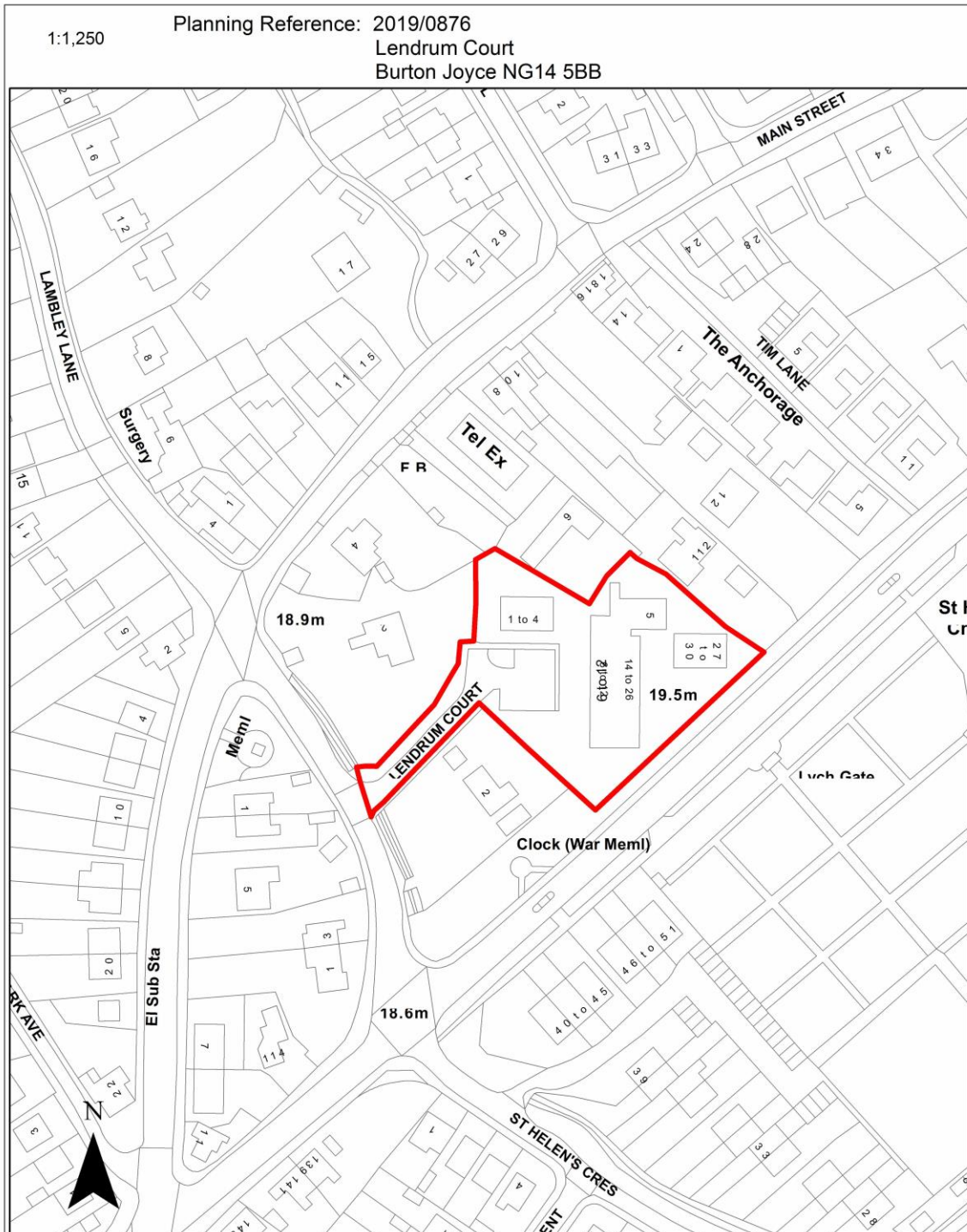


Planning Report for 2019/0876



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:	2019/0876
Location:	Lendrum Court Burton Joyce
Proposal:	New build development of 34 no. flats and 1 guest suite on the site of an existing sheltered housing complex, proposed for demolition, Lendrum Court, Burton Joyce.
Applicant:	Gedling Homes
Agent:	Halsall Lloyd Partnership
Case Officer:	Nigel Bryan

The application is referred to Planning Committee with the proposal for the erection of 10 or more dwellings, as required by the Councils constitution.

