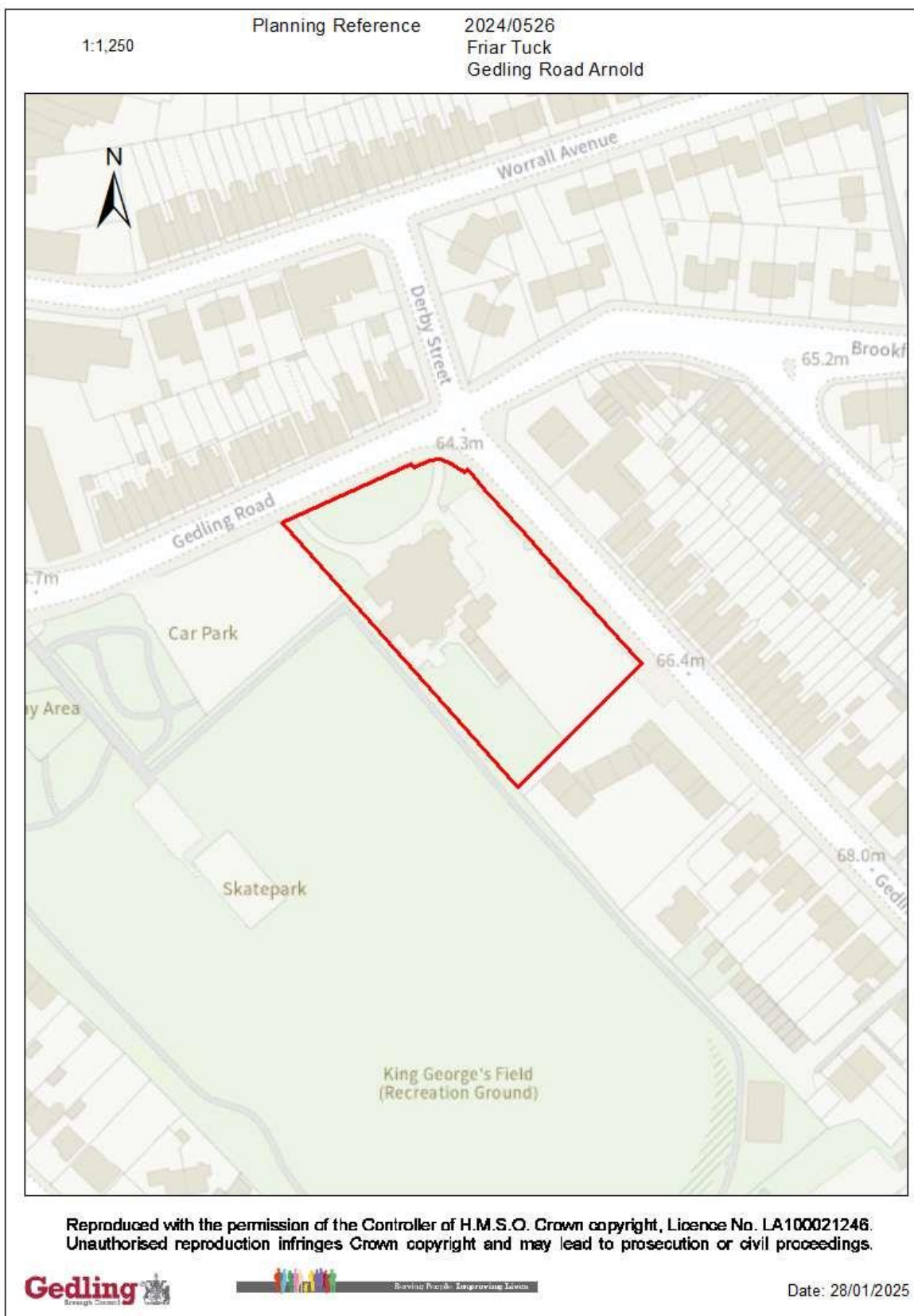


Planning Report for 2024/0526



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Report to Planning Committee

Application Number:	2024/0526
Location:	Friar Tuck, Gedling Road, Arnold
Proposal:	Demolition of existing buildings and erection of a 51 no. apartment retirement living development (Use Class C3), landscaping, car parking and associated works
Applicant:	McCarthy and Stone Retirement Lifestyle Ltd
Agent:	Planning Potential
Case Officer:	Joe Baldwin

This application has been referred to Planning Committee to accord with the Constitution as more than 9 dwellings are proposed.

1.0 Site Description

- 1.1 The application site relates to a parcel of land which is currently occupied by the Friar Tuck public house and associated car park, which is located off Gedling Road, to the north of the King George V Recreation Ground and in the centre of Arnold.
- 1.2 The site has neighbouring residential properties to the south east and on the opposite side of Gedling Road to the north east and north west. To the south west of the site is the King George V Recreation Ground and associated Gedling Borough Council Car Park.
- 1.3 The site comprises the existing public house, private car park and areas of external seating associated with the public house. Vehicular access to the site is gained directly off Gedling Road to the north east with further pedestrian access available from the north. The boundary of the site adjacent to the highway is formed of low-level stone walling with parcels of planting and garden behind. The boundary with the recreation ground is formed by a close boarded fence and mature tree planting. The topography of the site rises from west to east by approximately 2.5m.
- 1.4 The site is not in a Conservation Area and there are no listed buildings within the vicinity. There are no trees on or adjacent to the site which are subject to any tree preservation orders and the site is in a Flood Zone 1 area, which is land at the lowest flooding risk.

2.0 Proposed Development

- 2.1 Full planning permission is sought for the demolition of the existing buildings on site and erection of a 51 no. apartment retirement living development (Use Class C3), landscaping, car parking and associated works.
- 2.2 The proposed development would comprise of self-contained apartments, with a mix of 15 no. 2-bed apartments and 36 no. 1-bed apartments distributed across three floors. The building would be L-shaped and centrally located.
- 2.3 There will be a total of 22 off-street parking spaces, including 2 disabled spaces, provided within the site that would be accessed from a new site access off Gedling Road to the south of the existing access point.
- 2.4 It is proposed that the area around the building would be a communal garden for the residents where it is proposed to introduce new tree and hedge planting in addition to paved patio areas.

