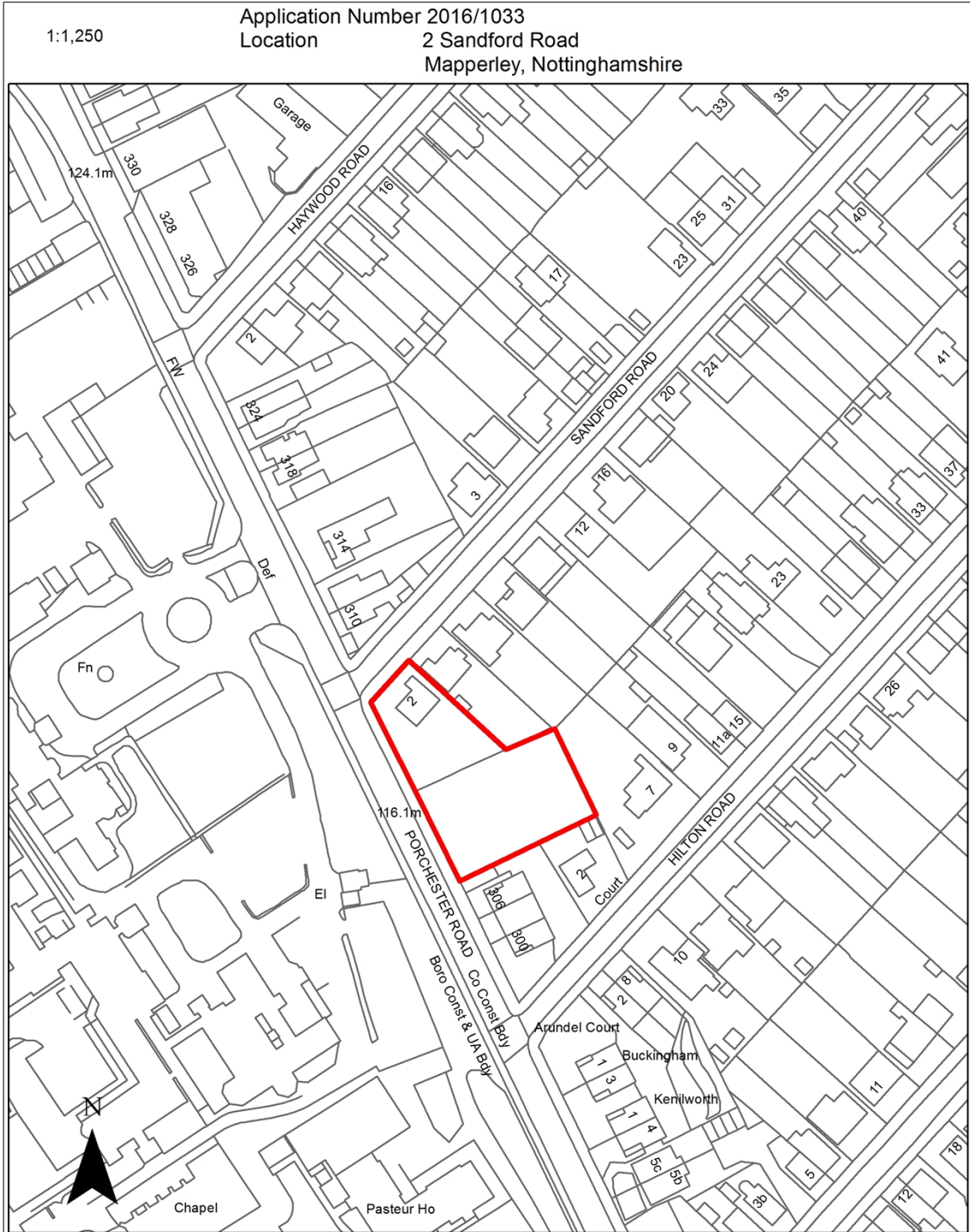


Report to Planning Committee



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.

Report to Planning Committee

Application Number:	2016/1033
Location:	2 Sandford Road Mapperley NG3 6AR
Proposal:	Demolition of Existing Dwellings at 2 and 2A Sandford Road and Erection of Building to Provide 10no. Dwellings with Associated Access, Parking and Rear Amenity Space. Renewal of Planning Permission Ref: 2010/0936
Applicant:	Mrs L Parker
Agent:	M & O Architects
Case Officer:	Nick Morley

Background

This application was considered by the Planning Committee on 22nd February 2017, when it was resolved to grant planning permission, subject to the applicant entering into a Section 106 Agreement with the County Council for a financial contribution towards primary education.

Planning permission for the same development was previously granted by the Borough Council under application no: 2010/0936, following completion of a Section 106 Agreement with the County Council for a financial contribution towards primary education (see Relevant Planning History below).

In its observations on the current application, the County Council commented that Planning Practice Guidance does not allow for contributions from developments of 10 units or less, and which have a maximum combined gross floorspace of no more than 1,000 square metres (see Consultations below). However, at the time of the above resolution, there was no clear evidence available that this application was below this threshold, and a contribution was again sought.