1.0 Site Description

- 1.1 Lendrum Court is a sheltered housing complex under the ownership and control of Gedling Homes. Existing buildings are mainly two-storey in scale, primarily constructed of red brick under a concrete tiled roof, with sections of timber cladding. There are three distinct blocks of development with the main building central to the site. Located to the periphery of the site are a number of mature trees, which make a significant contribution to the character of the area. Access to the site is from a relatively narrow access point from Lambley Lane with parking and bin stores to the front of the site. Boundary treatments to the site are predominantly boarded fencing, although in areas this is largely screened by existing vegetation. The buildings are currently vacant.
- 1.2 The site is bounded by Church Road (the A612) to the south; Lambley Lane to the west, with the access to Lendrum Court running over a small brook and residential properties to the north and east. Despite having a frontage to Church Road, the site is not particularly prominent from this street given the set-back of the buildings and existing vegetation. On the opposite side of Church Road is Lych Gate Cemetery and a short distance away the Church of St Helen, a grade 1 Listed building.
- 1.3 Parts of the application site is identified as a Local Green Space within the Local Planning Document.

2.0 Relevant Planning History

2.1 The application site has no recent planning history.

3.0 Proposed Development

3.1 The application is for the demolition of the existing buildings on site and its replacement with a building comprising 34 flats and 1 guest suite. The building would accommodate affordable dwellings and be targeted for use by the over 55's, with the current building not considered fit for modern purposes.

3.2 In terms of scale, the building would increase from two-storey to predominately three-storey. There would be two distinct parts to the development with a prominent frontage onto Church Road and a rear aspect at right angles to the main aspect extending into the site, which would be visible when entering the site from Lambley Lane. Toward the centre of the building would be an arch to allow cars to access parking to the rear of the site, close to 112 Church Road. There would be a total of 19 car parking spaces, two of which would be for disabled drivers. The flats would be a mixture of one and two-bedroom properties, comprising 3 two-bed flats and 32 one-bed.

3.3 Materials for the proposed building would primarily be brick with Juliet balconies, large sections of glazing and some cladding too.

3.4 To the edge of the site existing trees would largely be retained with a turning head to the front of the building, along with space identified for bins and emergency vehicles.

4.0 Consultations

4.1 A press notice was published, a site notice displayed and neighbour notification letters posted. One letter of objection has been received. A summary of the objection is drafted below;

- Public consultation on the application has been inadequate and slow;
- The height and massing of the development is inappropriate in this location;
- Parking on site is due to increase by 100% and being close to 112 Church Road, there is the potential for the amenity of existing residents to be compromised.

4.2 Burton Joyce Parish Council – supported the application (5 votes to 1) with a request that the fencing to Church Road be softened with some planting.

4.3 Environment Agency – the site falls within flood zone 2 and the applicant is referred to their standing advice.

4.4 LLFA – raise no objection to the application.

- 4.5 Severn Trent – Raise no objection to the application subject to a condition requiring the submission and approval in writing of details relating to surface and foul water.
- 4.6 Highways – The highway authority have indicated that they have no objection in principle to the application subject to conditions securing the parking and turning areas identified along with the two pedestrian footways to the front of the site. They also note that turning for refuse vehicles within the site is adequate; however, with the access not intended to be adopted there would be a need to ensure that vehicles will enter the site, without which the bin collection point would need to be re-located to within 15m of Lambley Lane.
- 4.7 NHS (primary care) – note that given the increase in residential units would be just 7 over and above the existing provision, they would not be seeking a financial contribution.
- NHS (secondary care) – request a contribution of £13,608.00 toward the Nottingham University Hospitals NHS Trust.
- 4.8 Scientific Officer (Air Quality) – No objection subject to the provision of EV charging points and Construction Emissions Management Plan.
- 4.9 Waste Services – note that adequate turning is provided in the site for refuse vehicles to enter and leave the site in a forward gear. Refuse collection was made in this manner when the site previously operated and, therefore, the proposed bin collection point is acceptable.
- 4.10 Conservation and Heritage Officer – raises no objection to the removal of the existing 1970's structure. Feels that with the proposed structure being three-storey and close to Church Road it will have a degree of harm to the setting of the Church and would be at odds with the prevailing character of the area. However, the harm will be less than substantial and, as identified in paragraph 196 of the NPPF, this would need to be balanced against the public benefit of the proposal.

