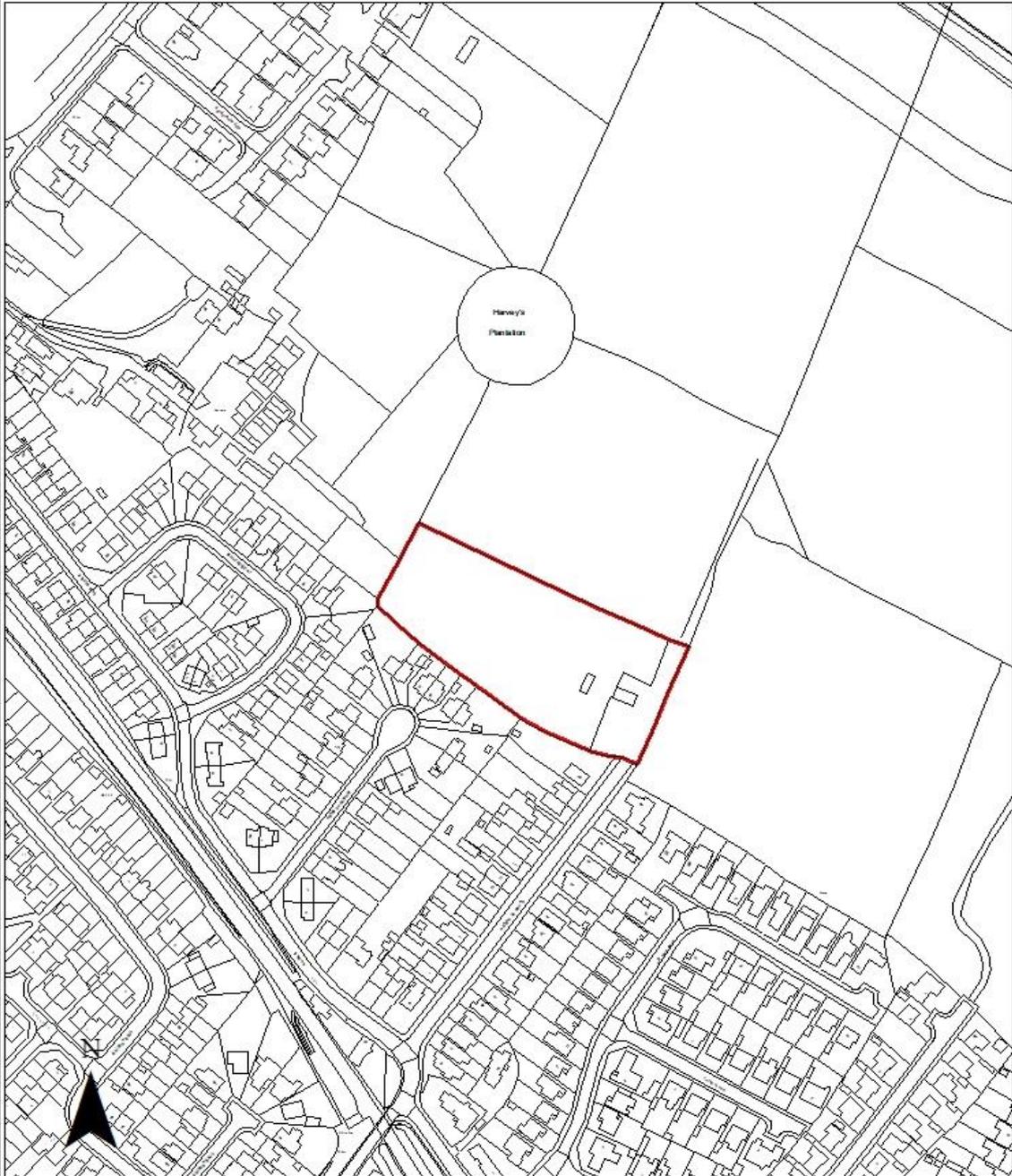




Planning Report for 2021/1398

1:2,500

Planning Reference: 2021/1398
Land At Grange View Road
Gedling



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:	2021/1398
Location:	Land At Grange View Road Gedling
Proposal:	Erection of 24 dwellings, associated parking and access road.
Applicant:	WFW Developments Limited
Agent:	Nelson Sale & Widdows LLP
Case Officer:	Nigel Bryan

The application is referred to Planning Committee to comply with the Council's constitution as the development proposes more than 9 dwellings.

