-A-262-Caddington_2018 Plans and Elevations	Caddington 2018 Rural GA Floor
M018-ABA-HAR-DR-A-263-Hardwick_2018 Elevations	Hardwick 2018 GA Floor Plans and
M018-ABA-STA-DR-A-264-Staveley_2018 Elevations	Staveley 2018 Rural Floor Plans and
M018-ABA-HA-DR-A-265-Halstead_2018 Elevations	Staveley 2018 Rural Floor Plans and
M018-ABA-HAR-DR-A-266-Hardwick_2018	Hardwick 2018 Rural Floor Plans
M018-ABA-HAR-DR-A-267-Hardwick_2018	Hardwick 2018 Rural Elevations
M018-ABA-KE-DR-A-268-Kendal_2018 Elevations	Kendal 2018 Rural Floor Plans and
M018-ABA-WA-DR-A-269-Warwick_2018 Elevations	Warwick 2018 Rural Floor Plans and
M018-ABA-WI-DR-A-270-Windsor_2018 Elevations	Windsor 2018 Rural Floor Plans and
M018-ABA-BA-DR-A-271-Bamburgh_2018	Bamburgh 2018 Rural Floor Plans
M018-ABA-BA-DR-A-272-Bamburgh_2018	Bamburgh 2018 Rural Elevations
M018-ABA-HAR-DR-A-273-Hardwick_2018	Hardwick 2018 Rural Floor Plans
M018-ABA-HAR-DR-A-274-Hardwick_2018	Hardwick 2018 Rural Floor Plans

M018-ABA-KE-DR-A-275-Kendal_2018 Elevations	Kendal 2018 Rural Floor Plans and Elevations
M018-ABA-WIN-DR-A-277-Windsor_2018 Elevations	Windsor 2018 Rural Floor Plans and Elevations
MO18-ABA-APARTMENT-01-DR-A-280 620-643	Apartment Block Floor Plans - Block 620-643
MO18-ABA-APARTMENT-01-DR-A-281 620-643	Apartment Block Floor Plans - Block 620-643
MO18-ABA-APARTMENT-01-DR-A-282 620-643	Apartment Block Elevations - Block 620-643
MO18-ABA-APARTMENT-01-DR-A-284 644-655	Apartment Block Floor Plans - Block 644-655
MO18-ABA-APARTMENT-01-DR-A-285 644-655	Apartment Block Elevations - Block 644-655
M018-ABA-XX-DR-A-600_Das.doc	

Development shall thereafter commence in accordance with the approved plans.

2. Prior to above ground works commencing, and notwithstanding condition 1 above, details in respect of materials to be used in the external appearance of the dwellings shall be submitted to and approved in writing. Development shall proceed in accordance with the details as approved.
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (and any order revoking, re-enacting or modifying that Order), other than development expressly authorised by this permission, there shall be no development under Schedule 2, Part 1 of the Order in respect of Class E: buildings etc incidental to the enjoyment of a dwellinghouse in respect of the land to the rear and east of plots 676-677 and 962-963.
4. Notwithstanding details submitted, prior to above grounds works commencing, a scheme of landscaping showing the location, species and size of specimens to be planted shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out in the first planting season following the completion of each development phase. Any trees, shrubs or plants that die within a period of five years from the completion of each development phase, or are removed and/or become seriously damaged or diseased in that period, shall be replaced (and if necessary continue to be replaced) in the first available planting season with others of similar size and species.
5. Prior to above ground works commencing, details of Traffic Calming within the site shall be submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved plans.

6. No above ground works shall commence until details of the existing and proposed ground and finished floor levels of the site and approved building[s] have been submitted to and approved in writing by the local planning authority. The development shall be carried out thereafter in accordance with the approved details.

Reasons

1. For the avoidance of doubt.
2. To ensure the character of the area is respected and to comply with policy ASC10.
3. To ensure the development is safe and suitable for use, thereby taking into consideration paragraph 183 of the National Planning Policy Framework and policy LPD7 of the Councils Local Plan.
4. To ensure the character of the area is respected and to comply with policies ASC10, LPD18 and LPD19.
5. To ensure Highway Safety is respected and to comply with policy LPD61.
6. To ensure the character of the area is respected and to comply with policy ASC10 and LPD32.

Notes to Applicant

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 applicant should note that notwithstanding any planning permission that if any highway forming part of the development is to be adopted by the Highways Authority. The new roads and any highway drainage will be required to comply with the Nottinghamshire County Council's current highway design guidance and specification for roadworks Highway design guide | Nottinghamshire County Council.

The Advanced Payments Code in the Highways Act 1980 applies and under section 219 of the Act payments will be required from the owner of the land fronting a private street on which a new building is to be erected. The developer should contact the Highway Authority regarding compliance with the Code, or alternatively to the issue of a Section 38 Agreement and bond under the Highways Act 1980. A Section 38 Agreement can take some time to complete. Therefore, it is recommended that the developer contact the Highway Authority as early as possible and it is essential that design calculations and detailed construction drawings for the proposed works are submitted to and approved by the County Council in writing and appropriate agreements are entered into before any highway work commences on site.

Please contact the Highway Authority for details hdc.south@nottscc.gov.uk.

Plots 676-677 and 962-963, which are one bed flat units, are still within the standoff zone but the plots are outside of the approximate line of the historic landfilled area. The Remediation Strategy to be submitted in support of the larger site for 400 dwellings shall include:

- o The exact edge of the historic landfilled area is surveyed and demarked on site to ensure the correct position of the fence line and building of Plots 676/962 does not impinge on the landfilled area.
- o Plots 672 - 676/962 the gas protection measures are part of the plots which are independently verified. (those within the standoff zone)

This could be carried out under a model planning condition for Remediation and Verification.

It is noted that the Design Access Statement says in Section 4.0:

'Car charging infrastructure will be supplied to each plot which the house owner can then add their own charging socket for electric vehicles at a later date'.

This is welcome and notwithstanding moves from Government to mandatorily require EV charging on all new development in 2022; it is recommended that from the date of first occupation every property built on the site is provided with one or more dedicated vehicle parking spaces and/or a garage shall be provided with access to an electric vehicle (EV) charge point. Charge points must have a minimum power rating output of 7kW on a dedicated circuit, capable of providing a safe overnight charge to an electric vehicle.

The developer is encouraged to consider upgrading the EV charging facilities to incorporate mode 3 charging capability as this will help future proof the development and improve its sustainability. A suitable electrical socket can be provided to allow 'Mode 3' charging of an electric vehicle, allowing Smart charging of electric vehicles. All electrical circuits/installations shall comply with the electrical requirements of BS7671:2008 as well as conform to the IET code of practice on Electrical Vehicle Charging Equipment installation (2015).

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

In respect of remediation required for the site your attention is drawn to conditions 16, 17 and 18 of outline permission 2015/1376. In respect of the larger site for 400 dwellings this would include a remediation strategy and verification report, whereas

for the site comprising 33 dwellings this would a phase 1 report, remediation strategy and verification report. If you require further detailed clarification in respect of the above you are advised to contact our Environmental Health team.

This page is intentionally left blank



1:625 TPO Reference: 000146
Gedling Miners Memorial
Land Corner of Main Road
Gedling

NOTE This map is provided only for purposes of site location and should not be read as an up to date representation of the area around the site.
Reproduced with the permission of the Controller of H.M.S.O. Crown Copyright. Licence No LA100021248.
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Gedling   Saving People Improving Lives

Date: 21/03/2022

Report to the Planning Committee

Location: Gedling Miners Memorial, Land Corner of Main Road,
Gedling, Nottinghamshire

Proposal: Protection of 2 no. Field Maple trees by a Tree Preservation
Order (TPO)

Case Officer: Lewis Widdowson

1.0 Purpose

- 1.1. To request authorisation to confirm Tree Preservation Order (TPO) No. 000146 'Gedling Miners Memorial'.

2.0 Background

- 2.1. On the 29th September 2021 a request was received from a member of the public to protect 2 no. Field Maple trees which form part of the Gedling Miners Memorial on the Land at the Corner of Main Road, with a Tree Preservation Order (TPO).
- 2.2. On the 29th September 2021 the Council's Arborist visited the site and carried out a TEMPO (Tree Evaluation Method for Preservation Orders) Assessment to determine whether the trees were considered worthy of protection.
- 2.3. A TEMPO assesses trees against several criteria including Condition, Retention Span, Public Visibility, Other Factors and Expediency. For a TPO to be considered defensible the relevant trees should score 12 points or above in the TEMPO Assessment. If a tree/s score 16 or more it is considered that a TPO is definitely merited.
- 2.4. In this instance, the 2 no. Field Maple trees were considered and given a score of 15/25. As such their protection by way of a TPO was recommended.

3.0 Provisional TPO

- 3.1. The Gedling Constitution gives delegated authority to Officers, in conjunction with the Chair / Vice Chair of Planning Committee, for the making of new TPOs.
- 3.2. The Chair of Planning Committee was consulted on the 30th September 2021 and authorisation was given to proceed with the making of a Provisional TPO.
- 3.3. Gedling Borough Council made the Provisional TPO, reference 000146 'Gedling Miners Memorial', on the 1st October 2021.

4.0 Consultation

- 4.1. In accordance with the Town and Country Planning Tree Regulations 2012, the Council served a copy of the notice on the owners and occupiers of the land directly affected by the TPO. Interested parties had until the 1st November 2021 to submit any representations to the Council which would then be taken into consideration when deciding whether to confirm the TPO.
- 4.2. In total 7 representations were received by the Council. 2 representations were submitted in support of the TPO whilst 5 objections were received. A summary of the comments received is provided below:
 - Original design for the siting of the Memorial included two Field Maple trees which would grow to 7-10 metres. This would be considered acceptable at the lower end of the scale when mature.
 - These are two sensitive, historic trees which strongly relate to the miners and former Colliery site.
 - The trees are resulting in damage to the nearby property 57 Main Road, Gedling specifically the boundary wall to the front by virtue of their size and proximity. The trees were not in keeping with what was agreed to be planted back in 2010 and there is significant support within the village for the removal of these trees.
 - There is potential for damage to nearby properties and the memorial itself. A smaller tree or shrub would be considered appropriate.
 - The trees planted do not match the species which were originally agreed and are considered inappropriate for the area as when fully matured they will be overpowering and overbearing for their position. In support of the removal of these trees and replacement with a more suitable species.

- Concerns regarding the size of the trees are unsuitable for the location they are situated in. The trees are causing damage to the adjacent boundary wall and driveways and should be replaced with more suitable slow growing trees or shrubs.

5.0 Consideration

- 5.1. The two trees which are the subject of this TPO were planted in agreement between local residents, Gedling Miners' Memorial Trust and Nottinghamshire County Council to commemorate local miners who sadly lost their lives at the Gedling Colliery and the miners who worked there.
- 5.2. It is apparent that there is some debate with regards to the number of trees and what species should have been planted however, I consider that this is largely immaterial when considering the merits of this provisional TPO. The TPO is made in relation to the trees which are in-situ at present and it is their value and impacts which must be considered when deciding whether to confirm this Order.
- 5.3. The main concern which seems to be raised in the letters of objection relate to the size and future growth of the two trees. Again there seems to be some discrepancy regarding this matter, however, following consulting with Gedling Borough Council's Arborist it is considered that this species of Field Maple - *Acer campestre* 'Streetwise' are smaller than traditional Maples and would be expected to reach a size of approximately 7m high and 3m wide after a period of 25 years. With this in mind I do not consider that the trees would have an unduly detrimental impact on the amenity of the nearby dwellings or their respective curtilages.
- 5.4. In addition to the above, consideration must be given to any potential damage the trees may be causing on nearby dwellings. It is stated that the trees are resulting in damage to the adjacent boundary wall and driveways, however, no evidence has been provided to suitably demonstrate this and having attended site it is noted that a large mature hedgerow sits atop the boundary wall which is considered more likely to be the cause of a lack of moisture in the soil than the two Field Maple trees which are the subject of this TPO.
- 5.5. Notwithstanding the above, it should be noted that the confirmation of this TPO would not mean that any future works could not be undertaken rather an

application would need to be submitted for consideration by Gedling Borough Council.

- 5.6. Taking the above into consideration it is my opinion that these trees are of good amenity value and are important in relation to the setting of the Gedling Miners' Memorial.

6.0 Recommendation

- 6.1. Confirm Tree Preservation Order - 000146 'Gedling Miners Memorial' without modifications.

This page is intentionally left blank



Report to Planning Committee

Subject: Changes to the planning delegation scheme following the adoption of the new constitution

Date: 30 March 2022

Author: Democratic Services Manager

Purpose

To seek approval to amend all current delegations previously approved by Planning Committee following the adoption of the new constitution.

Recommendations

THAT:

- 1) The officer delegations at Appendix 1 be approved;
- 2) The Monitoring Officer be authorised to make any other necessary administrative amendments to reflect the change to the constitution.

1 Background

1.1 On 3 March 2022 full council agreed the adoption of a newly re-written constitution taking affect from 4 March 2022. The new constitution was a result of several meetings of a cross party working group along with officers who came together to review the effectiveness of the constitution.

1.2 As part of the review of the constitution, a review of the schemes of delegation was conducted.

1.3 The main changes to the officer delegations are as follows:

- Authority to approve requests for minor amendments to planning conditions made under S73 and 96A of the Town and Country Planning Act 1990 in respect of applications previously determined by the Planning Committee.
- Authority to approve the making and confirmation of a Tree Preservation Order under Sections 197 - 201 of the Town and Country Planning Act 1990

- Authority to modify section 106 agreements which have been previously agreed by the Planning Committee, except where in the opinion of the Head of Development and Place it is of significant public interest, has a significant impact on the environment or is likely to be widely controversial; in which case it will be referred to Planning Committee.
- Authority to determine when it is expedient to investigate alleged breaches of planning control.

Other minor amendments have been made to reflect the changes in legislation and correct typographical errors.

2 Proposal

It is proposed that the amended officer delegations set out in Appendix 1 be approved.

3 Alternative Options

Not to amend the delegations but this will lead to lack of clarity about which Officer has the power to act.

4 Financial Implications

None arising from this report.

5 Legal Implications

5.1 Officer delegations in respect of non-executive functions are made under the powers contained in Section 101 of the Local Government Act 1972 (as amended) and with reference to the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended).

5.2 If the officer delegation scheme is not updated it will lead to lack of clarity over who can make decisions. This could in turn lead to risk of legal challenge.

6 Equalities Implications

There are no equalities implications arising from this report.

7 Carbon Reduction/Environmental Sustainability Implications

There are no carbon reduction/environmental sustainability implications arising from this report.

8 Appendices

Appendix 1 – Non-Executive Planning Matters scheme of delegations to officers

9 Background Papers

None.

