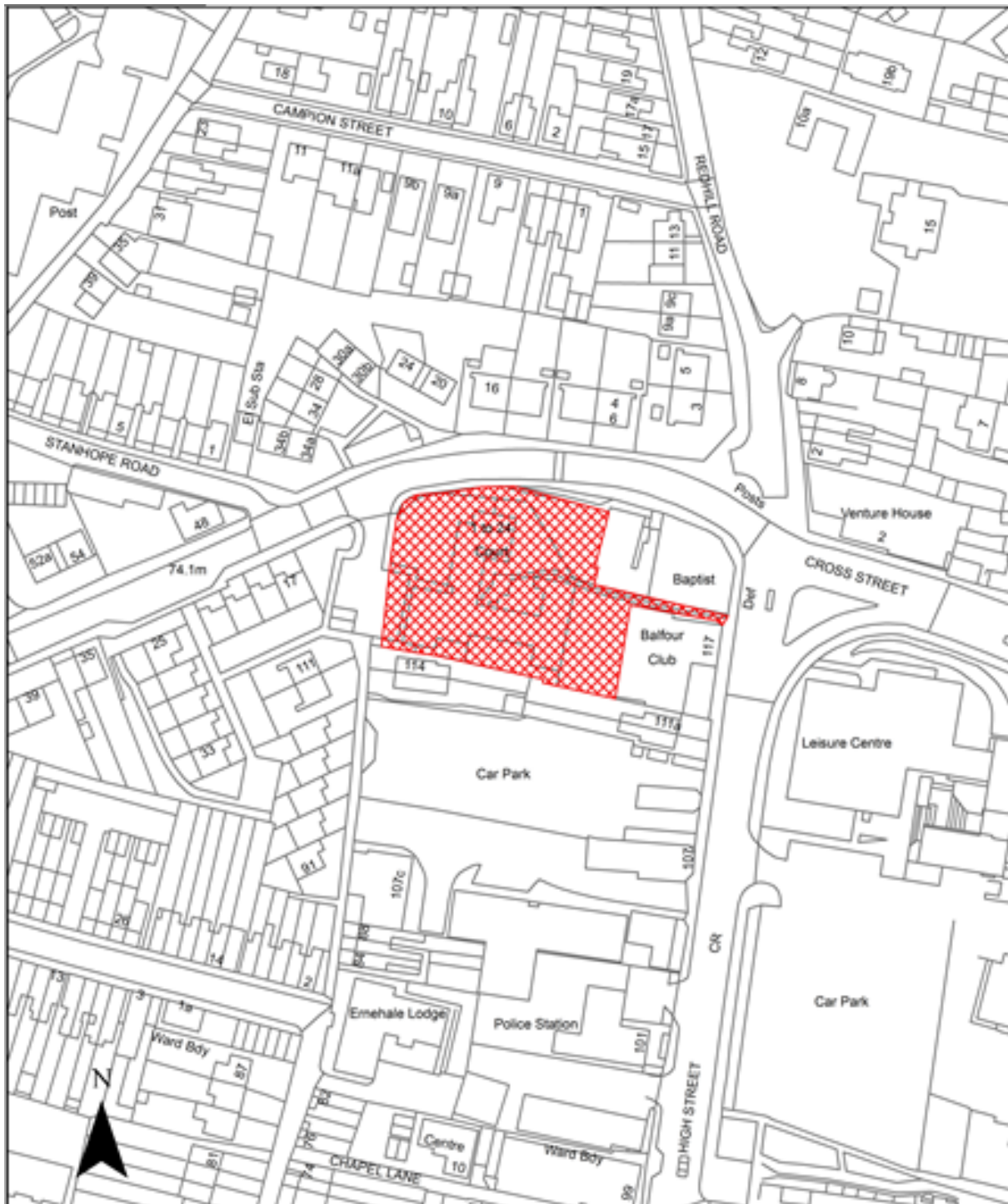




Application Number: 2016/0624

Ernehale Court, Cross Street, Arnold, Nottinghamshire,
NG5 7BZ.