1.0 Site Description

- 1.1 The application site covers an area of 0.863 hectares and is currently vacant save for a modest timber structure toward the centre of the site, which appears to have been a pig shelter. It is overgrown in large sections with thorn bushes and appears to have been left fallow for a period. The site predominately has hedging around the periphery, interspersed with some trees. The site is currently accessed via an agricultural style gate from the end of Grange View Road. Most notably, there is a significant change of levels through the site with the application site higher than existing properties on Grange View Crescent and Grange View Road. The change of levels is most pronounced to the southern edge of the site, adjacent to existing properties, and more gradual thereafter.
- 1.2 The application site is bound to the south by the aforementioned residential properties on Grange View Crescent and Grange View Road, with the dwellings two-storey semi-detached and detached dwellings. To the north and east the application site is bound by agricultural fields. Land to the west is predominantly wooded and identified as a Local Wildlife Site, Harveys Plantation.
- 1.3 All of the application site is allocated for residential development under policy LPD64(H3) and forms a small parcel of the Willow Farm site, with remainder agricultural fields to the east.

2.0 Relevant Planning History

- 2.1 There is no planning history on the application site.

3.0 Proposed Development

- 3.1 The application is a standalone full planning application and is for the erection of some 24 dwellings. It would include a range of two, three, four and five bedroom properties, which would all be two or two and 1/2-stories in scale. All of the dwellings would be detached, save for one pair of semi-detached properties. Five of the properties are identified as being affordable including 3 first homes and 2 affordable rent, which would be a mixture of 2 and 3-bed properties. The layout has largely been designed around the main spine road to access the site with dwellings either side of its length. Public open space is proposed to the site entrance, with the main space to the left hand side when entering the site, and a smaller area to the right, which will, depending on the layout as proposed for the remainder of the allocated site, allow pedestrian access to land to the east.
- 3.2 Vehicular access to the site would be from Grange View Road and a footway either side of it is proposed. A relatively mature tree to the site entrance is proposed to be removed to facilitate the access.

4.0 Consultations

- 4.1 Highway Authority – The highway authority note that forward visibility around the bend into the site is below normal requirements; however, with additional speed restrictions e.g. speed humps, this would be acceptable. Traffic generation from the site would be acceptable within the wider highway network and, subject to conditions, the highway authority raise no objection to the application.

In addition, they request a contribution of £15,500 toward the enhancement of bus stop provision within the locality, which would be spent at one of three bus stops, GE0544, GE0546 and GE0747, which are in close proximity to the site.

- 4.2 Environment Agency – Note that the application site falls within flood zone 1 and therefore there are no fluvial flood risk concerns. They refer to their standing advice.
- 4.3 Environmental Health – notes that the site was formerly used for agricultural purposes so has the potential for possible contamination; as a result a condition should be added requiring the submission and approval of contaminated land survey. A condition would be required to secure the provision of electric vehicle charging points for dwellings. A Construction Emission Management Plan (CEMP) would also need to be submitted and approved in writing by the Local Planning Authority to reduce impacts of the development on nearby residents e.g. dust and noise, during construction.
- 4.4 Nottinghamshire Wildlife Trust – make no observations on the submitted Preliminary Ecological Assessment.
- 4.5 Primary Care Trust – note that the erection of 24 dwellings falls below the threshold where they would seek a contribution.

