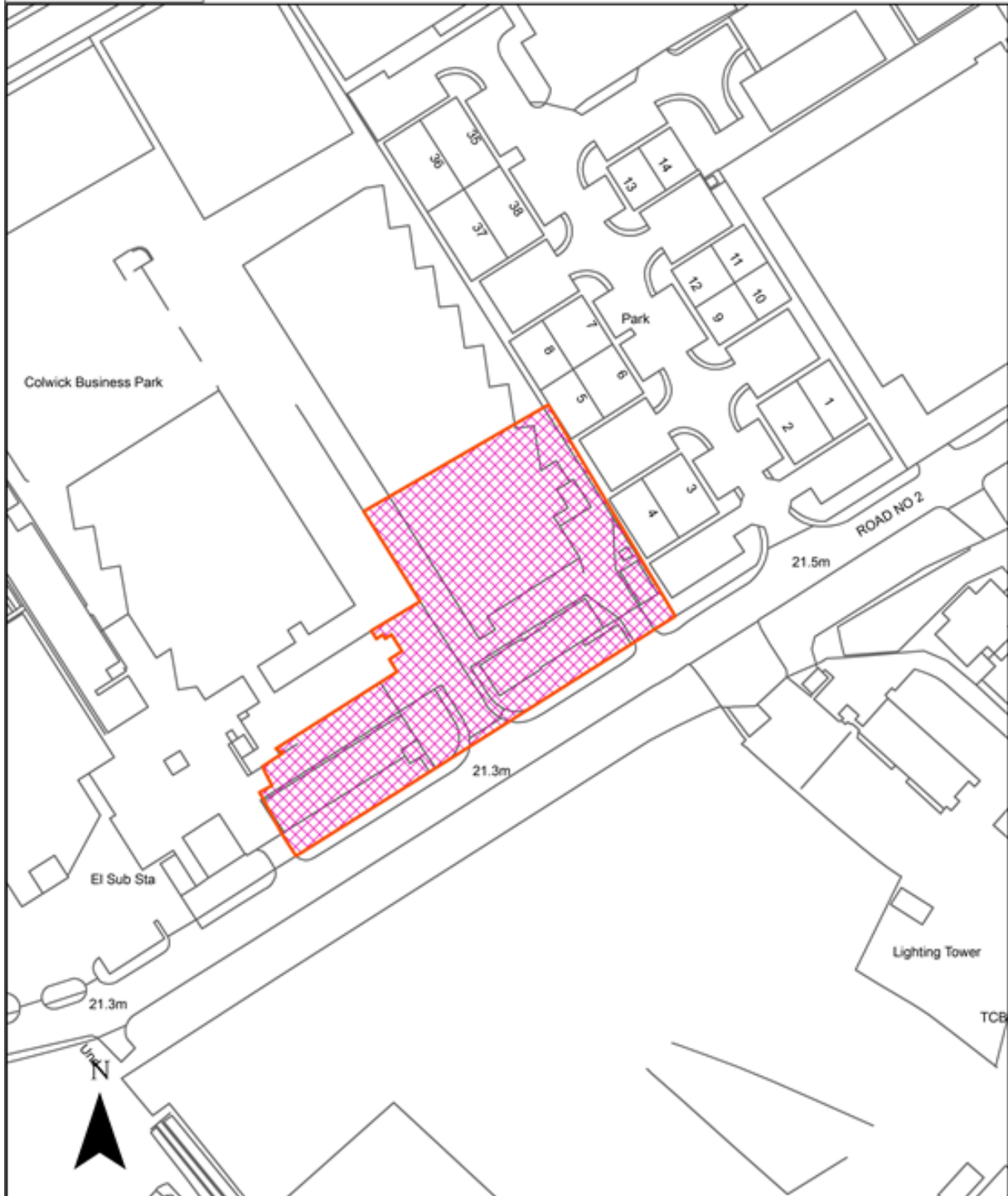


Application Number: 2014/1180
Location: Units Colwick Business Park, Road No 2, Colwick, Nottingham.