Statutory Officer approval

Approved by Chief Financial Officer

Date: 22 March 2022

Approved on behalf of the Monitoring Officer

Date: 22 March 2022

This page is intentionally left blank

Planning Matters

Ref No.	Function	Authorised Officer	Consultation/ Limitation
P1	<p>In those cases where the proposed development is in accordance with approved Development Plans and where no adverse representations of a valid planning nature have been received, the grant of permission, approval or consent, in respect of application for:</p> <ul style="list-style-type: none"> i) Planning permission; ii) Listed Building Consent; iii) Consent to display advertisements; iv) Approval of reserved matters, or to make observations on behalf of the Borough Council in respect of: v) proposals by Government Departments; vi) statutory undertakers, or vi) Proposals received by other local authorities. 	Chief Executive	
P2	Authority to determine that no Tree Preservation Orders should be made where notice of intention to carry out work on a tree in a conservation area is received.	Chief Executive	
P3	Where planning permission has been refused, authority to decide that an appeal to the Secretary of State for the Environment should be resisted and to agree in what form the appeal shall be conducted.	Chief Executive	
P4	Authority to approve requests for minor amendments to planning conditions made under S73 and 96A of the Town and Country Planning Act 1990 in respect of applications previously determined by the Planning Committee.	Chief Executive	
P5	Authority to make observations on behalf of the Borough Council as District Planning Authority in respect of proposals by Nottinghamshire County Council for which deemed permission was being sought under the Town and Country Planning General Regulations.	Chief Executive	
P6	Authority to exercise judgement and discretion as to when consultations with interested bodies should be carried out in connection with planning applications and likewise the question of re-consultation with residents, Parish Councils and other bodies where amendments are negotiated to planning applications as originally submitted.	Chief Executive	
P7	Authority to make observations on behalf of the Borough Council in respect of proposals by statutory undertakers for which deemed permission is being sought under the Town and Country Planning General Regulations.	Chief Executive	

Planning Matters

Ref No.	Function	Authorised Officer	Consultation/ Limitation
P8	Authority to approve the renewal of a planning permission where there has been no change in circumstances.	Chief Executive	
P9	Authority to determine applications made under Section 198 of the Town and Country Planning Act 1990 for the topping, lopping or cutting down of any tree subject to a Tree Preservation Order.	Chief Executive	
P10	Authority to determine applications for consent under a Tree Preservation Order under Section 198 of the Town and Country Planning Act 1990 for the topping or lopping of trees, after consultation, where necessary.	Chief Executive	
P11	Authority: i) To issue a Hedgerow Retention Notice where he is satisfied that the hedgerow is important and should be retained; ii) To authorise the Monitoring Officer to make an application for an Injunction where the removal of an important hedgerow is apprehended.	Chief Executive	
P12	Authority to determine applications received under Section 64 of the Town and Country Planning Act 1990 relating to development within the curtilage of dwelling houses.	Chief Executive	
P13	Authority to serve Planning Contravention Notices under Section 171(c) of the Town and Country Planning Act 1990 and to enter into discussions with the recipient of such a Notice about how any suspected breach of control might be remedied.	Chief Executive	
P14	To take decisions with regard to publicity for reserved matters and amendments to planning applications.	Chief Executive	
P15	Authority to deal with requests to withdraw an Enforcement Notice where no objections are received and to serve Breach of Condition Notices	Chief Executive	
P16	Authority to exercise the general powers of entry conferred on a local planning authority by Section 196A of the Town and Country Planning Act 1990.	Chief Executive	
P17	Authority to authorise the Monitoring Officer to discharge Section 106 Agreements and to release Bonds in support of such Agreements upon being satisfied that the Agreement has been fully complied with and that it would be appropriate for such agreement to be discharged if it no longer serves a useful purpose and was not capable of having any effect in the future.	Chief Executive	
P18	Authority to determine in respect of the Town and Country Planning Environmental Impact Assessment Regulations 2017: 1. Whether or not an environmental statement was needed prior to a developer submitting an application; 2. To determine where or not schemes comprising Schedule 2 development require an environmental statement.	Chief Executive	

Planning Matters

Ref No.	Function	Authorised Officer	Consultation/ Limitation
P19	Within the area of his responsibility, power to authorise the service of Notices and the enforcement thereof in the event of default including recovering costs.	Chief Executive	
P20	To consider all planning applications which do not fall to be decided by them under their other delegations and to decide which of these applications they will determine and which they will refer to the Planning Committee for determination provided that this delegation shall not apply to: <ul style="list-style-type: none"> a) Applications proposing 5,000 or more square metres of new commercial floor-space, the determination of which is reserved to the Planning Committee. b) Applications proposing ten or more residential dwellings, the determination of which is reserved to the Planning Committee. 	Chief Executive	In consultation with the Planning Delegation Panel
P21	Authority to enter land without a warrant under Regulation 12 of the Hedgerows Regulations 1997.	Chief Executive	
P22	Authority to determine all applications of the extension of time limits.	Chief Executive	
P23	Authority to issue and serve a Temporary Stop Notice	Chief Executive	
P24	Authority to exercise the powers to require proper maintenance of land pursuant to Section 215 (i) Town and Country Planning Act 1990, including the power to take action in default.	Chief Executive	
P25	Within the area of his responsibility, power to authorise the service of Notices and the enforcement thereof including the recovery of costs insofar as they may relate to non-executive responsibilities.	Chief Executive	
P26	Authority to delegate to appropriate Officers the service of Notices and taking of action in default insofar as they may relate to non-executive responsibilities.	Chief Executive	
P27	Power to authorise the commencement of legal proceedings within the area of his responsibility insofar as they may relate to non-executive responsibilities.	Chief Executive	In consultation with the Monitoring Officer
P28	Power to authorise persons, whether employed by the Council or not, to act in a statutory role as appropriate to undertake duties and responsibilities, including powers of entry, under statutes and regulations and orders within the area of his responsibility and insofar as they may relate to non-executive responsibilities.	Chief Executive	
P29	Authority to enter into Agreements within the area of his responsibility and to release Bonds in support of such Agreements upon being satisfied that the Agreement has been fully complied with and that it would be appropriate for such agreement to be discharged if it no longer serves a useful purpose and was not capable of having any affect in the future.	Chief Executive	

Planning Matters

Ref No.	Function	Authorised Officer	Consultation/ Limitation
P30	Within the ambit of the Planning Committee to authorise the advertising of proposals in the press affecting large numbers of people in the Gedling Borough area.	Chief Executive	
P31	Authorised to instruct that proceedings be instituted in cases where unacceptable unauthorised banner advertisement signs are erected.	Chief Executive	In consultation with the Vice-Chair of Planning Committee
P32	Authority to approve the making and confirmation of a Tree Preservation Order under Sections 197 - 201 of the Town and Country Planning Act 1990	Chief Executive	In consultation with the Chair or Vice-Chair of Planning Committee
P33	Authority to serve Building Preservation Notices.	Chief Executive	In consultation with the Chair or Vice-Chair of Planning Committee
P34	Authority to determine any requests for Revocation Orders and to refer them to Committee only where they would merit consideration by the Committee.	Chief Executive	In consultation with the Chair or Vice-Chair of Planning Committee
P35	Authority to make determinations in relation to whether prior approval is required for development permitted under the Town and Country Planning (General Permitted Development) Order 2015, (as amended) and to agree details and specifications where prior approval is required and give other consents and approvals in relation to that Order.	Chief Executive	
P36	Authority to determine an application for a Certificate of Lawfulness of existing use or development and a Certificate of Lawfulness of proposed use or development of land under Sections 191 and 192 of the Town and Country Planning Act 1990.	Monitoring Officer	In consultation with the Chief Executive
P37	Authority to negotiate and conclude Agreements made under Section 106 of the Town and Country Planning Act 1990. The sealing of any Agreement under the authority of this Section shall be an authorised delegation for the purposes of the Council's Constitution.	Monitoring Officer	In consultation with the Chief Executive
P38	Authority to determine applications under Section 64 of the Town and Country Planning Act 1990 as to whether the carrying out of operations on land or the making of any change in the use of land would constitute or involve development of the land, and if so, whether an application for planning permission in respect thereof would be required having regard to the provisions of the Town and Country Planning General Development Order 1972 or of any amendments thereof.	Monitoring Officer	In consultation with the Chief Executive

Planning Matters

Ref No.	Function	Authorised Officer	Consultation/ Limitation
P39	Authority for the endorsement of Tree Preservation Orders as to their confirmation, modification, variation or revocation.	Monitoring Officer	
P40	Authority to modify section 106 agreements which have been previously agreed by the Planning Committee, except where in the opinion of the Head of Development and Place it is of significant public interest, has a significant impact on the environment or is likely to be widely controversial; in which case it will be referred to Planning Committee.	Chief Executive	
P41	Authority to determine when it is expedient to investigate alleged breaches of planning control	Chief Executive	

This page is intentionally left blank

Report to Planning Committee

Enforcement Ref: 0139/2020

Appeal Ref: APP/N3020/C/21/3273799 & APP/N3020/W/21/3270936

Location: 2 Rowan Avenue, NG15 9GA

Subject: Construction of an unauthorised dormer extension and front boundary fence

A Planning Enforcement Notice was served on the owner/occupiers of the site on 30th March 2021 requiring the removal of the unauthorised dormer extension and either removal of the front boundary fence or its reduction in height to 1 metre. The reason given for issuing the notice was:

“The dormer is of a significant size, extending across the full width of the dwelling and forward from the rear elevation of the approved single storey rear extension. The use of the flat roof on a build of this scale, combined with the existing rear single storey flat roof extension, is an incongruous addition that does not reflect the character or appearance of the dwelling. In addition, there is an overbearing impact on the neighbour to the south of the property.

A fence which exceeds the 1m permitted development height has been erected to the front of the property which is also out of character with other front boundary treatments of other dwellings in the neighbourhood and it appears as a hostile barrier against the view from the street to the property.

The dormer extension and the front boundary fence are both detrimental to the character of dwelling and the immediate area and are overly prominent within the street scene. The extension and fence are in conflict with Section 12 of the NPPF (2019), Policy 10 of the GBACS (2014), and Policies LPD 32 and LPD 43 of the LPD

The Council does not consider that planning permission should be given, because planning conditions could not overcome these objections.”

The unauthorised fence was removed however an appeal against the notice was lodged with the Planning Inspectorate in relation to the dormer extension.

This appeal has been dismissed and the notice has been upheld.

The Planning Inspector considered the details of the case and concluded that:-

“there is harm to the character and appearance of the area, with consequent conflict with some policies of the development plan. I have also concluded that the development does not result in harm in respect of living conditions at No 4 Rowan Avenue, and find no conflict with the relevant development plan policies in respect of that. Nevertheless, my conclusion on the first issue leads me to the view that the development is harmful and that there is conflict with the development plan as a

whole. That harm is not outweighed by any of the considerations before me. Accordingly, planning permission should not be granted.”

Recommendation: To note the information.

Report to Planning Committee

Enforcement Ref: 0031/2021

Appeal Ref: APP/N3020/C/21/3279123

Location: Bracken House, Blidworth Waye, NG15 8GB

Subject: Erection of unauthorised building and associated hardstanding

A Planning Enforcement Notice was served on the owner of the site on 1st July 2021 requiring the removal of the unauthorised building and hardstanding. The reason given for issuing the notice was:

“The building is unauthorised because planning permission has not been granted for the building and it does not comply with Class E (Schedule 2, Part 1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (‘GPDO’) because it is not incidental to the enjoyment of the existing dwelling and therefore it does not benefit from permitted development rights.

This new unauthorised building does not fall within any of the exceptions given in paragraphs 145 or 146 of the National Planning Policy Framework (2019) (‘NPPF’) and must therefore be considered as inappropriate development and by definition, harmful to the Green Belt. In addition, the unauthorised building has a hard incongruous and enclosing impact and therefore represents encroachment into the Green Belt. This unacceptable encroachment is contrary to the five purposes that the Green Belt serves as set out in paragraph 134 of the NPPF and the Greater Nottingham Aligned Core Strategy (2014) Policy 3.

The Council does not consider that planning permission should be granted, because planning conditions could not overcome these objections.”

An appeal against the notice was subsequently lodged with the Planning Inspectorate.

This appeal has been allowed and the notice has been quashed.

The Planning Inspector considered the details of the case and concluded that:-

“Given what I observed on site and the submissions provided by the appellant, I am satisfied that, on the balance of probability and as a matter of fact and degree, the building remains part of the same planning unit and the purpose of the building is incidental to the main dwelling as such. As I have found the building to be development permitted by Article 3 and Schedule 2, Part 1, Class E to the GPDO, the development does not constitute a breach of planning control.”

An **application for costs** was made by the appellant against the Council on the grounds that the Council had acted ‘unreasonably’ in that it has produced no meaningful evidence to support its decision to issue the enforcement notice and has produced no analysis of the salient factual and legal issues in its Statement of Case. The Inspector dismissed the application for costs noting that the Council’s decision

and underpinning reasons were not without foundation as whether a building is required for an incidental purpose will depend on a fact and degree assessment and planning judgement of the individual case.

Recommendation: To note the information.

Report to Planning Committee

Application Number: 2020/0250

Appeal Ref: APP/N3020/W/20/3259515 - approval of reserved matters application 2020/0250 (under outline permission 2016/0987)

Site Address: Land at the Former Riding Stables, Lambley, Nottinghamshire, NG4 4PN

Application description: Redevelopment of existing stable buildings to provide 1no. dwelling.

Case Officer: Claire Turton

The appeal was re-considered by the Planning Inspectorate (PI) with an original appeal decision made having been quashed at the High Court on the grounds that the PI did not accurately considered the matters under consideration through the reserved matters process, rather they considered the principle of development too.

The revised appeal was subject of an informal hearing and the appeal was **dismissed**. By way of background, condition 4 on the original outline permission restricted the dwelling to a floor area of not more 240m². The application submitted was for a dwelling of 240m²; however, it also proposed the retention of some existing structures on site.

The Inspector considered that through the retention of the outbuildings, which would have changed their use through the reserved matters application, with a change of use being development that requires planning permission, **and** erection of the dwelling, this resulted in a combined floor area over and above the 240m² permissible by the aforementioned condition attached to the outline. The Inspector concluded, therefore, that the reserved matters application did not comply with the condition and that the appeal should be dismissed.

Furthermore, an **application for costs** was made by the appellant against the Council on the grounds that the Council had acted 'unreasonably' in refusing the application and not clearly substantiated whether or not the proposal was contrary to condition 4. The Inspector noted that the reason for refusal did not specifically make reference to a conflict with condition 4; however, he noted that through the appeal process the Council had been clear in that it believed the proposal was in conflict with the condition. As a result the application for costs was **dismissed** too.

Recommendation: To note the information.

This page is intentionally left blank

Report to Planning Committee

Application Number: 2021/0542

Appeal Ref: APP/N3020/W/21/3281682

Location: 19 Ashe Close Arnold Nottingham NG5 7LU

Proposal: Erect detached dwelling

Case Officer: Bev Pearson

Full planning permission was refused by the Borough Council on the 2nd August 2021 on the following grounds:

1. In the opinion of the Local Planning Authority the proposed dwelling would represent a form of backland development that would appear alien and entirely incongruous with the established layout and urban form of the area, which is predominantly characterised by properties directly facing the highway with no clear tandem or back land development present. The proposal would therefore fail to accord with Sections Section 12 of the NPPF, Policy 10 of the ACS and paragraph g. of Policy LPD 32, paragraph b. of LPD 35 and paragraph a) 1of policy LPD 40 of the LPD.

An appeal against this decision was subsequently lodged with the Planning Inspectorate.

This appeal has been dismissed.

The Planning Inspector identified harm to the character and appearance of the area resulting from the proposal which carried significant weight against it. Set against this harm, the socio-economic benefits associated with one dwelling would be limited, taking account of the objective of boosting significantly the supply of housing and given the Council's housing land supply position.

The appellant had cited an appeal decision for a dwelling to the rear of 6 Gedling Road, Arnold which had been refused on the grounds of it being backland development that would appear alien and incongruous with the established layout and urban form of the surrounding area. The Inspector determined that the site circumstances of this site were different to the appeal before them in that related to a rear garden not an area of open space which made a positive contribution to the area which had an established pattern of development. The Inspector afforded little weight to the cited appeal decision.

The Inspector also afforded little weight to the previous permissions for dwellings on the appeal site given that these significantly predated the existing development plan.

The Inspector therefore concluded that the proposal would harm the character and appearance of the area and the adverse impacts of the development would significantly outweigh the benefits. As such it would conflict with the development plan taken and there were no material considerations that indicate the decision should be made other than in accordance with the development plan.

Recommendation: To note the information.

Report to Planning Committee

Application Number: 2021/0285 – Appeal Ref: APP/N3020/D/21/3282775

Location: 36 Thackerays Lane, Woodthorpe, Nottingham, NG5 4HQ

Proposal: Single storey front extension. Single storey rear extension. External wall insulation and rendering to front, side and rear elevations.

Case Officer: Cristina Dinescu

Planning permission was refused by the Borough Council on the 6th August 2021 on the following grounds:

1. 'It is considered the proposed rear extension, given its height, depth and the location on the common boundary with no.34 Thackerays Lane, would result in a significant undue overbearing impact on the residential amenities of the occupiers of no.34 Thackerays Lane. The proposed development is therefore contrary to the aims of policies LPD 32 and LPD 43 of the Local Planning Document.'

An appeal against this decision was subsequently lodged with the Planning Inspectorate.

This appeal has been Dismissed. The Inspector concluded that in visual terms, the proposed extensions and rendered wall insulation would be attractively designed in compliance with Policy 10 of the Aligned Core Strategy which seeks design that enhances local identity, however, the overbearing outlook created by the proposed single storey rear extension would cause unacceptable harm to the living conditions of the occupiers of No. 34, contrary to policies LPD 32 and LPD 43 of the Local Planning Document which seek to prevent such harm and the other considerations put forward in favour of the proposal, including references to the National Planning Policy Framework, are insufficient to outweigh the harm that would be caused and non-compliance with the development plan.

Recommendation: To note the information.