5.0 Assessment of Planning Considerations

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'.
- 5.2 The most relevant national planning policy guidance in the determination of this application is contained within the National Planning Policy Framework 2019 (NPPF) and the additional guidance provided in the National Planning Practice Guidance (NPPG).

6.0 Development Plan Policies

- 6.1 The following policies are relevant to the application:

- 6.2 The National Planning Policy Framework (2019) sets out the national objectives for delivering sustainable development. Sections 5 (Delivering a wide choice of high quality homes), 6 (building a strong and competitive economy), 9, (promoting sustainable transport) 11 (Making effective use of land), 12 (Achieving well-designed places), 14 (Meeting the challenge of climate change, flooding and coastal change), 15 (conserving and enhancing the natural environment) and 16 (Conserving and enhancing the historic environment) are particularly pertinent.
- 6.3 The following policies of The Adopted Core Strategy (ACS) 2014 are pertinent to the determination of the application: relevant
- Policy 2 – The Spatial Strategy
 - Policy 10 – Design and Enhancing Local Identity
 - Policy 11 – The Historic Environment
 - Policy 19 - Developer Contributions
- 6.4 The Local Planning Authority adopted the Local Planning Document (LPD) on the 18th July 2018. Policies relevant to the determination of this application are as follows:
- LPD 3 – Managing Flood Risk
 - LPD 4 – Surface Water Management
 - LPD 20 – Protection of Open Space
 - LPD 21 - Provision of New Open Space
 - LPD 26 – Heritage assets
 - LPD 31 – Locally Important Heritage Assets
 - LPD32 – Amenity
 - LPD 35 – Safe, Accessible and Inclusive Development
 - LPD 36 – Affordable Housing
 - LPD 39 – Specialist Accommodation
 - LPD 40 – Housing Development on Unallocated Sites
 - LPD 57 – Parking Standards
 - LPD 61 – Highway Safety.
- 6.5 Burton Joyce has a Neighbourhood Plan that was adopted in October 2018, it forms part of the development plan. Policies pertinent to the determination of this application are as follows;
- BJNP1 – Spatial Strategy
 - BJNP3 – Design Principles for Residential Development
 - BJNP4 – Mix of Housing Types
 - BJNP6 – Protecting Heritage Assets

6.6 Other Guidance

Parking Provision for Non Residential Developments – Appendix D of the adopted Local Planning Document Part 2 Local Plan sets out parking standards for residential uses. Furthermore, the Affordable Housing SPD is also relevant.

7.0 Planning Considerations

Principle of development

- 7.1 The site is within the built up area of Burton Joyce. There is an existing built form and use on the site, which the application is proposing to replace. As a result, there is no objection in principle to the development proposed; however, the key planning considerations are considered to be the impact on green space, highways, drainage, affordable housing, impact on heritage assets as well as whether or not the development would respect the character of the area and residential amenity.
- 7.2 Part of the application site is allocated as open space within the Local Plan and falls to be determined against policy LPD20. The policy indicates that permission will not be granted for development on such land, save for 5 exceptions. Point one indicates that, inter alia, the space ‘can no longer contribute as an open space (in its present form or as an alternative open space used) to meeting a local or wider need’. It is clear that the site does not serve as a public open space in that it is not open to the public so it does not meet a local or wider need. Furthermore, views of the open space from the public realm are restricted by existing boundary treatments and buildings. Therefore, whilst the building to be erected would have a slightly larger footprint than the existing any erosion of the open space would not be significant and have a discernible impact on the character of the area, with the overriding consideration being the land is not publicly accessible or widely visible. As a result it is considered that the proposal complies with policy LPD20.