- 4.6 Secondary Care Trust (Nottingham University Hospital) – have identified that the development would have a direct impact on their serveries and, as a result, are seeking a contribution of £29,412.
- 4.7 Local Education Authority (LEA) - note that there are adequate spaces in the locality for the projected increase in demand for primary education. However, there is insufficient space for secondary and post 16 education. As a result, the LEA seeks a contribution of £131,270, which is broken down as a secondary education contribution of £105,016 (based on 4 pupils x £26,254 per place) and a post 16 education contribution of £26,254 (based on 1 pupil x £26,254 per place), to be expended within the Carlton secondary planning area.
- 4.8 Lead Flood Authority - raise no objection to the application subject to a condition requiring the submission of a detailed drainage strategy that complies with the submitted Flood Risk Assessment.
- 4.9 Parks and Street Care – note that 10% public open space is to be provided, which is policy compliant. There would be a need to ensure that the space is suitably managed in the future and to this end it would need to be maintained by a management company or be under the control of Gedling Borough Council (GBC). If under the control of GBC there would be a need for a contribution of £12,680 towards future maintenance of the space.
- 4.10 Strategic Housing Manager – notes that 20% affordable housing would be required, which would equate to 5 dwellings, including 3 First homes and 2 affordable rental properties. There would also be a need to ensure that the units comply with the national space standards.
- 4.11 Gedling Borough Council Arborist – having completed an assessment of the mature tree to the site entrance note that it does not meet the threshold for protection by a Tree Preservation Order (TPO) with the specimen being over-mature.
- 4.12 A site notice was displayed near to the application site, a notice placed in the press and consultation letters sent to local residents. Following receipt of amended plans, additional consultation was also undertaken when the scheme altered from 28 dwellings to 24. A third consultation was undertaken when further alterations were made, most notably to the internal parking arrangement. As a result of consultation undertaken a total of 21 responses have been received; this includes one letter of support and 20 letters of objection, with 13 responses received to the original consultation, 6 to the second re-consult and 2 to the third. A summary of the objections are reproduced below;
- Access should be provided to the site from the now operational Gedling Access Road (GAR)
 - Additional surveys should have been undertaken in respect of highway matters e.g. the number of vehicle movements the site would generate
 - Access to the site will lead to local congestion, with the streets not designed to accommodate the number of vehicles proposed

- The low bridge at Jessops Lane will be hit more often and construction vehicles will struggle to access the site
- Disturbance to residents during construction will be horrendous e.g. noise and dust;
- Drainage at the site will impact on local residents through increased surface and foul water
- The development will increase stress on existing services e.g. schools and doctors
- Ecology will be detrimentally impacted with the site having a number of mature trees and protected species e.g. badgers
- There would be a need to ensure compliance with the Willow Farm Development Brief, including the need for units that comply with Part M of the Building regulations.
- A Landscape and Visual Impact Assessment should be submitted with the application, in accordance with the Willow Farm Development Brief.
- The dwellings are too large and should be reduced in scale so as to reduce any possible overlooking and overbearing impacts.
- The dwellings are out of character with the area and should be more modest in scale One letter of support has been received and indicates that they would like to live in the area and there is a high demand for new housing.

5.0 Relevant Planning Policy

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

- LPD3 – Managing Flood Risk
- LPD4 – Surface water management
- LPD5 – Managing Water Quality
- LPD7 – Contaminated Land
- LPD11 – Air quality
- LPD18 – Protecting and Enhancing Biodiversity
- LPD19 – Landscape and Character and Visual Impact
- LPD21 – Provision of New Open Space
- LPD32 – amenity
- LPD33 – Residential density
- LPD35 – Safe, accessible and inclusive development
- LPD36 - Affordable Housing
- LPD37 - Housing type, size and tenure
- LPD48 – Local Labour Agreements
- LPD57 – Parking standards
- LPD61 – Highway safety
- LPD64 – Housing allocations – Urban area and edge of Hucknall

5.2 The Aligned Core Strategy was Adopted in September 2014, the following policies are considered most pertinent to the determination of the application;
A: Presumption in favour of sustainable development; 1: Climate change; 2:

The Spatial Strategy; 8: Housing size mix and choice; 10: Design and Enhancing Local Identity and 19 – Developer Contributions

- 5.3 With respect of the National Planning Policy Framework 2021 (NPPF) the following chapters are considered to be most pertinent to the determination of the application; 2 – achieving sustainable development; 4 – decision making; 5 – Delivering a sufficient supply of homes; 6 – building a strong, competitive economy; 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.
- 5.4 Other policy guidance of note includes: ‘Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document’ (2022); ‘Affordable Housing Supplementary Planning Document (2009)’ ‘New Housing Development Supplementary Planning Guidance for Open Space Provision’ (2001); ‘Low Carbon Planning Guidance for Gedling Borough (May 2021)’; Gedling Borough Council ‘Interim Planning Policy Statement: First Homes’ (2022) and the ‘Development brief for Willow Farm, Nottingham Informal Planning Guidance: February 2020’.

