

PLANNING COMMITTEE – 27th APRIL 2021

Application No:	21/00275/S73M
Proposal:	Application for the variation of condition 03 including revised parking scheme, alterations to external gym adjoining main building and associated landscaping and change to main entrance to revolving doors, attached to planning permission 17/01693/FULM.
Location:	Community And Activity Village, Lord Hawke Way, Newark On Trent NG24 4FH
Applicant:	Mr Todd Cauthorn - Newark And Sherwood YMCA
Agent:	Mr Matthew Vicary - Rayner Davies Architects LLP
Registered:	25.02.2021 Target Date: 27.05.2021
Website Link:	21/00275/S73M Application for the variation of condition 03 including revised parking scheme, alterations to external gym adjoining main building and associated landscaping and change to main entrance to revolving doors, attached to planning permission 17/01693/FULM. Community And Activity Village Lord Hawke Way Newark On Trent NG24 4FH (newark-sherwooddc.gov.uk)

This application is being referred to the Planning Committee as part of the application site forms land under the control of the District Council.

The Site

The application site forms a large plot of land approximately 9.8 hectares immediately to the east of the Newark Leisure Centre. The site is within the urban area of Newark and defined as a public open space protected by SP8 policy. A rectangular portion to the east of the site is recognized as a site of interest in nature conservation being identified as a notable grassland with neutral and acid areas as defined by the Newark South Proposals Map in the Allocations and Development Management DPD.

The site has been subject to development in recent years in connection with the extant planning permission to which this application relates. At the time of the Officer site visit the site featured the approved car park immediately adjacent to (but separated from) the Leisure Centre car park as well as some of the approved sporting facilities including the Athletics track and football pitches. The south of the site was cordoned off by construction hoardings.

Land uses in the immediate vicinity include the aforementioned Leisure Centre as well as Gladstone House. Land to the west of the Leisure Centre car park has extant permission for residential development which is being promoted by Arkwood. The eastern boundary of the site is defined by the Sustrans National Cycle Network which is set at a lower level to the site itself. There is a public bridleway dissecting the site which links Elm Avenue to Balderton Lakes. The rear gardens of residential properties along Bancroft Road abut the northern boundary of the site. Also abutting part of the northern boundary of the site is the designated conservation area but the site itself is outside of the CA. This element of the conservation area features Newark Cemetery.

Relevant Planning History

20/00339/S73M - Application to vary condition 3 attached to 17/01693/FULM to allow changes to building, minor changes to elevations and other substitute information to accommodate additional wellbeing facilities and associated offices, and revised landscape design.

Application approved by Planning Committee at the meeting on 31st March 2020 (decision issued 3rd April 2020).

17/01693/FULM - Existing playing fields and sports facilities to be altered, and supplemented by new sports playing pitches, cycle track, skate park, tennis courts, multi purpose pitches and provision of alternative route for existing bridleway.

Extension of playing pitch areas into vacant land to the East of current facilities.

Proposed building including crèche and pre-school facility, training, offices, music, dance and art studios, sports facilities, changing areas to serve both the internal and external sports, function rooms, cafe and kitchen.

Application approved by Planning Committee in December 2017 and as referenced above has been implemented on site.

16/00947/FULM - Use of former Tarmac land and part of existing sports ground for construction of a closed road cycle circuit. Erection of lighting columns, fencing, extension of existing car-park, and associated works including construction of a temporary haul road. *Application withdrawn.*

The Proposal

The application has been submitted as a Section 73 application to vary the plan condition on the original approval in order to allow a number of changes to be made to the extant permission.

The principle changes relate to a revised car park arrangement including 157 car parking spaces and 2 coach parking bays. In addition there would be an alteration of the main entrance to provide revolving entrance doors and the creation of an external gym area approximately 400m² in extent positioned externally adjacent to the northern elevation of the main building. This would essentially be an external area of sporting surface with no permanent built form.

The revised parking arrangements will necessitate removal of part of an existing hedgerow on the western site boundary which was indicated for retention (c40m).

The application has been considered on the basis of the following plans and documents:

- Covering Letter by Raynor Davies Architects dated 1st February 2021 – 2242/2.0/MJV;
- Location Plan – 2242(08)001 Rev. A;
- Site Plan – 2242(08)S01 Rev. F;
- Ground Floor GA – 2242(20)001 Rev. P;
- First Floor Plan – 2242(20)101 Rev. N;
- GA Elevations Sheet 1 of 2 – 2242(20)E01 Rev. M;
- External Cross-fit Gym Proposed Plan – 2242(08)014 dated 18/02/21;
- Proposed 12m Coach Tracking – 217081 SK003 Rev. P3;

- Site Masterplan Phase 1 – 2242(08)015 dated 25/02/21;
- Site Masterplan Phase 2 – 2242(08)016 dated 25/02/21;
- Arboricultural Assessment by fpcr dated February 2021;
- Ecology Addendum Letter by fpcr dated 10th February 2021 – 6737 / AJR / RG dated 10th February 2021.