The Borough Council has recently been contacted by the applicant's solicitors, advising that they have asked their client's architect to confirm the Gross Internal Area of this development and that he has calculated it as 999.7 square metres.

This has been independently checked by the Borough Council's Community Infrastructure Levy Officer, who concurs that the Gross Internal Area falls just below the 1,000 square metres threshold.

In the circumstances, the application is now reported back to Planning Committee with an amended recommendation, deleting the requirement for the applicant to enter into a Section 106 Agreement for a contribution towards primary education.

Site Description

The application relates to 2 and 2A Sandford Road, and the associated garden area, located on a corner plot of land at the junction of Sandford Road and Porchester Road. The property is split-level, with a single storey front elevation and two storey rear elevation. The lower rear ground level has been converted into a self-contained flat. At present, the existing building on the site is derelict and the garden area has been unmanaged for some time. The existing vehicular access to the site is off Sandford Road.

There is a significant change in levels between the boundary of the site with Porchester Road and the rear boundary with 7 Hilton Road, which is approximately 8 metres lower. The site boundaries consist of a mix of close-boarded fencing and hedges.

Residential properties adjoin the site at 4 Sandford Road and 7 Hilton Road, as well as two storey flats, with basement garaging to the rear, at Barclay's Court, and Lombard Court. Barclay's Court has a frontage onto Porchester Road and Lombard Court has a frontage onto Hilton Road. Lombard Court has ground and first floor apartments.

Trees protected by a Tree Preservation Order are located within the site adjacent to the boundary with Porchester Road.

Relevant Planning History

In August, 2013, and after extension negotiations, the Borough Council resolved to grant planning permission under application no: 2010/0936 for 10 dwellings with associated access, parking and rear amenity space, subject to a Section 106 planning obligation with the County Council towards primary education. Following completion of the S106 planning obligation, the decision notice was issued on 17th January, 2014. This planning permission has now recently expired.

Proposed Development

Full planning permission is again sought for the demolition of the existing dwellings at 2 and 2A Sandford Road and the erection of a single building to provide 10 dwellings, with associated access, parking and rear amenity space. This would result in the renewal of the previous planning permission no: 2010/0936.

The 10 dwellings would consist of 6 four bedroom dwellings, 3 three bedroom dwellings and 1 one-bedroom dwelling, taking into account that the study's proposed for some of the dwellings could easily be converted into bedrooms.

The proposed building would be of a contemporary design and would be split-level, in order to utilise the slope of the site between the boundary with Porchester Road and the boundaries to the rear. The front elevation of the building would be at a lower level to the adjoining highway on Porchester Road by a maximum of 2.5

metres. Approximately two-thirds of the front elevation facing Porchester Road would be two-storey, with dormer windows in the roof. This part of the front elevation would have approximate heights of 5.5 metres to the eaves and 8.25 metres to the ridge. The ridge of the proposed building would sit approximately 1.9 metres higher than the ridge of the neighbouring flats at Barclay's Court.

The height of the building would drop to single storey, also with dormer windows in the front elevation of the roof, towards the junction with Sandford Road and angling around this to the boundary with 4 Sandford Road. The front elevation to this section of the building would have approximate heights of 3 metres to the eaves and 6 metres to the ridge.

To the rear elevation, the proposed building would have a maximum height of 14.4 metres, when measured from basement level to the top of the roof, the central parts of which would be flat. The rear elevation would include angled oriel windows to the ground level of the dwellings with the vehicular access ramp and basement level parking below. Windows are also proposed to the first floor level of the dwellings and roof light windows to the rear facing roof slopes.

Proposed materials for the building include brickwork with timber clad sections to the front elevations, render to the rear elevations and tiles to the roof. Modern styled chimneys are proposed clad in metal panelling. The layout plans indicate 2 metres high boundary treatments, measured from the level of neighbouring properties, and soft planting to the perimeter of the rear grounds. A landscaped bank with new tree planting is proposed to the front of the building, with steps from the ground level of the building to pavement level on Porchester Road. Pedestrian access would also be available onto Sandford Road. Bin storage is shown to be housed within indents to the ground floor front elevations.

Remote-controlled electric gates are proposed to the front elevation of the building, close to the boundary with the neighbouring flats at Barclay's Court. The gates would be set back from the boundary with the highway by approximately 4 metres and would lead onto a ramp providing access to basement parking. The first 5 metres of the ramp would have a gradient of 1 in 20. Thereafter, the ramp would have a gradient of 1 in 12 and would emerge from, and sit parallel with, the rear elevation of the building before re-entering the building until it reaches the proposed ground level. The edge of the ramp would have a barrier wall measuring some 0.9 of a metre in height.

The proposed lower ground plan shows a total of 20 car parking spaces, 6 of which would sit adjacent to the ramp within the building footprint with the remainder to the car park which occupies the majority of space to the rear of the building. Motorcycle, bicycle storage and lock up units are also shown at basement level, as well as a lobby area providing staircase access to the dwellings. Lift access is also shown from basement level to the dwellings.

