



Planning Report for 2020/0504



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Report to Planning Committee

Application Number:	2020/0504
Location:	Land At Burton Road, Gedling
Proposal:	Construction and operation of a hand car wash and valeting business to include construction of canopies and welfare building; new access and fencing.
Applicant:	IDD Commercial Ltd.
Agent:	Stone Planning Services Ltd
Case Officer:	Nigel Bryan

The application has been referred to Planning Committee by the Planning Delegation Panel to allow matters in respect of highway safety and amenity – residential and visual – to be fully considered, along with possible impacts from water pollution.

1.0 Site Description

- 1.1 The application site relates to an area of land between Burton Road and Conway Road, adjacent to the junction with the Colwick Loop Road. The site is hard surfaced with access onto both Burton and Conway Road to the north and south respectively. The site is currently vacant.
- 1.2 The Inn For A Penny public house is located directly to the west of the site. Residential dwellings surround the application site to the north, south and west (excluding the Pubic House). Jubilee Park is situated on the opposite side of Colwick Loop Road.
- 1.3 A group of trees and a mature privet hedge are located on a piece of land that is not included with the application site directly to the east. A public footpath also dissects the site running north up to Brooklands Drive and south parallel to the Colwick Loop Road.
- 1.4 The Ouse Dyke runs along the length of the western boundary. The application site did fall within Flood Zone 3 as detailed by the Environment Agency's flood maps; however, under new modelling the revised flood zones show this site to be in Flood Zone 2.

2.0 Relevant Planning History

2.1 A planning application for the same use, although it did include car sales too, was made under reference 2019/0014, it was refused permission on the 29th March 2019 for two reasons, as reproduced below, having been considered at the Planning Delegation Panel of 22 March 2019.

- 1) *The proposed development would, by reason of its form and appearance in this prominent location, have a detrimental impact upon the visual amenity of the surrounding area. The development would therefore be contrary to Part 12 of the National Planning Policy Framework and Policy 10 of the Aligned Core Strategy.*
- 2) *The site is located within Flood Zone 3 and insufficient information has been provided to allow for the assessment of flood risk considerations. The proposal is therefore contrary to Part 14 of the National Planning Policy Framework, Policy 1 of the Aligned Core Strategy and Policy 3 of the Local Planning Document.*

3.0 Proposed Development

3.1 The title of the application is reproduced below:

“Construction and operation of a hand car wash and valeting business to include construction of canopies and welfare building; new access and fencing”

3.2 For the avoidance of doubt, there have been changes to the application in that the access to the site has been amended from that originally proposed and it is now proposed to have a site entrance from Burton Road and egress to Conway Road. Furthermore, additional information has been received with regard to drainage of the site and clarification on boundary treatments and noise mitigation, which are explored in more detail later in this report. Additional consultation has also been undertaken on the update information.

3.3 A single building measuring 10m by 2.5m, which would be single storey, flat roofed and timer clad, would be sited toward the eastern edge of the site and have within it a staff room, toilet and storage. Four canopies, grouped together, are to be erected and would comprise a metal frame 2.3m at its lowest point, 2.8m at its tallest with a fabric roof covering; these would be sited toward the western edge of the site. A total of 6 parking spaces would be provided as well as the spaces available under the canopy whilst vehicles are being cleaned.

3.4 To make the site secure fencing is proposed around the site periphery; this will comprise 1.8m high green mesh fencing to the Burton Road frontage and with Colwick Loop Road, although the fencing to Burton Road will be set-back by approximately 2m, with planting to the front visually to soften it. Along the western boundary a 2m high acoustic fence is proposed to be erected; however, this will be set 8m back from the edge of the site to respect an easement with the Ouse Dyke and right of way, and it will extend approximately half-way to Conway Road. Along the southern boundary

approximately two-thirds will have the acoustic fencing, nearest to the properties on Conway Road, whereas the remaining third will be mesh fencing, the same as on Burton Road. No additional fencing is proposed along the southern boundary with Conway Road in that whilst the egress point allows access across the wider site it is not intended to incorporate the southern half of the site within the main site complex. Existing planting between the application site and Cowlick Loop Road falls outside of the application site and will remain.

