



## Planning Report for 2022/0240

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Planning Reference: 2022/0240  
Netherfield Methodist Church  
Victoria Road Netherfield



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**Report to Planning Committee**

**Application Number:** 2022/0240

**Location:** Netherfield Methodist Church Victoria Road  
Netherfield

**Proposal:** Conversion of existing church property, with subsequent change of use, from community centre (Class F2 - former class D2) to 13 one-bed residential dwelling spaces (Class C3) with accompanying internal and external communal spaces, secure bin store, cycle store and parking provisions.

**Applicant:** Hockley Developments Ltd

**Agent:**

**Case Officer:** Alison Jackson

**The application is referred to Planning Committee to comply with the Councils constitution as the development proposes more than 9 dwellings.**

**1.0 Site Description**

- 1.1 The application site relates to the Netherfield Methodist Church located at Victoria Road between Dennis Street and Kingsley Drive, Netherfield. There is an existing vehicular access into the site from Victoria Road leading to a hard surfaced parking area to the frontage of the site. The building consists of the main Church and single storey additions to the building all constructed in red brick with tiled roofs. The site is currently vacant.
- 1.2 The site is situated outside of the designated Netherfield local centre but within close proximity to the local shopping centre. The site is surrounded predominately by residential properties with the exception of a commercial unit opposite the site on the corner of Dennis Street and Victoria Road and an area of open space opposite the site on Victoria Road.
- 1.3 The site is situated on a bus route.
- 1.4 The site falls within an area at risk of flooding.

**2.0 Relevant Planning History**

- 2.1 There is no recent planning history pertinent to the current application.

**3.0 Proposed Development**

- 3.1 The application is for the conversion of the existing Church from a community centre (Class F2 (former class D2)) to 13 one bedroom flats (Class C3) with accompanying internal and external communal spaces, a staff office, a bin storage area and a cycle store. The existing vehicular access point into the site is proposed to be widened and a parking area provided to the frontage of the site providing six car parking spaces.

The conversion of the building in order to accommodate the flats would require the insertion of a new floor in the former Church and church hall. No structural changes to the existing fenestration are required however new glazing will be inserted to meet modern standards, three roof lights are proposed to be inserted in the existing roof slopes, two new front doors are proposed with two existing windows proposed to be blocked up with brick work to match the existing building

- 3.2 The supporting information advises that the flats would be occupied by people who qualify for the Supported Living Programme, but the application does not seek to restrict the occupation of the flats and approval is sought for any residential use permitted by Use Class C3.
- 3.3 Six car parking spaces are proposed..
- 3.4 A flood risk assessment has been submitted with the application.

#### **4.0 Consultations**

- 4.1 A press notice was published, a site notice displayed and neighbour notification letters posted. As a result of the consultation undertaken a total of 9 neighbour letters were received, all objecting to the application. A summary of the objections is drafted below;

- ☐ Loss of privacy
- ☐ Concerns over security
- ☐ Increase in noise
- ☐ Concerns that part of the building will be demolished
- ☐ The Planning Statement refers to meetings that have been undertaken and copies of the minutes of the meetings are therefore requested
- ☐ Lack of parking
- ☐ Road congestion
- ☐ Highway safety issues
- ☐ Concerns that neighbouring roads will be blocked by the increase demand for on street parking preventing emergency vehicles etc gaining access to properties
- ☐ Pedestrian safety issues
- ☐ Antisocial behaviour issues

- 4.2 Nottinghamshire County Council (NCC) Highway Authority – Raise no objections subject to a number of conditions, these being the widening of the access, the provision of a dropped kerb, the appropriate surfacing of the parking and turning areas, the parking bays being clearly delineated and the provision of the bin store/collection point.

- 4.3 NCC (Policy) – A bus stop infrastructure contribution of £8,825 should be paid to provide improvements to the bus stop on Victoria Road denoted GE0139 Kingsley Drive and shall include the removal and disposal of the current pole and the installation of real time bus stop poles and displays including associated electrical connections.
- 4.4 NHS (primary care) – no contributions are required as part of a Section 106 Agreement as the development does not meet the size criteria for our CCG. The threshold is 25 dwellings
- 4.5 NCC Education – as the proposal relates to the provision of one bedroom apartments no education contributions are sought.
- 4.6 Scientific Officer (Air Quality) – Request that a condition be added to ensure that electric vehicle charging points are secured on-site.
- 4.7 Environment Agency – raise no objections providing the development is carried out in accordance with the submitted Flood Risk Assessment.
- 4.8 Nottinghamshire County Council (Local Lead Flood Authority (LLFA)) – refer to their general advice as set out below:
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 (eg culverting / pipe crossing) must be discussed with the Flood Risk Management Team at Nottinghamshire County Council.
- 4.9 Economic Development – a Local Labour Agreement will be required.