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.
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Report to Planning Committee

Application Number:	2014/1180
Location:	Units Colwick Business Park, Road No 2, Colwick, Nottingham.
Proposal:	Demolition of two existing two storey office buildings, partial demolition of existing block of light industrial/warehouse buildings. Construction of new 3 storey office building and associated parking and landscape works.
Applicant:	Mr Roger Radford
Agent:	Mr Steve Riley
Case Officer:	David Gray

1 Site Description

The application site is located to the north of Private Road No. 2 within the Protected Employment Site of Colwick Industrial Estate, as indicated on the Proposals Map of the Gedling Borough Council Replacement Local Plan (Certain Policies Saved 2014). The premises are currently in use as Hillary's Blinds. The application site has an irregular shape with a site area of some 5,132 sq m (0.51 Hectares). The frontage of the site, facing on to Private Road No.2, measures some 116 metres. The main access to the site is located centrally on the frontage with a secondary access to the north eastern end splitting the site into two distinct areas.

The western part of the site is accommodated by a two-storey B1 office building. To the north of the office building there is macadam surfaced car parking area beyond which is the southern facade of an adjacent industrial building. The application site currently accommodates 39 existing off street car parking spaces.

The southern part of the eastern side of the site also contains a two-storey B1 office building similar in size to the one on the western side. There is an area of soft landscaping to the south of this building, fronting onto Private Road No.2.

To the north west of the site there are existing single storey and two storey industrial units within the Colwick Business Park. Land to the opposite of the site is also in industrial use.

Topographically the site remains relatively level throughout.

The site is in an area at risk of Flooding as identified on the RLP Proposals Map.

2 Proposed Development

Full Planning Permission is sought for the demolition of two existing two storey office buildings, partial demolition of light industrial / warehouse buildings. Construction of a new 3 storey B1 office building and associated parking and landscape works.

The application site has an irregular shape with an area of 5,132 sq m (0.51 hectares).

The proposed 3 storey office block would be sited to the northeast of the existing main site entrance. The office block would have a rectangular shape with a curved gateway entrance adjacent to the main vehicle access from Private Road No.2. The maximum footprint dimensions of the office block would be some 56 metres x 33 metres.

The accommodation within the proposed office building would be distributed over three floors as follows:

Ground Floor:	1,519 sq m
First Floor:	1,519 sq m
Second Floor:	1,519 sq m
Total:	4,557 sq m

The overall height of the main building from ground level would be 13.8 metres.

The proposed development indicates an increase in off street car parking provision from 39 spaces to 88 spaces.

A Design and Access Statement, Flood Risk Assessment, and Transport Assessment have all been submitted to accompany the application.

The three main materials proposed for the development would be render, horizontal metal cladding, and glass. The final approval for the materials colours and the lighting would be dealt with via pre commencement condition.

3 Consultations

Nottinghamshire County Council (Highway Authority) –

The proposed development is located on Private Road No. 2 which is not adopted or maintained at public expense and any works that are necessary particularly to provide a one way access arrangement to the North West of the frontage into the site will need to be undertaken in agreement with the owners of the road.

Car Parking for the development is in excess of current maximum parking standards for this size of B1 usage, however, due to the majority of the office comprising of call-centre staff, who utilise less space than normal office layouts, it is considered that the 90 space provision for car parking is acceptable.

Regarding traffic movements, it is anticipated that the development will result in a maximum peak hour increase of traffic which exceeds the Transport Assessment Guidance, however, routes to the East may be alleviated through a new additional route through, as a result of a recently committed development. Overall, these traffic

movements may be managed by encouraging more sustainable forms of transport. Public transport, cycling and pedestrian facilities are in close proximity to the proposal and should be encouraged further, by way of a Travel Plan, which should include a car parking Management Plan to ensure that on-site demand is managed to an appropriate level.

Under the current Revised Nottinghamshire County Council Planning Obligations Strategy contributions of £32 000 are sought towards integrated transport measures in the area as there are more than 30 two-way movements occurring during network peak hours.

Should planning permission be forthcoming I would suggest attaching the recommended planning conditions in relation to the submission of a Travel Plan and the provision of the Cycle Parking Layout before occupation.

Rights of Way Officer – This application may impact on Carlton Parish Footpath No 22 (aka No 2), which runs alongside the south eastern boundary and is the access road to the site.