Impact on the character of the area

- 7.3 North of Church Road is characterised by residential properties, which are typically two-storey in scale and of traditional red brick design. Numbers 2 and 4 Main Street are of particular antiquity and number 4 is a non-designated heritage asset. 1 Lendrum Court is a building that adds little to the character of the area, and is a ‘building of its time’, built in the 1960/70’s, but is not prominent within the streetscape. The replacement building would be 10.05m in height and taller than the majority of properties that surround it, save for 4 Main Street. However, the building has been designed so that the upper storey is within the mansard roof, which is flat thereafter, to keep the overall height of the building down, whilst achieving the additional level of accommodation sought. The main external material proposed for the building would be brick, which would assimilate with some of the more traditional built properties in the area; the mansard roof would be grey in colour. It is accepted that the building is larger in mass than that which it would replace

but the building to be erected is considered to be attractive in its own right featuring traditional elements e.g. brick, with more modern materials too e.g. the grey mansard roof. There will undoubtedly be a change to the character of the area in that the proposed building will be more prominent in the streetscape, particularly from Church Road; however, the existing building largely turns its back to this road and the proposed development will 'address' this highway, with two pedestrian links proposed from Church Road too. Furthermore, whilst the built form will be more prominent from Church Road it has been designed in a manner to break up its uniformity with a recessed glazed central feature to act as an entrance feature. Amended plans have also been submitted that alter the boundary treatment to Church Road, which was originally fencing and will now be landscaped, as requested by the Parish Council. Looking at the impact on Church Road it is considered that this elevation treatment will enhance the character of the area over and above the existing, which lacks a coherent presence.

- 7.4 Other elevation treatments will be similar to that outlined above in terms of scale and materials, although they will not be prominent from public vantage points given that the building is sited to the rear of existing residential properties. That said, the building would be an enhancement on the existing and is considered to respect the character of the area being of a high quality design and is in compliance with guidance contained in the National Planning Policy Framework and Aligned Core Strategy Policy 10.

Impact on heritage assets

- 7.5 There are a number of heritage assets in the locality, although the site is not within a Conservation Area; number 4 Main Street is a locally important heritage assets. Furthermore, on the opposite side of Main Road is the Church of St Helen, a grade 1 Listed building. Within the Burton Joyce Neighbourhood Plan policy 6 is relevant and identifies that the Whalebone Arch to St Helens Church is a 'candidate' to be included as a locally important heritage asset. The application site is visible from a number of the heritage assets, and vice versa, therefore, there is a need to consider the impact on the setting of these buildings as identified in the NPPF and policies LPD26 and LPD31.
- 7.6 The existing buildings on site are more modest in scale than that proposed to be erected and this increase in size will mean the replacement structure will be more prominent in the streetscape and also from the identified heritage assets. However, as noted above, it is considered that the design of the replacement building is of good architectural quality and will utilise a mixture of the materials, many of which are prevalent in the area and on the heritage assets e.g. brick. There would be an impact on the setting of the heritage asset from the increase in scale but any impact would be negligible taking into account the existing mature vegetation on site, quality of built form proposed and also the distances to the heritage assets, particularly those on the opposite side of Church Road. Therefore, any harm to setting of the heritage assets would either be negligible or at the lower end of less than substantial. Under such circumstances, as identified in paragraph 196 of the NPPF, this needs to be weighed against the wider public benefits, which in this case

would primarily be the increase in affordable housing and a construction of a well-designed building that is fit for purpose.

- 7.7 Weighing the above considerations in the round it is considered that the proposed development would have a negligible impact on the heritage assets in the locality and any possible harm would be to the lower end of less than substantial; a view shared by the Conservation Officer. Taking into account the public benefits, it is considered that application would be acceptable and comply with policies LPD26 and LPD31, the NPPF and Policy 6 of the Burton Joyce Neighbourhood Plan.