The Design and Access Statement states, inter-alia, that the surface finish of the proposed ramp would be such that drainage can be controlled to drain to the sides of the ramp. Ice would be controlled through the texture of the surface finish and the building management would include provision of a salt box to be spread, when required, by the management company. Lighting to the ramp is proposed at low

level within the barrier wall and would not be directed towards neighbouring properties or occupiers of the building.

A plan showing the proposed visibility splay relating to the vehicular access has been submitted.

An additional drawing showing the proposed west, north and south rear elevations, and a revised Design and Access Statement, have been submitted during processing of the application.

Consultations

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

I have received 7 letters and emails from local residents, which make the following comments, after consultation in respect of the application as originally submitted and the additional information subsequently provided:

- The proposed retaining wall to the rear of Lombard Court, on Hilton Road, may be higher than the existing fence and the height of this should be limited, and no greater than 2 metres from the existing ground level.
- Concern is expressed that the height of the proposed car park would result in the ground floor apartment of Lombard Court becoming a basement flat with a loss of natural light to the garden and rear rooms. The proposed tree planting would exacerbate this impact.
- There would be reduced access for maintenance to the rear of the Lombard Court garages and other existing boundary treatments.
- Although the site is unkempt, there is currently a large area of land absorbing surface water, so the disposal of surface water from the extensive hard surfacing, which would replace the existing green area, is a concern. This should be into the mains drainage, as the ground is unsuitable for soakaways. There are no details on the submitted plans which show how foul sewage would be connected to the main sewer.
- The proposed development would involve the removal of well-established trees, some of which have Preservation Orders on them, which will reduce the sound-proofing effect these trees currently have for existing properties near Porchester Road.
- The proposed access to the rear involves the construction of an entrance which would have a wall alongside to guide vehicles into the rear car parking area. This wall reduces in height as it bends to the left. However, due to the lie of the land, this wall would be very imposing initially and rather ugly. It would come off Porchester Road at a height which is considerably greater than the height of the adjacent boundary fence to Lombard Court.

- The proposed car park entrance could cause a road safety hazard for drivers exiting onto Porchester Road from Hilton Road. This is already a challenging manoeuvre because traffic along Porchester Road is exceptionally busy, particularly during the morning and evening rush hours.
- Noise, disturbance and dust should be mitigated during construction and local residents should be compensated for any disturbance. How long would construction take and where would construction traffic access the site?
- The retaining wall between Lombard Court and Barclay Court is old and weak and would not stand up to any heavy construction adjacent to properties. Who would be responsible should any damage occur?
- The site is overgrown with Japanese Knotweed, which should be professionally treated and removed, to ensure that the roots do not spread.
- The Mapperley area is already over-developed with similar apartments, when family housing is required.
- The proposed development will overlook adjacent properties, leading to a loss of privacy and devaluation of property.
- There is a lot of wildlife in the land, including bats and birds, which should be taken into account.
- The grant of planning permission to the owner, rather than a developer, does not mean that anything will happen with this site, which has been an eyesore for many years. Gedling Borough Council should compulsorily purchase the land and develop it in a sensible manner.
- The development should be described as flats, not houses.
- The previous conditions regarding drainage, boundary treatments, retaining structures, lighting and soft landscaping should be re-imposed.

Nottinghamshire County Council (Highway Authority) – has no concerns, subject to the imposition of appropriate conditions regarding the proposed dropped vehicular footway crossing, re-instatement of the existing dropped kerb access on Sandford Road, visibility splays, vehicle access, access gradient, surfacing and drainage of the access and parking areas, and cycle parking.

A note is also recommended with regard to works on the public highway.

Nottinghamshire County Council (Forestry Officer) – agrees that the mature existing sycamore trees are of low significant quality, due to inherited physiological defects associated to sycamore trees.

However due to the size and number of sycamore trees, the trees still offer good amenity value, which is likely to be lost once development begins.

The proposed replacement planting of hornbeam is a suitable choice for the site, and it is recommended that the replacement trees continue to be protected as per the sycamore trees.

Comments are also made with regard to the safety of highway users, how the replacement planting is to be undertaken and measures to ensure the stability of the highway.

Nottinghamshire County Council (Strategic Planning) – outlines the National and County Planning Policy context and Strategic Planning Issues, and makes the following specific observations:

Waste

There are no existing waste sites within the vicinity of the site, whereby the proposed development could cause an issue in terms of safeguarding existing waste management facilities.

Minerals

The County Council does not wish to raise any objections to the proposal from a minerals safeguarding perspective.

Public Health

All development should take into account local health issues and minimise the negative impacts of the development on health, whilst also seeking to deliver health benefits where possible.

Strategic Transport

No strategic transport planning objections.

Transport & Travel Services

It is not envisaged that contributions towards local bus service provision will be sought, although it would be expected that all properties would have free introductory bus travel made available to them which, along with other sustainable travel measures, should be set out in a site Travel Plan.

However, in order to promote sustainable travel, bus stop improvements in the form of real time bus stop poles and displays, raised boarding kerbs and enforceable bus stop clearways are requested to two bus stops on Moore Road.