Location:



NOTE:

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Report to Planning Committee

Application Number: 2016/0624

Location: Ernehale Court, Cross Street, Arnold, Nottinghamshire, NG5 7BZ.

Proposal: Demolition of the former sheltered accommodation named 'Ernehale Court' for 6 New Build 2B4P 2 Storey Houses and 12 New Build 1B2P Apartments over 3 Storeys

Applicant: Gedling Homes

Agent: Arcus Consulting

Case Officer: Nick Morley

Site Description

The application site comprises Ernehale Court, a predominantly two-storey brick and timber block which previously provided sheltered accommodation, but which is now vacant. It is located on the edge of the secondary shopping area for Arnold Town Centre.

To the east of the site is the Cross Street Baptist Church and the Balfour Conservative Club, which has a flat roofed extension adjoining the eastern boundary of the site. To the south, west and north are residential houses and flats on High Street, Furlong Street and Cross Street.

Access is via a short, unadopted cul-de-sac, known as Furlong Street, which is in the ownership of the applicant, Gedling Homes. As Cross Street rises from the signal controlled junction with High Street, the first part of the site adjacent to the Baptist Church is raised between approximately 1 to 2 metres above the highway and there is a retaining wall alongside this part of the highway.

There is an existing footpath from the site to High Street, passing between the Baptist Church and the Balfour Conservative Club.

The site contains a number of mature trees, none of which are protected.

Proposed Development

Full planning permission is sought to demolish Ernehale Court and erect 6 two-bedroom houses and 12 one-bedroom flats, with associated communal facilities, to be let on an affordable rent basis.

The existing development comprised 24 bedsits, which were unpopular and had become financially unviable.

The new dwelling units would be constructed to meet Nationally Described Space Standards and would utilise a fabric first approach to achieve a good level of sustainability.

The proposed flats would be contained within a flat-roofed, three-storey block, with a rectangular plan form and a maximum height of 12.4 metres, apart from a single storey element to one side comprising the communal entrance and other shared facilities.

The houses would consist of a pair of semi-detached houses fronting Furlong Street and a block of four houses to the rear of the site, facing towards Cross Street and the Baptist Church.

The proposed dwellings would be two-storeys in height, with eaves heights of 5.5 metres and ridge heights of 9 metres.

Details of the proposed materials to be used on the external elevations of the proposed development and the proposed means of enclosure and surfacing have been specified on the submitted drawings.

In addition to the submitted drawings, the application is supported by the following:

- ☐ Design & Access Statement
- ☐ Extended Phase 1 Habitat Survey & Preliminary Protected Species Assessment
- ☐ Arboricultural Survey & Impact Assessment
- ☐ Drainage Strategy

Following negotiations, revised plans have been submitted showing the proposed flats located at the junction of Cross Street and Furlong Street and a row of 4 houses sited to the rear of the site, where the flats were originally proposed.

The new vehicular access from Cross Street has been removed from the revised layout and vehicular access will be gained solely from the existing access from Cross Street. A revised 'Existing Site and Location Plan' has also been submitted, showing the existing access within the applicant's control.

Each of the proposed dwellings would have one designated off-street parking space and there are 6 visitor parking spaces to serve the proposed development.

Revisions have also been made to the proposed means of enclosure adjacent to the Balfour Conservative Club. These show a separate access to the whole of the rear of the Club, enclosed by a 1.95 metres high fence, with a keypad access controlled pedestrian gate.