Whilst not an objection the Rights of Way Office would require that the availability of the footpath(s) is not affected or obstructed in any way by the proposed development at this location unless subject to appropriate diversion or closure orders. The Rights of Way Office should be consulted in any re-surfacing or proposed structure issues, also developers should be aware of potential path users in the area who should not be impeded or endangered in any way.

Environment Agency (EA) –

Following receipt of the revised Flood Risk Assessment the Environment Agency were re-consulted. The comments are outlined below: -

The EA has no objections, in principle, to the proposed development but recommend that if planning permission is granted that conditions relating to the development being carried out in line with the details in the Flood Risk Assessment and a detailed surface water drainage scheme being submitted to and approved by the Borough Council in consultation with the EA.

Severn Trent Water – No objections subject to a condition requiring the details of drainage plans for the disposal of surface water and foul sewage being submitted and approved.

Planning Policy – The application should be considered in line with the Policies contained within the Aligned Core Strategy, Replacement Local Plan, and the National Planning Policy Framework.

Public Protection – Public Protection are satisfied with the contents and findings included within the Phase 1 Desk Study Report (Geodyne Ltd. Ref. D34084).

Sections 5.8 and 5.9 outline further assessment works which are considered necessary to further refine the site conceptual model, and assess the risks to future

occupants. As such it is recommended that conditions are attached to any approval to deal with a Dust Management Plan for the demolition of the existing buildings, the provision of an electric vehicle charging point, and a contamination scheme.

Health and Safety Executive – Using the HSE’s Planning Advice for Developments near Hazardous Installations (PADHI+) standing advice software tool for use by Planning Authorities: The HSE ‘DDA - Does Not Advise Against’ the development.

Neighbouring Properties were notified and Site Notice and 2 letters of representation were received as a result. The comments can be outlined as follows: -

- Object to the development if the premises would overlook any neighbouring dwelling on Stratford Close.
- The building would dominate the area.
- As the premises would be 3 stories in height it would affect the skyline and would be visible from neighbouring residential properties.

4 Assessment of Application and Planning Considerations

The most relevant national planning policy guidance in the determination of this application are contained within the National Planning Policy Framework (NPPF) (March 2012) and additional information provided in the National Planning Practise Guidance (NPPG).

The following paragraphs of the NPPF are of relevance to the principle of this application: -

- NPPF paragraphs 18 to 22 (Building a strong, competitive economy);
- NPPF paragraphs 23 to 27 (Ensuring the vitality of town centres);
- NPPF paragraphs 56 to 68 (Requiring good design);
- NPPF paragraphs 93 to 108 (Meeting the challenge of climate change, flooding and coastal change);
- NPPF paragraphs 203 to 206 (Planning Conditions and obligations).

On 10th September 2014 Gedling Borough Council adopted the Gedling Borough Aligned Core Strategy (GBACS) which now forms part of the development plan for the area along with certain saved policies contained within the Gedling Borough Replacement Local Plan (GBRLP) referred to in Appendix E of the GBACS. It is considered that the following GBACS policies are relevant:-

- Policy 1 (Climate Change)
- Policy 4 (Employment Provision and Economic Development);
- Policy 10 (Design and Enhancing Local Identity).

The following saved policies of the Gedling Borough Council Replacement Local Plan (GBRLP) (Certain Policies Saved 2014) are also relevant: -

- ENV1 (Development Criteria);
- ENV3 (Development on Contaminated Land);
- E3 (Retention of Employment);

- T10 (Highway Design and Parking Guidelines).

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless other material considerations indicate otherwise.

In making a recommendation in relation to this application, regard has been given to the above legislation and policy and as a result it has been determined that the main planning considerations in relation to this application are: -

4. The principle of the redevelopment of the site;
5. Highway implications including parking provision;
6. Design;
7. Impact on the amenities of neighbouring residents;
8. Flood Risk and Drainage;
9. Contamination and Health and Safety;
10. Meeting the challenge of climate change;
11. Other considerations.

5 The Principle of Redeveloping the Site

At the heart of the NPPF is a 'presumption in favour of sustainable development' which is described as a golden thread running through decision taking. Three dimensions to sustainable development are identified which are economic, social and environmental.