Departure/Public Advertisement Procedure

Occupiers of 57 properties have been individually notified by letter. A site notice has also been displayed near to the site and an advert has been placed in the local press.

Planning Policy Framework

The Development Plan

Newark and Sherwood Amended Core Strategy DPD (adopted March 2019)

Spatial Policy 1 - Settlement Hierarchy

Spatial Policy 2 - Spatial Distribution of Growth

Spatial Policy 7 - Sustainable Transport

Spatial Policy 8 – Protecting and Promoting Leisure and Community Facilities

Core Policy 6 – Shaping our Employment Profile

Core Policy 9 -Sustainable Design

Core Policy 12 – Biodiversity and Green Infrastructure

Core Policy 13 – Landscape Character

Core Policy 14 – Historic Environment

NAP1 - Newark Urban Area

NAP3 – Newark Urban Area Sports and Leisure Facilities

Allocations & Development Management DPD

DM1 – Development within Settlements Central to Delivering the Spatial Strategy

DM5 – Design

DM7 – Biodiversity and Green Infrastructure

DM9 – Protecting and Enhancing the Historic Environment

DM12 – Presumption in Favour of Sustainable Development

Other Material Planning Considerations

- National Planning Policy Framework 2019
- Planning Practice Guidance (online resource)
- National Design Guide – Planning practice guidance for beautiful, enduring and successful places September 2019

Consultations

Newark Town Council – No Objection was raised to this application. However, the Town Clerk was asked to seek mitigations measures for the loss of hedgerows, particularly along the boundary with the Cemetery if that is possible.

NCC Highways Authority – No objections.

NSDC Tree Officer – Although trees and hedgerows are to be removed there is little detail on proposed landscaping mitigation.

Revisions to include trees between very narrow areas between parking bays will not be sustainable long term due to limited favourable rooting environment and lack of space for any canopy development. Larger areas can be created by combining planning areas rather than small piece meal sections for planting.

Similar issues with canopy spread are likely on proposed planting on the boundaries of the skate park.

Little scope has been considered for larger tree species on the site.

Nottinghamshire Wildlife Trust – No comments received.

NSDC Environmental Health (contaminated land) - re-iterate that any redevelopment that includes the Tarmac land will require site investigation and likely remedial works.

No letters of representation have been received.

Comments of the Business Manager

Principle of Development

An application under Section 73 is in effect a fresh planning application but should be determined in full acknowledgement that a permission exists on the site. This Section provides a different procedure for such applications for planning permission, and requires the decision maker to consider only the question of the conditions subject to which planning permission was granted. As such, the principle of the approved development cannot be revisited as part of this application.

An application can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. In determining such an application the local planning authority is only able to consider the question of the conditions subject to which planning permission should be granted, and—

- (a) if the authority decides that planning permission should be granted subject to conditions differing from those subject to which the previous permission was granted, or that it should be granted unconditionally, the authority shall grant planning permission accordingly, and
- (b) if the authority decides that planning permission should not be granted subject to the same conditions as those subject to which the previous permission was granted, the authority shall refuse the application.

The National Planning Policy Framework (NPPF) is clear that any new permission should set out all conditions related to it unless they have been discharged and that it cannot be used to vary the time limit for implementation which must remain unchanged from the original permission. Whilst the application has defined which conditions are sought to be varied, the local authority has the power to vary or remove other conditions if minded to grant a new planning consent.

Impact on Character

As a comprehensive development, there are large elements of the scheme which will have a minimal impact on the character of the area due to their low lying nature (i.e. the sports pitches). The addition of an external gym area would follow this principle in that it would not be readily discernible in the overall context of the site particularly given that it would be screened by the built form of the main building to the west. The previous iteration of the plans showed that this point of the site would feature car parking in any case so the overall character impacts would not be materially different. The alteration of the main entrance door to a revolving door would also have minimal impact in the context of the overall scheme.

Although the current application would alter the previously approved parking arrangements, the parking is positioned in broadly the same part of the site and would still be read in conjunction with the wider parking arrangements for the Leisure Centre adjacent.

Overall, the revised plans would maintain an acceptable impact on the character of the area such that it would not be reasonable to resist the changes in this respect.

Impact on Highways including Parking Provision

Spatial Policy 7 indicates that development proposals should be appropriate for the highway network in terms the volume and nature of traffic generated and ensure the safety, convenience and free flow of traffic using the highway are not adversely affected; and that appropriate parking provision is provided.