3.0 Relevant Planning History

- 3.1 None relevant.

4.0 Consultations

- 4.1 **Strategic Housing (Gedling Borough Council):** - First Homes are no longer pertinent, as a result, the Council would require the following: 5 x shared ownership (1 or 2 bed) and 5 x affordable rent (1 or 2 bed).
We would ask that the developer give consideration to national guidance relating to space standards for affordable housing which is currently set out in the DCLG (Homes England) document "Technical housing standards – nationally described space standard"
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard_Final_Web_version.pdf
- 4.2 **Environment Agency:** - We have reviewed the submitted documents and on this occasion the Environment Agency will not be making any formal comment on the submission for the following reason:
 - The development falls within flood zone 1 and therefore we have no fluvial flood risk concerns associated with the site.There are no other environmental constraints associated with the application site which fall within the remit of the Environment Agency. If, however, the proposal subsequently changes such that you feel that it may pose a significant environmental risk then please do not hesitate to contact us and we will be pleased to review our response.
- 4.3 **Lead Local Flood Authority (Nottinghamshire County Council):** - Nottinghamshire County Council as the Lead Local Flood Authority (LLFA) has reviewed the application which was received on the 14/08/2024. Based on the submitted information we have no objection to the proposals and can recommend approval of planning subject to conditions.
- 4.4 **NHS Primary Healthcare:** – To make this development acceptable from a health perspective additional infrastructure would be needed as a result of the

proposals. The practices affected by this development would be Highcroft Surgery, Stenhouse Medical Centre and Daybrook Medical Centre. The financial contribution requested is £27,635.

- 4.5 **Nottinghamshire Police (Designing Out Crime Officer):** - Direct the agent to the latest Secured By Design (SBD) Homes Guide 2024 which contains details of the specifications recognised nationally as providing the security aspirations for the developer. Ideally, the site would also apply for and achieve the Secured by Design Gold Standard. Construction site security is also of concern when this development progresses, and there is also guidance provided by Secured by Design.
- 4.6 **Strategic Policy (Nottinghamshire County Council):** - The proposed development is for retirement living and therefore in accordance with the Developer Contributions Strategy no contribution is sought toward education provision. In respect of bus stop infrastructure, a contribution of £21,100 is requested in respect of improvement works to Bus Stop reference GE0387 (Friar Tuck). The improvements would be a real time bus stop pole and display, polycarbonate bus shelter and solar/electrical lighting. No contribution is sought for bus service provision. In respect of archaeology, a request for a heritage statement was made. In respect of waste, they advise that as the proposal is likely to generate significant volumes of waste through the development or operational phases, it would be useful for the application to be supported by a waste audit.
- 4.7 **Local Highway Authority (Nottinghamshire County Council):**- We would expect a development of this scale to provide 1 parking space per apartment which equates to 51 spaces. The proposed level of provision falls short of this standard with just 20 spaces (plus 2 disabled user bays) being made available. The proposed compliment has been derived from independent research at the applicant's similar facilities which has determined a parking demand of 0.5 spaces per apartment across its development sites. When considering the proposal is being marketed as retirement accommodation, where the end users are less likely to own a car, the total number of spaces being made available is sufficient. On-street parking on the surrounding roads is controlled by Traffic Regulation Order. If any displacement does occur then it is more likely to result in an amenity issue for residents. The existing vehicular access will be relocated to the south-east corner of the site. It should not be constructed as a radii junction as shown on the site plan, but installed as a footway crossing to retain priority for pedestrians.

Amendments were also sought to the applicants submitted Travel Plan.

Overall, no highway objections to the scheme subject to conditions and a request of a Travel Plan Monitoring Fee of £7,500

- 4.8 **Tree Officer (Gedling Borough Council):** – The submitted arboricultural reports offer adequate safeguards for potential development of the site. Should planning be approved, please ensure that any work within the root protection areas of trees is conducted in accordance with the tree reports.

- 4.9 **Conservation Officer (Gedling Borough Council):** – Following consultation with NCC Strategic Policy, this may well be a Cecil Howitt and Partners building, so is of some local importance, which would agree justify a recording condition. The recording condition should ideally be in several parts, firstly asking that a specification for recording be first submitted to and approved in writing (in this case to cover floor plans, elevations and a photographic recording of each elevation and of internal rooms), that the building is then recorded in accordance with this specification and the report to be submitted for approval by the LPA prior to demolition, once the report is agreed it then should be lodged with the LPA and Nottinghamshire Historic Environment Record for archiving.
- 4.10 **Parks and Streetcare (Gedling Borough Council):** - Note the site is 0.43 hectares in size. Given the proximity of the adjacent park, they would be willing to accept a payment of £53,156.04 in-lieu of on-site provision.
- 4.11 **Ecology Officer (Gedling Borough Council):** -

Protected and Priority Species, Designated Sites, Priority Habitats, Important Ecological Features

I am satisfied that the appropriate level of survey work and reporting for this application, have been completed by competent ecologists. Providing the recommendations made within the Preliminary Ecological Appraisal (PEA) report (Middlemarch, 2024a), recommendations R3-R6 within the Preliminary Bat Roost Assessment report – Rev A (Middlemarch, 2024b), and the mitigation strategy and recommendations within the Bat Surveys & Mitigation Strategy report (Middlemarch, 2024c) are followed I am satisfied that this development will comply with relevant wildlife legislation, paragraphs 185-188 of the National Planning Policy Framework, Aligned Core Strategy Policy 17 and Local Plan Policy LPD 18.

Compliance with the above recommendations should all be conditioned, including the requirement that a licence should be obtained from Natural England and that a Construction Ecological Management Plan and a Landscape and Ecology Management Plan be submitted to us and approved, prior to the commencement of any works on site.