## **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 2021 (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 NPPF 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) and 15 (conserving and enhancing the natural environment) are particularly pertinent.
- 6.3 The following policies of The Adopted Core Strategy (ACS) 2014 are pertinent to the determination of the application:
- Policy A – Presumption in favour of sustainable development
  - Policy 1 – Climate change
  - Policy 2 – The Spatial Strategy
  - Policy 8 – Housing size, mix and Choice
  - Policy 10 – Design and Enhancing Local Identity
  - 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 - sets out the approach to surface water management.
  - ☐ LPD 7 – Contaminated land - sets out the approach to land that is potentially contaminated.
  - ☐ LPD 11 – Air quality - states that planning permission will not be granted for development that has the potential to adversely impact upon air quality unless measures to mitigate or offset have been incorporated.
  - ☐ LPD 32 – Amenity - planning permission will be granted for proposals that do not have a significant adverse impact on the amenity of nearby residents or occupiers.
  - ☐ LPD 33 – Residential density – outlines the level of residential density that is likely to be acceptable in various locals within the Borough.
  - ☐ LPD 35 – Safe, Accessible and Inclusive Development – planning permission will be granted for development that is permeable in form and inclusive to all members of the community
  - ☐ LPD 37 – Housing type, size and tenure - states that planning permission will be granted for residential development that provides for an appropriate mix of housing.
  - ☐ LPD 40 – Housing development on unallocated sites – planning permission will be granted for development on such sites provided the character of the area and residential amenity is respected and adequate parking is provided.
  - ☐ LPD 48 – Local Labour Agreements – identifies the threshold for seeking Local Labour Agreements.



- LPD 56 – Protection of community facilities – Identifies facilities that are intended to be protected and criteria against which removing them should be assessed.
- LPD 57 – Parking Standards – sets out parking standards for developments
- LPD 61 – Highway Safety - states that planning permission will be granted for developments that do not have a detrimental impact upon highway safety, movement and access needs.

## 6.5 Other Guidance

Parking Provision for Residential and Non-Residential Developments SPD (2022).

Low Carbon Planning Guidance for Gedling Borough (May 2021) provides guidance on sustainable design and construction.

## 7.0 **Planning Considerations**

### Principle of development

- 7.1 The application site falls within the main urban area of the Borough and there are no policy restrictions on the site. It has good access to services, including local shops and the public transport network. Therefore the principle of development is supported by policy LPD40, although there would be a need to ensure that the development would, amongst other criteria, respect the character of the area, residential amenity and highway safety, explored later in this report.
- 7.2 Policy LPD56 identifies that applications for development of community facilities, including places of worship/church halls, will not be granted unless particular criteria are met. One of the criteria is that it is no longer economically viable, feasible or practicable to retain the existing community use. It is understood that the church/church hall have been vacant for a period of over 12 months, the property was marketed by Innes England nationally on all property portals including Rightmove. Following a high profile national marketing campaign very few offers were made with no offers being made to keep it in its current use and therefore an offer was accepted to redevelop the site. Having been vacant for such a long-period of time it is considered appropriate for alternate development to come forward in that the building could fall into a state of disrepair if left vacant for a longer period of time. Further, the church/church hall is not identified as Asset of Community Value. I am also mindful that the St Georges Centre, a community centre, is situated in fairly close proximity to the application site on Victoria Road and this provides alternative provision with sufficient capacity. As a result an alternate use on the site is considered to be acceptable and the application deemed to comply with policy LPD56.

### Impact on the character of the area

- 7.3 The immediate surrounding area is characterised by residential properties and therefore the introduction of flats within the existing building would reflect the overall character of the area.
- 7.4 The building is currently vacant and has been for a period of time, therefore the re-use of the building for residential purposes will bring a vacant building back into use which will undoubtedly improve the area rather than leaving a vacant building which could fall into disrepair and appear unsightly in the area.
- 7.5 The introduction of the supported living accommodation will provide a mix of housing types which is welcomed in the area. Although I note that if the application were to be granted, the permission would not restrict occupation to those in need of supported living.
- 7.6 As the existing building would remain predominately unchanged in terms of its appearance with very minor external alterations proposed I am satisfied that the proposed use would not adversely affect the character of the area.
- 7.7 The application relates to a site that is not allocated for residential development. LPD40 is therefore relevant. This policy states that planning permission will be granted for development on such sites provided the character of the area and residential amenity is respected. The proposal is not considered to be out of character with the area and would provide a mix of housing for the area. As a result, it is considered that the application complies with policies 8 and 10 of the ACS and policies LPD 37 and LPD40.