The original application was approved on the basis of providing 108 car parking spaces (excluding staff parking). The plans currently presented demonstrate a total of 157 spaces with two coach car parking spaces. Details of the security arrangements for the separate staff car park have also been provided.

NCC as the Highways Authority have assessed the current application and acknowledged that there would be changes to the parking but that they would not affect the ability for vehicles to maneuver within the site. They therefore do not raise any objections.

Overall the impacts to the highways network would not be significant as a consequence of the revised plans and in the context of the additional car parking demonstrated the use of the building would be fully catered for without leading to parking issues elsewhere. The scheme is therefore compliant with Spatial Policy 7 and the relevant elements of Policy DM5.

Impact on Trees and Ecology

The current application is accompanied by a supporting letter by fpcr and updated arboricultural assessment. Of note, the amended positioning of the coach bays would require an additional circa 40m removal of hedgerow on the western site boundary.

This area of hedgerow is approximately 3m in height and includes various species. There are also four trees immediately adjacent proposed for removal. The hedgerow is considered to have no more than low-moderate ecological value based on the species present, the number of gaps and the isolation in relation to other hedgerows.

The extant approval has already accepted the loss of circa 340m of hedgerow thus the revisions would lead to an overall loss of 380m. However, as part of the comprehensive landscaping of the extant scheme, approximately 785m of native hedgerow would be provided. This level of mitigation would therefore compensate for the hedgerow loss even in the context of the additional 40m proposed here. Precautionary measures for removal were secured as part of the extant permission which would continue to be relevant. The Town Council comments are noted which specifically seek consideration of further hedgerow to the north of the site at the boundary with the cemetery. These have been passed to the agent for consideration and a response has been received drawing attention to the aforementioned conclusions of the ecologist that the overall scheme provides a net benefit. I would concur that in the context of the above discussion that the additional loss of hedgerow is not considered harmful to the overall scheme, it would not be reasonable to insist on further hedgerow compensation through the current application.

The Tree Officer has commented on the scheme predominantly in reference to the space for trees to grow (e.g. between car parking spaces or adjacent to the skate park). A significant proportion of the tree specimens shown have already been accepted by the landscaping plans which supported the original application. The plan submitted to accompany the current application details that trees within the car parking area will be mixed groups of ornamental shrubs. Given that this would be additional greenery to further soften the built form, it is not considered reasonable or necessary to be overly prescriptive on size. Overall the impact on trees and ecology are considered acceptable.

Other Matters

The revised plans are not considered to have a perceivable impact to neighbouring residential receptors in comparison to the extant scheme. The building is some 180m away from the nearest existing residential curtilages.

The proposed mixed end use has already been established by the extant permission and would not change through the current submission. Whilst it is not necessary as part of the Section 73 determination to enter into a forensic assessment of the sporting facilities and pitch provision etc. it should nevertheless be identified that the very premise of the current application is to allow an increase to the facilities offered within the site. This would be a benefit to the local community and should be afforded positive weight in line with the aim of NAP 3 and the Council's Community Plan objectives.

Conclusion

As is detailed by the assessment above, the additional character and highways impacts would not amount to harm which would warrant refusal of the revisions sought. In addition, positive weight should be added to the additional offer of community facilities which the minor amendments proposed would allow.

Due to complexity of the changes, the recommendation below outlines the revised conditions which would appear on the decision notice (as oppose to an edited version with strikethrough text etc).

RECOMMENDATION

That planning permission is approved subject to the conditions and reasons shown below:

01

The development shall be implemented in accordance with the phasing scheme shown on drawings:

- Site Masterplan Phase 1 – 2242(08)015 dated 25/02/21;
- Site Masterplan Phase 2 – 2242(08)016 dated 25/02/21;

With the final phase being the total development shown on plan reference Site Plan – 2242(08)S01 Rev. F.

Prior to the commencement of each Phase beyond Phase 1, a full detailed programme including anticipated timeframes should be submitted to and approved in writing by the Local Planning Authority. The agreed programme shall thereafter be implemented in accordance with the approved details. For the avoidance of doubt the car parking provision hereby approved within Phase 1 should be completed and available for use prior to the commencement of Phase 2.

Reason: In order for the development to be delivered in a satisfactory manner in the interests of ensuring that there is adequate parking provision available for the intended end uses and that the sporting offer is delivered in a way which addresses any potential losses of alternative provision.