The findings of the PEA report are only valid for a 12-month period from the date of the survey (25th January 2024). If this application has not been decided by 25th January 2025, results of an update survey should be provided before the application is decided. The bat survey results are also valid for a 12-month period from the date of the latest survey, however these were completed in September 2024 for all buildings and trees except T2, which was surveyed in August.

Biodiversity Net Gain

This application is subject to mandatory Biodiversity Net Gain under [Schedule 7A of the Town and Country Planning Act 1990 \(as inserted by Schedule 14 of the Environment Act 2021\)](#). I am satisfied that sufficient information has been provided to assess mandatory biodiversity net gain. I am further satisfied that, providing the on-site habitat retention, enhancement, creation and management recommended with the Biodiversity Statement & Metric Assessment

(Middlemarch, 2024d) and associated statutory metric calculation sheet (Middlemarch, 2024e) is completed, a 10% net gain can be achieved. The proposed on-site gains should be secured via a planning condition or section 106 planning obligation.

A Biodiversity Net Gain Plan must be submitted and approved by the LPA, following planning approval, but prior to commencement of development.

A Habitat Management and Monitoring Plan (HMMP) should also be conditioned, to be provided alongside the Biodiversity Net Gain Plan for significant on-site enhancements, including creation of mixed scrub, other neutral grassland, urban trees and native hedgerow.

4.12 **Gedling Borough Council Scientific Officer (Contamination):** – Having considered the contamination assessment submitted with the application they have no objection to the proposals subject to conditions requiring the development being carried out in accordance with this assessment. They also state that conditions in relation to the provision of EV charging points and a Construction Emission Management Plan to control construction on the site is required.

4.13 **Members of the public:** - A press notice was published; a site notice was displayed, and neighbour notification letters were posted. A total of 6 representations have been received in objection to the proposed development which raise the following concerns:

- The existing building deserves to be retained.
- Concern regarding highway safety.
- Concerns regarding the scale of the proposed building.
- The development does not include sufficient parking and may lead to illegal/inconvenient street parking.
- The development would not serve local people.
- Concerns regarding loss of a community facility.
- Concerns regarding flooding of the site and the risk to residents.

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 2024 (NPPF) and the additional guidance provided in the National Planning Practice Guidance (NPPG).

Development Plan Policies

The following policies are relevant to the determination of the application.

5.3 National Planning Policy Framework (2024) - Sets out the national objectives for delivering sustainable development. The following sections are particularly relevant:

Section 2 – Achieving sustainable development

Section 4 – Decision making

Section 5 - Delivering a sufficient supply of homes

Section 8 – Promoting healthy and safe communities

Section 9 – Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

Section 14 – Meeting the challenge of climate change, flooding and coastal change

5.4 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 2: The Spatial Strategy – states that sustainable development will be achieved through a strategy of urban concentration with regeneration.

Policy 8: Housing Size, Mix and Choice – sets out the objectives for delivering new housing.

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.

Policy 19: Developer Contributions – set out the criteria for requiring planning obligations.

5.5 The Gedling Borough Local Planning Document (LPD) is part of the development plan for the area. The relevant policies are:

LPD 4: Surface Water Management – sets out the approach to surface water management.

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 18: Protecting and Enhancing Biodiversity - Wherever possible, development proposals will be expected to take opportunities to incorporate biodiversity in and around development and contribute to the establishment and maintenance of green infrastructure.

LPD 19: Landscape Character and Visual Impact – states that planning permission will be granted where new development does not result in a significant adverse visual impact or a significant adverse impact on the character of the landscape.

LPD 21: Provision of New Open Space – sets out that there will be a requirement for public open space on sites of 0.4 hectares in area and above, which could be on-site or off-site.

LPD 31: Locally Important Heritage Assets – sets out the requirement for the significance of Locally Important Heritage Assets to be preserved or enhanced.

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 35: Safe, Accessible and Inclusive Development – sets out a number of design criteria that development should meet, including in relation to the massing, scale and proportion of development.

LPD36: Affordable Housing – sets out that a 20% affordable housing provision will be required in Arnold but that a lower requirement may be justified provided there is sufficient evidence which takes account of all potential contributions and a viability assessment has been undertaken by the Council which demonstrates this.

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 – sets out criteria which housing developments on new sites must comply with.

LPD 48: Local Labour Agreements - The Borough Council will seek to negotiate planning agreements to secure local labour agreements for developments of 10 or more dwellings

LPD 56: Protection of Community Facilities – Planning permission for development proposals that would result in the loss of existing community facilities will not be granted unless i) alternative provision exists with sufficient capacity which can be reasonably accessed by walking, cycling or public transport and would not result in a significant increase in car journeys; iv) it has been satisfactorily demonstrated that it is no longer economically viable, feasible or practicable to retain the existing community use and its continued use has been fully explored.

LPD 57: Parking Standards – sets out the requirements for parking.

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.

5.6 Supplementary Planning Documents/Guidance

- Parking Provision for Residential and Non-Residential Developments SPD – (2022)
- Air Quality and Emissions Mitigation (2019)
- Low carbon planning guidance for Gedling Borough (2021)
- Environment Act (2021)
- Design Code Framework (2024)