4.0 Consultations

4.1 Neighbouring properties were notified and a site notice erected. Following receipt of additional information further consultation has been undertaken. 150 letters of representation have been received, all of which, with one exception, object to the application. A summary of the objections are drafted below:

- The access and egress is unacceptable and dangerous to highway safety;
- The resultant volume of traffic will increase and conflict with other users at a busy location e.g. near Carlton le willows school;
- Parking is insufficient;
- Movement for emergency services will be restricted;
- Impact on highway safety for local residents and school children;
- Increase in noise and disturbance;
- Proposed use would be detrimental to the character of the locality;
- Proposed structures would be an eyesore/out of character with the area;
- Surrounding area predominantly residential in nature;
- Adverse impact on wildlife;
- Chemicals from car wash will pollute Ouse Dyke;
- Loss of green area;
- Loss of trees and vegetation;
- Detrimental impact on Jubilee Park;
- Increase in flooding in local vicinity;
- Impact on local sewer systems;
- Impact on residential amenity;
- Increased noise pollution;
- Litter and anti-social behaviour will increase;
- Land should be used for community benefit;
- Covenants regarding use of the land will be breached;
- There are other car washes within the locality and the facility is not required;
- There are more suitable sites elsewhere;
- No significant employment benefit to locality, which is notorious for low and exploitative pay;
- The previous reasons for refusal have not been addressed;
- The boundary treatments proposed are industrial in appearance and out of character with the residential area.

The letter of support notes that the site is currently wasteland and that any highway concerns will be much reduced once the GAR is open and traffic in the area is reduced.

- 4.2 Nottinghamshire County Council (Highways Authority) – Based on the original plans that had one point for both access and egress the Highway Authority objected to the application on highway grounds. However, based on the updated access arrangements, the Highway Authority raise no objections to the application, subject to the imposition of conditions in respect of the access arrangements, signing materials and fencing.
- 4.3 Nottinghamshire County Council (Rights of Way Officer) – Note that the amended plans take into account the right of way and raise no objection to the application.
- 4.4 Nottinghamshire County Council (Lead Local Flood Authority (LLFA)) – Do not wish to make comments in relation to flood risk as the development falls outside the guidance set out by Government for applications that do require a response from the LLFA. However, the below general guidance has been offered:
1. The development should not increase flood risk to existing properties or put the development at risk of flooding.
 2. Any discharge of surface water from the site should look at infiltration – watercourse – sewer as the priority order for discharge location.
 3. SUDS should be considered where feasible and consideration given to ownership and maintenance of any SUDS proposals for the lifetime of the development.
 4. Any development that proposes to alter an ordinary watercourse in a manner that will have a detrimental effect on the flow of water (e.g. culverting / pipe crossing) must be discussed with the Flood Risk Management Team at Nottinghamshire County Council.
- 4.5 Environment Agency – Noted that originally structures were within 8m of ousedyke, which should not be allowed due to maintenance of the adjacent watercourse. However, following receipt of amended plans they raise no objection in this regard. In respect of possible flooding impacts it is noted that new flood modelling for the site indicates that it falls within flood zone 2. The site can therefore be considered appropriate for development categorised as ‘less vulnerable’, in line with the Planning Practice Guidance. From a flood risk perspective the Local Planning Authority should ensure that the Environment Agency’s flood risk standing advice on the .gov.uk website is followed and a condition be added with regard to surface water run-off during construction.
- 4.6 Severn Trent Water – No comments received.
- 4.7 Gedling Borough Council (Public Protection) – Agree with the content of the noise report and raise no objection to the application subject to the imposition of a conditions securing the mitigation identified.

4.8 Tree Officer – notes that trees on site are likely to be protected by virtue of the 8m easement; however, a tree protection method statement should be secured to ensure that they are not unduly impacted.

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), the Aligned Core Strategy (2014) and the Local Planning Document 2018.