6.0 Planning Considerations

Principle of development

- 6.1 The application site is allocated for residential development under policy LPD64 (H3), which indicates the larger allocated site of Willow Farm will deliver approximately 110 dwellings. The policy indicates that the site should not deliver dwellings until such time as the Gedling Access Road (GAR) is completed; the GAR/Colliery Way was officially opened to traffic in March 2022. The Council has also adopted some informal Planning Guidance in the form of a ‘Development Brief for Willow Farm’, which is an important material planning consideration in the determination of the application.
- 6.2 Section 38(6) of the Town and Country Planning Act indicates that development shall be determined in accordance with the development plan, unless other material considerations indicate otherwise, with the Local Planning Document forming part of the development plan. Therefore, the principle of development is supported in that the site is allocated for residential development under policy LPD64(H3).
- 6.3 Whilst the principle of development is supported there would be a need to consider a wide range of other planning matters including whether or not the character of the area is respected, residential amenity, highway considerations, flooding matters, drainage, ecology, and more, which are all explored later in this report.

Impact on the character of the area and residential amenity

- 6.4 The site layout is designed around the main spine road, which will be adopted, with dwellings either side of it. Given the narrow nature of the site it is considered that this is the only feasible way to develop the site, which, in

itself would respect the character of the area given that this is the layout of other dwellings in the area along Grange View Road and Grange View Crescent. The site narrows slightly when heading through the site so properties near to the site entrance will have slightly larger gardens than those to the end of the cul-de-sac. All of the dwellings will have rear gardens of 10m or more in depth save for approximately 6 units toward the end of the site.

- 6.5 Given the change of levels, it is proposed to have only two-storey dwellings adjacent to existing properties to the south. This would ensure that any overbearing impacts would be kept to a minimum, although it is accepted that the change of levels between the proposed and existing dwellings is quite significant. Some of the change levels will be absorbed in the garden areas in that there will be steps down to the lower aspect of the garden area. The dwelling that will be closest to existing properties is plot 16, which has had a reduction in the eave height to reduce any possible overbearing impacts within the nearest residential property, 25 Grange View Crescent. Finished floor levels have been supplied for the dwellings but spot levels through the site, which are likely to be particularly important along the southern edge of the site, would need to be approved, although the retention of the hedge along this boundary and step change within the garden should reduce possible overbearing and overlooking impacts. Therefore, whilst accepting that the dwellings will, due to the natural topography of the area, be set a higher level than the existing dwellings, it is considered that the dwellings will not have a detrimental impact on residential amenity due to the separation distances that can be achieved. The minimum window to window distance between existing and proposed dwellings would be in the region of 23m.
- 6.6 In respect of the impact on the character of the area the dwellings will all be at least two-storey in scale; however the housing mix is considered to be acceptable in that a range of 2-5 bed properties will be provided, including a mix of tenures. The surrounding area is characterised by predominantly two-storey dwellings. All of the dwellings to the north of the access road will have accommodation over three floors, with the upper floor largely in the roof space but given that the dwellings would not be significantly taller than conventional two-storey properties it is considered that the character of the area will be respected and provide a more diverse housing mix.
- 6.7 No wider landscape assessment has been submitted in support of the application with there being long range views of the site from the south. The wider area is characterised by a mix of house types and large changes of levels; the dwellings would be visible from views to the south; however, the land continues to rise beyond the application site and the application site comprises a relatively small parcel of the larger allocated site, which will be more prominent in long-range views. The Willow Farm Development Brief requires proposals to be designed having regard to a Landscape and Visual Impact Assessment, with appropriate measures being set out in a landscaping strategy. Whilst no Landscape and Visual Impact Assessment has been submitted in support of the application, it is considered that enough information has been submitted to determine the application in that a topographical survey and proposed levels have been submitted in support of

the application, to enable the impact of residential development on the allocated site to be assessed.