6.0 Planning Considerations

Principle of Development

- 6.1 Whilst located outside of Arnold Town Centre, as identified by policy LPD 49, the application site is located within the main built-up area of Arnold. Policy LPD 40 is supportive in principle of new residential developments on sites in such locations subject to the development being appropriate in terms of character appearance not resulting in harm to the amenity of neighbouring residents, not resulting in the loss of buildings/features which contribute to an areas character and sufficient car parking being made available. Subject to the assessment of each of the above issues within this report, the principle of residential development on this site is supported by both National and Local Planning Policies.
- 6.2 Policy 56 of the Local Planning Document seeks to protect existing community facilities. Within the submitted Design and Access Statement, the applicants contend that the existing building on site would be deemed a “destination amenity pub/restaurant” due to the primary function of the building being for serving food and that this would not engage policy LPD56 of the Local Planning Document as a restaurant would not constitute a community facility, unlike a public house.
- 6.3 The Local Planning Authority do not necessarily agree with the assessment and would deem the existing building to be a public house, which is protected by policy LPD56. As a result, the application would need to comply with policy LPD56, which is reproduced below and identifies the circumstances in which development involving the loss of a community facility would be supported:
- i. alternative provision exists with sufficient capacity which can be reasonably accessed by walking, cycling or public transport and would not result in a significant increase in car journeys; or
 - ii. alternative provision will be provided as part of the redevelopment of the site; or
 - iii. alternative provision will be provided in an appropriate location which can be reasonably accessed by walking, cycling or public transport and would not result in a significant increase in car journeys; or

- iv. it has been satisfactory demonstrated that it is no longer economically viable, feasible or practicable to retain the existing community use and its continued use has been fully explored.
- 6.4 The applicants have identified 11 further public houses within a 15-minute walk of the site, a number of which are within the adjacent Local Centre, these include Sasha's Bar, Dexter's, Ernehale and the Greyhound. This level of provision is considered to constitute a sufficient level of provision within the vicinity, which can be accessed by walking, cycling and public transport (which can be easily accessed on the opposite side of Gedling Road). It should also be noted that the public house is no longer operational, although no information has been submitted in respect of whether or not it is any longer economically viable. Having regard to the above it is considered that the requirements of i) of LPD56 has been met and the loss of the existing building is acceptable.
- 6.5 On the basis of the above, the principle of development is considered to be in accordance with the aims of the National Planning Policy Framework (2024) and policies LPD40 and LPD56 of the Local Planning Document (2018).

Design and layout

- 6.6 The position of the proposed apartment building within the site form is L-shaped and centrally located with the proposed parking being located toward the south east of the site. The submitted Design and Access Statement also highlights that this arrangement would take advantage of solar gain due to the increased southerly aspect.
- 6.7 Whilst the proposed building would be slightly set back from the highway edge behind a landscaped buffer, the site would be prominent in views from Gedling Road to the north east and north west. The building would be constructed with a parapet roof, the height of which would slightly exceed the existing residential properties to the south and on the opposite side of Gedling Road however the increase in height is modest (less than 1m) and given the separation distances between this building and neighbouring properties, this is not deemed to appear significant and would not be harmful to the character of the wider street scene.
- 6.8 The building would be constructed using red brickwork to the lower floors and blue brickwork to the upper most storey in an attempt to mimic the change in materials between a standard brickwork and clay tiled dwelling which would help to further reduce the visual impact of the building. The projecting bays would however be entirely of red brick construction in order to provide a visual break in the elevations which is considered important on an elevation of such scale.
- 6.9 The application as submitted included some small, pitched roofs over the bay projections however this was deemed to be unnecessary and the plans were amended to omit this detail. This has resulted in the proposed building having a simple and contemporary appearance which remains in keeping with the existing character and appearance of the area.
- 6.10 The internal layout would provide for appropriately sized retirement apartments for future residents with sufficient communal areas.

- 6.11 In summary, it is considered that the proposed design and layout is acceptable and would result in a development that would be well-designed, be of an appropriate scale and would be in keeping with its surroundings. As such the proposed development is considered to accord with objectives of the National Planning Policy Framework, Aligned Core Strategy (ACS) Policy 10.

Impact on residential amenity

- 6.12 LPD policy 32 relates specifically to amenity and states that planning permission will be granted for development proposals that do not have a significant adverse impact on the amenity of nearby residents or occupiers, taking into account potential mitigation measures.
- 6.13 The proposed development is located on an existing commercial site. The existing residential properties to the south east, and on the opposite side of Gedling Road to the north east and north west are likely to be most impacted by the proposed development.
- 6.14 As set out above, the height of the parapet roof of the proposed development would exceed the ridge height of nearby residential properties however, there is a significant separation distance between the application building and neighbouring properties such that there are no concerns with regard to any overshadowing/overbearing impacts as a result of the proposed development.
- 6.15 The proposed building would be separated from existing residential properties Gedling Road to the north stand north west and the proposed car park to the south east. To the south west of the site is the King George V recreation ground. There are no concerns regarding overlooking/loss of privacy to neighbouring residents.
- 6.16 Given the existing use of the site as a public house with associated large car park, the proposed use for retirement living accommodation is not likely to generate any significant additional noise which would adversely impact neighbouring residents.
- 6.17 Taking the above matters into account it is considered that the proposed development would not result in any significant impact on the residential amenity of neighbouring occupiers or future occupiers of the development. As such the proposal is considered to accord with the relevant policies of the National Planning Policy Framework and Policy LPD 32 of the Local Planning Document.

Highway safety and parking

- 6.18 It is proposed to access the application site from a relocated access point further south along the north eastern boundary with the existing access point being blocked with a boundary treatment to match the existing. Within the site it is proposed to provide 22 on site parking spaces, including 2no. disabled spaces. All parking spaces would be served by an Electric Vehicle (EV) charging point.
- 6.19 The adopted Parking Provision for Residential and Non-Residential Developments SPD – (2022) states that the level of parking for both 1 and 2

bedroom apartments with no allocated spaces would be 0.8 spaces per apartment which equates to a requirement of 40 parking spaces to serve the development. However, it also states in paragraph 4.12 that: *“The expectation is that parking standards will be met, however if the development is served by one or more regular public transport service, this may be a material consideration justifying a reduced parking provision requirement, especially if a site is located within; or close to a central area.”*