Impact on residential amenity

- 7.8 As identified in policy LPD32 (amenity) there is a need to take into account the amenity of proposed and existing occupiers from the development. The most pertinent criteria are considered to be the impact on overshadowing, overbearing and overlooking. In terms of scale, the mass of the building would increase in that an additional storey would be added. This has the potential to increase overlooking and overbearing impacts; however, a large percentage of the habitable room windows will be orientated toward Church Road or over the car parking area to the rear.
- 7.9 The aspect that runs at right angles to the main building and would be more prominent from Lambley Lane is closer to a number of residential properties, notably 2 Lambley Lane; 2, 4 and 6 Main Street and 112 Church Road. The building would, at its nearest point be 12m from the boundary with 2 Lambley Lane and some 24.8m from the actual dwelling, a distance which is considered acceptable to ensure that amenity would not be compromised. With regard to 2 Main Street the built form would be 18.3m from the dwelling at its nearest point but being on an angle to one another any views between habitable rooms would be oblique in nature and not detrimentally impact on amenity. Separation distances to 4 Main Street would be in the region of some 30m, a distance that is considered to be acceptable. The replacement building would be 7m from the boundary with 6 Main Street, a distance that is relatively modest; however, views between habitable room windows would be some 22m and the actual built form would be further away from the boundary than the existing building. There is a dormer window in the side of 112 Church Street that would look over the application site but this would have views over the car park and distances to habitable rooms would be acceptable or oblique in nature. Having regard to the above factors it is noted that in some respects the built form would be closer to existing properties, whilst in other areas it would be further away. Having an additional floor there is the potential for increased overlooking and overbearing impacts; however, it is considered that the building has been designed and sited in a way so as to minimise possible overlooking and overbearing impacts, with there being good tree cover in the area too. As a result, it is not considered that the proposal would have an undue overlooking or overbearing impact on the amenity of neighbouring properties.
- 7.10 Concern has been raised about possible noise from the car park close to 112 Church Road. However, car engines being started is common place on all forms of residential development and vehicle speeds in the car park will be

extremely low. Therefore, it is not considered that any noise generated would be harmful to the amenity of the adjacent property. As a result the application is deemed to comply with policy LPD32 both in the respect of overlooking and overbearing impacts, as well as noise.

Highways

- 7.11 Vehicular access would utilise the existing access point from Lambley Lane, which is relatively narrow but adequate to allow two vehicles to pass one another at the access. A turning head is proposed within the site which would allow larger vehicles, including refuse vehicles, to turn within the site. Utilising an existing access point, there is no overriding concern about vehicular access to the site. As a result the main vehicular access for the site is acceptable and the Highway Authority has raised no objection to the application.
- 7.12 With regard to parking provision a bike store is proposed and 19 car parking spaces, two of which would be disabled. An area for emergency vehicles has also been identified. Whilst the development is for 34 flats they would be under the control of Gedling Homes, as affordable dwellings, and are targeted for occupation by over 55's, which, as explored later in this report, is to be secured through a legal agreement. Therefore, the dwellings would be conventional dwelling houses (C3) but targeted at a specific age group with small areas of communal living and a guest suite and off site warden assistance. Typically such provision would require one space per dwelling and one visitor space per four dwellings e.g. 43 spaces. The provision provided would fall below the total identified in the parking provision SPD; however, the Highway Authority have not objected to the provision provided and it would be an increase above that provided to the existing site. Furthermore, whilst the flats would be conventional dwellings they would be under the control of a Registered Social Landlord and be for a target age group. It is also apparent that a bus route passes in close proximity to the application site and the Highway authority have sought a financial contribution of £3,000 toward enhancing public transport provision through works to the nearby bus stop. Taking into account the above factors it is considered that whilst there would be an element of conflict with parking guidance, there would be an increase on the provision currently provided as well as a means to ensure that the end users are controlled. The site is, in the round considered to be sustainable with good access to public transport, which will be enhanced through a financial contribution. Weighing the above factors in the round, and subject to conditions, it is considered that, on balance, the application complies with guidance contained in the National Planning Policy Framework, Aligned Core Strategy Policy 10, LPD 57 and LPD61 and Appendix D of the LPD.

Landscaping

- 7.13 There are a number of mature trees to the periphery of the application site and a tree survey has been submitted in support of the application, along with a drawing showing how the trees will be protected with fencing during

development. Observations have been received from the Tree Officer who raises no objection to the application as submitted in this regard.

- 7.14 No detailed landscaping scheme has been submitted over and above the submitted tree survey; however, the ground floor plan indicates areas not proposed to be built on will be lawned, which would be acceptable. However, a landscaping condition is considered necessary to ensure that an appropriate boundary treatment is secured along the Church Road frontage. Having regard to the above the scheme is considered to be acceptable in terms of landscaping impacts and the proposal complies with the objectives of the National Planning Policy Framework and Aligned Core Strategy Policy 10.