#### Impact on residential amenity

- 7.8 As the built form of the buildings will remain as is on site with very minor external changes required to the facade of the buildings in order to accommodate the residential accommodation I am satisfied that there will be no greater impact onto neighbouring properties than the existing situation.
- 7.9 Whilst the building would be used for residential purposes and therefore the windows to the building would be utilised to serve the accommodation, I consider that there will be no undue overlooking impact onto neighbouring properties.
- 7.10 I note that an upper floor would be installed within the Church and Church hall elements of the existing building and therefore the upper floor windows to the Church would be utilised to serve the upper floor accommodation, given the relationship of these windows with existing neighbouring development there would be no undue overlooking impact onto neighbouring properties.
- 7.11 Roof lights are proposed to be installed within the side elevation roof slope of the church hall serving the bedrooms to flats 5 and 7 on the upper floor, given the that these roof lights will look into the site and onto the roof slopes of the existing buildings I am satisfied that there will be no undue overlooking impact onto neighbouring properties. The roof lights were originally proposed to be located within the roof slope facing no. 1, Dennis Street however following concerns raised by Officers in respect to the potential overlooking impact onto

this immediate neighbouring property, the roof lights were re-positioned to face into the site.

- 7.12 Access to the site will remain as existing, albeit that the access point will be widened, it is therefore considered that the access and the proposed parking, given that the parking is contained within the complex of the buildings together with the fact that this area was previously being used for parking to serve the Church/Church hall there will be no greater impact on the amenity of neighbouring properties.
- 7.13 I note that communal outdoor spaces are proposed to serve the development and am satisfied that the outdoor spaces proposed are acceptable to serve a development of this nature and the use of these areas will result in no undue impact onto neighbouring properties given the location of the areas and the boundary treatments that are in place.
- 7.14 I note that concerns have been raised in respect to potential anti-social behaviour/crime as a result of the occupants of the property and the potential that the area will become unsafe, again I see no justification for this assertion. However, as the property would be tenanted should any anti-social behaviour issues arise, these can be reported to the owner/management company of the property or the Council's Public Protection department and these matters could therefore be investigated and any appropriate action taken. Any matters of a more serious nature could also be investigated by Nottinghamshire Police.
- 7.15 It is not considered that the use of the site would result in any significant noise impact on the amenity of neighbouring properties.
- 7.16 Having regard to the above, it is considered that the development has been sensitively designed so as to ensure that there would be no significant detrimental impact on residential amenity and the application is deemed to comply with policy LPD32.

#### Highway safety and parking

- 7.17 The Highway Authority has raised no objections to the proposal given the receipt of revised plans which show the access to the site being widened to serve the development, this being the case I consider that the access arrangements raise no highway safety issues.
- 7.18 The Highway Authority has requested that conditions are attached to any grant of planning permission requiring the hard surfacing of the parking and turning areas and the car parking spaces being clearly delineated in accordance with the submitted plan, I concur with this view in order to ensure that the surfacing of the parking/turning areas result in no undue impact on highway safety and the delineation of the parking spaces prevents haphazard parking.
- 7.19 The Highway Authority has also requested the provision of a bin storage area which I would clarify is shown on the submitted plan and is proposed to be



located in close proximity to the vehicular entrance to the site from Victoria Road.

- 7.20 In respect of parking provision I note that 6 car parking spaces are proposed to be provided at the site to serve the proposed use of the site for 13 flats. Policy LPD 57 as set out above, states that planning permission will be granted for residential development where the development proposal meets the requirements for parking provision as set out within Appendix D of the Local Planning Document or otherwise agreed in writing by the Local Planning Authority. Appendix D reflects the Parking Provision for Residential Development SPD which gives guidance on the parking provision required for development. Policy LPD57 together with Appendix D and the Council's Parking SPD refer to the requirement for parking provision for flats which identifies that for flat developments with unallocated spaces a provision of 0.8 per unit would be required, or 11 spaces. As a result, the parking provision proposed would not comply with Appendix D of the Local Planning Document however, I am mindful that LPD 57 states that planning permission can be granted for residential development providing parking provision is as 'otherwise agreed' by the Local Planning Authority. This does therefore permit the Local Planning Authority to agree an alternative level of parking provision where appropriate.
- 7.21 I consider given the sustainable location of the site in close proximity to the Netherfield designated shopping area and Victoria Retail Park, where there are a number of amenities, shops, etc. which are within walking distance of the application site and the fact that the site is situated on a public transport route, the full requirement for off road car parking at the site is not required in this instance and 6 car parking spaces would be sufficient to serve this development.
- 7.22 I am also mindful of the nature of the use of the site as supported living accommodation, where occupants are perhaps not likely to have cars. However if the flats were sold on the open market, as the development is for one bedroom units situated in a sustainable location it is considered unlikely that the occupants would have cars but if this is the case the site does offer some off road car parking albeit limited. I am also conscious that if the property is sold on the open market this would state that there is limited parking available at the site and therefore the parking issue may manage itself to a certain extent, as if future occupants required dedicated off street parking they would be unlikely to acquire a flat on this site.
- 7.23 The provision of a cycle storage area is welcomed to serve the site.
- 7.24 The supporting information submitted with the application states that the car parking spaces would be used for staff working at the site and for any potential contractors rather than for the use of residents.
- 7.25 It is therefore considered that the proposal accords with policy LPD61 in respect to highway safety and LPD57 in regard to the need for off street parking provision.