Paragraphs 18 and 19 set out that the Government is committed to securing economic growth and that the planning system should support growth and not act as an impediment.

Policy E3 (Retention of Employment) of the GBRLP is relevant to this application and states inter-alia: -

'Within the following sites, as defined on the Proposals Map, the expansion, conversion or redevelopment of land and premises for employment uses (other than retailing and other uses appropriately sited in shopping and local centres) will be permitted provided the development would not cause traffic, amenity or conservation problems...'

The proposed site falls within the Colwick Industrial Estate as defined on the proposals map therefore Policy E3 is relevant to this application and there are no limitations in place in respect to the redevelopment of the site for B1 Office use which would be supported in the protected employment area of Colwick subject to the criteria as set out under Policy E3 above.

I note that the application site is already in use for light industrial and office space and the proposal would be for the redevelopment of brownfield land to provide a new office complex for an existing business. Given the site is allocated for employment uses on the Proposals Map and the proposal would result in the expansion of an existing business premises there would be no objection in principle to the

redevelopment of the site to provide office accommodation.

It is considered that the principle of the proposal is accepted and supported; however, its acceptability rests in parts on the detailed consideration in particular to the impact on highway safety, design, residential amenity, flood risk and contamination.

6 Highway Implications and Parking Provision

I note the comments from the Highway Authority that do not raise any specific objections to the proposed development in planning terms. The Highway Authority considers that the traffic movements may be managed by encouraging more sustainable forms of transport. It is also noted that public transport, cycling and pedestrian facilities are in close proximity to the application site. It is my opinion that the car movements can be managed adequately by implementing a Travel Plan including a Car Parking Management Plan. Should planning permission be forthcoming I would suggest attaching the advised conditions relating to the Travel Plan and the Cycle storage in order to promote sustainable travel.

I note the comments with regards to the two-way movements during peak hours and the subsequent requirement for offsite contributions. The agent and applicant entered into Pre Application discussions with the Borough Council in March 2014 which led to a detailed submission of the current application. During the processing of the application and an agreement to extend the time of the application with submission of revised plans, offsite contributions were not raised by the Highway Authority.

When referring to the NPPF paragraph 204:

'Planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.'

Paragraph 205 states: 'Where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled.'

Given the individual circumstances relating to this development in which the Highway Authority were consulted at all stages of the planned development, it is my opinion that the request for offsite contributions sought outside of the statutory consultation period would not be reasonable to impose on the applicant at this stage of the planning process.

It is also noted that the planned development is a replacement of an existing business and the access is from a private road outside of the control of the Highway Authority. I concur with the comments from the Highway Authority that a satisfactory development can be achieved by implementing an efficient transport plan and car

parking plan and as such I do not consider the contribution is necessary to make the development acceptable in planning terms. Therefore following the guidance contained within the NPPF I consider that the requirement for offsite contributions could be considered unreasonable in this instance.

7 Design

Policy 10 of the Aligned Core Strategy requires all new development to be designed to make a positive contribution to the public realm and sense of place; create an attractive, safe, inclusive and healthy environment; reinforce valued local characteristics; be adaptable to meet evolving demands and the effects of climate change; and reflect the need to reduce the dominance of motor vehicles.

Replacement Local Plan Policy ENV1 (a) reflects this guidance requiring that proposals should be of a high standard of design which has regard to the appearance of the area and does not adversely affect the area by reason of its scale, bulk, form, layout or materials.

Section 7 of the NPPF states that planning decisions should aim to ensure that developments will function well and add to the overall quality of the area; respond to local character and history; and are visually attractive as a result of good architecture and appropriate landscaping.

I note the representation received with regards to the proposal being of a scale (3 Stories) that would dominate the area and the skyline.

I also note that the location of the development is within the existing Colwick Industrial Estate / Business Park and the surrounding area is defined by light industrial and storage and distribution premises varying in height from 1 to 2 stories.

Whilst I note the representation received, it is my opinion that the proposed development is of a scale and design that would not overly dominate the area given the industrial setting of the site, the overall height of 13.8 metres, and the distance of over 100 metres to the rear boundary of the nearest neighbouring resident.