Nature Conservation

Given that the site is an area of informal greenspace supporting mature trees, and the proposal involves the removal of these and the demolition of a building, a Preliminary Ecological Appraisal should have been carried out to establish the presence or absence of protected species and to inform the need for any mitigation. In addition, advice on the form an appraisal should take, surveys and landscaping, has been provided.

Developer Contributions

The County Council will seek developer contributions in relation to its responsibilities in line with its adopted Planning Obligations Strategy.

Nottinghamshire County Council (Education & Libraries) – A development of 10 dwellings would yield 2 primary places and 2 secondary places.

Planning Practice Guidance does not allow for contributions from developments of 10 units or less, and which have a maximum combined gross floorspace of no more than 1,000 square metres. However, unless there is clear evidence available that this application is below this threshold, the County Council would wish to seek a contribution of £22,910 to provide primary provision to accommodate the additional pupils projected to arise from the proposed development.

Following re-consultation on the new information which has been submitted regarding the Gross Internal Area falling below the relevant threshold, the County Council has confirmed that it has no objection to an amended resolution to grant planning permission without the need for the applicant to enter into a S106 Planning Obligation with the County Council for a contribution towards primary education

In terms of secondary education, based on current projections, the additional secondary places can be accommodated in the existing catchment academy.

In terms of libraries, contributions are only requested on schemes for 50 dwellings or more. As this application is below this threshold, the County Council would not be seeking a contribution for libraries provision.

Nottinghamshire County Council (Lead Local Flood Authority) – any comments received will be reported verbally.

Severn Trent Water – any comments received will be reported verbally.

Economic Development – is supportive of this application. The number of dwellings to be constructed will require a local labour agreement on the site to support training, employment and work experience activities during the term of build.

Public Protection – make the following observations:

Land Contamination

No comments

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.

Nottinghamshire Police (Force Architectural Liaison Officer) – notes the provision of security gates to the access to the car parking area and recommends that the stairs and lift from the lower parking area are fitted with resident only access systems.

Attention is also drawn to relevant parts of the new Building Regulations and the Secured by Design Award.

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 impact of the proposed development on residential amenity and highway safety; the design and layout of the proposed development; the loss of protected trees; and the impact of the proposed development on the local ecology.

Most 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 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 plan-making and decision-taking, the following sections of the NPPF are most relevant to this planning application:

- NPPF: Ensuring viability and deliverability (paragraphs 173-177)
- NPPF: Planning conditions and obligations (paragraphs 203–206)
- NPPF: Annex 1: Implementation (paragraphs 208-219)

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 10: Design and Enhancing Local Identity
- ACS Policy 12: Local Services & Healthy Lifestyles
- ACS Policy 14: Managing Travel Demand
- ACS Policy 17: Biodiversity
- ACS Policy 18: Infrastructure
- ACS Policy 19: Developer Contributions

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.

Since planning permission no: 2010/0936 was granted, the Local Planning Document Publication Draft (LPD) has been in preparation, published and now submitted for examination.

Paragraph 216 of the NPPF sets out that from the day of publication, weight may be given to relevant policies in emerging plans depending on how advanced the Plan is and whether there are extant objections. At the present time, it is considered that the following LPD policies may be given some limited weight:

- LPD 32: Amenity
- LPD 34: Residential Gardens
- LPD 39: Housing Development on Unallocated sites

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, Policy H7 of the RLP and Policies 34 and 39 of the LPD. The 6C's Design Guide is also relevant.

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 and Layout Considerations.

Policy 34 of the LPD states, amongst other things, that development involving the loss of residential gardens will not be permitted unless the development proposal would result in a significant improvement to the urban design of the area.

Policy 39 of the LPD, like RLP Policy H7, states that planning permission will be granted for development on unallocated sites within built up areas subject to amenity and 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 the application site is located within the urban area and consists of a derelict building with a large, unmanaged, garden area. In my opinion, this is a good scheme which would represent a significant improvement of a difficult site.

The application site is within the urban area and, as such, I am satisfied that the proposed development accords with the aims of Policy 2 of the ACS, Policy H7 of the RLP and Policies LPD 34 and 39.

Accessibility

I note that the Highway Authority has no objections to the proposed development and consider that the proposed off-street parking provision to serve the development is acceptable.

There are nearby bus stops on Porchester Road and Moore Road, which provide good public transport links to Nottingham City Centre.

I also note the comments of the County Council's Transport and Travel Services, regarding sustainable travel measures being set out in a site Travel Plan, but would advise that the 6C's Design Guide only requires the provision of a Travel Plan where over 80 dwellings are proposed.

Flood Risk

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 reasonably accessible and sustainable in accordance with Section 10 of the NPPF, Policies A, 1, 2 and 14 of the ACS, Policy H7 of the RLP and Policies 34 and 39 of the LPD.

Residential 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, Policy ENV1 of the RLP and Policy 32 of the LPD.

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.

Policy 32 of the LPD states, amongst other things, that planning permission will be granted for development proposals that do not have a significant adverse impact on the amenity of nearby residents or occupiers, when assessed against various criteria such as overshadowing, overbearing and overlooking impacts.

