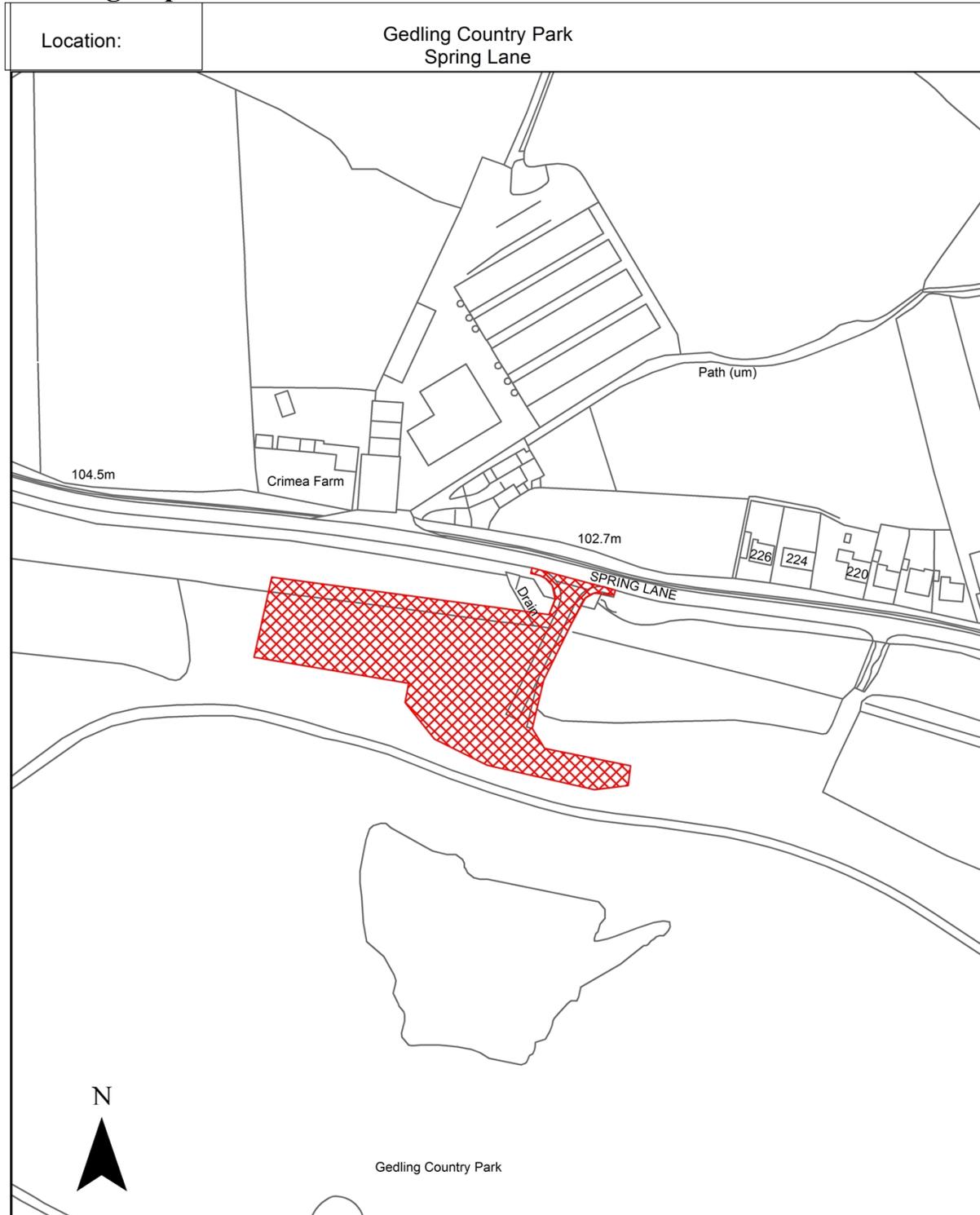




Planning Report for 2017/0581



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.
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Report to Planning Committee

Application Number: 2017/0581

Location: Gedling Country Park Spring Lane Gedling
Nottinghamshire

Proposal: Retention of new 36 space car park to replace provision previously approved as part of application 2016/0788.