Consultations

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

I have received 1 letter of representation from a local resident, who has made the following comments with regard to traffic and parking:

- ☐ Concern is expressed that although off-street parking is provided for the occupants of the proposed development, visiting friends and family are likely to park at the front of the premises, therefore restricting access to the properties on Furlong Street.
- ☐ Residents of Furlong Street are not all physically mobile and rely on transport from family, friends and taxis, which will not be able to park if these spaces are taken away.
- ☐ Vehicles used by Gedling Homes also need to use these spaces when calling to undertake emergency or repair work to their properties on Furlong Street and Cross Street.
- ☐ Emergency vehicles also need to be able to park.
- ☐ Concern is also expressed about the safety of pedestrians, mobility scooters and children going to and from the local school.

The Balfour Conservative Club has raised concerns about the revised plans, regarding the security of their building due to its low flat roof and the proposed open layout at the back of their property.

Gedling Homes is requested to consider slight changes regarding access to the back of the Balfour Conservative Club, as at the moment anyone could quite easily gain access onto the flat roof.

Nottinghamshire County Council (Highway Authority) – raised no objections in principle to the original proposals, subject to a number of recommendations and the imposition of appropriate conditions.

Revised Plans

The Highway Authority notes that the development has been re-designed and that a new vehicle access is no longer proposed directly onto Cross Street. Instead, the site is to be served off Furlong Street, which is an un-adopted road.

The Highway Authority considers that Furlong Street is satisfactory to serve the replacement accommodation, and that the proposed provision of off-street parking to serve the development is adequate. This is due to the close proximity of the site in relation to Arnold Town Centre, and on the basis of the proposed accommodation classification as affordable/supported living.

Taking into account the above, the Highway Authority has no objections in principle to the proposal, subject to the imposition of conditions regarding the provision of the

proposed visibility splays, vehicle access, parking and turning areas.

Nottinghamshire County Council (Forestry Officer) – no objections, subject to all the retained trees being protected in accordance with the arboricultural report. The Forestry Officer is also satisfied that the replacement planting proposal will offset the loss trees which were categorised as having low amenity value.

Nottinghamshire Wildlife Trust (NWT) – is pleased that an Extended Phase 1 Habitat Survey Report forms part of the application and highlights the section in the report which states that a bat activity survey of the existing building would be required to determine the presence or absence of bat roosts. This would include a full internal survey of the building and one dusk emergence or dawn re-entry bat survey.

The NWT recommends that these surveys are undertaken before the application is determined, in accordance with Circular 06/2005.

Additional recommendations given in the report regarding the use of native species, tree protection, nesting birds and enhancements are supported and should be secured through suitably worded conditions.

Environment Agency – no comments, as the site is low risk.

Economic Development - supports this application. The number of new dwellings meets the Borough Council's threshold for the developer to provide an employment and skills delivery plan to create training, work experience and work opportunities on site for the term of the build. Economic Development would need the investment value of the development to calculate the number of activities to be included within the delivery plan.

Revised Plans

There are no objections to the revised plans.

Strategic Housing - welcomes the proposal to develop 6 two bedroom social rented general needs houses and 12 one bedroom supported flats, as these will help to meet an identified housing need in the Borough and the affordable housing mix is appropriate for the area.

Revised Plans

There are no objections to the revised plans.

Public Protection *Air Quality*

Whilst the proposed development is unlikely to impinge on the Air Quality Management Area (due to the scale of the development), Public Protection would ask that the applicant is mindful of Section 124 of the NPPF; in particular sustaining ‘...compliance with and contribute towards EU limit values...’. Public Protection would recommend an informative is placed on the decision notice to encourage the

applicant to consider mitigation in the form of electric vehicle charging infrastructure.
Revised Plans

Having reviewed the changes to the layout, Public Protection confirms that it has no further comments above and beyond those made previously.

Planning Considerations

In addition to the over-arching planning policy and sustainable development considerations, the main planning considerations in relation to this application are the design of the proposed development and how it relates to the existing streetscene; the impact of the proposed development on highway safety; and the impact of the proposed development on residential amenity.

The proposal also raises other planning issues in relation to ecological and arboricultural considerations.