- 6.20 The applicant states in their submitted planning statement that “the site is located in a highly accessible area” and has “excellent access to public transport in the form of buses and the train”. The closest bus stop to the site is located immediately adjacent to the site and would provide links to Sherwood and Nottingham City Centre. The statement also advises that the use of these sustainable transport modes is encouraged by the submitted Travel Plan. In addition, the site is located within close proximity of a number of public car parks including the Gedling Borough Council car park located immediately to the west of the site if there were periods of excess parking demands.
- 6.21 The reduced level of parking is also further justified in the applicants Transport Statement due to the nature of the development being for retirement living. The occupants of such a development are likely to have a reduced demand for car parking than a development for open market residential apartments. The parking provision proposed as part of this development exceeds the provision of parking at a similar recently approved development for 51 retirement apartments nearby.
- 6.22 The Highway Authority have been consulted on the proposals and concluded that whilst the development does not meet the usual required level of parking, based on the above circumstances the level of parking being made available as part of this development would be sufficient.
- 6.23 No objections were made by the Local Highway Authority in relation to the proposed relocated access to the site. It was requested that the radii junction be amended to a footway crossing in order to prioritise pedestrians. The proposed site plan has been amended to reflect this.
- 6.24 Overall, on the basis of the above, it is considered a reduced parking requirement can be justified given the nature of the development as retirement living apartments, which can be secured via condition and ensure at least one occupant of each apartment is 60 years of age or over. It has also been demonstrated that the site is accessible by other means of transport, and it is well connected to public services. Whilst the parking requirement would be below the desired threshold set out in the SPD, taking in to account the above and having no objections from the highway authority it is considered that the proposal would not be harmful to highway safety or the surrounding highway network in general, and therefore the proposal would accord with the objectives of the National Planning Policy Framework, Local Planning Document Policies LPD 57 and 61, and the Parking Provision for residential developments Supplementary Planning Document.

Planning Obligations

6.25 The application site is larger than 10 residential units and therefore liable for planning obligations. Following consultation with consultees, planning policies would require the following obligations to be met:

- A requirement for 20% affordable housing meaning that 10 units would need to be provided in the form of 5 shared ownership and 5 Affordable Rent;
- A contribution of £27,635 to NHS Primary Healthcare for additional infrastructure at affected practices – Highcroft Surgery, Stenhouse Medical Centre and Daybrook Medical Centre
- A contribution of £7,500 for travel plan monitoring.
- A Parks and Open Space contribution of £53,156.04 is sought to be expended on the King George V Recreational Ground.
- A contribution of £21,100 in respect of improvements to the existing bus stop at Friar Tuck GE0387.
- A local labour agreement is also sought, in accordance with policy LPD48.

6.26 However, the NPPF advises that planning obligations must only be sought where they are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development. Paragraph 59 of the NPPF states that *“Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.....”*

6.27 In this instance a financial viability assessment was submitted with the application which concluded that the development could not support any planning obligations. It stated that there was no financial headroom available for planning obligations, after accounting for the anticipated gross sales receipts and all reasonable aspects of the outlay necessary. The assessment outlined that the residual land value for the proposed scheme was £198,112. When compared against the Benchmark Land Value (BLV) of £672,000 the scheme produced a deficit of -£473,888 and would therefore be unable to support any planning obligations.

6.28 An externally appointed independent viability expert reviewed and queried the submitted viability assessment and raised difference between their own estimated Gross Development Value, empty property costs and benchmark land value and within the submitted viability assessment. This assessment concluded that the development could support a total contribution of £70,000. Following this assessment and further discussion, the applicants have committed to a £70,000 contribution which is in line with the independent advice received by the Local Planning Authority. This is therefore deemed to be acceptable in this case.

6.29 A £70,000 contribution would not be sufficient in meeting the required contributions for healthcare, travel plan monitoring, parks and open space and affordable housing contributions, which are outlined above. The key matter for consideration in this regard is whether the development can be supported on this basis and whether such development could be sustainable development.

6.30 In this case, given the nature of the proposed development for retirement living and the age of the future occupants of the development it is considered important that contributions are made to support the local healthcare practices. Given the shortfall in level of parking provision on site and again, likely age and identified reduced car ownership of future occupants, securing the Travel Plan Monitoring and Bus Stop improvement works contributions would also be required in order to support the proposed development. Once healthcare contributions, travel plan monitoring costs and bus stop improvement contributions are removed from the identified £70,000, this would leave a total of £13,764. Based on the location of the site immediately adjacent to the King George V recreation ground, a contribution toward new parks and open space may not be deemed to be as significant as a contribution toward off site affordable housing in this case. To summarise, this would comprise:

- Travel Plan monitoring- Travel Plan Monitoring Fee of **£7500** based on £1,500 per annum, and £900 per annum for subsequent years beyond year 5.
- Bus stop infrastructure- A bus stop infrastructure contribution of **£21,100** to provide improvements to the one bus stop denoted GE0387 Friar Truck.
- NHS- Financial contribution £27,635.62 for additional infrastructure at affected practices – Highcroft Surgery, Stenhouse Medical Centre and Daybrook Medical Centre
- Affordable Housing- £13,764.38

Total £70,000

6.31 Whilst the affordable housing contribution is not met, paragraph 64 of the National Planning Policy Framework (2024) states that this is acceptable provided that “the agreed approach contributes to the objective of creating mixed and balanced communities”. Paragraph 5.3 of the Gedling Borough Council Affordable Housing SPD also sets out the requirements for planning obligations in respect of affordable housing, with input for Housing Strategy and Development Management. In this instance it is accepted that the scheme would be unviable with the full affordable requirement and it is therefore considered to be unreasonable to insist on its inclusion. Paragraph 11.2.6 of LPD 36 acknowledged that the requirements for affordable housing as set out in the Affordable Housing SPD may make a development unviable and where this is the case the SDP confirms that a lower requirement of affordable housing contribution may be justified, provided sufficient evidence regarding all potential sources of funding has been provided and a viability assessment has been undertaken by the Council which demonstrates this. There is also a need to consider other material considerations in that other contributions have been achieved and that the scheme will deliver a toward a diverse housing mix within the Borough.