Applicant: Gedling Borough Council

Agent: Allan Joyce Architects Ltd

Case Officer: Amy Cockayne

The applicant is Gedling Borough Council and therefore, in line with the Council's Constitution, this application has been referred to Planning Committee.

Site Description

The application site relates to Gedling Country Park, which covers an area of approximately 110 hectares. Vehicular access to the existing car parking area within the Country Park is via Spring Lane to the north of the site; from this access the Visitors' Centre is clearly visible.

The Park is located within an area identified for the protection of open space in the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014); as well as Policy LPD 20 of the Gedling Local Plan Document (Part 2) Publication Draft published in May 2016.

The nearest residential properties are located to the north of the site along Spring Lane.

Proposed Development

The application seeks permission for the retention of a 36 space car park to replace provision previously approved as part of the original application for the Visitors' Centre ref. 2016/0788. A coach turning facility will be created at the entrance of the previously approved car park.

The new car park was constructed to the west of the existing car parks and accessed via Spring Lane. It is noted that the works for the creation of the proposed car park were substantially complete as of March 2017.

The hardstanding of the car park is limestone, and the boundary of the car park is delineated by a timber knee rail fence approximately 0.5m in height.

Consultations

A Site Notice was posted, and nearby residents were notified via letter. One letter of representation was made, comments include;

- This is a retrospective application as carpark has already been built
- Support the position of the proposed carpark as previously objected to the original position of the carpark
- Volunteers have been informing the public that the original carpark would be used as a coach park and a butterfly bank would be created in the original position

Nottinghamshire County Council's Nature Conservation Team was notified; it has been advised that there are no comments to be made in relation to this application.

Nottinghamshire County Council's Landscape Team were notified; as of 4th July 2017 no comments have been received.

Nottinghamshire County Council (Highways Authority) were notified, and has advised that there are no objections in principle to the alternative location of the carpark as it has no highway related implications. A condition is recommended to be attached if the application is recommendation of approval for parking, turning and servicing areas to be provided in accordance with the submitted plan.

The Borough Council's Parks and Street Care Service were notified and have raised no objection.

The Borough Council's Public Protection Service was notified and has advised that an informative relating to Air Quality Electric Vehicle Charging Infrastructure should be included on any decision notice should approval be given.

Planning Considerations

The main planning considerations in the determination of this application are the impact upon the recreational purposes and quality of the public open space, the potential impact on the character and appearance of the locality, and the impact upon the residential amenity of neighbouring dwellings.

The application site is part of the Gedling Colliery Park (Policy ENV44) as identified on the Proposals Map of the Gedling Borough Replacement Local Plan (2005).

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

The following core planning principles of the National Planning Policy Framework are relevant to this planning application:-

- 7. Requiring good design (paragraphs 56-68)
- 11. Conserving and enhancing the natural environment (paragraphs 109-125)

The following saved policies of the Gedling Borough Replacement Local Plan (2005) (Saved Policies 2014) are relevant to this planning application:-

- ENV1: Development Criteria
- ENV44: Gedling Colliery Park
- R1: Protection of Open Space
- R2: Accessible Public Open Space

The following policies of the Gedling Borough Council Aligned Core Strategy adopted in 2014 are relevant:

- Policy 10 – Design and Enhancing Local Identity
- Policy 13 – Culture, Tourism and Sport
- Policy 16 – Green Infrastructure, Parks and Open Space

The Local Planning Document

Most recently, the Local Planning Document Publication Draft (LPD) has been in preparation, published and subject to 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 are relevant and may be given moderate or limited weight, depending on whether or not there are unresolved objections:

Relevant policies in the LPD include:

- LPD 20 Protection of Open Space (moderate weight)
- LPD 23 Greenwood Community Forest and Sherwood Forest Regional Park (moderate weight)
- LPD 32 Amenity (moderate weight)
- LPD 35 Safe, Accessible and Inclusive Development (limited weight)

In terms of the impact of the development to the highway network and highway safety, Nottinghamshire County Council has advised that there are no objections to the principle of the development due to its distance from the adopted public highway on Spring Lane. It has been advised that an appropriate condition relating to the provision of parking, turning and servicing areas to be completed as per the submitted plans.