I have given careful consideration to the potential impact of the proposal on neighbouring residential properties, particularly given the height of the proposal, the levels on the site and adjoining sites, the distances between properties and the individual design of the proposal to address the very specific characteristics of the site.

In my opinion, the design of the proposal would have no undue impact on the residential amenity of adjacent properties. The rear elevation of the building is set back from the rear elevations of 4 Sandford Road and Barclay's Court. The proposed development would have a maximum ridge height 1.9 metres above the ridge of Barclay's Court and steps down in level close to the boundary with 4 Sandford Road.

With regards to windows facing neighbouring properties, the proposed building incorporates oriel windows serving its ground floor level with windows facing away from 4 Sandford Road. The nearest habitable window to the flats at Lombard Court would be a minimum of 15 metres to the rear elevation of this neighbouring property and would be located at an angle and height significantly above the main windows serving this neighbouring building. The rear elevation of the building would be some 25.5 metres from the rear boundary with 7 Hilton Road, and no windows are proposed facing Barclay's Court.

The proposed access ramp would be sited a minimum 12 metres away from the rear elevation of Lombard Court at its highest point on the rear elevation of the proposed building. At this point the ramp would be approximately 6.5 metres higher than the level of the land at the rear boundary of this neighbouring property and 1.5 metres higher than the eaves level of this neighbouring building. The ramp then has a gradient of 1 metre in every 20 metre, meaning that it reaches a level below the ground level of 4 Sandford Road at its nearest point to the boundary with this property.

Whilst I am also conscious that there would be some noise from vehicles using the ramp, this would be limited given the number of vehicles likely to be using the ramp and its gradient. In addition, Public Protection previously advised on the original application that there were unlikely to be any adverse environmental protection issues.

I am satisfied that given the shape and height of the ramp, the ground levels and distances between these properties, and the likely level of activity on the ramp, this feature of the design is acceptable and these factors are sufficient to ensure that the impact of this ramp on these neighbouring residential properties would not be so significant as to warrant a refusal of planning permission. I have no concerns with regards to the relationship of the ramp with properties at Barclay's Court and 7 Hilton Road, given the distance and orientation of the ramp in relation to these properties.

With regards to the proposed levels of the car park and its relationship with neighbouring properties, I am satisfied that the level differences between properties are acceptable and would not unduly impact on neighbouring amenity. In particular, I note the levels to the rear garden at Lombard Court. The proposed car park would be approximately 0.75 of a metre higher than the neighbouring ground level. Whilst there is a gentle slope along the rear boundary of Lombard Court, the change in level between the south-western corner and north-eastern corner of this boundary is no greater than approximately 0.5 of a metre. A condition can be attached to any consent to state that the boundary treatment to Lombard Court is not as set out on the submitted plans and that precise details be submitted to address any change in level. I consider it likely that a boundary treatment on the Lombard Court site, consisting of a retaining wall and boundary treatment totalling between 2.5 metres and 2.8 metres in height would be sufficient to prevent any undue overlooking impact on the apartments in this property and I am satisfied that such a boundary treatment would not unduly impact on the residential amenity of this neighbouring property. Any impact on the existing garages at Lombard Court, including access for maintenance, would be a private legal matter.

With regards to other neighbouring boundaries, the submitted plans show 2 metre high boundary treatments, measured from neighbouring land levels, and a hedge to

the boundary with 7 Hilton Road is to be retained. Precise details of boundary treatments can be conditioned and details of any works to the existing hedge can also be subject of a condition.

Given the above factors, I am satisfied that the proposal would not result in any undue overbearing, overshadowing or overlooking impacts on neighbouring properties.

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, Policy ENV1 of the RLP and Policy 32 of the LPD.

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 requires reference to be made to the Highway Authority's highway design and parking guidelines when considering proposals for new development.

Under the 'Parking Provision for Residential Developments' SPD, the minimum parking requirement for this proposal would be 20 spaces if each dwelling is allocated 1 space, or 18 spaces if all spaces are unallocated spaces. This is based on a development which counts the proposed studies as bedrooms given their potential to be used as such. I note the proposed parking is for 20 spaces and provided any consent is conditioned to ensure the parking spaces are unallocated, the number of spaces exceeds the minimum requirement for spaces to serve this development.

Whilst I appreciate the highway safety concerns which have been raised by local residents about the proposed car park entrance on Porchester Road, I note that the Highway Authority has no concerns, subject to the imposition of appropriate conditions.

I am mindful of the comments of the Forestry Officer and the concerns about the removal of the protected trees to the boundary with Porchester Road and the impact this could have on the stability of land supporting the adjoining highway. I consider that a condition should be attached to any consent requiring a method statement for the removal of the trees to be submitted prior to the commencement of any works. This information can then be passed on to the Highway Authority for comment before any such details are approved.

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 the Parking Provision for Residential Development SPD.

Design & Layout Considerations

The relevant planning policies which need to be considered in relation to the design of a proposed development of this scale are set out in Sections 6 and 7 of the NPPF, Policy 10 of the ACS and Policies ENV1 and H7 of the RLP. The 6C's Design Guide and the Parking Provision for Residential Development SPD are also relevant.