This page is intentionally left blank



Report to Planning Committee

Subject: Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document (SPD)

Date: 30th March 2022

Author: Planning Policy Manager

Purpose

To note the adoption of Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document

Recommendation

THAT: Planning Committee

- **Notes the revised Parking SPD adopted on 17th February 2022, attached as Appendix 1.**

1 Background

- 1.1 Supplementary Planning Documents (SPDs) build upon and provide more detailed advice or guidance on policies in an adopted local plan. An SPD does not form part of the development plan and cannot introduce new planning policies into the development plan. However, they are a material consideration in decision-making and carry significant weight provided they have been prepared within the statutory procedures and subject to public consultation.
- 1.2 The purpose of this SPD is to summarise the national and local policy context relating to parking provision for new development in Gedling Borough and provide a clear framework to set out how parking provision is to be provided.
- 1.3 Cabinet adopted a revised Parking Provision SPD on 17th February 2022, attached at **Appendix 1**. This SPD supersedes the previous Parking Provision for Residential Developments SPD, attached at **Appendix 2**,

which was approved in 2012 and set minimum parking standards for new residential development in Gedling Borough. For non-residential development, reference was made elsewhere to the standards set by Nottinghamshire County Council.

- 1.4 The revised SPD (2022) includes reference to both residential and non-residential developments. In terms of non-residential developments, the revised SPD cross refers to the Nottinghamshire County Council Highway Design Guide and Policy LPD 57 (Parking Standards) of the Local Planning Document (Part 2 Local Plan).
- 1.5 In terms of residential developments, the revised SPD notes that achieving appropriate parking provision within residential developments is key to ensuring the design, layout, use and location of development remains appropriate in the long-term. The revised SPD sets out specific parking requirements taking account of the following factors which are likely to impact on car ownership:
 - Type of dwelling (house or flat)
 - Size of dwelling (the total number of bedrooms)
 - Location of dwelling (rural or urban)
 - Type of parking required (allocated/unallocated)
- 1.6 The revised SPD includes general policy considerations in relation to garage and parking space minimum sizes and electronic vehicle charging. The revised SPD also sets out that a flexible approach to applying car parking standards will be taken reflecting site specific material considerations.
- 1.7 The key change from the previous standards is that a different approach is no longer taken to developments comprising 5 or less dwellings and therefore the approach to car parking across development types is more consistent. In order to predict future levels of car ownership, the parking requirements set out in the draft SPD are based on 2011 Census Data and National Trip End Model (NTEM) car ownership projections. This has resulted in no change to the parking requirements for flats but there are slight differences (generally increases) in the requirements for the number of unallocated spaces for houses in both urban and rural locations.

Consultation

- 1.8 Details of the consultation process are set out in the Consultation Statement attached as **Appendix 3**. The revised SPD has been informed by informal consultation with Nottinghamshire County Council Highways Authority who

has provided valuable comments and assistance. The SPD was also subject to formal public consultation between 25th October and 6th December 2021. The documents were made available on the Council's website. Paper copies could be viewed at the Civic Centre in Arnold. Emails or letters were sent directly to statutory consultees and developers who have an interest in Gedling Borough (approximately 326 addresses). The consultation was shared more widely on Gedling Borough Council social media accounts and the 'News' page on the Council's website.

- 1.9 Fourteen comments were received from thirteen respondents and these are summarised in the Report of Responses (attached as an appendix to **Appendix 3**) along with the Council's response and any proposed changes. Comments were received from a range of bodies, including local authorities, statutory consultees, developers, local residents and councillors. The comments related to a wide range of issues.

Next Steps

- 1.10 The comments made during the consultation period have been carefully considered and a number of changes made to the final SPD.
- Generally these comprise the inclusion of additional text lifted from the Highways Design Guide for ease of reference, covering:
 - the need for permeable surfacing of driveways and parking areas;
 - references to cycle parking and e-bike charging standards; and
 - minimum distances from highway boundaries for different garage door types.
 - The reference to tandem spaces has been clarified to explain that no more than 3 spaces in a line will be acceptable, to include one garage space and no more than two driveway spaces.
 - In terms of the standards themselves, an additional reference will be included to standards for larger houses to confirm that no unallocated spaces will be required where 3 allocated spaces are provided.
- 1.11 Other minor changes have been made by officers in order to improve clarity.
- 1.12 Having been adopted as a Supplementary Planning Document, the document is a material consideration and can be given significant weight in decision making.

2 Proposal

- 2.1 It is proposed that Planning Committee notes the adoption by Cabinet of the Parking Provision for Residential and Non-Residential Developments SPD attached at **Appendix 1**.

3 Legal Implications

- 3.1 The 2004 Planning and Compensation Act empowers Local Planning Authorities to prepare local plans and supplementary planning documents. The document has been prepared as a supplementary planning document and subject to public consultation and will be given appropriate weight in future decision-making.

4 Equalities Implications

- 4.1 None direct. However, by updating standards to reflect more recent evidence this will ensure that the amount and nature of parking provision meets the needs of occupants/users and in particular those with reduced mobility (due to either age or disability) who may be more reliant on the car.

5 Carbon Reduction/Environmental Sustainability Implications

- 5.1 The document refers to the Air Quality and Emissions Mitigation Guidance for Developers (2019) which establishes the Council's general support for electric vehicle charging infrastructure to be accommodated within new developments. The updated standards include the requirement for EV charging as part of the allocated parking.

6 Appendices

- 6.1 **Appendix 1:** Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document (2022)

Appendix 2: Parking Provision for Residential Developments Supplementary Planning Document (2012)

Appendix 3: Consultation Statement (including a Report of Responses attached as Appendix A)

7 Background Papers

- 7.1 None

Parking Provision for Residential and Non-Residential Developments: Supplementary Planning Document (SPD)

February 2022



Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document (SPD)

Executive Summary

Achieving appropriate parking provision within residential developments is key to ensuring the design, layout, use and location of development remains appropriate in the long-term. This document establishes parking standards for residential and non-residential developments in Gedling Borough and is a material consideration for determining planning applications. Parking standards are based on car ownership projections up to 2051 and Nottinghamshire County Council Highways advice. The standards are set out in Sections 4 and 5 of this document.

Contents

1.0	Introduction.....	2
2.0	Planning Policy Context.....	3
3.0	Methodology Summary and Evidence	5
4.0	Requirement for Residential Parking Provision	8
5.0	Requirement for Non-Residential Parking Provision	12
	Appendix A – Rural-Urban Classification of Gedling Borough.....	14
	Appendix B – Worked Example of Using the Residential Parking Standards.....	15
	Appendix C – Note on compliance with the National Planning Policy Framework (2021).....	17

1.0 Introduction

- 1.1. This Supplementary Planning Document sets minimum parking standards for new development in Gedling Borough, see sections 4 and 5. It will be a material consideration for determining planning applications and will support the Gedling Borough Aligned Core Strategy (Part 1 Local Plan), Local Planning Document (Part 2 Local Plan) and neighbourhood plans.
- 1.2. The parking standards are based on Government car ownership projections up to 2051 and also on the advice of Nottinghamshire County Council Highways Authority. This document updates and supersedes the '*Parking Provision for Residential Developments Supplementary Planning Document (May 2012)*'.
- 1.3. The purpose of this Supplementary Planning Document is to ensure that new development is supported by the appropriate level of parking and does not over or under provide, taking account of future car ownership patterns. Achieving appropriate parking provision is key to ensuring that the design, layout, use and location of development remains appropriate in the long-term.
- 1.4. It is intended that the document provides a framework for all stakeholders setting out the expected parking standards in Gedling Borough. The document will provide a framework for negotiations on planning applications.

2.0 Planning Policy Context

- 2.1. This section sets out the planning policies and documents that relate to parking provision.
- 2.2. National Planning Policy Framework (NPPF) (2021) - <https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- Section 9 (Paragraphs 107 and 108) set out the requirement for the preparation of local parking standards. See **Appendix C** of this SPD for the 'Note on compliance with the NPPF (2021)'.
- 2.3. Greater Nottingham Aligned Core Strategy (Part 1 Local Plan) (ACS) (2014) - <https://www.gedling.gov.uk/acs/>
- Policy 10 (Design and Enhancing Local Identity)
 - Policy 14 (Managing Travel Demand)
 - Policy 15 (Transport Infrastructure Priorities)
- 2.4. Gedling Borough Local Planning Document (Part 2 Local Plan) (LPD) (2018) - <https://www.gedling.gov.uk/lpd/>
- Policy LPD 11 (Air Quality)
 - Policy LPD 32 (Amenity)
 - Policy LPD 35 (Safe, Accessible and Inclusive Development)
 - Policy LPD 40 (Housing Development on Unallocated Sites);
 - Policy LPD 41 (Live Work Units);
 - Policy LPD 42 (Self Build and Custom Build);
 - Policy LPD 50 (Development within Town and Local Centres)
 - Policy LPD 51 (Upper Floors)
 - Policy LPD 57 (Parking Standards)
 - Policies LPD 64 – LPD 70 (Housing Allocations)
- 2.5. Neighbourhood Plans - <https://www.gedling.gov.uk/resident/planningandbuildingcontrol/planningpolicy/neighbourhoodplans/>
- There are four adopted neighbourhood plans in Gedling Borough in Burton Joyce, Calverton, Linby and Papplewick.
- 2.6. Nottinghamshire County Council (Highways Authority) Highway Design Guide
See Section 5.0 of this SPD.
- 2.7. Supplementary Planning Guidance - <https://www.gedling.gov.uk/resident/planningandbuildingcontrol/planningpolicy>

[/adoptedlocalplanandpolicydocuments/supplementaryplanningdocumentsandguidance/](#)

- Gedling Borough Air Quality and Emissions Mitigation Guidance (2018) which supports Policy LPD11.

3.0 Methodology Summary and Evidence

3.1. This section summarises the methodology used to calculate the residential parking standards set out in section 4 of this SPD. The methodology projects car ownership levels between 2011 and 2051 in the urban and rural areas of Gedling Borough, taking account also of Nottinghamshire County Council Highways advice.

Sources of information

3.2. This SPD is informed by the following sources of information:-

- 2011 Census (Office for National Statistics) 'tenure by number of bedrooms by car or van availability by accommodation type (excluding caravans or other mobile or temporary structures) (CT0867)'. Data provided at the geographical level middle layer super output areas. <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/adhocs/09405ct08672011census>
- National Trip End Model 7.2 (2017) (Department for Transport) information on car availability projections between 2011 and 2051. Information based on 2011 mid-year estimates. The projections are of general car ownership in each area only and do not give an indication of dwelling type or size. Data provided at the geographical level middle layer super output areas. <https://www.gov.uk/government/publications/tempro-downloads>
- Residential Car Parking Research for Nottinghamshire (Nottinghamshire County Council, 2010) which forms the basis for the methodology of this SPD and includes information on typical levels of parking demand. <https://www.nottinghamshire.gov.uk/media/123026/residentialcarparkingresearch.pdf>

3.3. Both datasets are provided at the middle layer super output area geographical level and present the data as 15 separate zones of Gedling Borough, as shown in **Appendix A**. The Census 2011 Rural-Urban classification of middle layer super output areas classifies three zones as 'rural town and fringe' and twelve zones as 'urban minor conurbation'. Given that both datasets have a baseline date of 2011 and both are based on the same geographical levels, they provide comparable sources of data.

Methodology Summary

3.4. In broad terms, the methodology projects car ownership levels between 2011 and 2051 in the urban and rural areas of Gedling Borough, and takes account of the following factors which are likely to impact on car ownership:

- Type of dwelling (house or flat)
- Size of dwelling (the total number of bedrooms)
- Location of dwelling (rural or urban)
- Type of parking required (allocated/unallocated)

3.5. The National Trip End Model data was firstly used to calculate the percentage change in car ownership and total dwellings between 2011 and 2051, providing separate figures for both the urban and rural areas. The Census 2011 data was split into four categories – Urban ‘house or bungalow’ and ‘flats, maisonettes and apartments’ and Rural ‘house or bungalow’ and ‘flats, maisonettes and apartments’. The percentage changes were applied to the correspondent urban/rural Census category, effectively projecting forward Census 2011 data up to 2051.

3.6. Urban and rural areas are defined as shown on the plan attached as **Appendix A**.

Standards for houses and bungalows

3.7. The standards for house and bungalow proposals (**Tables 1 and 2**) reflect the average projected car ownership up to 2051, plus an allowance (0.2) for unallocated and visitor parking. The figures for average car ownership were rounded to the nearest 0.1 and are shown in these tables as the unallocated parking requirement figure where there are no allocated spaces. In order to calculate the unallocated parking requirement in cases where 1 or 2 allocated spaces are proposed, the typical assumptions supplied in Residential Car Parking Research for Nottinghamshire (2010, p. 11) were used.

3.8. In addition to allocated and unallocated parking for residents, the need for visitor parking provision has also been considered. Residential Car Parking Research for Nottinghamshire (2010) states: “research suggests that no special provision need be made for visitors where at least half of the parking provision associated with a development is unallocated. In all other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling” (p. 12). Visitor parking has therefore been combined with the unallocated parking requirement where relevant.

Standards for flats, maisonettes or apartments

3.9. Given that the sample size for flats, maisonettes or apartments is much smaller than for houses and bungalows, a standard approach to parking standards has been applied in accordance with advice from Nottinghamshire County Council Highways. The standard approach applies to such developments in both urban and rural areas. The standard approach is that 0.8 unallocated parking spaces are required for a 1-2 bedroom flat without an allocated space. The unallocated

element halves for each allocated space provided, see **Table 3**. Visitor parking is also required, as set out above. The same standards apply in both the urban and rural areas.

4.0 Requirement for Residential Parking Provision

4.1. This section sets out the required residential parking standards for allocated and unallocated/visitor parking in Gedling Borough. The parking requirement has been calculated using the methodology summarised in section 3.0. Different parking standards are required dependant on location, proposed size and proposed type of dwelling.

Interpretation of standards

4.2. The parking standards set out below in Tables 1 to 3 are minimum standards and should be interpreted alongside the 'general considerations' part of this section in order to ensure comprehensive consideration of parking requirements consistent with the National Planning Policy Framework (2021).

4.3. An **allocated** parking space includes any spaces within the curtilage of a residential property and spaces within communal areas that are reserved for one particular residential property. An **unallocated/visitor** parking space should be available to all residents associated with the development to meet the residential parking demand of the development and includes on-street car parking.

4.4. A worked example of calculating car parking requirements is provided at **Appendix B**.

Development proposals for houses and bungalows

4.5. Houses and bungalows have varied requirements for both allocated and unallocated/visitor parking, dependant on the number of bedrooms per dwelling and the location of the proposal, as shown in **Table 1** and **Table 2**. The requirement for unallocated parking should be rounded up to the nearest whole number. Larger developments are more likely to create additional parking requirement arising from the broader range of car ownership levels, justifying the need for unallocated and visitor elements of parking provision. Each dwelling within a development should meet the parking provision requirement for both allocated and unallocated/visitor spaces. See **Appendix A** for the boundary of urban and rural areas.

Table 1: Parking requirement per dwelling for houses and bungalows – Urban		
No. Bedrooms	Parking requirement	
	Allocated spaces	Unallocated/ Visitor spaces
1	0	0.7
	1	0.3
	2	0.2
2	0	1.0
	1	0.4
	2	0.2
3	0	1.4
	1	0.7
	2	0.3
4+	0	2.3
	1	1.4*
	2	0.6*
	3	0.0

*Based on average car ownership of 2.2 due to insufficient data for 2.3 in Residential Car Parking Research for Nottinghamshire.

Table 2: Parking requirement per dwelling for houses and bungalows – Rural		
No. Bedrooms	Parking requirement	
	Allocated spaces	Unallocated spaces
1	0	0.8
	1	0.4
	2	0.2
2	0	1.1
	1	0.5
	2	0.2
3	0	1.5
	1	0.8
	2	0.3
4+	0	2.4
	1	1.4*
	2	0.6*
	3	0.0

*Based on average car ownership of 2.2 due to insufficient data for 2.4 in Residential Car Parking Research for Nottinghamshire.

Development proposals for flats, apartments or maisonettes

4.6. Developments for flats, apartments or maisonettes have varied requirements for both allocated and unallocated/visitor parking, dependant on the number of bedrooms per dwelling as shown in **Table 3**. The requirement for unallocated parking should be rounded up to the nearest whole number. Developments for flats, apartments or maisonettes generally have different car ownership

patterns compared to houses, reflecting for example higher development densities and occupier demographics. The nature of developments is such that it is appropriate to require both allocated and unallocated spaces. Proposals with more than two bedrooms are less common therefore parking provision in this case will be determined on a case-by-case basis.

Table 3: Parking requirement for developments of flats, apartments or maisonettes – Urban and Rural		
No. Bedrooms	Parking requirement	
	Allocated spaces	Unallocated/ Visitor spaces
1	0	0.8*
	1	0.4*
2	0	0.8
	1	0.4
	2	0.2

* Due to insufficient data, the calculated figure has been replaced with a standard multiplier (see Paragraph 3.9)

General Considerations

4.7. Garages will only count towards the allocated parking provision where they meet the below minimum internal dimensions.