Relevant Policies & Background Information

National Planning Policies

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

- ☐ NPPF Section 4: Promoting Sustainable Transport (paragraphs 29–41)
 - ☐ NPPF Section 6: Delivering a wide choice of high quality homes (paragraphs 47-55)
 - ☐ NPPF Section 7: Requiring good design (paragraphs 56-68)
- ☐ NPPF Section 10: Meeting the challenge of climate change, flooding and coastal change (paragraphs 100-104)
- ☐ NPPF Section 11: Conserving & enhancing the natural environment (paragraphs 109-125)

With regard to decision-taking, the following section of the NPPF is most relevant to this planning application:

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

Local Planning Policies

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

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

- ☐ ACS Policy A: Presumption in Favour of Sustainable Development

- ☐ ACS Policy 1: Climate Change
- ☐ ACS Policy 2: The Spatial Strategy
- ☐ ACS Policy 8: Housing Size, Mix and Choice
- ☐ ACS Policy 10: Design and Enhancing Local Identity
- ☐ ACS Policy 14: Managing Travel Demand
- ☐ ACS Policy 17: Biodiversity

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

- ☐ RLP Policy ENV1: Development Criteria
- ☐ RLP Policy H7: Residential Development on Unidentified Sites within the Urban Area and the Defined Village Envelopes
- ☐ RLP Policy T10: Highway Design and Parking Guidelines

Additionally, the Parking Provision for Residential Developments SPD (2012) and the 6C's Design Guide, which deals with highways and transportation infrastructure for new developments, are relevant.

Sustainability Considerations

The most relevant policies for this site that need to be considered in relation to sustainability are set out in Section 10 of the NPPF, Policies A, 1, 2 and 14 of the ACS and Policy H7 of the RLP.

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

Paragraph 35 of the NPPF goes on to state that developments should be located and designed where practical to:

- ☐ accommodate the efficient delivery of goods and supplies;
- ☐ give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- ☐ create safe and secure layouts which minimise conflicts between cyclists and pedestrians;
- ☐ incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- ☐ consider the needs of people with disabilities by all modes of transport.

Section 10 of the NPPF steers new development to areas with the lowest probability of flooding.

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

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

Policy 1 of the ACS states that all development proposals will be expected to deliver high levels of sustainability in order to mitigate against and adapt to climate change, and to contribute to national and local targets on reducing carbon emissions and energy use. It also states, amongst other things, that development will be supported that avoids areas of current and future flood risk.

Policy 2 of the ACS seeks to provide most development in or adjoining the main built up area.

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

Policy H7 of the RLP sets the approach for dealing with residential development within the urban area and states that planning permission should be granted, subject to a number of specific criteria, which are assessed in detail under the Design Considerations.

Principle of Development

Policy 2 of the ACS promotes a strategy of urban concentration with regeneration and seeks to provide most development in or adjoining the main built up area.

I note that this is a previously developed residential site, which is located on the edge of the secondary shopping area for Arnold Town Centre.

As such, I am satisfied that the proposed development accords with the aims of Policy 2 of the ACS and Policy H7 of the RLP.

Sustainable Design

I note that the new dwellings would be constructed to meet national space standards and would also utilise a fabric first approach to achieve a good level of sustainability.

The Design and Access Statement states that as part of a Housing Corporation initiative, the proposed properties would incorporate some or all of the following technologies:

- ☐ PV Cells
- ☐ Smart Meters
- ☐ Low water usage sanitary fittings
- ☐ Low energy light fittings
- ☐ Composting bins to houses
- ☐ External rainwater collection butts

Permeable paving would be used for the parking bays, parking areas and around the proposed dwellings. In addition, the landscaped areas would be constructed from organic soft landscaping materials to give at least 100% on site SUDS in this area.

The design of the properties would comply with Life Time Homes standards where possible, which would incorporate design features and allow the building to make life as easy as possible for as long as possible. It also aims to provide accessible and adaptable accommodation for all ages and needs, including a simple alteration (which is built into the construction) to allow a lift to be installed between the house floors.