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 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; massing, scale and proportion; materials, architectural style and detailing; 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.

Given the constraints of the site, in terms of the significant change in levels from the boundary with Porchester Road and its irregular shape, development of the site necessitates an innovative design solution. The previous application involved extensive negotiations, resulting in the scheme which was approved under application no: 2010/0936 and which the current application seeks to renew.

I am satisfied that the scheme makes effective and efficient use of the site, bearing in mind the considerable constraints in terms of its shape, topography and relationship with adjacent properties, which makes this a difficult site to develop. The contemporary design respects the alignment of existing properties along the frontage of Porchester Road and Sandford Road. The proposed development also incorporates traditional building forms, with pitched roofs and materials including brick elevations and tiled roofs.

The height of the proposal would have an acceptable relationship within the existing street scene and, whilst the ridge of the proposed building would be higher than neighbouring properties, I am satisfied that the difference in levels is not so significant as to have an undue impact on the appearance of the area.

The significant change in levels between the boundary of the site with Porchester Road and the rear of the application site has been overcome through the use of a vehicular access ramp which addresses much of the change in levels within the building footprint. The external part of the ramp sits tightly against the rear elevation of the proposed building, helping to reduce the footprint of the proposal. Precise details of the external face of the ramp can be requested as part of a condition attached to any consent requiring precise details of materials.

I note that the Highway Authority is satisfied with the proposed layout and that off-street parking provision would be provided in accordance with the Parking Provision for Residential Development SPD.

The recommendations of the Force Architectural Liaison Officer can be drawn to the attention of the applicant by means of an informative note.

Development of the site would also 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.

It is considered, therefore, that the design of the proposed development would be in accordance with Sections 6 and 7 of the NPPF, Policy 10 of the ACS and Policies ENV1 and H7 of the RLP.

Arboricultural Considerations

Removal of the protected sycamore trees along the Porchester Road boundary is required to enable development of the site. However, the County Council's Forestry Officer has advised that these trees are of low significant quality, due to the inherited physiological defects associated to sycamore trees.

Whilst the trees still offer good amenity value, which would be lost as a consequence of the proposed development, I note that the Forestry Officer considers that the proposed replacement planting of hornbeam is a suitable choice for the site.

I am also mindful that when the previous application was determined, the Borough Council considered that the removal of these trees would be in the interests of good arboricultural practice.

Given the constraints of the site and that the proposed development has been designed to make the most efficient use of the site, the need to provide an appropriate level of car parking has restricted the level of soft landscaping that can be provided.

However, the proposed car park layout has provided an opportunity to increase the depth of soft landscaping towards the rear boundary of the site and I am satisfied that this would provide some visual relief from the hard surfacing proposed, without any undue impact on adjacent properties. The final landscaping details can be controlled by condition.

A condition can be attached to any consent requiring a method statement for the removal of the trees to ensure the stability of land on the application site and adjoining highway is not unduly impacted upon.

With regards to the concerns relating to the presence of Japanese Knotweed on the site, any landscape condition can also require a method statement for the removal of any invasive plants from the site.

In summary, the removal of these trees would enable development of a derelict site, thereby increasing the supply of homes in Gedling Borough and reducing the problems of anti-social behaviour associated with this site. On balance, I consider that these considerations outweigh the amenity value of the protected trees.

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 I note that the County Council's Nature Conservation Unit would have expected a Preliminary Ecological Appraisal to have been provided with the application, I am satisfied that the imposition of a condition to require this prior to the commencement of development, together with details of any proposed mitigation measures, would be reasonable in this instance.

I am satisfied, therefore, that the proposed development would protect existing areas of biodiversity interest and that the landscaping of the proposed development would provide some 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.

Planning Obligations

The relevant planning policies which need to be considered in relation to S106 planning obligations for infrastructure and local services are set out in Policies 12, 18 and 19 of the ACS and paragraphs 173-177 and 203-205 of NPPF in relation to plan-making and decision-taking.

Policy 12 of the ACS states that where appropriate, contributions will be sought to improve existing community facilities provision, where the scale of residential development does not merit developers providing community facilities provision directly.

Policy 18 of the ACS requires new development to be supported by the required infrastructure (including any necessary community facilities) and that contributions will be sought from developers for infrastructure needed to support the development. This is in line with the planning obligations tests set out in paragraph 204 of the NPPF.

Policy 19 of the ACS states that all development will be expected to:

- Meet the reasonable cost of new infrastructure required as a consequence of the proposal;
- Where appropriate, contribute to the delivery of necessary infrastructure to enable the cumulative impacts of developments to be managed, including identified transport infrastructure requirements; and
- Provide for the future maintenance of facilities provided as a result of the development.

Paragraph 173 of the NPPF states that to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

Paragraph 204 of the NPPF states that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

With regard to educational facilities, I note that the County Council originally requested financial contributions towards primary education. However, in light of the

new information regarding the Gross Internal Area falling below the relevant threshold, the County Council has confirmed that it has no objection to an amended resolution to grant planning permission without the need for the applicant to enter into a S106 Planning Obligation with the County Council for a contribution towards primary education.