It is my opinion that the proposal sits well within the context of the existing business park and the design of the premises would create a gateway to an existing business park creating a sense of place that would improve the character of the area. I consider that the development, with the materials proposed, represents a high standard of design that has taken into account the local surroundings.

Should planning permission be forthcoming I would suggest attaching appropriate conditions requiring submission of precise details of the materials to be used on the external elevations of the development and the submission of both the hard and soft landscaping works to be carried out, including details of any column lighting and luminaries that might be incorporated in the scheme.

It is my opinion the proposed design and layout of the proposal does satisfy the guidelines set out in Policy 10 of the ACS and the guidelines contained within the NPPF. It is my view that that the new development would sit well within its context

and the proposal has taken this opportunity to improve the character and quality of the area and the way it functions.

8 Impact on the amenities of neighbouring residents

I note the representation received with regards to the potential overlooking impact from the side elevation windows of the proposed premises. It is my opinion given the substantial distance of over 100 metres to the nearest private residence; the proposed development would not result in any undue overlooking impacts on neighbouring residential amenity.

I note that the immediate adjoining premises are all light industrial buildings with few openings; I am therefore satisfied that the proposal would have no undue overbearing or overshadowing impact on the immediate vicinity. Given the scale, design and layout of the proposed development and the distances to neighbouring dwellings I am satisfied that the proposed development would have no undue impact on the amenity of neighbouring residents.

Given that it is considered the proposal would have no undue impact on the amenity of nearby neighbouring residents the proposed development would accord with the requirements of policy E3 and policy ENV1 (b) which relate to protecting the amenity of adjoining development.

9 Flood Risk and Drainage

I note that the site is located within an area at risk of flooding and that the Environment Agency has raised no objections to the proposed development. Should planning permission be forthcoming I would suggest attaching a condition to any approval requiring the development to be carried out in line with the details in the Flood Risk Assessment and that a detailed surface water drainage scheme should be submitted to and approved by the Borough Council in consultation with the Environment Agency.

I also note that Severn Trent Water has not objected to the proposal. Whilst I note that Severn Trent have requested a condition requiring details for surface and foul drainage, foul drainage would be dealt with directly with Severn Trent Water and a detailed surface water drainage scheme would be required by condition in consultation with the Environment Agency.

Should planning permission be forthcoming I would suggest attaching an informative to any approval advising of the requirements of Severn Trent with regards to connection to the public sewer.

10 Contamination and Health and Safety

I note that the Health and Safety Executive do not advise against the development and as such, I am satisfied that there would be no Health and Safety implications as a result of the development being within the Outer Zone (OZ) of the HSE consultation zone around Total Oil Refinery Ltd and Colwick Industrial Estate.

I note the comments from Public Protection and as such I am satisfied that the proposed development would not result in any adverse contamination risks provided that appropriate details and mitigation can be secured by conditions. Should planning permission be forthcoming I would suggest attaching the recommended conditions in order to secure a satisfactory development to ensure that practicable and effective measures are taken to treat, contain or control any contamination and to manage the dust during the demolition.

11 Meeting the challenge of climate change

Paragraph 93 of the NPPF states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

I note that, following correspondence with the Scientific Officer it was recommended that that scheme should incorporate provision for an EV (electrical vehicle) charging point. During the processing of the application the agent has confirmed that a condition to secure the provision of an EV charging point is acceptable. Should planning permission be forthcoming the details of the proposed EV charging point would be reserved by condition. I am satisfied that the proposed development has taken the opportunity to address the need to meeting climate change by providing sustainable transport options for employees in line with the requirements of Paragraph 93 of the NPPF.

I am also satisfied, given the issues addressed in Section 9.0 that the development has accounted for the future flood risks present on the site.

12 Other Considerations

I note the comments from the Rights of Way Officer with regards to Carlton Footpath no.22 (aka No 2), which runs alongside the south eastern boundary and is the access road to the site. The Right of Way is the public footpath that runs in front of the application site. Should planning permission be forthcoming I would suggest attaching an informative to any approval to require that the availability of the footpath(s) is not affected or obstructed in any way by the proposed development at this location unless subject to appropriate diversion or closure orders. The Rights of Way Office should be consulted in any re-surfacing or proposed structure issues, also developers should be aware of potential path users in the area who should not be impeded or endangered in any way.