- Standard single – 6m x 3m with minimum door width of 2.3m
- Double – 6m x 6m with minimum door width of 4.2m

4.8. Parking spaces should have a minimum dimension of 2.4m x 5.5m (and add 0.5m if bounded on one side by an obstruction such as a wall, fence, hedge or tree, or add 1m if bounded on both sides). Where driveways are to be counted as a parking space, the minimum distance from the garage door to the highway boundary will depend on the garage door type, as follows:

- No garage: 5.5m
- Roller shutter, sliding or inward opening garage door: 5.5m
- Up and over garage door: 6.1m
- Hinged, outward opening: 6.5m

4.9. Tandem spaces are acceptable but no more than three spaces in a line will be acceptable, to include one garage space and no more than two driveway spaces and subject to minimum dimensions of both garages and driveways being met.

4.10. Off street residential parking should be sited as close as possible to dwellings to ensure that they are fully utilised to reduce the burden of on-street parking. Separate communal parking areas away from individual properties are discouraged.

- 4.11.** Whilst it is expected that the parking requirements are met, it is recognised that in certain circumstances a departure from the requirements may be appropriate. It is not intended that the requirements are definitive when **material considerations** otherwise exist (for example there may be existing parking controls in the area; it may be infill development where the local built form prevents the ability to include allocated parking; or the proposal may be for the change of use of upper floors). Where the parking requirement can be accommodated on-street, this may be acceptable provided it does not cause an adverse impact on the free flow of traffic, cyclists and pedestrians. Where on-street parking provision is poorly designed, it can impair road safety, obstruct access for vehicles and footways, be a hazard to cyclists and pedestrians, make a development look cluttered and unattractive, and be a source of crime. For the safety of all road users, including pedestrians and cyclists, and to maintain efficient flow of traffic, it is important that developments include well designed on-street and off-street parking layouts that minimise the likelihood of on-street parking problems.
- 4.12.** The expectation is that parking standards will be met, however if the development is served by one or more regular public transport service, this may be a material consideration justifying a reduced parking provision requirement, especially if a site is located within; or close to a central area.
- 4.13.** The Air Quality and Emissions Mitigation Guidance for Developers (2019) establishes the Council's general support for **electric vehicle charging** infrastructure to be accommodated within new developments. The provision of such infrastructure is part of a suite of actions required in order to mitigate against air pollution in the Borough, as required by Policy LPD 11. Given that electric/hybrid vehicles are becoming an increasingly available, new residential developments should seek to enable more sustainable vehicle choices through the provision of electric vehicle charging points. In applying these parking standards, developers should include at least one electric vehicle charging point per dwelling, as part of the allocated parking.
- 4.14.** All driveways and parking areas should be surfaced in a bound material, which is either permeable or includes appropriate drainage in the interests of highway safety and to minimise the risk of flooding.

5.0 Requirement for Non-Residential Parking Provision

Adopted Standards

5.1. Nottinghamshire County Council is the highway authority responsible for the local highway network in Gedling Borough and has adopted standards that set out the requirement for parking on non-residential developments. Where the below document refers to residential parking standards, it should be read in conjunction with this SPD which is based on the latest information.

- The **Nottinghamshire County Council Highway Design Guide** (2021) sets out at 4.1 Residential Parking section car parking standards concerning:
 - Driveway lengths (para 4.1.2)
 - Parking space widths (para 4.1.3)
 - Tandem parking (para 4.1.4)
 - Long driveways (para 4.1.5)
 - Communal parking areas (para 4.1.6)
 - Gates (para 4.1.7)
 - Cycle parking (para 4.1.8)
 - Mobility scooters and motorcycle parking – and charging facility (para 4.1.9)
 - Residential turning heads (para 4.1.10)
 - Surfacing and drainage (para 4.1.11)
 - Driveway approach (para 4.1.12)
 - Electric vehicle (EV) charging (para 4.1.13)

- Section 4.2 Commercial Parking section sets out minimum parking standards for food retail, take-away hot food shops and drive-through restaurants, cafés and similar uses, offices, light and general industry, storage and distribution facilities, residential care homes and nursing homes, cinemas, assembly and leisure, conference facilities, higher education and stadia. The Design Guide gives specific guidance on:
 - Departures from standard (para 4.2.3)
 - Normal minimum disabled parking standard (para 4.2.4)
 - Minimum servicing provision (para 4.2.5)
 - Parking for motorcycles (para 4.2.6)
 - Minimum cycle parking provision (para 4.2.7)
 - Electric vehicle charging (para 4.2.8)
 - Dimensions for car parking spaces within car parks (para 4.2.9)

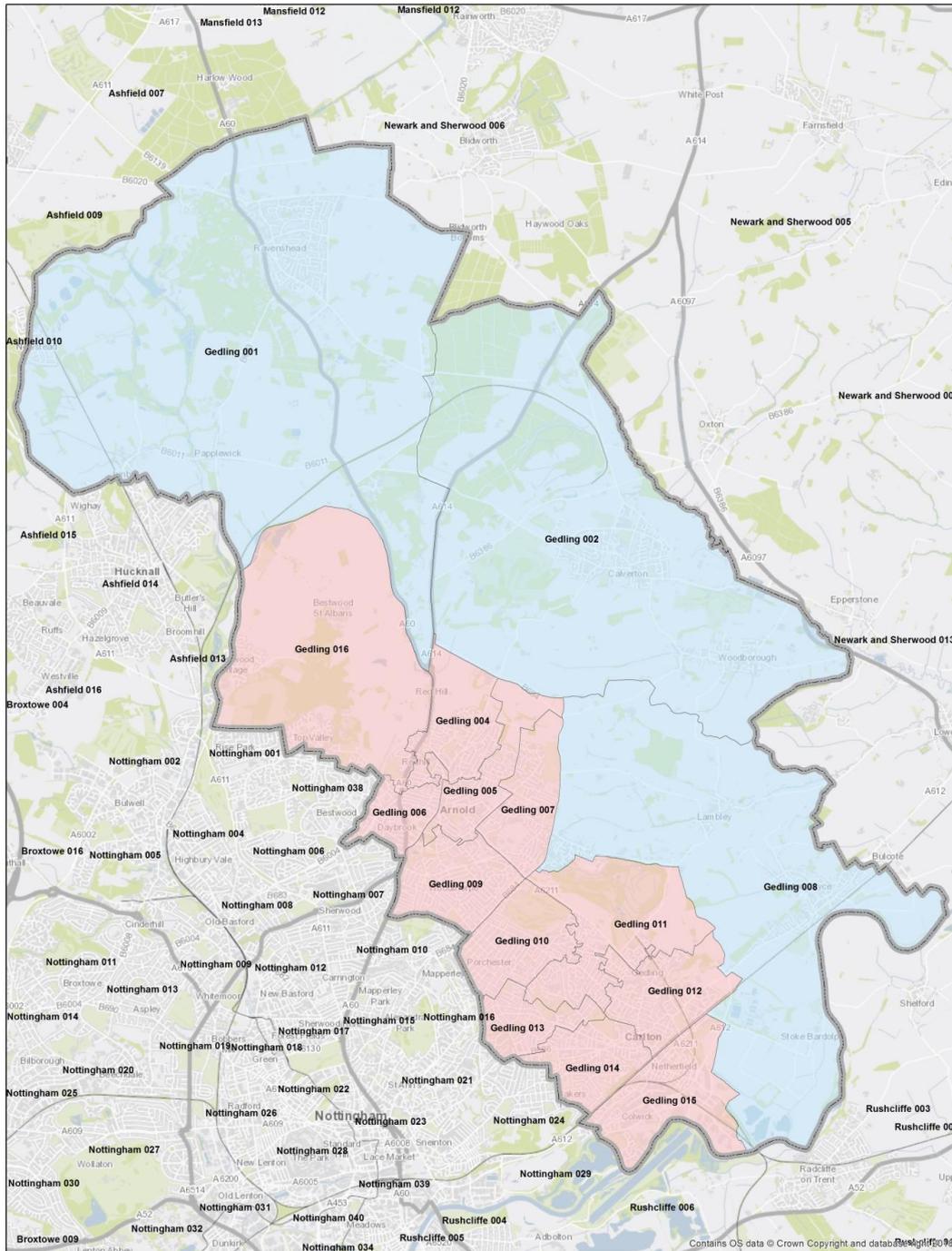
The document can be viewed using the web-link below:

Nottinghamshire County Council, Highway Design Guide (2021)

<https://www.nottinghamshire.gov.uk/transport/roads/highway-design-guide>

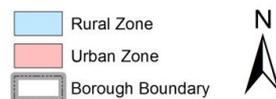
5.2. Policy LPD 57 (Parking Standards) of the Local Planning Document (Part 2 Local Plan) refers to the use of Appendix D (of the plan) to calculate the requirement for parking on residential and non-residential developments. Appendix D (of the plan) includes the standards set out in 'Nottinghamshire County Council Highways Requirements Part 4' document and the 'Nottinghamshire County Council 6C's Design Guide' document. These documents are updated on a regular basis to reflect current guidance and legislation, and were recently superseded by the Nottinghamshire County Council Highway Design Guide (2021). For clarification, the Nottinghamshire County Council Highway Design Guide (2021) should be used for determining non-residential parking standards.

Appendix A – Rural-Urban Classification of Gedling Borough¹



Civic Centre, Arnold Hill Park, Arnold, Nottinghamshire, NG6 6LU

Rural-Urban Classification of Gedling Borough



Reproduced with the permission of the Controller of H.M.S.O. Crown copyright, Licence No. LA100021246. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

¹ The boundaries are at the geographical level middle layer super output areas (MSOA) as per the Census 2011. Zone 003 is not recorded in the data provided by the Office for National Statistics.

Appendix B – Worked Example of Using the Residential Parking Standards

Below is a step-by-step worked example to explain how the residential car parking standards should be used to calculate the parking requirement for a proposed development.

Example: A planning application for 20 dwellings is being considered.

Step 1: Establish whether the proposed development falls within the urban or rural part of the Borough using the map at Appendix A. For the purpose of this example, the proposal is within the urban area.

Step 2: Establish the breakdown of house types for the proposed development. For the purpose of this example, the breakdown is as follows:-

- 5 x 4 bedroom dwellings
- 9 x 3 bedroom dwellings
- 6 x 2 bedroom dwellings

Step 3: The developer will have some flexibility over how the parking requirement is provided, in terms of the proportion of allocated and unallocated spaces, in accordance with Tables 1, 2 and 3 of the SPD. The most appropriate solution for a specific development site will be established through the development management process, taking account of the location of the site and the nature of the development proposed. The 'general considerations' set out in Section 4.0 of the SPD will also be a material consideration when establishing appropriate parking provision.

For the purposes of this example, the development consists of:-

- 5 x 4 bedroom houses with 2 allocated spaces
- 5 x 3 bedroom houses with 2 allocated spaces
- 4 x 3 bedroom houses with 1 allocated space
- 6 x 2 bedroom houses with 1 allocated space

Step 4: Calculate allocated parking provision:-

- 5 x 4 bedroom houses with 2 allocated spaces = 10 allocated spaces
- 5 x 3 bedroom houses with 2 allocated spaces = 10 allocated spaces
- 4 x 3 bedroom houses with 1 allocated space = 4 allocated spaces
- 6 x 2 bedroom houses with 1 allocated space = 6 allocated spaces

Step 5: Add up the allocated spaces proposed for each house type:-

= 10 + 10 + 4 + 6

= 30 allocated parking spaces

Step 6: Using the parking standards set out in Tables 1, 2 and 3 of the SPD, the number of required unallocated spaces needs to be calculated for each house type proposed. The number of unallocated spaces required will vary, depending on the number of allocated spaces proposed.

With reference to the example, a 4 bedroom house with 2 allocated parking spaces in the urban area has an additional demand of 0.6 unallocated parking spaces per dwelling, in accordance with Table 1. For this example, there are 5 x 4 bedroom houses proposed (5 x 0.6) accounting for an additional demand of 3.0 unallocated spaces.

This process is then applied to the remaining houses types proposed:-

- 5 x 3 bedroom dwellings with 2 allocated spaces (5 x 0.3) accounting for an additional demand of 1.5 unallocated spaces.
- 4 x 3 bedroom dwellings with 1 allocated space (4 x 0.7) accounting for an additional demand of 2.8 unallocated spaces.
- 6 x 2 bedroom houses with 1 allocated spaces (6 x 0.4) accounting for an additional demand of 2.4 unallocated spaces.

Step 7: Add up the unallocated spaces required for each house type.

$$= 3.0 + 1.5 + 2.8 + 2.4$$

= 9.7 unallocated parking spaces required.

Step 8: The unallocated parking provision is rounded up to the nearest whole number so the total demand for parking is met. The total additional demand for unallocated parking would therefore be 10 unallocated spaces.

Step 9: Add together the number of allocated and unallocated spaces required to serve the proposed development. For this example, the development of the 20 house types proposed results in the need for 30 allocated spaces plus 10 unallocated spaces. This is a minimum requirement.

Appendix C – Note on compliance with the National Planning Policy Framework (2021)

Paragraph 107 of the National Planning Policy Framework (2021) requires local parking standards to take account of the following:-:

- The accessibility of the development
The parking requirements set out in this SPD take account of accessibility of developments as they set separate standards for rural and urban areas. Generally rural locations are less accessible to everyday amenities such as shops or frequent public transport and therefore the population are more likely to be dependent on cars. The standards generally reflect higher requirements in rural areas.
- The type, mix and use of development
The parking requirements set out in this SPD take account of the use of the development as they specifically relate to residential development. The type and mix of development is taken to account in applying separate standards for both 'houses or bungalows' or 'flats, apartments or maisonettes' and varying the parking requirement depending on the number of bedrooms. The standards are expected to be applied to both market and social housing.
- The availability of and opportunities for public transport
The 'general considerations' section of the requirements set out in this SPD specify that the proximity to public transport nodes will be a material consideration for implementing the parking standards.
- Local car ownership levels
The parking requirements set out in this SPD are based on 2011 Census Data and NTEM car ownership projections up to 2051. This is the most up-to-date information in relation to car ownership. Paragraph 14.2.3 of the Local Planning Document (Part 2 Local Plan) confirms that this SPD will be kept under review to ensure that it remains up to date.
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles
The 'general considerations' section of the requirements set out in this SPD highlight the Air Quality and Emissions Mitigation Guidance for Developers (2018) which sets out the Council's approach to securing electronic vehicle charging as part of developments, and other air quality mitigations. This guidance can be given weight under Policy LPD11 of the Local Planning Document (Part 2 Local Plan).

**Parking Provision for Residential
Developments
Supplementary Planning Document**

May 2012



Contents

1 Introduction and purpose	3
2 Policy context and background	5
3 Methodology	9
4 Requirement for parking provision	14
5 Delivery of parking provision	18
6 Conclusions	22
7 Further information	24
Appendix A - County Council Cabinet Report 12th January 2010	26
Appendix B - District level data on car ownership for Gedling Borough	32
Appendix C - Map identifying rural/urban wards in Gedling Borough	34
Appendix D - Additional demand for unallocated parking spaces	36
Appendix E - Worked example	38

1 . Introduction and purpose

1.1 This Supplementary Planning Document on parking provision for residential developments has been prepared by Gedling Borough Council to provide architects, engineers, planners, land owners and developers with new clear, detailed advice on the Council's requirement for parking provision to serve new housing developments within the Borough. The document offers a revised framework that can be used in negotiations with developers on planning applications and Section 106 agreements.

1.2 The document has been produced by Gedling Borough Council with advice and input from Nottinghamshire County Council.

1.3 The main objectives of the Supplementary Planning Document are to:-

- provide a clear framework for all to understand how parking provision is to be provided in the borough for new development;
- summarise the national and local policy context relating to the provision of parking for new development;
- offer architects, engineers, planners and developers involved in the preparation of schemes for new development clear, detailed advice on the Borough Council's criteria for parking standards:

1.4 The key purpose of the Supplementary Planning Document is to ensure that new development is supported by the appropriate level of parking provision to accommodate demand, without exceeding demand (over-providing) which would lead to poorly designed developments that are dominated by the car and without resulting in a shortfall (under-providing) which could lead to potential problems for highway safety. In achieving an appropriate level of parking provision, the design, location and layout of spaces will be important as well as the number of spaces provided.

2 . Policy context and background

2.1 This section sets out the policy context and background to this guidance.

National Policy

2.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. Paragraph 30 of the NPPF requires local planning authorities to 'support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport'. Paragraph 37 of the NPPF states that 'planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities'.

2.3 Paragraph 39 of the NPPF refers specifically to car parking and states that 'if setting local parking standards, for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- on overall need to reduce the use of high - emission vehicles.'