6.0 Development Plan Policies

6.1 The following policies are relevant to the application:

National Planning Policy Framework 2019

6.2 The NPPF sets out the national objectives for delivering sustainable development with Section 2 (achieving sustainable development) Sections 6 (Building a strong competitive economy), 9 (promoting sustainable transport) 12 (Achieving well-designed places), 14 (Meeting the challenge of climate change, flooding and coastal change) and 15 (Conserving and enhancing the natural environment) most pertinent.

Greater Nottingham Aligned Core Strategy Part 1 Local Plan

Policy A: Presumption in Favour of Sustainable Development – a positive approach will be taken when considering development proposals.

Policy 1: Climate Change – all development will be expected to mitigate against and adapt to climate change including with respect to flood risk.

Policy 4: Employment Provision and Economic Development – when making planning decisions, regard will be given to all uses which generate employment.

Policy 10: Design and Enhancing Local Identity – sets out the criteria that development will need to meet with respect to design considerations.

Policy 17 – Biodiversity – sets out the approach to ecological interests.

Local Planning Document (Part 2 Local Plan)

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

- Policy LPD 3 – Managing Flood Risk
- Policy LPD 4 – Managing Surface Water
- Policy LPD 5 – Managing Surface Water Quality
- Policy LPD 10 – Pollution
- Policy LPD 32 – Amenity
- Policy LPD 45 – Employment Development on Unallocated Sites
- Policy LPD 57 – Parking Standards
- Policy LPD 61 – Highways Safety

7.0 Planning Considerations

Principle of development

- 7.1 Paragraph 10 of the NPPF states that “At the heart of the Framework is a presumption in favour of sustainable development”. Paragraph 11 goes on to state that for decision making this means approving development proposals that accord with an up to date development plan without delay. Part 6 of the NPPF advises that the local planning authority should support sustainable economic development.
- 7.2 LPD 45 states that permission will be granted for the construction and change of use of buildings for business, general industry, storage and distribution on sites other than those allocated or protected for employment uses provided the proposal meets the following criteria:
- a) The site is not in Green Belt;
 - b) There is no available alternative site within the development limits of an allocated or protected employment site;
 - c) The proposal would not have a detrimental effect on highway safety; and
 - d) The proposal would not cause a significant adverse impact on the amenity of nearby residents and occupiers.
- 7.3 LPD 45 therefore accepts the principle of employment related development on unallocated sites provided that no suitable alternative sites are available on allocated or protected employment sites. The agent has identified that the nearest allocated employment site is at Teal Close, Colwick is also reasonably close; however in terms of the operation proposed there is a need for the use to be in a high traffic area, which the current application site has, with cars predominant. No sequential test is required and such uses do clearly need access to large numbers of vehicles. Furthermore, the footnote to the policy identifies that the site would need to be capable of serving the intended market area, locating the use at Colwick or Teal Close is some distance from the intended market area and it is noted that there are a number of car washes nearer those sites, including at Morrison’s in Netherfield.
- 7.4 The application site is not within the Green Belt. Taking the above into consideration, the principle of a car wash at the above site may be deemed acceptable in principle, subject to a full assessment of the impact on highway

safety and amenity of nearby residents and occupiers and all other material planning considerations.

Impact on residential amenity

- 7.5 The proposed development would result in a new commercial use being introduced to an area predominately residential in nature, although there is a Public House just the other side of the Ouse Dyke.
- 7.6 Policy LPD 32 outlines that planning permission will only be granted for development proposals that do not have a significant adverse impact on the amenity of nearby residents or occupiers. Impact on amenity may include, but is not limited to, overbearing, overlooking and overshadowing, noise pollution, the level of activity on site, traffic, residential visual amenity and other forms of pollution.
- 7.7 Given the location of the proposed structures on the site and their relationship with surrounding properties it is not considered that there would be an overlooking or overbearing impact.
- 7.8 Concern has been raised about possible noise that would be generated from the use; however, Environmental Health have raised no objection to the application. A noise survey has been submitted in support of the application and identifies a noise barrier is proposed along the elevations adjacent to residential properties. The noise survey looks at the possible impacts on the property nearest the site to on Conway Road and that opposite the site on the corner of Burton Road and Brooklands Drive. In respect of Conway Road the noise barrier will reduce possible noise increases from the use to acceptable levels. In respect of the property opposite the site it is apparent that noise from the road between the two increases the background noise and no mitigation is considered necessary, in both instances the noise increase will be less than +5db, and any impacts on residential amenity are considered to be acceptable. Hours of operation have been identified as 08:00-18:00 hrs Monday to Saturday and 10:00-18:00 hrs on Sundays and Bank Holidays; this would be acceptable and could be controlled through a condition.
- 7.9 Taking into account the above it is not considered that the scheme would have a detrimental impact on residential amenity through the scale of built form or noise that the use would generate. The application is therefore deemed to comply with policy LPD32.