#### Flood Risk Issues

- 7.26 As the proposal relates to a change of use there is no requirement to undertake a sequential test and the updated flood risk assessment demonstrates compliance with the exception test. The proposal however has to be assessed as to whether or not the proposal results in any flood risk issues to the occupants of the premises. As the proposal is for the change of use of the premises, there will be no increased flood risk to the area in general.
- 7.27 I note that the Environment Agency has raised no objections to the proposal subject to the development being undertaken in accordance with the submitted Flood Risk Assessment and the mitigation measure proposed in that the finished floor levels of the development will be set no lower than 22.66 metres above Ordnance Datum. A condition therefore will need to be attached to any grant of planning permission to ensure that the development is carried out in accordance with the submitted Flood Risk Assessment.
- 7.28 It is therefore considered that the proposal accords with the aims of the National Planning Policy Framework 2021, policy 1 of the Aligned Core Strategy 2014 and policy LPD3 of the Local Planning Document 2018.

#### Planning obligations

- 7.29 The application meets the trigger for a number of contributions to make the development acceptable in planning terms. To this end, the contributions sought from various statutory consultees are summarised below:
- ☐ NCC Transport (Bus Top Improvement) – it is identified that there is a requirement for bus stop improvement and therefore a contribution of £8,825 is sought.
  - ☐ A monitoring fee for the planning obligations is sought and in line with Council's Section 106 and Unilateral Undertaking Monitoring Fee Policy Statement, which calculates a figure based on the number of relevant triggers. The monitoring fee is subject to annual indexation, therefore the final sum will be determined at such time as the legal agreement is in an agreed form and ready to be completed.
  - ☐ Local Labour Agreement in accordance with LPD48.

#### Transport

- 7.30 In respect of the transport contribution, the County Council has identified that the development is likely to require the upgrading of the bus stop on Victoria Road denoted GE0139 Kingsley Drive therefore a contribution of £8,825 is sought towards the upgrade. This would need to be secured within a Section 106 Agreement, the Local Labour Agreement could also be secured as a planning obligation through the same s106 agreement.

- 7.31 All of the above requirements are deemed to comply with guidance as outlined in paragraph 56 of the NPPF, which identifies the tests required to seek a planning obligation, as well as ACS19 and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). The requirements would be secured as planning obligations through a s106 agreement.
- 7.32 Paragraph 65 of the NPPF states that “ Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership” Specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students) is specified as an exemption. I am satisfied that the design and layout of the proposed development is for a supported living complex and this comprises specialist accommodation. Local Planning Document Policy LPD36 is not engaged as the threshold is 15 or more dwellings. Having regard to the NPPF and the Local Planning Document, I am satisfied that there is no requirement to provide any affordable housing.

#### Other matters

- 7.32 In accordance with the Low Planning Carbon Guidance for Gedling Borough Supplementary Planning Document it is noted that there would be a need to encourage a development that would lessen the impacts of climate change. In this respect the site is situated in a sustainable location with good access to a numbers of services. The development proposes the conversion of an existing building rather than the demolition and rebuild resulting in a more sustainable form of development. EV charging points would also be provided at the site to encourage electric car usage, all of which help to reduce the impact of the development on the environment and assist in reducing climate change.
- 7.33 A condition is required to ensure that electric vehicle charging points are secured on site in accordance with LPD11
- 7.34 On the submitted drawings a degree of planting is proposed, which would enhance the character of the area and help to green the environment, although no details of species have been supplied. Therefore, a landscaping condition in respect of securing details of the proposed planting would be acceptable in this instance.