6.32 The development is therefore deemed to comply with guidance in the National Planning Policy Framework (2024) and ACS19 of the Aligned Core Strategy (2014).

Flooding and Drainage

6.33 The site is located within Flood Risk Zone 1, and not at a high risk of fluvial flooding. The Greater Nottingham Strategic Flood Risk Assessment does not indicate that the site is at risk of surface water flooding under a scenario of a 1 in 100-year flood risk event. The Environment Agency do not object to the proposals.

6.34 In terms of drainage, it is proposed to discharge into the existing Severn Trent Water surface/foul water system within Gedling Road. It is proposed to discharge through a HydroBrake from the development at a rate of 2l/s in accordance with local drainage standards, a 40% climate change allowance will be applied to the calculations.

6.35 Surface water from the development would be collected by a series of chambers, gullies and pipes where it would be brought into the car park area and discharged into a cellular storage system.

6.36 Foul water from the development would be collected through a series of soil vent pipes, sewers and manhole chambers. This will be brought to the southeast of the site where it will discharge into the existing combined sewer via a proposed manhole to be built over this pipe.

6.37 The Local Lead Flood Authority do not object to these proposals. As such the proposed development is not considered to be at risk from flooding and would not result in increased flooding elsewhere. The proposal is considered to accord with Policy LPD4.

Ecology

6.38 In addition to the Biodiversity Metric, the application is supported by a Biodiversity Survey, Report and Statement and Preliminary Bat Roost Assessment and Bat Mitigation Strategy.

6.39 The Preliminary Bat Roost Assessment has been reviewed by the Borough Council's Ecology Officer and it has been considered that an appropriate level of survey works has been carried out in order to inform the mitigation strategy which has been submitted. It is noted the survey work was undertaken in January 2024 and there are questions over whether they remain valid; however, the PEA identifies that they are valid for 24 months and, therefore, weighing things in the round, the survey is considered to be acceptable with a note identifying the need to comply with pertinent Wildlife legislation. Subject to the works being carried out in accordance with the recommendations of the Preliminary Ecological Assessment, R3-R6 of the Batt Roost Assessment report (Rev A) and the mitigation strategy and recommendations in the Bat Surveys and Mitigation Strategy are followed, the development would comply with National Planning Policy Framework paragraphs 192-195 and policy LPD18 of the Local Planning Document (2018).

- 6.40 In accordance with the recommendations of the Council's Ecology Officer, it is considered that a Construction Ecological Management Plan and Landscape Ecology Management Plan should be submitted to and approved in writing prior to the commencement of development. The submission of these documents will therefore be conditioned separately.
- 6.41 This application is subject to mandatory Biodiversity Net Gain under Schedule 7A of the Town and Country Planning Act 1990.
- 6.42 The submitted Biodiversity Metric and supporting Biodiversity Statement the Local Planning Authority are satisfied that a 10% biodiversity net gain can be achieved on site. Subject to a condition securing the Biodiversity Net gain plan prior to the commencement of development, the development is considered to meet the requirements of the Environment Act (2021).

Trees and Landscaping

- 6.43 An Arboricultural Impact Assessment, prepared by Middlemarch which identified the required removal of 3 trees from group G2 and 6 trees from group G3. All trees which are proposed to be removed are deemed to be of retention category C (Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm). The Arboricultural impact Assessment (AIA) concludes that the development of the site would not impact the visual amenity of the local area.
- 6.44 In terms of further planting, a Landscape Masterplan has been submitted in support of the application. It includes the planting of an additional 17 trees which would be largely around the north eastern and north western boundaries of the site in addition to a small number of trees within the new communal garden area. The landscaping scheme also includes small patio areas to ground floor apartments and a larger patio area within a communal garden to the south of the proposed building. Large areas of the site would be laid with rich flowering lawn grass and seed or a wildflower grass seed mix.
- 6.45 The Borough Council's Tree Officer raises no objection in principle to the loss of the trees on the site and supports the provision of new planting. It has been requested that any works within the Root Protection Area of the Trees which are to be retained should be carried out in accordance with the mitigation measures outlined within the submitted Arboricultural Method Statement. This can be secured by condition. Subject to this planning condition, the proposal therefore complies with the objectives of the NPPF and ACS Policy 10 and with policy LPD 19 of the adopted Local Planning Document.

Heritage Impact

- 6.46 The development site is not located within any defined Conservation Area and would not harm the setting of any Listed Buildings.
- 6.47 Initial comments were received from Strategic Planning (Nottinghamshire County Council) which stated that a heritage statement should be submitted in support of the application. It appears that the building is a Cecil Howitt and Partners

building and would therefore be of local importance. Following discussions with the Borough Council's Conservation Officer it is deemed appropriate in this instance to attach a recording condition

- 6.48 Subject to this condition, the development is not deemed to result in any significant harm any designated or non-designated heritage assets nearby and would be in accordance with policy LPD 31 of the Local Planning Document (2018).

Air Quality

- 6.49 An air quality assessment has been submitted in support of the application. This considers air quality matters arising during the construction phase including construction activities on the site and construction vehicle movements to and from the site.
- 6.50 Additionally, a Travel Plan has been submitted which promotes and encourages sustainable travel options. It should also be noted that the proposal includes electric vehicle charging to all parking spaces provided on site.
- 6.51 These elements have been assessed by Gedling Borough Council's Scientific Officer who has raised no objection to the scheme subject to a number of conditions in relation to Electric Vehicle charging points and a Construction Emission Management Plan and implementation of a Travel Plan.
- 6.52 Taking into account the above matters it is considered that the scheme would comply with policy LPD 11 and with Policy 1 of the ACS.

Other Matters

- 6.53 Should permission be granted it would be prudent to condition the future occupancy of the site to over 60s only as defined in the planning application submission because the sale of the premises on the open market could affect viability and parking at a later date.
- 6.54 A waste Audit has also been recommended by the County Council, and is something that can be secured by condition.