The proposed properties would seek to achieve a green rating in Buildings for Life, which allows for a good quality housing design which can improve social well-being and quality of life by reducing crime, improving public health, easing transport problems and increasing property values.

Transport & Access

I note that the Highway Authority considers that Furlong Street is satisfactory to serve the replacement accommodation, and that the proposed provision of off-street parking to serve the development is adequate. This is due to the close proximity of the site in relation to Arnold Town Centre, and on the basis of the proposed accommodation classification as affordable/supported living. Dedicated cycle storage would be provided to the front of the apartment block main entrance for up to 8 cycles and secured cycle storage facilities would be provided for all the proposed dwellings.

Level and disabled access is proposed to all the proposed dwellings and throughout the site where required to external openings. New street lighting columns would be installed to illuminate the new pedestrian and vehicular access ways.

All the proposed dwellings have designated bin storage space and there would be a communal waste storage area to serve the proposed flats.

Accessibility

The site is in a sustainable location for affordable rented housing, being situated close to local facilities within Arnold Town Centre and with good public transport links to Nottingham city centre.

Flood Risk

I note that the Environment Agency has no objection to the proposed development, as the site is at low probability of flood risk, falling within Flood Zone 1. It therefore avoids areas which have been identified as being of current and future flood risk.

In conclusion, I am satisfied that the proposed development can be considered to be accessible and sustainable in accordance with Sections 4 and 10 of the NPPF, Policies A, 1, 2 and 14 of the ACS and Policy H7 of the RLP.

Design Considerations

The relevant planning policies which need to be considered in relation to the design of the proposed development are set out in Sections 6 and 7 of the NPPF, Policies 8

and 10 of the ACS and Policies ENV1, H7 and T10 of the RLP.

Section 6 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development and that local planning authorities should plan for a mix of housing.

Section 7 of the NPPF states that planning decisions should aim to ensure that developments will function well and add to the overall quality of the area; respond to local character and history; and are visually attractive as a result of good architecture and appropriate landscaping.

Policy 8 of the ACS requires that residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes in order to create sustainable, inclusive and mixed communities.

Policy 10 of the ACS requires all new development to be designed to a high standard and sets out in detail how this should be assessed. All new development should make a positive contribution to the public realm and sense of place and create an attractive, safe, inclusive and healthy environment. The most relevant design elements in this instance include the layout; density and mix; impact on the amenity of nearby residents and the incorporation of features to reduce opportunities for crime and anti-social behaviour.

Policy ENV1 of the RLP states, amongst other things, that planning permission will be granted for development provided that it is of a high standard of design which has regard to the appearance of the area and does not adversely affect the area by reason of its scale, bulk, form, layout or materials. Policy ENV1 also states that development proposals should include adequate provisions for the safe and convenient access and circulation of pedestrians and vehicles.

Policy H7 of the RLP sets the approach for dealing with residential development within the urban area. It states planning permission should be granted provided the development:

- a. It is of a high standard of design and does not adversely affect the area by reason of its scale, bulk, form, layout or materials;
- b. It would not result in the loss of buildings or other features, including open space, which make an important contribution to the appearance of the area; and
- c. It is not contrary to other policies in the Local Plan.

Policy T10 of the RLP states that in considering proposals for new development, reference will be made to the Highway Authority's design and parking guidelines.

The application site is within the main built up area of Arnold and would not result in the loss of buildings or features which make an important contribution to the appearance of the area.

The proposed layout has been revised so that the three-storey flats make a contribution as a landmark feature within the streetscene, as well as reducing the

impact that their scale and bulk would have had on residential properties directly to the south of the site.

The streetscene along this part of Cross Street is characterised by relatively large buildings, including Arnold Library, Arnold Leisure Centre and Bonington Theatre and Cross Street Baptist Church. Both the library and leisure centre have flat roofs.