Regional Policy

2.4 It is understood that the Government intends to abolish the Regional Strategies, which for the East Midlands is the East Midlands Regional Plan (also known as Regional Spatial Strategy 8), dated March 2009. The document incorporates (at section 3.4) the Regional Transport Strategy which includes Policy 48 'Regional Car Parking Standards'. This policy requires local planning authorities to apply the maximum amounts of vehicle parking for new development as set out in the now deleted PPG13 and to develop more challenging standards in the region's Principal Urban Areas, Growth Towns and environmentally sensitive rural areas. The document can be accessed using the following link http://www.gos.gov.uk/497296/docs/229865/East_Midlands_Regional_Plan2.pdf

Local Policy

2.5 Nottinghamshire County Council is the highway authority responsible for the local highway network (excluding trunk roads and motorways) within Gedling Borough. Since May 2004, the County Council has applied the parking standards detailed in Supplementary Planning Guidance 'Parking Provision for New Developments'.

2.6 However, the relevance of this guidance changed following the publication of the now deleted Planning Policy Statement 3 'Housing' in November 2006 which placed the emphasis on local planning authorities to identify their own parking requirements as part of local planning policies emerging through the Local Development Framework process. Paragraph 39 of the NPPF allows for local planning authorities to set local parking standards.

2 . Policy context and background

2.7 The County Council therefore issued a report to cabinet members for Transport and Highways on 12th January 2010 (attached as **Appendix A**) which withdrew the Supplementary Planning Guidance with immediate effect and re-affirmed the County Council's commitment to the parking policy detailed in the now deleted Planning Policy Guidance 13 'Transport', dated March 2001. To cover the interim period until local planning authorities adopted their own parking standards, the County Council adopted temporary residential parking standards detailed in the report to cabinet members. The temporary residential standards are the same maximum standards that were contained within the Supplementary Planning Guidance 'Parking Provision for New Developments', for up to five dwellings. For developments of greater than five dwellings, a document entitled 'Residential Car Parking Research for Nottinghamshire - Highway Development Control Guidance' in February 2010 provides guidance on the estimation of demand for car parking space for residential developments within the County, based on the methodology of the 2007 DCLG document outlined above. The document can be accessed using the following link <http://www.nottinghamshire.gov.uk/residcarparkresearchfirsted.pdf>

2.8 It is this changed policy context that has prompted the preparation of this Supplementary Planning Document.

2.9 The Gedling Borough Replacement Local Plan adopted July 2005 includes, at Appendix 5 of that document, the County's Supplementary Planning Guidance 'Parking Provision for New Developments'. The document can be accessed using the following link <http://www.gedling.gov.uk/planningbuildingcontrol/planningpolicy/thereplacementlocalplan/>

2.10 Gedling Borough Council is progressing an Aligned Core Strategy together with Broxtowe, Erewash and Nottingham City Councils. The publication draft document will be the subject of a consultation exercise between 11th June and 23rd July 2012 and it is anticipated that the document will be adopted summer/autumn 2013. Policy 14 of the publication draft reiterates the need to locate new development on sites which are already accessible by walking, cycling and public transport.

Background Documents

2.11 In May 2006, English Partnerships published a document entitled 'Car Parking – What Works Where'. This document provides guidance on appropriate levels of residential car parking provision based on research that preceded the publication of the Communities and Local Government document 'Residential Car Parking Research' mentioned below. This document also provides numerous case studies and best practise examples of integrating car parking provision into urban design. The document can be accessed using the following link <http://www.communities.gov.uk/publications/planningandbuilding/residentialcarparking>

2.12 In 2007, Communities and Local Government published a document entitled 'Residential Car Parking Research'. This document provides guidance on the estimation of car parking demand for residential developments, taking into account the characteristics of housing in the area and local assessments of future household ownership levels. The document can be accessed using the following link <http://www.communities.gov.uk/publications/planningandbuilding/residentialcarparking>

2 . Policy context and background

2.13 Nottinghamshire County Council adopted guidance entitled 'Highways, Transportation and Development' on 1st April 2009 (in conjunction with Leicestershire and Derbyshire County Councils). The document sets out guidance on a range of design elements, materials and landscape in line with general policies and objectives for proposals affecting highways and transportation issues. The document can be accessed using the following link [http://www.leics.gov.uk/index/highways/transport plans policies/6csdg intro.htm](http://www.leics.gov.uk/index/highways/transport%20plans%20policies/6csdg%20intro.htm). The document is now known as the 6C's Design Guide and has been adopted by Nottingham, Derby and Leicester City councils as well. It is updated on a regular basis to reflect current guidance and legislation.

2.14 The clear guidance arising from the above background documents is that car parking standards should be based on an assessment of future demand for parking, which will be influenced by future levels of car ownership.

3 . Methodology

3.1 As summarised in the previous section, the NPPF allows local planning authorities to develop residential parking policies, taking account of expected levels of car ownership, the accessibility of the development and the type, mix and use of development.

3.2 It is accepted good practice to base car parking standards on an assessment of future car ownership levels, in order to ensure that future demand for parking is met. If demand is exceeded, this might lead to poorly designed development that is dominated by parking provision. If demand is not met, then there might be potential problems for highway safety. The methodology adopted for the purposes of this supplementary planning document is based on the approach taken by Nottinghamshire County Council which is in turn based on national guidance.

3.3 In broad terms, the methodology used projects forward existing data on car ownership levels within Gedling Borough and then derives appropriate parking standards based on this assessment of future levels of car ownership. This approach is based on the assumption that new housing will have similar car ownership characteristics to the existing housing stock in the area.

3.4 The methodology is based on that used by the County Council ('Residential Car Parking Research for Nottinghamshire – Highway Development Control Guidance' Feb 2010, which was in turn based on the CLG document 'Residential Car Parking Research' 2007, which provides guidance on how to estimate car parking demand for residential developments.

3.5 The data on existing car ownership levels is taken from the 2001 Census data and it is also appropriate to consider this data in more detail to assess the impact of other factors affecting car ownership levels. As such, the methodology used has identified and considered the following factors:-

- Type of dwelling proposed (i.e. houses or flats);
- Size of dwelling proposed (i.e. total number of rooms);
- Location of dwelling (i.e. whether it is in a 'built up' or 'rural' location, which will influence accessibility to alternative transport provision)

3.6 District level data for Gedling Borough is set out in **Appendix B** and this shows levels of car ownership collected through the 2001 Census broken down by house tenure, type and size.

3.7 In order to predict future levels of car ownership, the 2001 Census data is projected forward using the TEMPRO model. TEMPRO is a computer program prepared and issued by the Department of Transport and has been used to derive car ownership levels in 2026. The model takes account of population forecasts, household formation, employment factors and long term changes in the economic climate in order to forecast future levels of car ownership.

3.8 Each of the factors influencing the demand for car parking are now considered in turn below.

3 . Methodology

3.9 Dwelling size and type are major factors in determining car ownership levels, in that larger dwellings are more likely to be inhabited by more people of driving age and/or households with larger incomes. Conversely, smaller dwellings tend to be occupied by single-person households. 'Rooms' are defined in the 2001 Census as excluding bathrooms, toilets, halls or landings, or rooms that can only be used for storage, but including all other rooms (such as kitchens, living rooms, bedrooms, utility rooms and studies). Analysis of the Census data for Gedling Borough demonstrates that there is a difference in existing and projected car ownership levels for different sizes of dwellings and the parking standards set out in Section 4 therefore reflect these different car ownership levels.

3.10 The data was examined to see if there was a difference in projected car ownership levels between houses and flats. However, there is a lack of data available for development of flats in Gedling Borough, given the need for a statistically significant level of data for households of differing numbers of rooms in different locations. As such, the decision has been made to use County level data for flats to ensure an appropriate sample size. The parking standards set out in Section 4 reflect the different car ownership levels for occupiers of houses and flats.

3.11 Tenure is another potential influence on household car ownership. However, for the purposes of this Supplementary Planning Document, the decision has been made to use only the data on owner occupied dwellings from the Census, in order to ensure that the parking standards derived allow for the maximum levels of car ownership achievable for a dwellings. In many cases, it is not possible to control or anticipate whether a dwelling will change from shared ownership/rented to owner occupied in the future.

3.12 Dwelling location may also have an influence on car ownership levels , in particular by proximity to local services. As such, the district level data on car ownership has been broken down to ward level in order to examine future car ownership levels in more detail. This work has shown, however, that once car ownership is rounded up (to the nearest number of 'whole' cars owned) there is no difference in car ownership levels between individual wards, although some difference is distinguishable between the rural wards and the urban wards for some sizes of dwelling. As such, the decision has been made to distinguish only between rural wards and urban wards for the purposes of this Supplementary Planning Document, as identified on the map attached as **Appendix C**.

3. Methodology

3.13 The following table sets out data for Gedling Borough to demonstrate that average levels of car ownership per dwelling vary by house size and by location.

House size (number of rooms)	Urban areas		Rural areas	
	2001	2026	2001	2026
Up to 3 rooms	1	1.1	1.3	1.4
4 rooms	1	1.1	1	1.1
5 rooms	1.1	1.3	1.2	1.4
6 rooms	1.3	1.4	1.4	1.6
7 rooms	1.6	1.7	1.8	2
8 rooms	1.8	2	2.1	2.3

Table 3.1

Availability of allocated and unallocated car parking spaces

3.14 The allocation of spaces to individual dwellings has an impact on how efficiently those spaces are used, and therefore on the overall number of spaces that need to be provided in order to meet demand. The parking standards set out in Section 4 enable account to be taken of whether spaces are allocated to a particular property or not, and addresses the impact that this has on the overall demand for parking.

3.15 Allocated parking spaces include any spaces provided within the curtilage of a property (e.g. garage or driveway parking) and any spaces in communal areas where the space is reserved for one particular property. Unallocated spaces include on-street spaces on the public highways or spaces in communal areas where the spaces are not reserved for a particular property.

3.16 The potential impact of allocated car parking spaces is best illustrated through an example. In 2001, the profile of car ownership for 5 room houses in Nottinghamshire was:-

- 18% had no car;
- 55% had one car;
- 23% had two cars;
- 3% had three cars; and
- 1% had four or more cars.

3.17 On the basis of a development of 100 houses, therefore, this results in an average of 1.1 cars per household. This figure is derived by dividing the total number of cars (i.e. $0 + 55 + (2 \times 23) + (3 \times 3) + (4 \times 1) = 114$) by the number of houses to give $114/100 = 1.1$ cars on average.

3 . Methodology

3.18 It is also important to note that the number of spaces required to accommodate this number of cars owned will depend on whether parking spaces are allocated to individual properties or unallocated. In this example, if each house is allocated one space, then 18% of houses will not use their space but 27% of houses (i.e. 23 + 3 + 1 = 27) will need more than that one space as they own more than one car. Pages 9 and 10 of the County's document 'Residential Car Parking Research for Nottinghamshire' explains this point further.

3.19 By undertaking this analysis for all sizes of houses, in rural and urban locations, for both flats and houses, a table has been produced to show the demand for parking spaces generated in each instance depending on the number of parking spaces allocated to individual dwellings. **See Appendix D.** This data has been used to inform the draft parking standards to provide greater flexibility and clarity for developers, by setting out the required minimum standards for different scenarios depending on the proportion of allocated and unallocated spaces provided.

3.20 For ease of use, the source data (which is provided in terms of 'number of rooms') has been converted as follows to 'number of bedrooms', for the sake of consistency with how planning application documentation is generally submitted.

Houses	
Up to 4 rooms	1 - 2 bed houses
5 - 6 rooms	3 bed houses
7 - 8 rooms	4 bed house
Flats	
Up to 3 rooms	1 bed flat
4 -5 rooms	2 bed flat

Table 3.2

4 . Requirement for parking provision

4 . Requirement for parking provision

4.1 Following the methodology outlined in the previous section, parking standards for Gedling Borough have been established, as set out below. The first two tables refer to houses (development of less than and more than 5 dwellings) and the third table refers to flats. A worked example showing how to apply the standards is provided in **Appendix E**.

4.2 The parking standards for smaller and larger developments are presented separately. Smaller developments of up to and including 5 dwellings take account of only allocated parking provision. The reason for this is that no more than 5 dwellings can be accessed from an unadopted road, and there is therefore less control over the design of any unallocated parking. It can also be argued that it's the larger developments that create an additional parking requirement arising from the broader range of car ownership levels. For larger developments (comprising 6 and more dwellings) and developments of flats, account should be taken of any unallocated parking provision.

Development of up to and including 5 dwellings (NB no unallocated element)

	Number of allocated spaces	
	Built Up	Rural
Up to 2 bedrooms	1	1
3 bedrooms	2	2
4 or more bedrooms	2	3

Table 4.1

Development of 6 or more dwellings

	Built Up		Rural	
	Allocated	Unallocated*	Allocated	Unallocated*
Up to 2 bedrooms	0	1.1	0	1.1
	1	0.5	1	0.5
	2	0.2	2	0.2
3 bedrooms	0	1.4	0	1.6
	1	0.7	1	0.9
	2	0.3	2	0.3
4 or more bedrooms	0	1.7	0	2
	1	1	1	1.2

4 . Requirement for parking provision

	Built Up		Rural	
	2	0.5	2	0.6
	3	0	3	0

Table 4.2

Flats

	Allocated	Unallocated
1 bedroom	0	0.8
	1	0.4
2 bedrooms	0	0.8
	1	0.4
	2	0.2

Table 4.3

*NB the allocated element should be rounded up at the end of the calculation only. See the worked example included as **Appendix E**.

4.3 The above standards are presented as minimum parking standards, since dwellings are predominantly journey origins and it is widely recognised that limiting parking provision at the journey origin does little to limit car ownership. In addition, under provision can be unattractive to potential occupiers and can, over time, result in the conversion of front gardens to parking areas, or result in parking in inappropriate and potentially unsafe locations. Therefore, parking provision should seek to meet the demand at the journey origin to avoid these undesirable effects.

4.4 Where the unallocated requirement can be accommodated on-street, this will be acceptable as long as it does not cause an adverse impact on the free flow of traffic.

4.5 It is not intended that the guidance given is regarded as definitive; it is recognised that there are circumstances that require a departure and this will be addressed through negotiations involving the planning authority and the highway authority. For example where:-

- Infill development is proposed in a road comprising predominantly Victorian terraced properties.
- All on-street parking is controlled by Controlled Parking Zones.
- Residential uses are provided above an existing shop in a shopping centre.

4 . Requirement for parking provision

4.6 The standards apply specifically to new residential developments. Wherever possible, changes of use should reflect the appropriate level of provision. For example, whilst in some cases this may mean the provision of additional parking, in other cases it may well mean a reduction in that currently available.

4.7 Extensions to dwellings that result in an increase in the number of bedrooms should take account of the parking requirement set out in this Supplementary Planning Document for the increased number of bedrooms. However, in any event, planning permission should not be granted for extensions that result in a loss of parking provision for that property through the construction of the extension below that set out in this document.

5 . Delivery of parking provision

5.1 For all parking issues associated with new development it is recommended that developers consult with the relevant planning officers at Gedling Borough Council and Nottinghamshire County Council's Highways Development Control Officer for the area at an early stage in the planning application process to discuss and agree site specific parking requirements. Contact details are provided in Section 7 of this document.

Design

5.2 Traditionally new housing layouts have often been designed around the needs of the car, which has resulted in street scenes that do not cater for pedestrians or other vulnerable road users.

5.3 Advice on design is provided in the following documents:-

- Recent Government guidance in the companion guide to PPG3 'Better Places to Live by Design' contains valuable advice on how to accommodate parking within a housing development and achieve a balance between the needs of other users of the street and the requirements of car owners.
<http://www.communities.gov.uk/publications/planningandbuilding/betterplaces>
- Developers are expected to refer to the above document and also 'Places, Streets and Movement' (the companion guide to Design Bulletin 32) when seeking to accommodate motor vehicles within new housing developments.
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/151558.pdf>
- The County Council's Highway Design Guide (adopted 1st April 2009) will remain the reference document for developers.
http://www.nottinghamshire.gov.uk/home/traffic_and_travel/roads/highwayshelpline/highwaydesignguide.htm
- The Department for Transport's 'Manual for Streets' aims to reduce the impact of vehicles on residential streets by giving a high priority to the needs of pedestrians, cyclists and users of public. Manual for Streets 1 was published in 2007
<http://www.dft.gov.uk/pgr/sustainable/manforstreets/> Manual for Streets 2 was published in 2010 and does not supersede Manual for Streets 1, but explains how the principles of the first document can be applied more widely. The document is only available in hard form.
- Building for Life criteria is the national standard for well-designed homes and neighbourhoods and promotes design excellence. The 20 Building for Life criteria embody the vision of functional, attractive and sustainable housing. New housing developments are scored against the criteria to assess the quality of their design.
[Http://webarchive.nationalarchives.gov.uk/20110107165544/http://www.buildingforlife.org/criteria](http://webarchive.nationalarchives.gov.uk/20110107165544/http://www.buildingforlife.org/criteria)

5.4 The Building for Life criteria are a series of 20 questions which can be used to evaluate the quality of new housing developments. The criteria relating to streets, parking and pedestrianisation are relevant to this Supplementary Planning Document and should be referred to in designing new housing developments within the Borough. The relevant criteria are as follows:-

- Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

5 . Delivery of parking provision

- Is the car parking well integrated and situated so it supports the street scene?
- Are the streets pedestrian, cycle and vehicle friendly?
- Does the scheme integrate with existing streets, paths and surrounding development?
- Are public spaces and pedestrian routes overlooked and do they feel safe?