Planning obligations

- 7.15 The application proposes more than 14 dwellings and falls to be determined by policy LPD36, requiring 30% affordable housing. However, in this instance the existing units and proposed are **all** to be affordable and under the control of a Registered Social Landlord (RSL). To ensure that the units remain as affordable dwellings the applicant has agreed to enter into a legal agreement, a Unilateral Undertaking (UU), which would also restrict occupation to over 55's. All the units would be offered as 'affordable rent' e.g. rented at upto 80% of the equivalent open market rent. As a result the application is deemed to comply with policy LPD36 and guidance within the Affordable Housing SPD. It should also be noted that policy NP4 of the Burton Joyce Neighbourhood Plan indicates support for a suitable housing mix, which indicates a demonstrable need for smaller dwellings.
- 7.16 It should be noted that the NHS Primary Care Trust, who deal with local, provision e.g. GP's, have not requested a financial contribution. However, the secondary care trust e.g. hospitals, have sought a contribution of £13,608.00 toward such provision. However, taking into account that the net increase in units would be just 7 it is not considered that the request is justified and would not meet the requirement of the CIL Regulations e.g. necessary, directly related and reasonable in scale. Furthermore, contributions are typically awarded to the Primary Care Trust, which is more local focused in nature, than the more overarching secondary provision. As a result, a financial contribution is not considered to be reasonable.
- 7.17 As noted earlier in this report, a financial contribution of £3,000 is sought toward public transport enhancements through making one of the two nearest bus stops more accessible with raised boarding kerbs. The contribution is to be secured in the aforementioned UU and the contribution is deemed to comply paragraph 56 of the NPPF, policy 19 of the ACS and the CIL Regulations.

Flood Risk

- 7.18 The application site falls within Flood Zone 2 and the Environment Agency refer to their Standing advice. Given that the application is for the redevelopment of an existing site, no sequential test to look for preferable sites is required. However, with the site falling within flood zone 2 a site

specific Flood Risk Assessment (FRA) has been submitted and identifies mitigation that would be required and includes ground levels not being lower than the existing; FFL's should be not less than 300mm above the average ground level and not less than 19.03 AOD; guidance on surface water drainage details and Flood Warning and Evacuation Plan. Having regard to the mitigation in the FRA, along with the suggested condition by Severn Trent, where final details of surface and foul water can be secured via condition, the application is deemed to comply with policies LPD3 and LPD4 of the Local Planning Document and guidance within the NPPF.

Other matters

- 7.19 An emergence bat survey has been undertaken by a suitably qualified ecologist and identified that the building has no bats in it. Furthermore, the site is not one where other protected species e.g. badgers, newts, etc, are likely to be found. The proposal complies with guidance identified in chapter 15 of the NPPF.

8.0 Conclusion

- 8.1 The principle of development is supported in that the replacement building would result in an enhancement of affordable housing provision on an existing site. The design of the replacement building is considered to be an enhancement on the existing structure and would not have a detrimental impact on the amenity of neighbouring properties through an overlooking or overbearing impact. Furthermore, taking into account highway matters, including parking, ecological matters, flooding and impacts on heritage assets. The application is, therefore, deemed to comply with policies 2, 10, 11 and 19 of the Aligned Core Strategy; policies 3, 4, 20, 21, 26, 31, 32, 35, 36, 39, 40, 57 and 61 of Local Plan Document and policies P1, P3, P4 and P6 of the Burton Joyce Neighbourhood Planning and guidance contained within the NPPF.

Recommendation: That the Borough Council GRANTS PLANNING PERMISSION, subject to the completion of a satisfactory Legal Agreement (Unilateral Undertaking) to secure 100% of the dwellings as affordable (affordable rent), restrict occupation to over 55's, and a financial contribution toward improved public transport infrastructure as detailed in paragraphs 7.15 and 7.17 of the report, and subject to the following conditions:

1. The development hereby permitted shall commence before the expiration of 3 years from the date of this permission.
2. This permission shall be read in accordance with the application form and following list of approved drawings:

N1429 001 (location plan)
N1429 106C (tree constraint plan)
N1429 110G (proposed groundfloor plan)

N1429 111E (first floor plan)
N1429 112D (second floor plan)
N1429 113K (proposed site and roof plan)
N1429 120F (proposed elevations -Church Road)
N1429 121B (courtyard elevations)
N1429 122B (courtyard elevations)
N1429 123B (proposed elevations - Lambley Lane)
N1429 126B (proposed elevations - Church Road)
N1429 127A (courtyard elevations)
N1429 128A (proposed elevations - Lambley Lane)
LCBJ-BSP-ZZ-XX-DR-C-0001 P01 - Swept path analysis

The development shall thereafter be undertaken in accordance with these plans/details.