Saved Policy R1 of the Replacement Local Plan states planning permission should not be granted for development on land that is used as open space. An exception to Policy R1 includes; where development would enhance or improve the recreational or sporting potential or quality of the site, and the proposed development shall avoid the erosion of the recreational function and maintain or enhance the character of the open space. Additionally, in accordance with Saved Policy R2 of the Replacement Local Plan, the development should not adversely affect access to the protected

open space. Due to the positioning of the carpark that has been created to the west of the existing carpark on an area of land that has no specific function in relation to its wider area, I am satisfied that the development would not override the wider recreational purpose of the Country Park and the character of the site and its surrounding area as open space for recreational purposes would be maintained.

In terms of visual impact upon the surrounding area; Policy 10 of the Aligned Core Strategy states that development should make a positive contribution to the public realm and sense of place. This is supported by Part 7 of the National Planning Policy Framework that states that developments should function well and add to the overall quality of the area. Due to the nature of the development creating extra provision for visitors of the County Park using motor vehicles and the proposed hardstanding being incorporated within an extension to the existing car parking area at the site, I am satisfied that the development would have no unduly detrimental impact to the character of the wider area.

Further to this, Saved Policy ENV1 also states that development should not have adverse effects on the amenity of nearby residents by reason of the level of activity or traffic generated on site. I am satisfied there would be no undue impact to the amenity of residents in close proximity of the site due to the relocation of the approved car park to an area which has a better relationship with the existing car park facilitating the site. It is also noted that the proposed number of vehicle spaces to be created through this application is equal to the 36 individual spaces which the previously approved car park (ref. 2016/0788) would provide.

The proposed car park would be in a different location to the originally approved car park (ref. 2016/0788). Plans that have been submitted for consideration show that the proposed car park would replace the previously approved car park, and provision for coach turning would be implemented instead. I am satisfied that in this instance, the originally approved car park could not be implemented alongside the development of the now proposed car park and coach turning which form this current application.

Given the above consideration, I am satisfied that the proposed development would have no undue impact on the Country Park, the open space, the amenity of nearby residential properties or on highway safety. In my opinion, the proposed development accords with Saved Policies ENV1, R1 and R2 of the Gedling Borough Replacement Local Plan as well as the NPPF and Gedling Aligned Core Strategy. It is therefore recommended that planning permission is granted subject to the conditions listed below.

Recommendation: Grant Conditional Planning Permission

Conditions

1. The development hereby permitted shall be carried out in accordance with the following plans received by the Local Planning Authority on 8th May 2017; Site Location Plan Drawing No. 3100/17, Block Plan Drawing No. 3100/18, Landscape Strategy Drawing No. 1016/001 Rev A, Landscape Softworks West Drawing No. 1016/003 Rev D, Landscape Softworks East Drawing

No.1016/004 Rev D, Landscape Softworks South Drawing No. 1016/005 Rev D which form part of this permission, unless otherwise agreed in writing by the Local Planning Authority.

2. The parking, turning and servicing areas are to be provided in accordance with the hereby approved plan; Block Plan Drawing No. 3100/18. The parking, turning and servicing areas shall not be used for any purpose other than parking, turning, loading and unloading of vehicles, and shall be retained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reasons

1. For the avoidance of doubt and to define the terms of this permission.
2. In the interests of highway safety.

Notes to Applicant

Planning Statement - The Borough Council has worked positively and proactively with the applicant in accordance with paragraphs 186 to 187 of the National Planning Policy Framework. During the processing of the application there were no problems for which the Local Planning Authority had to seek a solution in relation to this application.

The 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 not payable on the development hereby approved as the development type proposed is zero rated in this location.

Air Quality Electric Vehicle (EV) Charging Infrastructure 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 we might help decrease levels by incorporating mitigation measures into scheme design as standard. (See <http://www.gedling.gov.uk/planningbuildingcontrol/planningpolicy/emerginglocalplan/supplementaryplanningdocuments/>) We would also ask therefore, that the applicant considers the commitment to incorporate provision for an EV (electric vehicle) charging point(s); to allow those accessing the facilities to charge electric/plug-in hybrid vehicles. 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.