5.5 Standards for accessing private drives serving new residential developments are contained in Section DG18 of the Highway Design Guide.

5.6 Dimensions for on-street parking spaces and layouts are shown in Figure DG18a of the Highway Design Guide.

5.7 Within conservation areas as identified in local plans and at all sites involving listed buildings, developers will be required to take into consideration the special character and nature of the surrounding area in liaison with the relevant planning authority.

5.8 In the past, approaches to residential car parking have focused on off-street provision due to concerns that on-street parking may lead to problems of congestion and road accidents. However, Manual for Streets recommends that well-designed on-street parking in residential areas can explicitly count towards the overall supply of unallocated spaces, regardless of whether the spaces are formally marked or are simply occasional spaces on the highway. Manual for Streets also includes recommendations for the design of on street parking.

5.9 Off street residential parking should be sited as close as possible to dwellings to ensure that they are fully utilised to reduce the burden of on-street parking. Separate communal parking areas way from individual properties are discouraged. More information is provided in the Highway Design Guide (paragraphs 3.181-3.183).

Definitions

5.10 Garages will not normally be counted as a parking space for the purpose of calculating parking provision, unless:-

- The garage meets the minimum dimensions (as set out in paragraph 3.222 of the Highway Design Guide)
- Planning conditions are imposed to control use of the garage; or
- Restrictions are placed on converting the garage to a room that can be lived in.

5.11 The access to a garage or other designated parking space is not regarded as a space if it is no wider or longer than it would need to be to create a safe access.

5.12 Tandem spaces are acceptable, but no more than 3 spaces in a line will be acceptable (to include one garage space and no more than 2 driveway spaces and subject to minimum dimensions of both garages and driveways being met).

5.13 Allocated parking spaces include any spaces within the curtilage of a residential property (e.g. garage or driveway parking) and any spaces in communal areas where the space is reserved for one particular residential property.

5 . Delivery of parking provision

5.14 Unallocated spaces are those that are available for any user and usually comprise on-street parking.

6 . Conclusions

6.1 This Supplementary Planning Document replaces the following documents:-

- Nottinghamshire County Council Supplementary Guidance 'Parking Provision for New Developments' (May 2004), where it applies to new residential developments.
- Appendix 5 of the Gedling Borough Replacement Local Plan (which contains the May 2004 document), where it applies to new residential developments.

6.2 This Supplementary Planning Document applies to residential development only. For non-residential uses, the appropriate maximum parking standards at the time of writing are those set out in the 6C's Design Guide which cross refers to Part 4 of the document 'Highway Requirements for Development' (HRfD) (a Leicestershire County Council design standard). http://www.leics.gov.uk/index/htd/highway_req_development_archive.htm

6.3 It is not intended that the guidance given is regarded as definitive; it is recognised that there are circumstances that require a departure and this will be addressed through negotiations involving the planning authority and the highway authority.

7 . Further information

Further information on the operation of the Council's parking policy can be obtained from:-

Development Control, Gedling Borough Council, Civic Centre, Arnot Hill Park, Arnold, Nottingham NG5 6LU

Tel 0115 901 3971

E-mail developmentcontrol@gedling.gov.uk

Planning Policy, Gedling Borough Council, Civic Centre, Arnot Hill Park, Arnold, Nottingham NG5 6LU

Tel 0115 901 3757

E-mail planningpolicy@gedling.gov.uk

Mr Chris Charnley, Head of Service for Highway Management

Mr Eamonn Harrision, Highway Manager South

Nottinghamshire County Council, Trent Bridge House, Fox Road, West Bridgford, Nottingham NG2 6BJ

Tel 08449 808080

E-mail hdc.south@nottscc.gov.uk

APPENDIX A – County Council Cabinet Report 12th January 2010**Report****REPORT TO CABINET MEMBER FOR TRANSPORT AND HIGHWAYS**

Date **12 January 2010** agenda item number 3.1

RESIDENTIAL PARKING STANDARDS FOR NEW DEVELOPMENTS**Decisions Recommended**

1. That the County Council's Supplementary Planning Guidance "Parking Provision For New Developments" (May 2004) is withdrawn with immediate effect
2. That the County Council re-affirm its commitment to the parking policy as set out in Planning Policy Guidance 13 (Transport) and the East Midlands Regional Plan (March 2009)
3. That the County Council adopt the temporary residential parking standards as outlined in the report until such time as each Local Planning Authority adopts its own standards through the Local Development Framework Process.

Delegated Authority

4. Scheme of Delegation TH.1. To prepare and to recommend to Council policy on matters relating to transport excluding those within the remit of the People and Performance portfolio including, but not limited to, the following plans: Local Transport Plan.

Policy Framework

5. Central Government planning policy and guidance relating to car parking associated with new development is contained in Planning Policy Statement (PPS) 3 (Housing), Planning Policy Guidance (PPG) 13 (Transport) and Regional parking is within the East Midlands Regional Plan (March 2009).
6. Current policy and guidance for Nottinghamshire is contained in NCC's "Parking Provision for New Developments" (hereafter "the guidance").

Background

7. In May 2004 the County Council adopted the "Parking Provision for New Developments" document as Supplementary Planning Guidance to support Policy 5/7 of the Nottingham and Nottinghamshire Draft Joint Structure Plan for applications within the area covered by the County Council.

8. The Guidance applies to both new residential and non-residential developments and is aimed at encouraging the use of alternative modes of transport to the private car. The approach applied a different level of parking provision for new developments, depending on the availability of alternative means of transport to the car and on local characteristics.

9. The Guidance helped to ensure that development proposals conformed to parking policies and standards which in turn took into account strategic and local objectives. These objectives have since been reviewed to reflect changes in circumstances relating to transport policies and the planning process.

10. In particular, the continued relevance of the guidance has altered significantly with the publication of PPS3 (Housing) and the adoption of the East Midlands Regional Plan (March 2009) to replace the Structure Plan.

11. The recently published PPS3 on Housing includes the following statement in paragraph 51 on residential parking standards:

“Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.”

12. This supersedes the previous guidance in Planning Policy Guidance 3 (PPG3) which recommended a maximum average of 1.5 spaces per dwelling. It was not made clear at the time whether this should be an average across the development, a district, or even a county. This led to much confusion and inconsistency and concerns about the mismatch between levels of car ownership and off-street parking in new homes. It has become one of the most contentious and unpopular planning policies in operation.

13. It is considered that it was never intended to be a means of restricting car ownership or usage, hence its inclusion in PPG3 rather than PPG13 which relates to transport. It was more to do with land usage and housing densities and there appears to be little evidence that restricting car parking at the home end of the journey has any real effect on car trips on the network. It does, however, lead to excessive parking on street which in many areas is causing road safety issues, emergency and public transport access difficulties, neighbour disputes and visually unappealing streetscapes. Conversely restricting car parking availability and cost at the destination is generally accepted as having a real effect on reducing car trips.

14. It is, therefore, considered that parking standards for residential development should, particularly in view of the wording in PPS3 (para 9 above), be a matter solely for district councils as planning authorities and that the County Council should not seek to formulate a policy on this matter. The County Council has little or no involvement in the layout of individual residential developments. Consequently, responsibility for the number of residential parking spaces and how they are integrated into the development is more appropriately for the district planning process.

15. Policy 48 in the East Midlands Regional Plan is related to parking and states that:

Appendix A - County Council Cabinet Report 12th January 2010

“Local Planning Authorities should apply the maximum amounts of vehicle parking for new development as set out in PPG13. In the Region’s Principal Urban Areas and Growth Towns and environmentally sensitive areas, opportunities should be taken to develop more challenging standards based on emerging public transport accessibility work.

16. PPG13 contains detailed maximum parking standards for non residential (i.e. “destination”) development. Car parking facilities in excess of the maximum standards in PPG13 should only be provided in exceptional circumstances.

17. In the Region’s Principal Urban Areas and Growth Towns, net increases in public car parking not associated with development should only be permitted where it is demonstrated that:

- Adequate public transport, cycling or walking provision cannot be provided or a shortage of short stay parking is the principal factor detracting from the vitality and viability of an area; or
- Excessive on-street parking is having an adverse effect on highway safety or residential amenity which cannot be reasonably resolved by other means; or
- The nature of new car parking can shift from long stay spaces to high quality short stay provision; or
- It is linked to public transport provision, for example as part of a park and ride scheme.”

18. Consequently, the East Midlands Regional Plan (March 2009) with reference to PPG13 provides policy guidance for non-residential parking, with the Local Transport Plan providing the overall context for parking policy in the county. However, it is for the local development documents to set parking levels and standards for new residential developments.

19. However, by withdrawing the residential parking guidance in advance of the Local Planning Authorities implementing their own standards they will be left in the difficult position of not having any standards with which to refer. As such it is suggested that the County Council adopt temporary residential parking standards for use until such time as each Local Planning Authority has had the opportunity to adopt its own. These are recommended as maximum standards (unless exceptional circumstances – with strong evidence - justify otherwise) and should be applied as follows;

		Number of bedrooms			
		1	2	3	4+
Accessibility		1	2	3	4+
Average number of buses during the peak hour	> 2	1	1	1	2
	0 - 2	1	1	2	3

Table .1

(note – this table is copied from the Supplementary Planning Guidance “Parking Provision for New Developments (May 2004))

All other uses not covered by National Guidance or the recently adopted Regional Design Guide should be individually justified on a sound evidence base.

Statutory and Policy Implications

20. This report has been compiled after consideration of implications in respect of Finance, Equal Opportunities, Human Rights Act 1998, Disability Discrimination Act 1995, Personnel, Crime and Disorder (Community Safety) and those using the services. Where such implications are material, they have been brought out in the text of the report.

Equal Opportunities Implications

21. The regional guidance document is based on national guidance, which fully encompasses equality issues. It is therefore felt that the equality impact is acceptable and that an equality impact assessment is not required.

STEVE CALVERT

Service Director (Planning, Sustainability and Regeneration)

Comments of the Service Director – Finance

There are no financial implications arising from the contents of the report. [KP – 16/12/09]

Legal Services Comments

Cabinet Member has power to make this decision. [SHB – 17/12/09]

Background Papers Available for Inspection

Parking Provision for New Developments Supplementary Planning Guidance (May 2004).

Electoral Division(s) and Member(s) Affected

All

Author of the report / Case Officer

Richard Smith, Service Manager Development Control (Highways)

(0115) 977 4925

PSL.RS.IY.ep5201

14 October 2009 (updated 9 November 2009) (updated 1 December 2009)

Appendix B - District level data on car ownership for Gedling Borough

Appendix B - District level data on car ownership for Gedling Borough

APPENDIX B – car ownership levels 2001 (Census data)

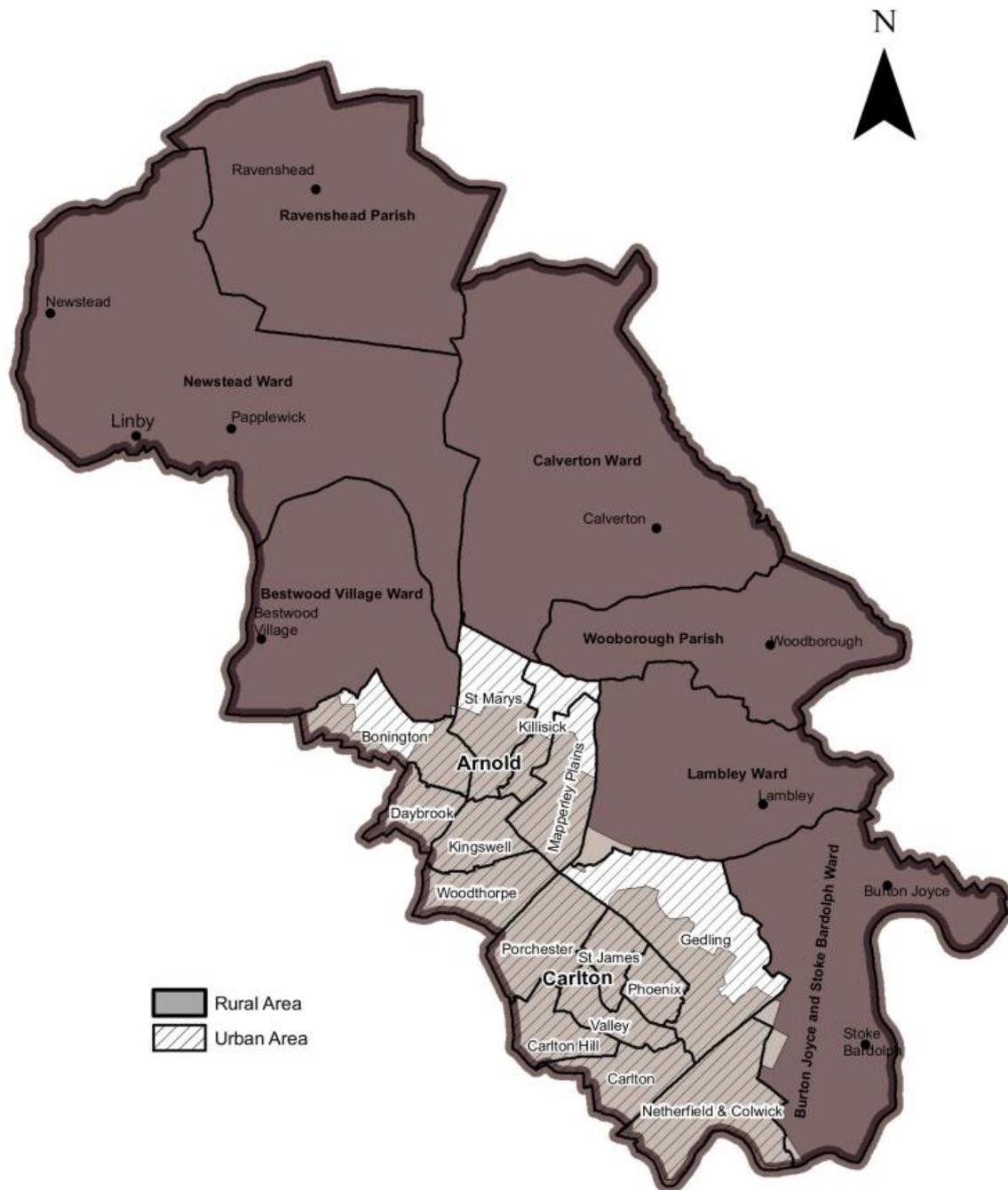
HOUSES BY TENURE (Houses comprising detached, semi-detached and terraced)	Number of cars or vans						Percentage of households with particular numbers of cars/vans					Average No. Cars/vans per household
	Total	None	One	Two	Three	Four +	None	One	Two	Three	Four +	
Owner occupied	37052	5297	18253	11035	1946	521	14%	49%	30%	5%	1%	1.3
Up to 3 rooms	572	138	312	108	11	3	24%	55%	19%	2%	1%	1.0
4 rooms	4897	1094	2953	778	61	11	22%	60%	16%	1%	0%	1.0
5 rooms	12417	2224	6830	2879	408	76	18%	55%	23%	3%	1%	1.1
6 rooms	10269	1450	5154	3083	468	114	14%	50%	30%	5%	1%	1.3
7 rooms	4565	260	1868	1923	410	104	6%	41%	42%	9%	2%	1.6
8 or more rooms	4332	131	1136	2264	588	213	3%	26%	52%	14%	5%	1.9
Shared ownership/Rented (social/private)	5390	2578	2268	471	61	12	48%	42%	9%	1%	0%	0.6
Up to 3 rooms	285	162	113	10	0	0	57%	40%	4%	0%	0%	0.5
4 rooms	1114	556	464	86	5	3	50%	42%	8%	0%	0%	0.6
5 rooms	2512	1230	1041	209	27	5	49%	41%	8%	1%	0%	0.6
6 rooms	1158	508	520	113	17	0	44%	45%	10%	1%	0%	0.7
7 rooms	223	91	93	35	4	0	41%	42%	16%	2%	0%	0.8
8 or more rooms	98	31	37	18	8	4	32%	38%	18%	8%	4%	1.2

Table .1

Appendix C - Map identifying rural/urban wards in Gedling Borough

Appendix C - Map identifying rural/urban wards in Gedling Borough

Definition of Urban and Rural Areas
(for purpose of applying parking standards)



Reproduced with the permission of the Controller of H.M.S.O. Crown copyright, Licence No. LA100021246. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Appendix D - Additional demand for unallocated parking spaces

Appendix D - Additional demand for unallocated parking spaces

APPENDIX D - Typical Additional Demand for Unallocated parking for owner occupied houses in Built Up wards in Gedling.