7.0 Conclusion

- 7.1 The principle of the development accords with the objectives of National and Local planning policies. It is considered that the proposed 51 apartments would be accommodated on the site in a manner that would not cause undue harm to visual and residential amenity or highway safety. It has also been demonstrated and verified by an independent valuer that the scheme would only be viable if the level of developer contributions were restricted to £70,000.
- 7.2 It is therefore considered that the proposals would fully accord with the guidance contained in the National Planning Policy Framework (2024), policies A, 1, 2, 8, 10, 17 and 19 of the Aligned Core Strategy, policies 4, 11, 18, 19, 21, 31, 32, 35, 36, 37, 40, 48, 56, 57, and 61, Local Planning Document and 'Interim Planning Policy Statement: First Homes', 'Parking Provision for residential developments

Supplementary Planning Document' and the 'Low Carbon Planning Guidance'. A recommendation of approval is made accordingly.

Recommendation: Grant Planning Permission: Subject to the owner(s) entering into a planning obligation secured through a Section 106 legal agreement with the Borough Council as the Local Planning Authority and the County Council to secure an affordable housing contribution, a contribution towards bus stop infrastructure and travel plan monitoring, a healthcare contribution and a Local Labour Agreement; and the conditions listed for the reasons set out within the report.

Conditions

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. The development authorised by this permission shall be carried out in complete accordance with the approved drawings and report specification listed below:

0100 P03 – Site Location Plan
0101 P02 – Existing Site Plan
0102 P08 – Proposed Site Plan
0104 P03 – Ground Floor Plan
0105 P02 – Upper Floors Plan
0106 P02 – Roof Plan
0107 P05 – Boundary Treatment Plan
0108 P02 – Buggy and Bin Store
0120 P06 – North and West Elevations
0121 P04 – South and East Elevations
0122 P06 – Streetscenes
0130 P04 – Site Sections
0140 P03 - Design and Access Statement
Existing Drainage Plan P01
Existing Impermeable Area Plan P01
Proposed Foul Water Drainage Plan P02
Proposed Surface Water Drainage Plan P02
Proposed Impermeable Area Plan P02
Proposed Cut and Fill Layout P01
Proposed Levels Layout P04
R/2778/1B – Landscape Masterplan
Site Access Plan P05
Swept Path Plan P04
Travel Plan (pb associates, 2024)
Air Quality Assessment (NoiseAir, 2024)
Arboricultural Impact Assessment Middlemarch, 2024)
Arboricultural Method Statement (Middlemarch, 2024)
Biodiversity Statement and Metric assessment (Middlemarch, 2024)
Preliminary Ecological Appraisal (Middlemarch, 2024)
Energy Statement (Focus, 2024)
Flood Risk and Drainage Impact Assessment (GGP Consult, 2024)
Phase I Site Appraisal (Patrick Parsons, 2024)
Phase II Site Appraisal (Patrick Parsons, 2024)

Preliminary Arboricultural Assessment (Middlemarch, 2024)
Preliminary Bat Roost Assessment (Middlemarch, 2024)
Transport Statement (pb associates, 2024)
Planning Statement (Planning Potential 2024)
Preliminary Bat Roost Assessment, Ground Level Tree Assessment and Aerial Inspection Survey (Rev A) (Middlemarch, 2024)

3. Occupation of the proposed development shall not take place until the parking layout as shown for indicative purposes on drawing EVS2964-BSA-ARC-00-DR-A-0102 has been provided. The parking layout shall be maintained in accordance with the approved details for the lifetime of the development.
4. Occupation of the proposed development shall not take place until the existing site access has been permanently closed and the crossing has been reinstated to footway with full height kerbs.
5. Occupation of the proposed development shall not take place until the site access is fronted by a dropped kerb vehicular crossing.
6. Occupation of the proposed development shall not take place until the site access has been constructed with provision to prevent the discharge of surface water from the access to the public highway. The provision to prevent the discharge of surface water from the access to the public highway shall be retained for the lifetime of the development.
7. 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:
 - the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - wheel washing facilities
 - measures to control the emission of dust and dirt during construction
 - a scheme for recycling/disposing of waste resulting from demolition and construction works
8. No part of the development hereby permitted shall be occupied until a Travel Plan has been submitted to and approved in writing by the local planning authority. The Travel Plan shall set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes which are acceptable to the local planning authority and shall include arrangements for monitoring of progress of the proposals. The Travel Plan shall be implemented in accordance with the timetable set out in that plan unless otherwise agreed in writing by the local planning authority.

9. Prior to first occupation the agreed eleven (11) EV charging points should be operational and available for residents and staff. 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.
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 unless otherwise agreed in writing by the Local Planning Authority.
11. Unless otherwise agreed by the Local Planning Authority, development must not commence until a detailed remediation scheme (to bring the site to a condition suitable for the intended use by removing unacceptable risks to critical receptors) is 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. The agreed remediation scheme shall be implemented in accordance with the approved timetable of works.
12. 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.
13. 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 good practice 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.
14. Development may not be begun unless:
 - a) a biodiversity gain plan has been submitted to the planning authority;
and
 - b) The planning authority has approved the plan.

Development shall thereafter be carried out in accordance with the approved biodiversity gain plan, in accordance with the timings agreed by the biodiversity gain plan.

15. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:
 - a) a non-technical summary;
 - b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority,

has been submitted to, and approved in writing by, the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

16. The development hereby approved shall be carried out in strict accordance with the recommendations set out in the Preliminary Ecological Appraisal (PEA) report (Middlemarch, 2024a), recommendations R3-R6 within the Preliminary Bat Roost Assessment report – Rev A (Middlemarch, 2024b), and the mitigation strategy and recommendations within the Bat Surveys & Mitigation Strategy report (Middlemarch, 2024c).
17. Prior to the commencement of development, in accordance with the recommendations of the submitted Preliminary Ecological Appraisal (Middlemarch, 2024) a Construction Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority, the development shall be carried out in accordance with the approved details thereafter.
18. Prior to the commencement of development, in accordance with the recommendations of the submitted Preliminary Ecological Appraisal (Middlemarch, 2024) a Landscape and Ecology Management Plan shall be submitted to and approved in writing by the Local Planning Authority, the development shall be carried out in accordance with the approved details thereafter.
19. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first use of the site or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a

period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

20. 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 30097/DIA/WOB 19th July 2014, GGP Consult, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The scheme shall be implemented in accordance with the approved details prior to completion of the development. The scheme to be submitted shall:

- 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.
 - No surcharge shown in a 1 in 1 year.
 - No flooding shown in a 1 in 30 year.
 - 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.