There would be good natural surveillance from the houses and flats over the visitor parking areas and landscaped areas of the site. This will help to reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour in accordance with the aims of Policy 10 of the ACS and Section 17 of the Crime and Disorder Act 1998.

I am satisfied, therefore, that the proposed development has regard to the appearance of the area and would make a positive contribution to the public realm and create an attractive, safe, inclusive and healthy environment for its residents.

I note that Strategic Housing welcomes the proposed development, as the social rented general needs houses and 12 supported flats will help to meet an identified housing need in the Borough and that the affordable housing mix is appropriate for the area. In my opinion, the proposed development would provide and contribute to a mix of housing tenures, types and sizes in order to create sustainable, inclusive and mixed communities.

The revised layout has removed the need to create an additional vehicular access from Cross Street and provides 12 off-street parking space within the site for residents and visitors of the proposed development, which the Highway Authority considers to be adequate for proposed development.

It is considered, therefore, that the design of the proposed development would be in accordance with Sections 6 and 7 of the NPPF, Policies 8 and 10 of the ACS and Policies ENV1, H7 and T10 of the RLP and the 6C's Design Guide and that a departure from the Parking Provision for Residential Development SPD is justifiable in this instance

Highway Considerations

The relevant planning policies that need to be considered in relation to highway matters are set out in Policies ENV1 and T10 of the RLP and the Parking Provision for Residential Development SPD.

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

Policy T10 of the RLP refers to highway design and parking guidelines and states,

amongst other things, that developers will not be required to provide more parking spaces than they consider necessary unless failure to provide enough off-street parking would harm road safety or prejudice the flow and management of traffic on nearby streets.

Whilst I appreciate the comments made by a local resident with regard to traffic and parking, I note that the Highway Authority has no objections to the proposed development, subject to the imposition of appropriate conditions.

Whilst the overall parking provision for the proposed development does not fully meet the Borough Council's Parking Provision for Residential Developments SPD, I consider that allowing a departure from this would be appropriate in this instance, given that the flats are for supported living accommodation and the close proximity of Arnold Town Centre.

In addition, the Highway Authority has indicated that, in the unlikely eventuality that the flats were to be put on the general housing market at some point in the future, it would be unlikely to have any objections in principle. This is because the site is in close proximity to Arnold Town Centre and its numerous facilities; it is near to a vibrant bus corridor; and is also within easy walking distance of public car parking facilities.

It is considered, therefore, that the proposed development would provide access, parking and turning arrangements in accordance with Policies ENV1 and T10 of the RLP and that a departure from the Parking Provision for Residential Development SPD is justifiable in this instance.

Amenity Considerations

The relevant planning policies that need to be considered in relation to residential amenity are set out in Policy 10 of the ACS and Policy ENV1 of the RLP.

Policy 10 of the ACS states, amongst other things, that development will be assessed in terms of its treatment of the impact on the amenity of nearby residents and occupiers.

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

Apart from traffic and parking, which has been addressed above, I note that there have been no representations from local residents regarding any other impacts from the proposed development on their residential amenities.

However, the revised layout which shows the proposed three-storey flats re-located from the rear to the front of the site, has reduced the potential for any undue overbearing and overlooking impacts on the residential properties directly to the south. The proposed development would also result in a more open aspect for these

properties, due to the close proximity of the existing two-storey building to this boundary.

In my opinion, the proposed development would not have an unduly detrimental impact on the amenity of nearby residents in accordance with the aims of Policy 10 of the ACS and Policy ENV1 of the RLP.

Ecological Considerations

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

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

Policy 17 of the ACS states that development on or affecting non-designated sites or wildlife corridors with biodiversity value will only be permitted where it can be demonstrated that there is an overriding need for the development and that adequate mitigation measures are put in place.

Whilst the bat surveys had not been undertaken at the time of writing, the applicant's agent has confirmed that this work has been put in hand so that the necessary surveys are completed within the current year's window. In the circumstances, I am satisfied that the imposition of an appropriate condition to secure the submission of these surveys and the implementation of any mitigation measures will be sufficient.