Impact on visual amenity

- 7.10 Part 12 of the NPPF and Policy 10 of the ACS outline good design is fundamental in planning and a key aspect of sustainable development. Paragraph 130 of the NPPF states that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions". Policy 10 goes on to state that development will be assessed in terms of its "structure, texture and grain including street patterns, plot sizes, orientation and positioning of buildings and the layout of space".

- 7.11 A previous application was refused for reasons outlined earlier in this report; however, the scale of built form has reduced from 256sqm to 96sqm. Furthermore, the building proposed to be erected would be timber clad, single storey in nature and inconspicuous given it's siting toward the eastern edge of the site and taking into account existing and proposed planting. There are limited single storey flat roof structures in the locality but the design of the building would be an improvement on the portacabins proposed in the previous scheme and the building is not considered to be of a poor design; rather it is functional in its design.
- 7.12 It is also noticeable that planting is proposed between the Burton Road frontage and proposed fencing; details of the planting schedule could be secured by condition, as well its retention for a period of at least five years. Existing planting to the Colwick Loop Road would be retained and falls outside of the application site and whilst acoustic fencing is proposed along the boundary with the Ouse Dyke it would be 2m tall and given that it is not adjacent to a highway used by vehicular traffic it is not something that would require planning permission in its own right.
- 7.13 Therefore, taking into account the changes made to the application it is considered that the design of the built form has improved and will respect the character of the area, as well as the quantum of development reduced and the site being screened by additional planting. As a result, the application is deemed to comply with guidance within the National Planning Policy Framework and Policy 10 of the Aligned Core Strategy.

Highway safety and parking

- 7.14 Following receipt of amended plans, it has been confirmed that entrance to the site will be from Burton Road with egress onto Conway Road. This layout was the same as proposed under the previous application, to which the Highway Authority raised no objection to. It is noted that the site is reasonably close to existing junctions; however, the use of a one-way system would reduce possible conflicts between users of the site and the existing highway network. Parking for 6 vehicles would be provided, as well as space under the canopy for vehicles being cleaned. There is no specific guidance with regard to parking provision for car washes, which is a sui generis use; however, 6 spaces, along with those for vehicles being washed is considered to be acceptable. Taking into account the above, the application is deemed to comply with policies LPD57 and LPP61.

Flooding

- 7.15 The Environment Agency have confirmed that the site now falls within flood zone 2 and raise no objection to the application, subject to the imposition of a condition with regard to surface water run-off during construction. A site specific flood risk assessment has been submitted in support of the application and identifies that the use is 'less vulnerable' and as such the use is not inappropriate in this location. For the avoidance of doubt, given that the

use is less vulnerable, there is no need to apply the sequential or exceptions test.

- 7.16 Having regard to the above the use is considered to be acceptable in this location and complies with guidance contained in the National Planning Policy Framework, Policy 1 of the Aligned Core Strategy and Policy LPD 3.

Environmental impacts

- 7.17 Following the advice of the Environment Agency and Gedling Borough Council's Scientific Officer no trade effluent, including eco-friendly cleaning products, should be discharged to the adjacent watercourse. It has been indicated that water from the canopies where the cars will be washed will be collected and stored in a tank where it will be recycled. If the tank becomes full excess water will then flow to a vehicle wash separator where larger particles can be removed; however, it does not remove all particles and the waste water thereafter will need to be disposed of via the foul water network, with pipes running across the application site, where the excess water will ultimately be discharged. There would be a requirement under separate legislation to have the consent of the Severn Trent to access the sewer network. For the remainder of the site it is indicated that water will naturally percolate through permeable hardcore hardstanding. Taking into account the above, it is considered that the water from the site can be adequately discharged without affecting the adjacent water course and it is indicated that excess water will either be recycled, discharged to the foul water network or naturally percolate. As a result the application is deemed to comply with policies LPD3, LPD4, LP5 and LPD10.