With regard to bus stop infrastructure, I note that the County Council has also requested improvements to nearby bus stops on Moore Road. However, I am mindful that the proposed development is close to a comprehensive bus network and does not give rise to the need for any new bus stops in order for the development to be accessible to public transport linkages. In addition, I also consider that a development of only 10 dwellings is not of a scale that should give rise to significant negative impacts on the existing highway infrastructure and public transport linkages.

In my opinion, therefore, the request for a financial contribution towards improvements to existing public transport infrastructure in the vicinity does not meet the above policy tests in the NPPF, which replicate the statutory tests set out in the Community Infrastructure Levy Regulations 2010.

Other issues

With regard to other issues raised, I would comment as follows:

- Access to the site for the maintenance of adjacent properties is a private legal matter and not a material planning consideration in the determination of this planning application.
- The disposal of surface and foul water would also be dealt with under the Building Regulations.
- Any undue noise, disturbance or dust arising during construction can be controlled under separate legislation.
- There is no information as to how long the proposed development would take to construct and it would be unreasonable to impose a condition requiring the completion of development within a specific time.
- Potential damage to nearby properties due to construction activity is not a material planning consideration.
- The potential devaluation of adjacent properties is not a material planning consideration.

Conclusion

Given the above considerations, I am satisfied, on balance, that the proposed development makes effective and efficient use of the application site whilst having an acceptable relationship with the character of the area, the amenity of neighbouring residents and the adjoining highway.

The development of the site for housing would increase the supply of homes in Gedling Borough and reduce the potential for crime on a site which has experienced problems of anti-social behaviour.

In my opinion, the above considerations outweigh the amenity value of the protected trees along the Porchester Road frontage, which need to be removed to facilitate the proposed development.

The development has been considered in accordance with the National Planning Policy Framework, the Aligned Core Strategy for Gedling Borough (September 2014), the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014), and the Local Planning Document Publication Draft (May 2016), 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, other than the means of enclosure of the site and the details of new tree planting adjacent to the boundary with Porchester Road shown on the submitted plans, shall be constructed and implemented in accordance with the following approved plans and documents: Location Plan and Block Plans (0001 Rev A), Proposed Lower Ground Plan (0003 Rev D), Proposed Ground Plan (0004 Rev C), Proposed First Floor Plan (0005 Rev B), Proposed Second Floor Plan (0006 Rev A), Proposed South and East Elevations (0009 Rev C), Proposed Section 1-1 (0010 Rev C), Section BB (0011 Rev B) and Visibility Splay Plan (2000 Rev A), received on 26th September 2016; and Proposed West, North & South Rear Elevations (0008 Rev B), received on 5th January 2017.
3. Before development is commenced a sample of the materials to be used in the external elevations of the building, including to the exterior wall of the proposed vehicular access ramp, shall be submitted to and approved in writing by the Borough Council. Thereafter the development shall be carried out in accordance with approved materials, unless otherwise prior agreed in writing by the Borough Council.
4. Before development is commenced precise details of the materials to be used in the surfacing of external areas outside of the building, including anti-skid surfacing to the proposed ramp, shall be submitted to and approved in writing by the Borough Council. The development shall be constructed in accordance with the approved details, which shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.

5. The development hereby permitted shall not commence until drainage plans for the disposal of surface water (including to the proposed car park and vehicular access ramp) and the disposal of foul sewage from the site and buildings/structures have been submitted to and approved by the Borough Council. The development shall be constructed in accordance with the approved details, which shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
6. Before development commences a method statement setting out measures to ensure the safe removal of the trees to the boundary with Porchester Road shall be submitted to and approved in writing by the Borough Council. The development shall be implemented in accordance with the approved details, unless otherwise prior agreed in writing by the Borough Council.
7. Before development is commenced, and notwithstanding the details of enclosure shown on the approved plans, there shall be submitted to and approved by the Borough Council precise details of the means of enclosure to the site, including any works to the hedge to the boundary with 7 Hilton Road. The development shall be constructed in accordance with the approved details, which shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
8. Before development is commenced there shall be submitted to and approved by the Borough Council a landscape plan of the site showing precise details of retaining structures adjacent to neighbouring boundaries; the position, type and planting size of all trees and shrubs proposed to be planted, including where appropriate details of existing trees to be felled and retained; a schedule indicating how the proposed soft landscaping is to be maintained, which should cover a minimum period of five years; and details of how any invasive plants (such as Japanese Knotweed) are to be removed from the site. 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, 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.
9. Before development commences precise details of internal and external lighting to the proposed car park and access ramp shall be submitted to and approved in writing by the Borough Council. The internal and external lighting shall be provided in accordance with the approved details before the development is first brought into use and shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
10. Before development is commenced, details of an access ramp with balustrade to facilitate pedestrian access onto Porchester Road shall be submitted to and approved in writing by the Borough Council. The development shall be constructed in accordance with the approved details, which shall be retained