The Extended Phase 1 Habitat Survey recommends that a suitably designed planting scheme, including native trees and shrubs of local provenance, would introduce ecological features to the proposed development and enhance the immediate surroundings for use by native fauna.

The Survey notes that removal of trees, shrubs and long vegetation may have the potential to adversely affect nesting birds and recommends that clearance works should be conducted outside of the bird breeding season, between October – February inclusive. If this is not practicable, a nesting bird survey must be carried out by a qualified ecologist prior to clearance works.

The Survey also recommends that the installation of a number of bird boxes on the proposed houses would enhance the availability of suitable nesting opportunities for breeding birds post-development.

The above recommendations can be secured by the imposition of appropriate conditions.

I am satisfied, therefore, that the proposed development would protect existing areas

of biodiversity interest and provide new biodiversity features.

As such, I consider that the proposed development would accord with the aims of Section 11 of the NPPF and Policy 17 of the ACS.

Arboricultural Considerations

The relevant planning policy which needs to be considered in relation to trees is set out in Policy 10 of the ACS.

Policy 10 of the ACS states broadly that development must have regard to the local context, including valued landscape/townscape characteristics.

Only one significant mature tree to the rear of the Balfour Conservative Club was proposed to be retained as part of the original layout, but this would now be removed as a consequence of the revised layout. However, I note that none of the trees to be removed are protected and that replacement tree and shrub planting is proposed throughout the development, which can include native trees and shrubs of local provenance to establish new biodiversity features.

Whilst some of the existing trees are prominent with the streetscene, I am satisfied, on balance, that the loss of these trees would not have an unduly adverse impact on important views and vistas and that the proposed replacement planting will develop to benefit the development and the immediate area.

As such, I consider that the proposed development would not be contrary to the aims of Policy 10 of the ACS.

Other Issues

I appreciate the concerns raised by the Balfour Conservative Club about potential unauthorised access onto the flat roof of their building, which is approximately 2 metres high at this point. This matter was raised with the applicant's agent, who has submitted revisions to the proposed means of enclosure adjacent to the Balfour Conservative Club which address these concerns.

Conclusion

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

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

Recommendation:

GRANT PLANNING PERMISSION subject to the following conditions:

Conditions

1. The development must be begun not later than three years beginning with the date of this permission.
2. The development hereby permitted shall be constructed and implemented in accordance with the following approved plans and documents: Proposed Apartment Elevations (Sk 90.003 Rev C), Proposed Apartment Plans (Sk 20.005 Rev A) and Drainage Strategy (MA10346), received on 13th May, 2016; Proposed House Plans and Elevations, Plots 1 and 2 (Sk 20.009) and Proposed House Plans and Elevations, Plots 3 - 6 (Sk 20.010), received on 26th July, 2016; and Proposed Site Plan (Sk 90.003 Rev F), received on 12th August, 2016.
3. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of a Local Employment Agreement to cover the construction of the development hereby permitted. The Local Employment Agreement shall be implemented in accordance with the approved details, unless otherwise prior agreed in writing by the Borough Council.
4. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of the type of bricks to be used in the external elevations of the proposed flats. Thereafter the development shall be carried out in accordance with approved materials, unless otherwise prior agreed in writing by the Borough Council.
5. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of cycle stands to serve the proposed flats. The cycle stands shall be provided in accordance with the approved details before the development is first brought into use, unless otherwise prior agreed in writing by the Borough Council, and shall be retained for the lifetime of the development.
6. Before development is commenced there shall be submitted to and approved by the Borough Council a landscape plan of the site showing the position, type and planting size of all trees and shrubs proposed to be planted. The landscape plan shall incorporate the recommendations made in section 6.2 of the LSC Extended Phase 1 Habitat Survey and Preliminary Protected Species Assessment. The approved landscape plan shall be carried out in the first planting season following the substantial completion of the development. If within a period of five years beginning with the date of the planting of any tree or shrub or seeded area, that tree or shrub, or any tree or shrub that is planted in replacement of it, is removed, uprooted or destroyed or dies, or becomes in the opinion of the Borough Council seriously damaged or

defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise prior agreed in writing by the Borough Council.