- 6.8 The layout of the site would also be acceptable. Public open space would be accessible to all units close to the site entrance, including to existing residents, a pedestrian link would also be provided to the remainder of the allocated site. Given that some dwellings will have parking to the side and some to the front, the area will not be dominated by frontage parking, with a number having lawned front gardens. Elevation treatments for the dwellings would be typical of the area with domestic scale fenestration. External materials would be a mixture of red and buff brick with render on some focal points. There would be dormers on the front elevation of some properties but these would be modest in scale and acceptable in terms of design. As a result it is considered that the layout, design, scale and external appearance of the dwellings would be acceptable and respect the character of the area.
- 6.9 Having regard to the above, it is considered that the layout as amended would respect the character of the area as well as residential amenity taking into account that the dwelling adjacent to the existing dwellings will be two-storey in scale only. As a result the application is deemed to comply with policies LPD19, LPD21, LPD32, LPD33, LPD35, LPD36 and LPD37.

Highway matters

- 6.10 Vehicular access to the site would be from Grange View Road and there would be a relatively sharp turn to access the main spine road in the site. The bend is sharper than would normally be permitted; however, with measures to reduce vehicle speeds, e.g. speed humps, which can be secured by condition, the highway layout would be acceptable and the highway authority raise no objection to the application. A Transport Statement has been submitted in support of the application and identifies that the development will generate a total of 12 two-way traffic movements in both the AM and PM peak hours, a level which the Highway Authority are content can be absorbed by local roads without significant impact. As a result, and subject to conditions, access to the site is considered to be acceptable and not detrimental to highway, with the proposal deemed to comply with policy LPD61.
- 6.11 With regard to parking provision policy LPD57 is pertinent to the determination of the application, along with the recently adopted 'Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document'. The document outlines the level of parking provision required for each type of unit dependent on the number of bedrooms and indicates that 2 and 3-bed dwellings require two off-street parking spaces and the 4+ dwellings 3 spaces. Amended plans have been submitted to ensure that each of the 3 bed properties have a minimum of 2 off street car parking spaces and the larger 4 and 5 bed units now have access to 3 off street parking spaces. A total of 70 parking spaces would be provided. Therefore, the scheme as amended is deemed to comply with the Supplementary Planning Document and LPD57.

Other considerations

- 6.12 No information has been supplied in respect of possible contamination with it recommended that a phase 1 desk study be undertaken prior to the commencement of development given that the site was previously used for agricultural purposes. The Environmental Health Officer has also requested a condition to secure electric vehicle charging points, which would increase the sustainability of the development, and is an approach that is supported by relevant policy guidance. Having regard to the above the application is deemed to comply with policies LPD7 and LPD11.
- 6.13 A Preliminary Ecological Assessment has been submitted in support of the application and notes that the site does not house badgers, nor is there any evidence that the site has been used by them for foraging. The only structure on site appears to be an abandoned pig shelter and has limited likelihood of housing bats or other protected species e.g. barn owls. Therefore, the main ecological benefits of the site would appear to be the hedging to the site periphery, which should be retained and enhanced where possible. It is noted that the hedge to the southern edge of the site is proposed to be retained and scrub removed to facilitate the development. However, overall, given the low likelihood of protected species and fact that no additional surveys are recommended, it is considered that, subject to additional planting through a landscaping scheme, the impacts of the development on local wildlife would be acceptable and comply with policy LPD18.
- 6.14 No Arboricultural Survey has been submitted in support of the application; however, there are no trees subject of a Tree Preservation Order (TPO) on the site and the specimen most likely to meet the test for preservation is that close to the site entrance, which has been identified by the Borough Council Arborist of being in poor health and not worthy of protection. With the remainder of the site largely being overgrown or self-set trees it is not considered that there are any specimens that require protection. Subject to the submission and approval of a detailed landscape scheme, which should look to retain as much as possible of the existing green boundary treatment, the proposal is deemed to comply with policy LPD18.
- 6.15 In respect of drainage, a drainage strategy has been submitted in support of the application and identifies that surface water to roof and parking areas will be conveyed through permeable paving and into oversized pipes under the road. Thereafter, the water will be disposed of at a controlled rate of 5l/s into existing foul and surface network in Grange view Road. The Environment Agency have not commented on the strategy, although the Lead Flood Authority have indicated that they raise no objection to the application, subject to final details being approved in writing that accords within the drainage strategy put forward. It is also noted that the site falls within flood zone 1, which identifies that site is at a low risk of flooding. Foul water will link to the existing network in Grange View Road. The approach identified is considered to be acceptable and subject to conditions, as identified by the Lead Flood Authority, the drainage strategy as outlined is considered to be acceptable and comply with policies LPD3, LPD4 and LPD5.