21. No development shall commence until such time as a Waste Audit has been submitted and approved in writing by the Local Planning Authority, which shall demonstrate in both construction and operational phases of a proposed development, waste will be minimised as far as possible and that such waste as is generated will be managed in an appropriate manner in accordance with the Waste Hierarchy. In particular, the waste audit could cover the following:

- a) the anticipated nature and volumes of waste that the development will generate;
- b) where appropriate, the steps to be taken to ensure the maximum amount of waste arising from development on previously developed land is incorporated within the new development;
- c) the steps to be taken to ensure effective segregation of wastes at source including, as appropriate, the provision of waste sorting, storage, recovery and recycling facilities; and
- d) any other steps to be taken to manage the waste that cannot be incorporated within the new development or that arises once development is complete

Thereafter, development shall proceed in accordance with the approved Waste Audit.

22. Each Unit of the development hereby permitted shall be occupied only by:

- a) at least one person over the age of 60 years;
- b) persons living as part of a single household with such a person or persons;
- c) persons who where living in the unit as part of a single household with such a person or persons who have since died.

23. Samples of all materials to be used in the construction of the external surfaces of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work to any external surface is carried out. The development shall thereafter be constructed in accordance with the approved details.

24. The development hereby approved shall be carried out in accordance with the recommendations set out in the part 3 of the submitted Arboricultural Method Statement (Middlemarch, 2024).

25. Prior to demolition of the existing building on site details of a programme of historic building recording (including elevations, floor plans and internal features in the form of measured drawings and photographs and any relevant elements of architectural/historical analysis) shall first be submitted to and approved in writing by the local planning authority. Recording shall thereafter be carried out prior to the demolition, in accordance with the approved details. The recording shall be presented in format as agreed in the approved programme, and a copy

lodged with the Local Planning Authority and Nottinghamshire Historic Environment Record.

Reasons

- 1) To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.
- 2) For the avoidance of doubt and to define the permission.
- 3) In the interest of highway safety in accordance with policy LPD61.
- 4) In the interest of highway safety in accordance with policy LPD61.
- 5) To ensure drivers can cross the footway in a safe and controlled manner in accordance with policy LPD61.
- 6) In the interest of highway safety in accordance with policy LPD61.
- 7) In the interest of highway safety in accordance with policy LPD61.
- 8) To ensure that the development encourages forms of travel other than the private motor vehicle and to comply with guidance within the NPPF.
- 9) 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.
- 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 safe and suitable for use, thereby taking into consideration paragraph 196 of the National Planning Policy Framework and policy LPD7 of the Councils Local Plan.
- 12) To ensure the development is safe and suitable for use, thereby taking into consideration paragraph 196 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 196 of the National Planning Policy Framework and policy LPD7 of the Councils Local Plan.
- 14) To ensure that 10% BNG is achieved at the site in accordance with The Environment Act (2021) - Biodiversity Net Gain and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

- 15) To ensure that 10% BNG is achieved at the site in accordance with The Environment Act (2021) - Biodiversity Net Gain and Schedule 7A of the Town and Country Planning Act 1990 (as amended).
- 16) In the interest of preserving protected habitats and species in accordance with policy LPD18 of the Local Planning Document (2018).
- 17) In the interest of preserving biodiversity in accordance with policy LPD18 of the Local Planning Document (2018).
- 18) In the interest of preserving biodiversity in accordance with policy LPD18 of the Local Planning Document (2018).
- 19) To ensure a satisfactory standard of landscaping in the interests of amenity in accordance with policy 10 of the Aligned Core Strategy LPD19 of the Local Planning Document (2018)
- 20) A detailed surface water management plan is required to ensure that the development is in accordance with NPPF and local planning policies. It should be ensured that all major developments have sufficient surface water management, are not at increased risk of flooding and do not increase flood risk off-site.
- 21) To accord with Policy WCS2 'Waste awareness, prevention and re-use' of the Waste Core Strategy and paragraph 049 of the Planning Practice Guidance.
- 22) In order to support the considerations of the viability assessment which effectively reduced the level of financial obligations required from this development based on the demographic of the proposed occupiers and given the lower level of parking provided, and subsequently to prevent the sale of these units on the open market to any individual and to comply with policies LPD36, LPD37 and LPD57.
- 23) To ensure that the character of the area is respected and to comply with policies ACS10 and LPD40.
- 24) To protect the retained trees throughout the development in accordance with policy LPD19 of the Local Planning Document (2018).
- 25) To ensure and safeguard the recording and inspection of matters of archaeological and historical importance associated with the building, in accordance with Policy LPD 26 and 31

Informatives

In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) (Order) 2010, as amended, and the National Planning Policy Framework 2024, the Council has worked in a positive

and proactive way in determining the application and has granted planning permission.

The development makes it necessary to construct/reinstate a vehicular crossing of 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. In order to undertake the works you are required to obtain a licence. Please contact licences@viaem.co.uk for further details.

The applicants should consult Severn Trent Water Limited who should be satisfied that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate additional flows, generated as a result of the development, without causing pollution.

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

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) and The Electric Vehicles (Smart Charge Points) Regulations 2021.

Please note that this grant of planning permission does not override the need to comply with the Wildlife and Countryside Act or need to ensure protected species are not detrimentally impacted.