13 Conclusion

The development has been considered in accordance with the National Planning Policy Framework, the Planning Practise Guidance, the Aligned Core Strategy for Gedling Borough (September 2014) and the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014), where appropriate.

In my opinion, the proposed development accords with the relevant policies of these frameworks and plans, and that planning permission should be granted.

Recommendation:

GRANT PLANNING PERMISSION subject to the following conditions: -

Conditions

1. The development must be begun not later than three years beginning with the date of this permission.
2. The development hereby permitted shall be completed in accordance with the approved revised plans and Design and Access Statement received on 24th March 2015, drawing no's: 14003(PL) 01 rev F (Site Plan); 14003(02) 01 rev E (Proposed Elevations, Sheet 2 South East and South West); 14003(02) 02 rev E (Proposed Elevations, Sheet 2 North East and North West); 14003(01) 01 rev E (Proposed Sections, Sheet 1. Sections AA and BB); 14003(01) 02 rev E (Proposed Sections, Sheet 2 Sections CC and DD); 14003 (00) 04 rev G (GA Plans, Proposed Roof); 14003 (00) 03 rev F (GA Plans, Proposed Second Floor); 14003 (00) 02 rev F (GA Plans, Proposed First Floor); 14003 (00) 01 rev G (GA Plans, Proposed Ground Floor).
3. Before development is commenced there shall be submitted to and approved by the Borough Council precise details of the materials to be used in the external elevations of the proposed development. Once approved the development shall be carried out in accordance with these details prior to the first occupation of the premises.
4. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment and Emergency Plan (FRA), Document RHL/01, August 2014 compiled by Charnwood Property Consultants and Developers Ltd and also the Design and Access Statement entitled 'Proposed New Officers for Hillary's Blinds' Revision A, March 2015 compiled by Steve Riley Architect Ltd. In particular the following mitigation measures shall be incorporated into the proposed development: (1) Finished floor levels are set no lower than 21.9 m above Ordnance Datum (AOD). Therefore 0.8 m above mean site level of 21.1 AOD; (2) Incorporated flood resilient design up to 0.6 m above ground floor level. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Borough Council.
5. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The scheme shall subsequently be implemented in accordance with the approved details

before the development is completed. The scheme to be submitted shall: (1) Demonstrate that the surface water drainage system(s) are designed in accordance with CIRIA C697 and C687 or the National SUDS Standards, should the later be in force when the detailed design of the surface water drainage system is undertaken; (2) Limit the discharge rate generated by all rainfall events up to and including the 100 year plus 30% (allowance for climate change) critical rain storm to ideally Greenfield runoff rates for the site. As a minimum, the developed site must not exceed the run-off from the undeveloped site and must not increase the risk of flooding off-site; (3) Demonstrate the provisions of surface water run-off attenuation storage in accordance with the requirements specified in 'Science Report SC030219 Rainfall Management for Developments'; Demonstrate detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details of any attenuation system, and outfall arrangements. 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 2 year, 1 in 30 year, 1 in 100 year plus climate change return periods; (4) Confirm how the on-site surface water drainage systems will be adopted and maintained in perpetuity to ensure long term operation at the designed parameters.

6. Unless otherwise agreed by the Local Planning Authority, development must not commence until the following has been complied with: (1) 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. (2) 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.
7. 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.
8. 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 of conditions 6 and 7, 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.