- 6.16 Some letters of objection have raised a number of concerns about the scheme including that the site should be accessed from the GAR; however, such an access would cross land within the Green Belt and fall outside of the residential allocation, nor would such an access comply with the Willow Farm development brief. The low bridge at Jessops Lane is a known restriction and any developers would have to take into account during construction. Under separate legislation, there would be a need to ensure that the site complies with part M of the building regulations 'access to and use of buildings. Other concerns raised relate to impacts on drainage, highway safety, amenity, ecology and services, all of which have been addressed in this report
- 6.17 In accordance with the Low Carbon Planning 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. EV charging points would be required for each unit to encourage electric car usage and a contribution toward enhancing public transport will be achieved, all of which will help to reduce the impact of the development on the environment and assist in reducing climate change.

Planning Obligations

- 6.18 The application meets the trigger for a number of planning obligations to make the development acceptable in planning terms. To this end, the obligations sought from various statutory consultees are summarised below:
- Affordable housing – a total of 20% of the units would need to be affordable, this is 5 units, of which 2 would be affordable rent and 3 first homes. This level of affordable housing and tenure split would comply with the recently adopted 'Interim Planning Policy Statement: First Homes', as well as comply with policy LPD36;
 - Transport and travel – a financial contribution of £15,500 for improvements toward bus stop provision is sought. The bus stops that are identified as requiring improvement are GEO544, GEO546 and GEO747, and will be spent on real time display features and raised kerbing;
 - Education - a financial contribution of £131,270 is sought toward secondary education given a lack of capacity within the relevant catchment area for the site. This would break down as £105,016 toward secondary education and £26,254 toward post 16 education to be expended within the Carlton secondary planning area;
 - Parks and Street Care - note that if the public open space (POS) is to be adopted by GBC there would be a need for a financial contribution of £12,680 towards maintenance of the space. If the POS is to be maintained by a management company details of that organisation would need to be approved too;
 - 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 – A local labour agreement would be required to comply with policy LPD48.
- 6.19 There is a requirement for contributions sought to comply with Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) (CIL Regulations) which identifies the tests required to seek a planning obligation. Paragraph 57 of the NPPF also identifies three tests that would need to be complied with; firstly, necessary to make the development acceptable in planning terms; secondly, directly related to the development and; thirdly, fairly and reasonably related in scale and kind to the development. Policy ACS19 is also pertinent. All of the above contributions are considered to comply with relevant guidance in respect of being pertinent to the application under consideration.
- 6.20 These planning obligations would need to be secured by way of a Section 106 Agreement which shall be completed prior to determination of the planning application.
- 6.21 It is noted in paragraph 4.6 of this report that the secondary care trust seek a contribution of £29,412 toward provision for Nottingham University Hospitals. However, the request is not considered to be directly related to the development in question in that it is the primary care trust who fulfil the local requirement e.g. funding toward local doctors services, and, therefore, it is not considered that the secondary care trust financial contribution should be secured as a planning obligation as it would not meet the tests set out in the CIL Regulations.

7.0 Conclusion

- 7.1 Having regard to the above it is noted that the principle of the development is supported by policy LPD64. The layout, scale and appearance of the development as proposed would respect the character of the area and residential amenity. The impact on the highway network would be acceptable and adequate parking would be provided. Affordable housing provision would be acceptable and the other planning obligations sought directly relate to the development in question. As a result the application is deemed to comply with policies LPD3, LPD4, LPD7, LPD11, LPD18, LPD19, LPD 21, LPD32, LPD33, LPD35, LPD36, LPD37, LPD48, LPD57, LPD61 and LPD 64 of the Local Planning Document; policies A, 1, 2, 8, 10 and 19 of the Aligned Core Strategy, Parking Provision for Residential and Non-Residential Developments Supplementary Planning Document; Affordable Housing Supplementary Planning Document; the Low Carbon Planning Guidance for Gedling Borough; Development brief for Willow Farm, Nottingham Informal Planning Guidance: February 2020; Interim Planning Policy Statement: First Homes and guidance within the NPPF.