Average Car Ownership Per Dwelling	With 1 Allocated Space per dwelling	With 2 Allocated Spaces per dwelling
0.1	0.0	0.0
0.2	0.0	0.0
0.3	0.0	0.0
0.4	0.0	0.0
0.5	0.1	0.0
0.6	0.1	0.0
0.7	0.1	0.0
0.8	0.1	0.0
0.9	0.2	0.0
1.0	0.2	0.0
1.1	0.3	0.0
1.2	0.4	0.1
1.3	0.4	0.1
1.4	0.5	0.1
1.5	0.6	0.1
1.6	0.7	0.1
1.7	0.8	0.2
1.8	0.9	0.2
1.9	0.9	0.2
2.0	1	0.3
2.1	1.1	0.3
2.2	1.2	0.4

APPENDIX E – Worked example: implementing the residential car parking standards

The purpose of this worked example is to explain how the residential car parking standards should be used to calculate the parking requirement for a proposed development.

Example: A planning application for 20 dwellings is being considered.

Step 1: Establish whether the proposed development falls within the urban or rural part of the Borough, using map attached as Appendix C. For the purpose of this example, it is assumed that the development site falls within the urban area.

Step 2: Establish the breakdown of house types for the proposed development. For the purposes of this example it is assumed that the breakdown is as follows:-

- 5 x 4 bedroom dwellings
- 9 x 3 bedroom dwellings
- 6 x 2 bedroom dwellings

Step 3: The developer will have some flexibility over how the parking requirement is provided (in terms of the proportion of allocated and unallocated spaces) based on Tables 4.1, 4.2 and 4.3 of this Supplementary Planning Document. The most appropriate solution for a specific development site will be established through the negotiation process and consultation, taking account of the location of the site and the nature of the development proposed.

The parking spaces provided will need to accord with the definitions set out in Section 5 of this Supplementary Planning Document.

For the purposes of this example, it is assumed that it is the development consists of: -

- 5 x 4 bedroom dwellings with 2 allocated spaces
- 5 x 3 bedroom dwellings with 2 allocated spaces
- 4 x 3 bedroom dwellings with 1 allocated space
- 6 x 2 bedroom dwellings with 1 allocated space

Step 4: Calculate allocated parking provision.

- 5 x 4 bedroom dwellings with 2 allocated spaces = 10 allocated spaces
- 5 x 3 bedroom dwellings with 2 allocated spaces = 10 allocated spaces
- 4 x 3 bedroom dwellings with 1 allocated space = 4 allocated spaces
- 6 x 2 bedroom dwellings with 1 allocated space = 6 allocated spaces

Step 5: Add up the allocated spaces proposed for each house type.

$$= 10 + 10 + 4 + 6$$

$$= 30$$

Appendix E - Worked example

Therefore, the total allocated parking proposed is 30 spaces.

Step 6: Using the parking standards set out in Table 4.2 and 4.3 of this Supplementary Planning Document, the number of required unallocated spaces needs to be calculated for each house type proposed. The number of unallocated spaces required will vary, depending on the number of allocated spaces proposed. (NB There is no requirement for unallocated parking for developments of up to and including 5 dwellings).

- For a 4 bedroom house with 2 allocated spaces in an urban area of Gedling there is an additional demand for 0.5 unallocated spaces per dwelling (from Table 4.2).
- For this example, there are 5 x 4 bedroom dwellings proposed (5 x 0.5) accounting for an additional demand of 2.5 unallocated spaces.

This process is then applied to the remaining houses types proposed: -

- 5 x 3 bedroom dwellings with 2 allocated spaces (5 x 0.3) accounting for an additional demand of 1.5 unallocated spaces.
- 4 x 3 bedroom dwellings with 1 allocated space (4 x 0.7) accounting for an additional demand of 2.8 unallocated spaces.
- 6 x 2 bedroom houses with 1 allocated spaces (6 x 0.5) accounting for an additional demand of 3 unallocated spaces.

Step 7: Add up the unallocated spaces required for each house type.

$$= 2.5 + 1.5 + 2.8 + 3$$

$$= 9.8.$$

Therefore, the total additional demand for unallocated parking as a result of the development is 9.8 spaces.

Step 8: The unallocated parking provision is rounded up to the nearest whole number so the total demand for parking is met. The total additional demand for unallocated parking as a result of this proposed development would therefore be 10 unallocated spaces.

Step 9: Add together the number of allocated and unallocated spaces required to serve the proposed development. For this example, the development of the 20 house types proposed results in the need for 30 allocated spaces plus 10 unallocated spaces. This is a *minimum* requirement.

NB Whilst this Supplementary Planning Document does not look to set out detailed design guidance, appropriate cross references are included which must be taken into account in the provision of parking.

**Draft Parking Provision for Residential and Non-Residential Developments
Supplementary Planning Document (SPD)
Consultation Statement**

Introduction

Under the Planning and Compulsory Purchase Act 2004 and the associated Town and Country Planning (Local Development) (England) Regulations 2012 (Section 12), it is a requirement to prepare and publish a Consultation Statement for Supplementary Planning Documents (SPDs) in order to describe the involvement of the community and organisations in the preparation of the document.

Consultation on the preparation of the draft SPD should be undertaken in accordance with the relevant regulations and the adopted Statement of Community Involvement (SCI). The SCI, adopted in September 2019, sets out how Gedling Borough Council will consult with the public and statutory consultees in planning matters and is available here:

<http://www.gedling.gov.uk/resident/planningandbuildingcontrol/planningpolicy/consultations/>

Draft Supplementary Planning Document

As part of the preparation of the draft Parking SPD, the Council has undertaken informal consultation with Nottinghamshire County Council as Highways Authority for advice on technical matters in relation to parking standards. The advice received was reflected in the consultation draft Parking SPD.

The draft SPD was made available at the Civic Centre and on the Borough Council's website. The consultation was also promoted by social media. The consultation was publicised through writing directly to all developers/landowners in the Council's consultation database and to statutory consultees including the following:

- British Gas;
- BT Wholesale;
- Cadent
- The Coal Authority;
- D2N2;
- Environment Agency;
- Eon;

- Highways Agency;
- Historic England;
- Homes England;
- National Grid UK Transmission Land & Development;
- Natural England;
- Network Rail;
- Nottingham Biological and Geological Records Centre;
- Nottinghamshire Constabulary;
- Nottinghamshire Wildlife Trust;
- Nottingham North & East Clinical Commissioning Group;
- Openreach BT;
- Ramblers Association;
- Royal Mail Group Plc;
- Severn Trent Water Limited;
- Western Power;
- Nottinghamshire County Council and adjoining authorities;
- Relevant officers at Gedling Borough Council; and
- Ward members.

The minimum consultation period for SPDs is four weeks. To reflect that the consultation period covered October half term, the consultation was extended to six weeks and ran from Monday 25th October to Monday 6th December 2021.

Consultation Responses

The Report of Responses attached as Appendix A to this statement sets out:

- a summary of the comments received;
- the Council's response to the comments received; and
- proposed changes to the draft SPD in response to the comments received

Next steps

Following the consultation exercise, the comments received were carefully considered and the draft SPD amended as appropriate. The draft document will then be considered by Cabinet for adoption as a Supplementary Planning Document and will be published on the Borough Council's website. All those who have commented on the draft document will be notified that this is the case.

REPORT OF RESPONSES			
From	Comment	Response	Action
Erewash Borough Council	No comments	Noted.	No change.
Severn Trent	Recommend that where designing parking areas, opportunities to make the surfacing permeable are considered and where suitable taken forward.	Agree that it would be helpful to amend the text to include reference to permeable surfacing	Add new paragraph 4.15 to read: "All driveways and parking areas should be surfaced in a bound material, which is either permeable or includes appropriate drainage in the interests of highway safety and to minimise the risk of flooding."
Local resident	The draft SPD omits consideration of cycle parking standards, and other related issues such as the provision for e-bike charging, and a development management context for car club planning. The SPD should not be adopted without addressing this omission, which appears on the face of it to contradict both local and national policy contexts including those listed in the draft.	Paragraph 5.1 of the draft SPD cross refers to the Nottinghamshire County Council Highway Design Guide which sets out cycle parking and e-bike charging standards. Agree that the text should be amended to make this reference clearer. The issue of car club planning is out of the scope of this SPD but could be addressed through the requirement for travel plans for larger developments.	Amend the first bullet of paragraph 5.1 to more clearly refer to the additional guidance included in the Nottinghamshire County Council Highway Design Guide, including specific reference to charging facilities. No change.
Agent	At present 'private' roads have a restriction that suggests no more than five dwellings can be accessed. This is an anomaly because many private roads tend to have large detached houses with - ironically - few cars per large dwelling. Given there is a National need for more housing - it would seem eminently sensible to allow more homes to be built off private roads (not restricted to just five houses) - keeping to local planning standards parking requirements.	The comment does not directly relate to the content of the draft SPD. Unadopted private roads and access to dwellings is out of the scope of this SPD.	No change.
Environment Agency	No comments	Noted.	No change.
Papplewick Parish Council	The Parish Council would like to see 4 and 5 bedroom houses provided with 3 allocated spaces in rural areas as we believe it is more likely these homes will have young adults still at home with their own transport. We are pleased to see the mention in 4.14 of 'at least 1 electric charging point being require for all houses'. There will be challenges to the electricity infrastructure though to enable this.	The standards are based on an updated methodology which sets standards based on anticipated future car ownership. However, we agree that it would be helpful to clarify the requirement for unallocated spaces where 3 allocated spaces are provided for 4+ bedroom houses. Noted.	Amend Tables 1 and 2 to include reference to the requirement for 3 allocated spaces for 4+ bedroom houses. No change.
Papplewick Parish Council	In addition to our previous comments (sent 8 th November 2021): The Parish Council advised there is no information relating to other forms of transport such as cycles, e-scooters, mobility scooters, motorcycles, especially in relation to the non-residential parking, and that for dwellings with shared access from the highway such as flats and maisonettes. New developments, and old lack anywhere to lock up and park your bike, or other modes of transport when we are supposed to be encouraging them.	Paragraph 5.1 of the draft SPD cross refers to the Nottinghamshire County Council Highway Design Guide which sets out standards for bicycles, motorcycles, mobility scooters and their charging facilities. Agree that the text should be amended to make this reference clearer.	Amend the first bullet of paragraph 5.1 to more clearly refer to the additional guidance included in the Nottinghamshire County Council Highway Design Guide, including specific reference to bicycles, motorcycles, mobility scooters and their charging facilities.

Natural England	No comments	Noted.	No change.
Ravenshead Parish Council	We are aware of the need for an increase in the number and size of parking spaces and are pleased that this is recognised within the proposal. Accordingly, Ravenshead Parish Council have supported the proposals set out therein.	Noted.	No change.
Developer	<p><u>Section 3 – Methodology, Summary and Evidence</u> The evidence to support the residential parking standards is outdated (notably the 2011 Census data) and since this SPD will be adopted and in use for some years it would be prudent to hold out until the 2021 Census data is published in 2022.</p> <p>The summary states visitor parking has been combined with the unallocated parking requirement where relevant which Persimmon Homes welcomes in order to ensure that parking is used and schemes do not become car dominated spaces through a series of allocated/unallocated and visitor parking.</p> <p><u>Section 4 – Requirement for Residential Parking Provision</u> The standards state that “an unallocated / visitor parking space should be available to all residents associated with the development to meet the residential parking demand of the development and includes on-street car parking”. Persimmon welcomes the inclusion of on-street parking as unallocated / visitor parking. Persimmon also welcomes the flexibility of how parking requirement is provided, as per appendix B.</p> <p>Tables 1, 2 and 3 are complicated to read and could be simplified. As it currently reads, 1 bedroom homes need anything between 1 and 2 spaces (a mix of both allocated and unallocated spaces), and could be a combination of 0 allocated and 0.8 unallocated, 1 allocated and 0.4 unallocated and 2 allocated and 0.2 unallocated. In the real world 0.2, 0.4 or 0.8 spaces won't be provided and therefore the reader of the document will round up those figures (0.8 to 1 and 0.2 and 0.4 to 0 unallocated). This should be rectified so it is less confusing. Therefore within the category there should be no numbers with decimal place. If the fractions are rounded to a full parking space, this means that 1 bedroom homes could have either 1</p>	<p>The reservation concerning outdated supporting evidence has been noted. However, it should be taken into consideration that, 2011 Census data has been projected forward using National Trip End Model (NTEM) and brought to 2051. Therefore, the car ownership levels used in the SPD reflect the future need. The standards included in the revised SPD are not significantly different to those in the 2012 SPD but the opportunity has been taken to produce a clearer more user friendly document justified by the most up to date evidence available at this time.</p> <p>Noted.</p> <p>Noted.</p> <p>Parking provision requirement has been calculated using 2011 Census data, Residential Car Parking Research for Nottinghamshire (2010) and National Trip End Model (2017), which provide precise information and figures expressed as a decimal. The presentation of the standards is not intended to be complex, but rather to provide developers with flexibility as to how the standards are met via a mix of allocated and unallocated spaces. The worked example provided at Appendix B to the SPD clear explains how the standards should be used.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p>

	<p>space or 2 spaces. Flexibility is welcomed but could also be problematic for understanding and being certain upon parking provision. The same comments have to be made about the provision detailed for 2, 3 and 4+ bedroom homes. I suggest a table that looks more like the following: Alternatively, if developers have flexibility to distribute spaces between allocated and unallocated as per section 3, the number of spaces does not need to be separated into allocated and unallocated.</p>		
The Coal Authority	No comments	Noted.	No change.
Councillor	<p>I am aware there is a need to increase both the number of parking places and also the size of the spaces. I am pleased that this has been recognised within the consultation document. Hopefully, once a parking space has been allocated, including those in garages, they will remain as such and will not be allowed to be removed if subsequent planning applications for the property are made.</p> <p>I believe it is important that garages are built large enough to accommodate a car and other household items, including bicycles. If the garage is not sufficiently large enough to accommodate both, it should not be included in the number of allocated parking spaces.</p>	<p>Noted. The change of use of a garage will be considered through the submission of a planning application. However if a garage meets the minimum space standards then any application to remove the condition would be unlikely to be granted planning permission unless there had been a material change in circumstances.</p> <p>The dimensions for garages in the SPD are consistent with the standards set out in the Nottinghamshire County Council's Highway Design Guide.</p>	<p>No change.</p> <p>No change</p>
Developer	<p>1. The proposed increase in parking bay sizes cannot be justified. Some cars may have increased in size but most of those changes occurred before adoption of the local plan which set the required bay sizes at 2.4m wide x 5 m deep. Who knows where we'll be post pandemic/post fuel price increases and post the banning of new petrol diesel cars?</p> <p>2. Most modern family cars do not exceed 5m in length. Very many are well below it. Some SUV's & 4x4 vehicles are larger but it is inherently wrong to plan 100% of bays to suit larger cars – when most people don't drive them. It's also pertinent to note that the local plan acknowledges that smaller cars do exist and can be catered for in bay sizes at a reduced length of 4m.</p> <p>3. Increasing bay lengths to 5.5 m across the board is wasteful & unnecessary. Even in a "perfect world scenario" of an ideally proportioned site, the adoption of 5.5m parking bays, results in a minimum additional land take of over 6% and almost 9% more land than required by the national standard length of 4.8m.</p> <p>4. That means less space for landscaping and/or buildings; but in reality when working with constrained sites, it may be impossible to provide parking to those dimensions. This could result in land being sterilised or at best only being developed at much</p>	<p>The draft SPD does not propose an increase in parking bay sizes. The current Parking SPD (2012) refers to Figure DG18a of the 6C's Design Guide concerning on-street parking spaces, which requires bay sizes at 6 m deep, whereas the draft SPD sets out 2.4m x 5.5m as minimum internal dimensions. However, LPD 2018 refers to Highway Requirements Part 4, which mentions 5 m as a rough approximation. These two documents mentioned above (the 6C's Design Guide and Highway Requirements Part 4) have been superseded by the Nottinghamshire County Council's Highway Design Guide which include detailed standards for various scenarios, i.e. 30°, 45°, 60° parking. The draft SPD is in accordance with the standards set out in this latest document.</p>	No change.