Other matters

- 7.18 Concern has been expressed about possible anti-social behaviour from the use and exploitation of workers. However, other legislation covers low pay and the layout is not considered to encourage anti-social behaviour and such matters would be for the police.
- 7.19 Concerns have also been raised on the impact on the value of neighbouring properties. Possible impacts on house prices is not a material planning consideration. It has been indicated that when the land was sold to the Council it was on the understanding that it would be used for wider community use or public open space; however, when the land was sold to the Council there were no covenants restricting its use and the land is no longer owned by the Council. Furthermore, covenants are not a planning matter. The tree officer has requested additional information with regard to trees; however, the only specimens of note on site are in close proximity to the ouse dyke and, as a result, will not be impacted due to the 8m easement.

8.0 Conclusion

- 8.1 The application would bring into use a parcel of vacant land for an employment use to grow the economy. It is not considered that highway safety would be compromised nor would residential amenity be compromised through noise that would be generated. In respect of the character of the area, the built form would be modest in scale and not prominent in the streetscape and is considered to respect the character of the area. The application is, therefore, deemed to comply with guidance within the National Planning Policy Framework; policies 1, 4, 7 and 10 of the Aligned Core Strategy and policies LPD4, LPD 5, LPD 10, LPD 45, LPD 32, LPD 57 and LPD 61 of the Local Planning Document.

9.0 Recommendation: GRANT PLANNING PERMISSION: Subject to the following conditions:

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:

Application form
Proposed site layout – 001 rev C
Canopy detail – 002 rev rev H
Drainage layout – WMD106/100/P
Vehicle wash separator (drawing and specification)
Noise Assessment (13055.01.v2)
Flood Risk Assessment

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

- 3 The use hereby permitted shall not take place outside the following:-

08:00-18:00 hrs Monday to Saturday
10:00-18:00 hrs on Sundays and Bank Holidays
- 4 Prior to the commencement of development, a scheme of landscaping showing the location, species and size of specimens to be planted shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out in the first planting season following operation of the car wash. Any trees, shrubs or plants that die within a period of five years from the completion of each development phase, or are removed and/or become seriously damaged or diseased in that period, shall be replaced (and if necessary continue to be replaced) in the first available planting season with others of similar size and species.
- 5 The car wash shall not be brought into use until a dropped vehicular footway crossing is available for use on Burton Road and constructed in accordance with the Highway Authority specification.

- 6 The car wash shall not be brought into use until both accesses are surfaced for the first 10.0m in a hard-bound material (not loose gravel).
- 7 The car wash shall not be brought into use until the in access is constructed with provision to prevent the unregulated discharge of surface water from the car wash to the public highway. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the life of the development.
- 8 The gates erected at the Burton Road access to car wash shall not open over the public highway and they shall only be closed when the car wash is closed and they shall remain open whilst the car wash is in operation.
- 9 The car wash shall not be brought into use until internal directional signage has been installed, together with entry and no entry signs on the applicant own land and not on the public highway.
- 10 The car wash shall not be brought into use until verification that the approved sound insulation scheme (Noise Assess, August 2020, Report Reference: 13055.01.v2) has been implemented and is fully operational. The verification shall be submitted to and be approved in writing by the Local Planning Authority; the details as installed shall be retained thereafter whilst the car wash is in operation.
- 11 The car wash shall not be brought into use until the drainage details as shown on drawing WMD106/100/P - Drainage layout, have been installed; the details as installed shall be maintained as operational thereafter throughout the life of the development.
- 12 The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

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 For the avoidance of doubt and to ensure that residential amenity is respected and to comply with policy LPD32.
- 4 In the interests of respecting the character of the area and to comply with policy ACS10.
- 5 In the interests of highway safety and to comply with policy LPD61.