- 8.0 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 Education and Transport Authority to secure**

affordable housing, education contributions, payment for public open space maintenance or details of a management company to fulfil the same role if not adopted by the Council, contributions towards bus stop improvements, monitoring fees and a local labour agreement; and subject to the conditions listed for the reasons set out in the report.

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:

3507-101J Site layout
3507-102J Site roof plan
3507-112A Location plan
3507-203B House A
3507-204B House B
3507-205B House C
3507-206C House D
3507-207A House E
3507-208A House F
3507-209A House G
3507-210 House H
3507-211C Street scene
3507-212A House J
3507-213A House A1
3507-214A House B1
002042-JPL-ZZ-ZZ-DR-D-4701-A2-C03 Indicative Access Road
Accommodation Schedule Rev- F

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 in the external appearance of the development shall be submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the details as approved.
4. Notwithstanding details previously submitted and prior to above ground works commencing, 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 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.
5. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be

adhered to throughout the construction period. The Statement shall provide for:

1. The parking of vehicles of site operatives and visitors
 2. Loading and unloading of plant and materials
 3. Storage of plant and materials used in constructing the development
 4. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 5. Wheel washing facilities
 6. Measures to control the emission of dust and dirt during construction
 7. A scheme for recycling/disposing of waste resulting from demolition and construction works.
 8. The routing of deliveries and construction vehicles to site and any temporary access points.
6. No part of the development hereby permitted shall take place until details of the internal roads have been submitted to and approved in writing by the Local Planning Authority including longitudinal and cross-sectional gradients, speed limit and calming measures, street lighting, drainage and outfall proposals, construction specification, provision of and diversion of utilities services, and any proposed structural works. The development shall be implemented in accordance with these details to the satisfaction of the Local Planning Authority.
 7. No part of the development hereby permitted shall be brought into use until all drives and parking areas are surfaced in a bound material (not loose gravel). The surfaced drives and parking areas shall then be maintained in such bound material for the life of the development.
 8. No part of the development hereby permitted shall be brought into use until the access driveways and parking areas are constructed with provision to prevent the unregulated discharge of surface water from the driveways and parking areas 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.
 9. No part of the development hereby approved shall commence until a detailed surface water drainage scheme based on the principles set forward by the approved Flood Risk Assessment (FRA) and drainage strategy NSW02042-1RP, 9/9/22, Jackson Purdue Lever, has been submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the details as approved.
 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. From the date of first occupation every property built on the site with one or more dedicated vehicle parking spaces and/ or a garage shall be provided with access to an electric vehicle (EV) charge point. Charge points must have a minimum power rating output of 7kW on a dedicated circuit, capable of providing a safe overnight charge to an electric vehicle.

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 new residents in their new home welcome pack / travel planning advice.

12. Prior to the commencement of development, the following shall be complied with:

Site Characterisation

An assessment of the nature and extent of any potential contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include; a survey of the extent, scale and nature of contamination and; an assessment of the potential risks to: human health, property, adjoining land, controlled waters, ecological systems, archaeological sites and ancient monuments.

Submission of Remediation Scheme

Where required, a detailed remediation scheme (to bring the site to a condition suitable for the intended use by removing unacceptable risks to critical receptors) should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures.

13. In the event that remediation is required to render the development suitable for use, the agreed remediation scheme shall be implemented in accordance with the approved timetable of works. Prior to occupation of any building(s) a Verification Report (that demonstrates the effectiveness of the remediation carried out) must be submitted and approved in writing by the Local Planning Authority.
14. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the

site. An assessment must be undertaken in accordance with the requirements above, and where remediation is necessary a remediation scheme, together with a timetable for its implementation and verification reporting, must be submitted to and approved in writing by the Local Planning Authority.