## **8.0 Conclusion**

- 8.1 The principle of development is supported in that the site falls within the main urban of the Borough, has good access to services and is currently a vacant site. The design, scale and layout of the built form is considered to be of a good quality design, respect the character of the area and be an enhancement on the existing; nor is considered that residential amenity would

be compromised through a dominating or overlooking impact. Furthermore, highway safety would not be compromised and parking provision would be acceptable.

- 8.2 The application is, therefore, deemed to comply with policies A, 1, 2, 8, 10 and 19 of the Aligned Core Strategy; policies 3, 4, 7, 11, 32, 33, 35, 37, 40, 48, 56, 57 and 61 of Local Planning Document, the Low Carbon Planning Guidance for Gedling Borough and the guidance contained within the NPPF 2021.

**9.0 Recommendation: Grant Planning Permission: Subject to the owner entering into planning obligations secured through a s106 agreement with the Borough Council as the Local Planning Authority and the County Council as the Local Highway to secure contributions towards transport and to secure a local labour agreement; and subject to the conditions listed for the reasons set out in the report.**

**Conditions**

- 1 The development must be begun not later than three years beginning with the date of this permission.
- 2 The development shall be undertaken in accordance with the details as set out within the application form received on the 25th February 2022, the site location plan received on the 25th February 2022, the revised Planning Statement received on the 17th August 2022, the Marketing Information received on the 21st April 2022, the revised site/block plan received 16th June 2022, drawing name: VR-HD-20001-PI Rev B, the revised first floor plan and roof plan received on the 9th August 2022, drawing names: VR-HD-23001-PI Rev B and VR-HD-29001-PL Rev B, the plan received on the 25th February 2022 showing the basement plan, drawing name VR-HD-21001-PL Rev A, the plan received on the 22nd April 2022 showing the proposed ground floor plan, drawing name: VR-HD-22001-PL Rev A and the revised plan received on the 17th August 2022 showing the revised elevations, drawing name: VR-HD-20101-PL Rev B.
- 3 The development shall be carried out in accordance with the submitted flood risk assessment (titled FLOOD RISK ASSESSMENT; EA's Site Specific Modelled Data; Updated report in response to EA Letter: LT/2022/126926/01-L01, Ark Environmental Consultancy Ltd, dated April 2022) and the following mitigation measure it details:
  - Finished floor levels shall be set no lower than 22.66 metres above Ordnance Datum (AOD) (as per section 9.0 of the FRA).This mitigation measure shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measure detailed above shall be retained and maintained thereafter throughout the lifetime of the development.
- 4 No part of the development hereby permitted shall be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority specification.

- 5 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 name VR-HD-20001-PI Rev B. 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.
- 6 No part of the development hereby permitted shall be brought into use until the cycle parking layout as indicated on drawing VR-HD-20001-PI Rev B has been provided.
- 7 No part of the development hereby permitted shall be brought into use until the bin store has been constructed and positioned in accordance with drawing number VR-HD-20001-PI Rev B.
- 8 Prior to the occupation of 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 at least two (2) Electric Vehicle Recharging Points. The Electric Vehicle Recharging Points shall be in a prominent position on the site and shall be for the exclusive use of zero emission vehicles. 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. All EV charging points shall meet relevant safety and accessibility requirements and be clearly marked with their purpose; which should be drawn to the attention of residents.
- 9 Prior to the commencement of development, a scheme of landscaping showing the location, species and size of specimens to be planted and those to be retained 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 each development phase. 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.

## Reasons

- 1 In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 For the avoidance of doubt.
- 3 To ensure that the site is safe and suitable for use, thereby taking into consideration the aims of the National Planning Policy Framework 2021, policy 1 of the Aligned Core Strategy 2014 and policy LPD3 of the Local Planning Document 2018.
- 4 In the interests of highway safety and to comply with policy LPD61.

- 5 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 and to comply with policy.
- 6 To ensure the cycle parking areas are available for use and to encourage alternative modes of transport to the private motor technical and to comply with guidance contained in the NPPF.
- 7 To enable the bins to be collected by the refuse team on collection day and reduce the likelihood of vehicles blocking the public highway and to comply with policy LPD61.
- 8 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, ACS 1 and policy LPD11 of the Councils Local Plan.
- 9 To ensure the character of the area is respected and to comply with policy ASC10.

### **Notes to Applicant**

The developer is encouraged to consider upgrading the EV charging facilities to incorporate mode 3 charging capability as this will help future proof the development and improve its sustainability. A suitable electrical socket can be provided to allow 'Mode 3' charging of an electric vehicle, allowing 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.

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.

The development makes it necessary to construct a vehicular crossings over a footway 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>.

Date Recommended: 17th Aug