9. Before development is first commenced there shall be submitted to and approved by the Local Planning Authority precise details and location of an EV (Electrical Vehicle) charging point for use on the site. Once approved the EV (Electrical Vehicle) charging point shall be provided in accordance with the approved details before the development is first brought into use and should be retained for the life of the development.
10. No part of the development hereby permitted shall be more than 75% occupied before or until a Travel Plan including a Car Parking Management 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.
11. No part of the development hereby permitted shall be brought into use until the cycle parking layout as indicated on drawing 14003 (PL) 02 REV B has been provided and that area shall not thereafter be used for any purpose other than the parking of cycles.
12. Before development is first commenced full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Once approved the works shall be carried in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme of works that has been prior agreed in writing with the Local Planning Authority.
13. The hard and soft landscaping details to be submitted in relation to condition 12 above shall include the following; proposed finished levels or contours of the site; hard surfacing materials for car parking areas, and other vehicular and pedestrian access and circulation areas; minor artefacts and structures such as: bicycle parking details and bin store details; column lighting and bollard style luminaries to car parking areas; planting plans; written specifications; schedules of plants (noting species, plant sizes and proposed numbers/densities) and a schedule of landscape maintenance for a minimum period of five years from the date that the soft landscape works are completed.

Reasons

1. In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

2. For the avoidance of doubt.
3. To ensure a satisfactory development, in accordance with the aims of policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
4. To reduce the risk of flooding to the proposed development and future occupants and to reduce the possible consequences of an imminent flood event in line with the requirements of paragraph 93 of the NPPF.
5. To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures.
6. To ensure that practicable and effective measures are taken to treat, contain or control any contamination and to protect controlled waters in accordance with the aims of Policies ENV1 and ENV3 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
7. To ensure that practicable and effective measures are taken to treat, contain or control any contamination and to protect controlled waters in accordance with the aims of Policies ENV1 and ENV3 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
8. To ensure that practicable and effective measures are taken to treat, contain or control any contamination and to protect controlled waters in accordance with the aims of Policies ENV1 and ENV3 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
9. To help minimise the vulnerability of the development and to provide resilience to the impacts of climate change by supporting the delivery of renewable and low carbon energy and associated infrastructure, in accordance with the requirements of Paragraph 93 of the National Planning Policy Framework.
10. To promote sustainable travel
11. To promote sustainable travel
12. To ensure that the details of the development are acceptable , in accordance with the aims of Policy 10 of the Aligned Core Strategy and Policy ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014).
13. To ensure that the final form of the development complies with policies ENV1 of the Gedling Borough Replacement Local Plan (Certain Policies Saved 2014) and Policy 10 of the Aligned Core Strategy (2014).

Reasons for Decision

In the opinion of the Borough Council the proposed development would result in no significant impact on neighbouring premises or the area in general. The proposed development would represent sustainable development as identified in the NPPF. The proposal is acceptable from a highway safety viewpoint, raises no flood risk issues, health and safety issues or contamination issues. The works therefore accord with Policies E3 and ENV1 of the Gedling Borough Council Replacement Local Plan (Certain Saved policies 2008) and Policies 1 (Climate Change), 4 (Employment Provision and Economic Development) and 10 (Design and Enhancing Local Identity) of the Gedling Borough Aligned Core Strategy (2014).

Notes to Applicant

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at www.coal.decc.gov.uk. Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com.

I bring your attention to Carlton Footpath 22 which runs alongside the south eastern boundary and is the access road to the site. The availability of the footpath should not be affected or obstructed in any way by the proposed development at this location unless subject to appropriate diversion or closure orders. The Rights of Way Office should be consulted in any re-surfacing or proposed structure issues. Developers are also made aware of potential path users in the area who should not be impeded or endangered in any way.

The development makes it necessary to alter the vehicular access arrangement over the footway of the private road no. 2. These works shall be constructed to the satisfaction of the owners of the road. You should therefore contact the owners as this is not highway maintained at public expense.

Planning Statement - The Borough Council has worked positively and proactively with the applicant in accordance with paragraphs 186 to 187 of the National Planning Policy Framework.

Advice regarding travel plans can be obtained from the Transport Strategy Section at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ, contact transport.strategy@nottscc.gov.uk

For any new connection(s), into the public sewer or the reuse of an existing sewer connection(s), you will need to apply under Section 106 Water Industry Act 1991 as amended by the Water Act 2003. Severn Trent New Connection Team currently processes Section 106 applications and can be contacted on 0800 707 6600 for an application pack and guidance notes (or visit www.stwater.co.uk). Applications to make such connections should be made separately from any application for adoption of the related sewers under Section 104 Water Industry Act 1991 as amended by the Water Act 2003.