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

11. Before development is commenced precise details of the proposed access gates, which shall be electronic and shall open into the site, together with details of CCTV to monitor access and egress, shall be submitted to and approved in writing by the Borough Council. The approved details shall be installed prior to the occupation of the first dwelling, and shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
12. Before development is commenced there shall be submitted to and approved in writing by the Borough Council a Preliminary Ecological Appraisal of the site, including any recommended mitigation measures. Any mitigation measures shall be implemented in accordance with the approved details.
13. The works to trees on the site shall take place outside the bat activity and bird nesting season (March to October inclusive), unless pre-commencement checks for bats and nesting birds have been undertaken by an appropriately qualified ecologist and the outcome reported to the Borough Council. If any bats or 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.
14. 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.
15. Before development commences precise details of salt and grit boxes to be provided as part of the development, and the proposed location of these features, shall be submitted to and approved in writing by the Borough Council. The salt and grit boxes shall be provided in accordance with the approved details prior to the first occupation of the development hereby approved and shall be retained thereafter in accordance with the approved details for the lifetime of the development.
16. Before development is commenced there shall be submitted to and approved in writing by the Borough Council details of a Local Labour Agreement to cover the construction of the development hereby permitted. The Local Labour Agreement shall be implemented in accordance with the approved details, unless otherwise prior agreed in writing by the Borough Council.
17. No part of the development hereby permitted shall be first occupied until details of a dropped vehicular footway crossing have been submitted to and approved in writing by the Borough Council. The dropped vehicular footway

crossing shall be constructed in accordance with the approved details before the development hereby permitted is first occupied and shall be retained for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.

18. No part of the development hereby permitted shall be first occupied until details of the proposed means of closure of the existing site access on Sandford Road and re-instatement of the access crossing as footway with full height kerbs have been submitted to and approved in writing by the Borough Council. The existing site access shall be permanently closed and the access crossing reinstated as footway in accordance with the approved details before the development hereby permitted is first occupied and shall be retained as approved for the lifetime of the development, unless otherwise prior agreed in writing by the Borough Council.
19. No part of the development hereby permitted shall be brought into use until the visibility splays of 2.4 metres by 43 metres in both directions, as shown on drawing no: 0004 Rev C, are provided. The area within the visibility splays referred to in this condition shall thereafter be kept free of any obstructions exceeding 600 millimetres in height for the lifetime of the development.
20. No part of the development hereby permitted shall be brought into use until the access to the car parking areas are surfaced in a hard bound material (not loose gravel). The surfaced drives and any parking or turning areas shall thereafter be maintained in such hard bound material for the lifetime of the development.
21. No part of the development hereby permitted shall be brought into use until the access is constructed with a gradient not exceeding 1 in 20 for a distance of 5 metres from the rear of the highway boundary, and never exceeding 1:12 thereafter, as shown on drawing no: 0004 Rev C.
22. No part of the development hereby permitted shall be brought into use until the motorcycle and cycle parking facilities, as indicated on drawing no: 0003 Rev D, have been provided. The motorcycle and cycle parking facilities shall not thereafter be used for any purpose other than the parking of motorcycles and cycles.
23. No part of the development hereby permitted shall be brought into use until the car parking area has been surfaced and drained, and the individual parking spaces have been clearly marked out, as indicated on drawing no: 0003 Rev D. The spaces shall be kept available for unallocated parking in association with the development thereafter. The car parking area shall not thereafter be used for any purpose other than the parking of motorcycles and cycles.

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 ensure that the materials to be used in the external elevations of the proposed building are satisfactory, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
4. To ensure that the means of surfacing of the development, and in particular the ramp (which should have a rough surface), are satisfactory and to ensure a satisfactory development, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
5. To ensure that the development is provided with a satisfactory means of drainage, and to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution, in accordance with the aims of Section 10 of the National Planning Policy Framework, Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014) and Policy 1 of the Aligned Core Strategy for Gedling Borough (September 2014).
6. In the interests of public safety and to ensure the structural stability of the adjoining highway is retained, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
7. To ensure a satisfactory means of enclosure of the site, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
8. 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).
9. In order to protect neighbouring amenity and ensure the details of the development are satisfactory, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
10. In order to ensure the details of the development are satisfactory, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
11. In the interests of crime prevention and in order to ensure the details of the development are satisfactory, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
12. 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).
13. 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).

14. In order to compensate for the loss of trees and shrubs to be removed and 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).
15. 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).
16. 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).
17. 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).
18. In the interests of pedestrian and highway safety, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
19. In the interests of pedestrian and highway safety, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
20. To reduce the possibility of deleterious material being deposited on the public highway, in the interests of pedestrian and highway safety and in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
21. In the interests of pedestrian and highway safety, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
22. To promote a sustainable development, in accordance with the aims of Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
23. To ensure in the interests of highway safety that there is adequate off-street parking provision to reduce the possibilities of the proposed development leading to on-street parking in the area, 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 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

The proposal makes it necessary to construct a vehicular crossing and re-instatement of redundant crossing over a footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact the County Council's Customer Services on 0300 500 80 80, in order to arrange for these works to be carried out.

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 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.