15. No part of the development shall be commenced until details of the existing and proposed ground and finished floor levels of the site and approved buildings, including retaining walls, have been submitted to and approved in writing by the local planning authority. The development shall be carried out thereafter in accordance with the approved details.
16. No part of the development shall be brought into use until details of all the boundary treatments proposed for the site including types, height, design and materials, have been submitted to and approved in writing by the Local Planning Authority. The approved boundary treatment for each individual plot on site shall be implemented prior to the occupation of each individual dwelling.
17. Prior to the commencement of development details of means by which the site will be drained during construction shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be undertaken in accordance with the details 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. To ensure that the character of the area is respected and to comply with policy ACS10.
4. To ensure that the character of the area is respected and to comply with policy ACS10.
5. In the interest of highway safety, and to minimise disruption to users of the public highway and protect the amenity of local residents and to comply with policy LPD61.
6. To ensure the development is constructed to adoptable standards and comply with policy LPD61.
7. To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc) and comply with policies LPD57 and LPD61.
8. To ensure surface water from the site is not deposited on the public highway causing dangers to road users and comply with policy LPD61.
9. To ensure that the site is adequately drained and to comply with policies LPD3 and LPD4.

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 with in the Borough, and takes into consideration the National Planning Policy Framework and policy LPD11 of the Councils Local Plan.
12. To ensure the development is safe and suitable for use, thereby taking into consideration paragraph 183 of the National Planning Policy Framework and policy LPD7 of the Councils Local Plan.
13. To ensure the development is safe and suitable for use, thereby taking into consideration paragraph 183 of the National Planning Policy Framework and policy LPD7 of the Councils Local Plan.
14. To ensure the development is safe and suitable for use, thereby taking into consideration paragraph 183 of the National Planning Policy Framework and policy LPD7 of the Councils Local Plan.
15. To ensure the character of the area and residential amenity are respected and to comply with policies ACS10 and LPD32.
16. To ensure the character of the area and residential amenity are respected and to comply with policies ACS10 and LPD32.
17. To ensure that the site is adequately drained and to comply with policies LPD3 and LPD4.

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 (2015).

In respect of the surface water drainage scheme to be approved, it should;
Demonstrate that the development will use SuDS throughout the site as a primary means of surface water management and that design is in accordance with CIRIA C753 and NPPF Paragraph 169.

Limit the discharge generated by all rainfall events up to the 100 year plus 40% (climate change) critical rain storm to QBar rates for the developable area.

Provide detailed design (plans, network details, calculations and supporting summary documentation) in support of any surface water drainage scheme, including details on any attenuation system, the outfall arrangements and any private drainage assets.

Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change return periods.

- o No surcharge shown in a 1 in 1 year.
- o No flooding shown in a 1 in 30 year.
- o For all exceedance to be contained within the site boundary without flooding properties in a 100 year plus 40% storm.

Evidence to demonstrate the viability (e.g Condition, Capacity and positive onward connection) of any receiving watercourse to accept and convey all surface water from the site.

Details of STW approval for connections to existing network and any adoption of site drainage infrastructure.

Evidence of approval for drainage infrastructure crossing third party land where applicable.

Provide a surface water management plan demonstrating how surface water flows will be managed during construction to ensure no increase in flood risk off site. Evidence of how the on-site surface water drainage systems shall be maintained and managed after completion and for the lifetime of the development to ensure long term effectiveness.

The applicant is advised that all planning permissions granted on or after 16th October 2015 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website.

The proposed development has been assessed and it is the Council's view that CIL IS PAYABLE on the development hereby approved as is detailed below. Full details about the CIL Charge including, amount and process for payment will be set out in the Regulation 65 Liability Notice which will be sent to you as soon as possible after this decision notice has been issued. If the development hereby approved is for a self-build dwelling, residential extension or residential annex you may be able to apply for relief from CIL. Further details about CIL are available on the Council's website or from the Planning Portal:

www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

In order to carry out the off-site works i.e. works on the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. Applicant will need to enter into an agreement under Section 278 of the Act. Please contact the County Highway Authority for details.

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.

Please note that the grant of planning permission does not override civil legal matters with regard to development on or over a boundary, including the Party Wall etc Act, advice on which should be sought from an independent source.