3. Prior to above ground works commencing, details of materials to be used for the external appearance of the building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

4. Prior to the commencement of development, the trees identified to be protected, as detailed on drawing N1429 106C and within the Tree Survey and Arboriculturist Impact Assessment, shall be protected by fencing for the duration of the construction phase.

5. The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

6. Development shall proceed in accordance with the recommendations of the Flood Risk Assessment and Drainage Strategy of BSP Consulting dated May 2019.

7. No part of the development hereby permitted shall be brought into use until the parking, turning and servicing areas are surfaced in a bound material with the parking bays clearly delineated in accordance with drawing number 110_G. The parking, turning and servicing areas shall be maintained in the bound material for the life of the development and shall not be used for any purpose other than the parking, turning and loading and unloading of vehicles.

8. No part of the development hereby permitted shall be brought into use until the 2 footpaths fronting the site to Church Street, as identified on drawing N1429 110G, are constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.

9. Prior to above ground work commencing a scheme showing details of both hard and soft landscape works shall be submitted to and approved in writing by, the Local Planning Authority. The scheme as approved shall be carried out in the first planting season following the completion of the development. Any trees, shrubs or plants that die within a period of five years from the completion of each

development phase, or are removed and/or become seriously damaged or diseased in that period, shall be replaced (and if necessary continue to be replaced) in the first available planting season with others of similar size and species.

10. Prior to commencement of the development a Construction Emission Management Plan (CEMP) for minimising the emission of dust and other emissions to air during the site preparation and construction shall be submitted to and approved in writing by the Local Planning Authority. The CEMP must be prepared with due regard to the guidance produced by the Council on the assessment of dust from demolition and construction and include a site specific dust risk assessment. All works on site shall be undertaken in accordance with the approved CEMP.

11. Prior to the occupation of either building(s) hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority as to the position within the development of two (2) Electric Vehicle Recharging Points. The Electric Vehicle Recharging Points shall be in a prominent position on the site. The Electric Vehicle Recharging Points shall be installed prior to occupation of any part of the development and shall be thereafter maintained in the location as approved for the lifetime of the development.

Reasons

1. To comply with the requirements of Section 91(1) of the Town and Country Planning Act 1990 (as amended).
2. For the avoidance of doubt.
3. To ensure that the character of the area is respected and to comply with policy 10 of the Aligned Core Strategies.
4. To ensure that the existing mature landscape is retained and to comply with policy LPD20 of the Local Planning Document.
5. To ensure the site is adequately drained and to comply with policies LPD3 and LPD4.
6. To ensure the site is adequately drained and to comply with policies LPD3 and LPD4.
7. To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking in the area.
8. To ensure that the site is appropriately accessed and built to an acceptable standard and to comply with policy LPD61.
9. In the interests of highway/pedestrian safety.
10. To ensure the development is constructed in an appropriate sustainable manner which takes into consideration air quality with in the Borough, and takes

into consideration the National Planning Policy Framework and policy LPD11 of the Councils Local Plan.

11. To ensure the development is constructed in an appropriate sustainable manner which takes into consideration air quality within the Borough, and takes into consideration the National Planning Policy Framework and policy LPD11 of the Councils Local Plan.

Notes to Applicant

The development makes it necessary to construct the 2no footpaths and reinstate the redundant path on/ over the verge of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. Works will be subject to a design check and site inspection for which a fee will apply. The application process can be found at: <http://www.nottinghamshire.gov.uk/transport/licences-permits/temporary-activities>

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. Where the Council's view is that CIL is payable, 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

The developer is encouraged to consider upgrading the EV charging facilities to incorporate additional mode 3 charging capability as this will help future proof the development and improve its sustainability. A suitable 'IEC 62196' electrical socket (minimum rated output of 3.7kw /16A) can be provided in addition to the standard 3 pin socket to allow 'Mode 3' charging of an electric vehicle. Mode 3 charging, using a suitable cable and charging point, allows Smart charging of electric vehicles. All electrical circuits/installations shall comply with the electrical requirements of BS7671:2008 as well as conform to the IET code of practice on Electrical Vehicle Charging Equipment installation (2015).