	<p>reduced densities resulting in inefficient use of land, which is a scarce commodity.</p> <p>5. One answer is to leave mandatory sizes as they are whilst permitting/encouraging where possible a mix of bay sizes. For example in larger car parks provision of both smaller & larger vehicles. For example if an area of 4m length bays is arranged “back to back” with a bank of up to 6m bays this would fit within an existing car park grid and wouldn’t require more land. In addition there may be “natural” opportunities due to accommodate larger bays. I’m also mindful that if a “venue” doesn’t cater for its customers its trade will suffer.</p> <p>6. The “rural” versus “urban” parking provision is too “broad brush”. There are settlements falling inside the areas defined as “rural” on the SPD plan which are more “urban” in nature & well connected with public transport. An increased number of spaces but cannot be justified by any meaningful difference in car ownership or use.</p> <p>7. Finally as a matter of principle I’m not convinced that it is appropriate to automatically embrace any “revisions” to parking standards by reference to changes made in the County Council’s/6C’s Design Guide. Any such changes are not subject to the scrutiny of examination in the same way as Local Plan Policy is examined and should not result in additional car parking spaces being required.</p>	<p>Rural and urban classification is based on the boundaries at the geographical level middle layer super output areas (MSOA) as per the Census 2011.</p> <p>Nottinghamshire County Council is the highway authority responsible for the local highway network in Gedling Borough, and the Highway Design Guide should therefore be the starting point for setting out guidance on the design of parking provision in the Borough. In terms of the actual standards, a borough-specific approach has been taken based on evidence.</p>	<p>No change.</p> <p>No change</p>
Resident	<p>I consider the draft Consultation SPD October 2021 to be inadequate and would recommend adoption of the Newark & Sherwood proposals of August 2020 - Appendix A - see attached. The Newark proposal follows the Nottinghamshire Highway Design Guide - see section 4.1 Residential Parking.</p> <p>My particular focus is with dwellings of 4+ Bedrooms, where I think they should have, as a minimum - 3 parking spaces plus 3 cycle parking spaces.</p> <p>Parking spaces should be a minimum of 3m x 5.5m with an additional 0.5m if bounded by a wall, fence, hedge, line of trees or similar obstruction and 1m if bounded on both sides.</p> <p>Garages should only count towards the parking provision if they have clear internal dimensions of at least 3.3m x 6m with a minimum door width of 2.4m for single garages and 6m x 6m with a minimum door width of 4.2m for double garages. If the dwelling has no provision for separate parking for cycles, lawn mowers or storage, it should affect whether the</p>	<p>Noted. The standards are based on an updated methodology which sets standards based on anticipated future car ownership. However, we agree that it would be helpful to clarify the requirement for unallocated spaces where 3 allocated spaces are provided for 4+ bedroom houses.</p> <p>The dimensions for garages in the SPD are consistent with the standards set out in the Nottinghamshire County Council’s Highway Design Guide.</p> <p>The Nottinghamshire County Council’s Highway Design Guide provides detailed information at part 4.2.9 regarding minimum dimensions for parallel parking. The proposed dimension in the document is 2m * 6m for parallel parking. The draft SPD requires 2.4m * 5.5m and to add 0.5m if bounded on one side by an</p>	<p>Amend Tables 1 and 2 to include reference to the requirement for 3 allocated spaces for 4+ bedroom houses.</p> <p>No change.</p> <p>No change.</p>

	<p>garage should counted to the required provision.</p> <p>I also feel the new SPD should incorporate the following from the 6Cs Design Guide section 3.223 - Cars can park in front of the garage door and garage doors can be opened while a car is on the drive.</p> <p>Finally, any subsequent Planning Applications for new garages/garage conversions should obviously comply with these requirements to the letter...</p>	<p>obstruction such as a wall, fence, hedge or tree, or to add 1m if bounded on both sides. It seems to be in line with the Highway Design Guide.</p> <p>The parking of cars in front of the garage door is already covered by paragraph 4.9 of the revised SPD. However, in the interest of clarity it is intended to reword paragraph 4.9.</p> <p>Noted.</p>	<p>Paragraph 4.9 to be reworded to read ' Tandem spaces are acceptable but no more than 3 spaces in a line will be acceptable, to include one garage space and no more than 2 driveway spaces and subject to minimum dimensions of both garages and driveways being met.</p> <p>No change</p>
Notts County Council	<p>The following information should be added to the Parking SPD:</p> <p><u>Garage door type & Minimum distance from highway boundary:</u></p> <p>No garage: 5.5m Roller-shutter, sliding, or inward opening: 5.5m Up-and-over: 6.1m Hinged, outward opening: 6.5m</p>	<p>Paragraph 5.1 of the draft SPD cross refers to the Nottinghamshire County Council Highway Design Guide which sets out standards for driveway lengths, encompassing the information mentioned in the comment. Agree that the text should be amended to make this reference clearer.</p>	<p>Amend paragraph 4.8 and the first bullet of paragraph 5.1 to more clearly refer to the additional guidance included in the Nottinghamshire County Council Highway Design Guide, including specific reference to driveway lengths.</p>

This page is intentionally left blank



Report to Planning Committee

Subject: Future Planning Applications

Date: 18/03/2022

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 Management.

App No	Address	Proposal	Possible Date
2021/1225	Nottinghamshire Fire And Rescue Headquarters Bestwood Lodge Drive Bestwood	Outline application with all matters reserved for the redevelopment of the existing Head Quarters site for residential development	TBC
2021/0934	Land next to Pepperpots, Mapperley Plains	Erection of 8 detached dwellings and 3 apartment building, comprising 32 units	TBC
2019/1080	Land At Broad Close Woodborough	Outline application for 11no. residential properties	TBC
2021/1398	Land at Grange View Road, Gedling	Erection of 28 four-bedroom 2.5 storey houses; associated parking and access road	TBC

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

This page is intentionally left blank

ACTION SHEET PLANNING DELEGATION PANEL 18th February 2022

2019/0848

55 Lambley Lane Burton Joyce Nottinghamshire

Proposed second floor extension, single storey rear extension, front staircase extension and side external staircase

Withdrawn from the agenda.

2020/0895

8 Skylark Close Ravenshead Nottinghamshire

Retention of the change of use from gas easement to garden

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

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

Decision: Grant Planning Permission subject to Conditions.

2021/0370

The Baptist Church The Nook Calverton

Change of use of existing Church Hall building, into two dwelling houses.

Noting the additional comments received from the consultation exercise, the proposed development would have no undue impact on the character and appearance of the area, heritage asset, residential amenity or highway safety.

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

Decision: Grant Planning Permission subject to Conditions.

2021/0873

75 Southcliffe Road Carlton NG4 1ES

Two storey side extension, single storey rear extension and loft conversion with rear dormer

The proposed development would have undue impact on the character and appearance of the area/street scene.

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

Decision: Refuse Planning Permission.

Video Conference Call Meeting

Cllr John Truscott
Cllr Marje Palling
Cllr David Ellis
Cllr John Parr
Cllr Meredith Lawrence
Cllr Paul Wilkinson

Kevin Cartwright – Principal Planning Officer

18th February 2022

ACTION SHEET PLANNING DELEGATION PANEL - 25th February 2022

2021/1020

10 Bank Hill, Woodborough, Nottingham

Demolition of existing dwelling and construction of replacement dwelling (alterations to permission 2019/0790)

The proposed development would result in a replacement dwelling that would be disproportionate to the size of the dwelling it would replace and have a detrimental impact on the openness of the Green Belt.

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

Decision: That the application be refused permission.

2021/1080

Land South of Colwick Loop Road, Road No 3, Colwick

Erection of a building for use as a builders' merchant (storage, distribution, trade counter, offices and ancillary retail services) with associated external storage, access, car parking and landscaping

The proposed development would respect the character of the area, residential amenity and highway safety. The use would also be appropriate within an allocated industrial site.

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

Decision: Grant permission subject to conditions.

2021/1321

Land at Glebe Farm, Glebe Drive, Burton Joyce

Erection of dwelling (amendment to plot Y2)

The proposed development would respect the character of the area, residential amenity and not have a detrimental impact on highway safety. Nor would the proposal be detrimental to the openness of the Green Belt.

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

Decision: Grant permission subject to conditions.

2021/1331

4 Newcombe Drive, Arnold, NG5 6RX

Erect new dwelling on land adjacent to 4 Newcombe Drive, Arnold, Nottingham

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

2021/1351

8 Strelley Close, Linby, NG15 8JR

Erection of a single-storey side extension with garage conversion.

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

2021/1432

50 Cornhill Road, Carlton, NG4 1GE

Demolition of existing commercial building (comprising B1/D2 space) and garage and construction of 9 no. apartments, along with associated parking, amenity space and boundary treatment

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

2021/1436

10 Westdale Lane East, Gedling, NG4 3JA

Change of use from offices (E) to a hairdressers and ancillary beauty salon.

The proposed development would respect the character of the area, residential amenity and not be detrimental to highway safety. The vibrancy of the local centre would be enhanced.

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

Decision: Grant permission subject to conditions.

2021/1457
269 Mansfield Road, Redhill, NG5 8LW
Single Storey side extension

The proposed development would respect the character of the area and residential amenity.

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

Decision: Grant permission subject to conditions.

2022/0001
5 Willow Close, Burton Joyce, NG14 5FF
First floor side extension; single storey side extension; deep energy retrofit including raise main roof, augment existing side dormer and clad in external wall insulation.

The proposed development would, through its design, have a detrimental impact on the character of the area.

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

Decision: That the application be refused permission.

2022/0043
70 Main Street, Lambley, Nottinghamshire
Application to vary condition 2 of planning permission 2015/0918 to allow use of building as Conveyancing Practice (Use Class E(c)(ii) professional services)

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

Video Conference Call Meeting.

Cllr John Truscott
Cllr Paul Wilkinson
Cllr David Ellis
Cllr Marje Paling
Cllr Meredith Lawrence
Cllr John Parr

Kevin Cartwright - Principal Planning Officer
Nigel Bryan – Principal Planning Officer

25th February 2022

ACTION SHEET PLANNING DELEGATION PANEL - 4th March 2022

2018/0550

Land at Ethel Avenue, Mapperley, Nottinghamshire

Erection of a detached dwelling

The proposed development would have a detrimental impact on highway safety, provide inadequate parking, be detrimental to residential amenity and provides insufficient information in respect of impacts on protected trees.

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

Decision: That the application be refused permission.

2021/1197

The Poplars Sports Ground, Station Road, Burton Joyce

Erection of 4 metre high fencing and gates to enclose an area of the existing Sports Ground so that it can be used as an area for informal play. Erection of multi-use goal and extension to existing artificial turf area in front of goal.

The proposed development would enhance the sporting provision on an established play area and not have a detrimental impact on residential amenity.

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

Decision: Grant permission subject to conditions.

2021/1202

81 Vernon Crescent, Ravenshead, Nottingham

3 new dwellings, 2 new vehicular access from Vernon Crescent (retrospective).

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

2021/1355
252 Oakdale Road, Carlton, NG4 1BQ
Two storey and single storey side and rear extension

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

2021/1422
55 Yew Tree Lane, Gedling, NG4 4AN
Construct two storey and single storey rear extension

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

2021/1450
47 Thackerays Lane, Woodthorpe, NG5 4HU
Rear eaves level raised in line with the front of property and construct rear dormer.

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

2022/0028
123 Foxhill Road East, Carlton, NG4 1QZ
Two storey side and single storey rear extension linking to existing shed

The proposed development would have a detrimental impact on the character of the area given its location and scale on prominent corner.

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

Decision: That the application be refused permission.

2022/0032

61 Lambley Lane, Burton Joyce, NG14 5BG

Two storey side; ground floor rear extension and erection of detached timber frame garage

The proposed development would respect the character of the area, residential amenity and highway safety.

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

Decision: Grant permission subject to conditions.

Cllr John Truscott

Cllr Paul Wilkinson

Cllr David Ellis

Cllr Marje Paling

Cllr Meredith Lawrence

Cllr John Parr

Kevin Cartwright - Principal Planning Officer

Nigel Bryan – Principal Planning Officer

4th March 2022

This page is intentionally left blank

ACTION SHEET PLANNING DELEGATION PANEL - 11th March 2022

2021/0537

Chris Allsop Recycling, LEEC Development Site, Road No 2

Erection of replacement dwelling and reversion of existing dwelling back into industrial (B2) use

WITHDRAWN FROM THE AGENDA.

2021/0553

19 Church Street, Lambley, NG4 4QB

Retention of the re-roofing of the existing outbuildings in pantile to match but with some fibreglass

The roofing materials would have a detrimental impact on the character of the host building and wider Conservation Area.

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

Decision: That the application be refused permission.

2021/1443

Newstead Abbey Park, Abbeyfields Farm Cottage, Station Avenue, Newstead

Retention of biodigester

The proposed development would respect the character of the area and residential amenity, nor would it have a detrimental impact on the openness of the green belt.

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

Decision: Grant permission subject to conditions.

2021/1452

Factory 4, Road No 7, Colwick

Erection of x3 advertising (48-sheet) billboards (with internal backlighting)

The proposed advertisements, by virtue of their size and location, would have a detrimental impact on the amenity of the area and be harmful to highway safety.

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

Decision: That the application be refused permission.

2021/1479
107 Lambley Lane, Burton Joyce, Nottingham
Construction of detached store & workshop building

The proposed development would result in the erection of a large building within the green belt that would be detrimental to its openness with no very special circumstances to justify the proposal.

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

Decision: That the application be refused permission.

2022/0069
39 Steinbeck Road, Carlton, NG4 1FF
Replace existing rear conservatory with a pitch-roofed single storey brick extension

The proposed development would respect the character of the area and residential amenity.

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

Decision: Grant permission subject to conditions.

Cllr John Truscott
Cllr Paul Wilkinson
Cllr David Ellis
Cllr Meredith Lawrence
Cllr John Parr

Kevin Cartwright - Principal Planning Officer
Nigel Bryan – Principal Planning Officer

11th March 2022

ACTION SHEET PLANNING DELEGATION PANEL 18th March 2022

2019/0848

55 Lambley Lane Burton Joyce Nottinghamshire

Proposed second floor extension, single storey rear extension, front staircase extension and side external staircase

The proposed development would have no undue impact on the character and appearance of the area, amenity of neighbouring occupiers or highway safety.

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

Decision: Grant Planning Permission with Conditions.

2021/1236

86 Sandfield Road Arnold NG5 6QJ

Proposed front porch, front gable roof extension, 2nd floor rear extension and 1st floor window in the north-eastern elevation.

The proposed development would have an undue impact on the character and appearance of the street scene to the detriment of visual amenity.

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

Decision: Refuse Planning Permission.

2021/1404

43 Milton Crescent Ravenshead NG15 9BA

Replacement roof incorporating dormer windows and single storey front extension

The proposed development would have an undue impact on the character and appearance of the street scene and the residential amenity of neighbouring occupiers.

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

Decision: Refuse Planning Permission.

2021/1454

18 Green Lane Lambley NG4 4QE

Erection of pitch roof over flat roof

The proposed development would be a disproportionate addition over and above the size of the original building and as such is considered inappropriate development in the Green Belt. No very special circumstances have been demonstrated.

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

Decision: Refuse Planning Permission.

2022/0055

37 Bridle Road Burton Joyce NG14 5FS

Single storey rear extension; attic conversion with dormers to the rear; replace flat roof and create a covered entrance to the front and re-roof existing two storey flat roof.

The proposed development would have no undue impact on the character and appearance of the area, residential amenity of neighbouring occupiers, highway safety or increase the risk of flooding.

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

Decision: Grant Planning Permission subject to Conditions.

2022/0065

Land to the West Mapperley Plains, Mapperley

Erection of electric sub-station

The proposed development would have no undue impact on the character and appearance of the area, residential amenity or result in any significant increase in risk of flooding.

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

Decision: Grant Planning Permission subject to Conditions.

2022/0107

143 Mansfield Road Papplewick NG15 8FL

New double garage with attached garden room

The proposed development would be inappropriate development in the Green Belt that would result in harm to openness. No very special circumstances have been demonstrated.

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

Decision: Refuse Planning Permission.

Video Conference Call Meeting

Cllr John Truscott
Cllr Marje Palling
Cllr David Ellis
Cllr John Parr
Cllr Meredith Lawrence
Cllr Paul Wilkinson

Kevin Cartwright – Principal Planning Officer
Nigel Bryan - Principal Planning Officer

18th March 2022

This page is intentionally left blank