- 6 To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc) and to comply with LPD61.
- 7 To ensure surface water from the site is not deposited on the public highway causing dangers to road users and to comply with policy LPD61.
- 8 To allow the car to pull into the car wash and not having to wait on the highway and to comply with policy LPD61.
- 9 To direct the car wash users to the in/out entry points and to comply with policy LPD61.
- 10 To ensure that the amenity of neighbouring properties are respected and to comply with policy LPD32.
- 11 To ensure that the site is adequately drained and to comply with policies LPD3, LP4 and LP5.
- 12 To ensure that the site is adequately drained and to comply with policies LPD3, LP4 and LP5.

Reasons for Decision

The application would bring into use a parcel of vacant land for an employment use to grow the economy. It is not considered that the highway safety would be compromised nor would residential amenity be compromised through noise that would be generated. In respect of the character of the area, the built form would be modest in scale and not prominent in the streetscape and is considered to respect the character of the area. The application is, therefore, deemed to comply with guidance within the National Planning Policy Framework; policies 1, 4, 7 and 10 of the Aligned Core Strategy and policies LPD4, LPD 5, LPD 10, LPD 11, LPD 45, LPD 32, LPD 57 and LPD 61 of the Local Planning Document.

Notes to Applicant

Planning Statement - The Borough Council has worked positively and proactively with the applicant in accordance with paragraph 38 of the National Planning Policy Framework (2018). Negotiations have taken place during the determination of the application to address adverse impacts identified by officers. Amendments have subsequently been made to the proposal, addressing the identified adverse impacts, thereby resulting in a more acceptable scheme and a favourable recommendation.

- o The footpath should remain open, unobstructed and be kept on its legal alignment at all times. Vehicles should not be parked on the RoW or materials unloaded or stored on the RoW so as to obstruct the path.
- o There should be no disturbance to the surface of the footpath without prior authorisation the Rights of Way team.
- o The safety of the public using the path should be observed at all times. A Temporary Closure of the Footpath may be granted to facilitate public safety during the construction phase subject to certain conditions. Further information and costs may be obtained by contacting the Rights of Way section. The applicant should be

made aware that at least 5 weeks' notice is required to process the closure and an alternative route on should be provided if possible.

- o If the route is to be fenced, ensure that the appropriate width is given to the path and that the fence is low level and open aspect to meet good design principles.

- o If a structure is to be built adjacent to the public footpath, the width of the right of way is not to be encroached upon.

- o Structures cannot be constructed on the line of the right of way without the prior authorisation of the Rights of way team. It should be noted that structures can only be authorised under certain criteria and such permission is not guaranteed

- o Where the right of way runs across the site, there are currently open fields on either side with no adjacent boundary. This open aspect should be retained as far as is practicable as part of any development, with good practice design principles applied to either ensure that the route does not become enclosed and/or is incorporated it as part of a greenspace corridor. See NCC development guide.

- o The existing boundary hedge/tree line directly bordering the development/boundary etc is the responsibility of the current owner/occupier of the land. On the assumption that this boundary is to be retained it should be made clear to all new property owners that they are responsible for the maintenance of that boundary, including the hedge/tree line ensuing that it is cut back so as not to interfere with right of way.

- o Should scaffold be required on or over the RoW then the applicant should apply for a license and ensure that the scaffold is constructed so as to allow the public use without interruption. <http://www.nottinghamshire.gov.uk/transport/licences-and-permits/scaffolding-hoarding-and-advertising-boards> If this is not possible then an application to temporarily close the path for the duration should also be applied for (6 weeks' notice is required), email

- o If a skip is required and is sited on a highway, which includes a RoW then the company supplying the skip must apply for a permit. <http://www.nottinghamshire.gov.uk/transport/licences-and-permits/skip-permit> and also ensure that the RoW can still be accessed appropriately by the users permitted by its status i.e. equestrians if a on bridleway, motorised vehicles if on a byway open to all traffic

The proposal makes it necessary to construct a vehicular 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 to arrange for these works on telephone 0300 500 80 80.to arrange for these works to be carried out.

The approved sound insulation scheme must be maintained in accordance with manufacturer's recommendations.