7. Before development is commenced, there shall be submitted to and approved in writing by the Borough Council details of a scheme for the provision of bird boxes on or within the fabric of a proportion of the houses; bird boxes should target species such as house sparrow and swallow. The scheme shall be implemented in accordance with the approved details before the development is first brought into use, unless otherwise prior agreed in writing by the Borough Council, and shall be retained for the lifetime of the development.
8. Before development is commenced there shall be submitted to and approved in writing by the Borough Council a bat activity survey of the existing building, as specified in section 6.3 of the LSC Extended Phase 1 Habitat Survey and Preliminary Protected Species Assessment, and any recommended mitigation measures. Any mitigation measures shall be implemented in accordance with the approved details.
9. No removal of trees or shrubs shall take place on site during the bird nesting season (1st March to 31st August inclusive in any given year), unless pre-commencement checks for nesting birds have been undertaken by an appropriately qualified ecologist and the outcome reported to the Borough Council. If any nesting birds are found to be present, details of any proposed mitigation measures shall be submitted to and approved in writing by the Borough Council before the development commences. The mitigation measures shall be implemented in accordance with the approved details before development commences, unless otherwise prior agreed in writing by the Borough Council.
10. No part of the new access driveway and parking area hereby permitted shall be brought into use until the visibility splays are provided in accordance with the approved plans. The area within the visibility splays referred to in this condition shall thereafter be kept free of any obstructions exceeding 600 mm in height for the lifetime of the development.
11. No part of the development hereby permitted shall be brought into use until the vehicle access, parking and turning areas are provided in accordance with the approved plans, unless otherwise prior agreed in writing by the Borough Council, and shall be retained for the lifetime of the development.

Reasons

1. In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and to allow a proportionate approach to minor material amendments.
3. To seek to ensure that the construction of the site provides appropriate

employment and training opportunities, in accordance with Policy 4 of the Aligned Core Strategy for Gedling Borough (September 2014).

4. To ensure that the materials to be used in the external elevations of the proposed flats are satisfactory, in accordance with the aims of Policies ENV1 and H7 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
5. To ensure that cycle stands are provided and that the details are satisfactory, in accordance with the aims of Section 4 of the National Planning Policy Framework, Policy ENV1 of the Gedling Borough replacement Local Plan (Certain Policies Saved 2014).
6. To ensure that the landscaping of the proposed development accords with Policy 10 of the Aligned Core Strategy for Gedling Borough (September 2014) and Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
7. To enhance biodiversity in accordance with Section 11 of the National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).
8. To minimise any potential impacts on biodiversity in accordance with Section 11 of the National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).
9. To minimise any potential impacts on biodiversity in accordance with Section 11 of the National Planning Policy Framework and Policy 17 of the Aligned Core Strategy for Gedling Borough (September 2014).
10. In the interests of highway safety in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
11. In the interests of highway safety in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).

Reasons for Decision

Notes to Applicant

The applicant's attention is drawn to an informal planning guidance document which has been produced to try and define what sustainable development means in the context of air quality, and how the Borough Council might help decrease levels by incorporating mitigation measures into scheme design as standard. (See: <http://www.gedling.gov.uk/planningbuildingcontrol/planningpolicy/emerginglocalplan/supplementaryplanningdocuments/>)The Borough Council would also ask that the developer considers the commitment to incorporate provision for an EV (electric vehicle) charging point(s); to allow employees and/or clients/visitors to charge

electric/plug-in hybrid vehicles whilst on site. Reference can be made to guidance produced by IET Code of Practice for EV Charging Equipment Installation for details of charging points and plugs specifications.

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

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