02

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans reference:

- Proposed Fencing- 10976 (SK) 2045 Rev. D
- Horizontal Illuminance Levels - UKS11521 - 8A
- Roof Plan – 2242(08)007 Rev. B dated 24/02/20;
- Second Floor Plan – 2242(08)012 dated 24/02/20;
- First Floor Mezzanine Plan – 2242(08)013 dated 25/02/20
- Location Plan – 2242(08)001 Rev. A;
- Site Plan – 2242(08)S01 Rev. F;
- Ground Floor GA – 2242(20)001 Rev. P;
- First Floor Plan – 2242(20)101 Rev. N;
- GA Elevations Sheet 1 of 2 – 2242(20)E01 Rev. M;
- 2242(20)E02 Rev. K GA Elevations 2 of 2
- External Cross-fit Gym Proposed Plan – 2242(08)014 dated 18/02/21;
- Proposed 12m Coach Tracking – 217081 SK003 Rev. P3;
- Site Masterplan Phase 1 – 2242(08)015 dated 25/02/21;
- Site Masterplan Phase 2 – 2242(08)016 dated 25/02/21;

Reason: So as to define this permission.

03

The building hereby approved shall be built in accordance with the materials shown on the following approved plans agreed by discharge of condition letter dated 3rd February 2021:

- 2242(08)DC1 Rev- External Materials;
- 2242(20)E01 RevM GA Elevations Sheet 1 of 2;
- 2242(20)E02 RevK GA Elevations 2 of 2;
- 2242(25)001 RevB Timber Cladding.

Reason: In the interests of visual amenity

04

The boundary details shown on plan reference SS2409 05 Rev. 00 and Site Fencing Layout – 10976 – WMS – ZZ – XX –DR – C – 39002 –S8 –P01 (as agreed through the discharge of condition letter dated 16th April 2018) shall be retained in full for the operational lifetime of the development.

Reason: In the interests of residential and visual amenity.

05

Notwithstanding the additional area of car parking shown on plan reference Site Plan – 2242(08)S01 Rev. F development shall be carried out in accordance with the approved hard landscape work details agreed by discharge of condition letter dated 4th July 2018 and retained for the operational lifetime of the development. For the avoidance of doubt the approved details are shown on the following plan and document references:

Tree protection measures:

- N0481 (96)001 Rev. D. 'Northern 'Wedge' Soft Landscape Proposal';
- 6737-A-05 Rev C Tree Retention & Protection Plan – South;
- 6737 Technical Note – Tree Removal & Mitigation, with Eco Management Plan Rev D;
- Technical Note (FPCR 15th May 2018)

Hard surfacing materials including the finish of the associated pitches:

- 10976-WMS-ZZ-XX-DR-C-39504-D2-P05-SURFACING-18.03.28
- Site Masterplan Phase 1 – 2242(08)015 dated 25/02/21;

Proposed finished ground levels or contours:

- 6 - 10976-WMS-ZZ-XX-DR-C-39004-S8-P01-LEVEL_STRATEGY-18.04.10

Car parking layouts and materials:

- 10976-WMS-ZZ-XX-DR-C-39503-D2-P03-CAR_PARK-18.03.07

Proposed and existing functional services above and below ground:

- Utilities Survey (5 Parts)
- AX1718-E-1001 B Proposed underground services and ductwork distribution schematic

- AX1718-E-1002 B Proposed underground duct services
- AX1718-E-7001 B DNO underground network power cable diversion
- AX1718-E-8001 B New LV incoming electricity underground services
- 10976-WMS-ZZ-XX-DR-C-39201-D2-P05-PHASE_1_DRAINAGE-18.03.28

Details of storage equipment for each sporting element:

- 10976(SK)2041_K-Proposed Site Layout 18.09.05

Details of a scheme for CCTV coverage of public spaces

- AX1718-E-4001 B Proposed external CCTV & Tannoy coverage
- AX1718-E-4002 B Proposed external CCTV & Tannoy control

Reason: In the interests of visual amenity; residential amenity; efficiency of sporting use and biodiversity.

06

The approved soft landscaping and associated mitigation works within each Phase pursuant to Condition-1 as demonstrated on Site Masterplan Phase 1 – 2242(08)015 dated 25/02/21; Site Plan – 2242(08)S01 Rev. F and the Grassland / Hedgerow Retention, Creation, Protection and Management Plan - 6737-E-07b shall be completed during the first planting season following the commencement of the development to each Phase, or such longer period as may be agreed in writing by the Local Planning Authority. For the avoidance of doubt these includes mitigation measures demonstrated such as the incorporation of log piles. Any trees/shrubs which, within a period of five years of being planted die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. For the avoidance of doubt the hedgerows should be maintained to a minimum width of 2m and include a 1m margin of rough grassland.

Reason: To ensure the work is carried out within a reasonable period and thereafter properly maintained, in the interests of visual amenity and biodiversity.

07

The development shall be carried out in complete accordance with the mitigation recommendations contained in Section 4.37; 4.42; and 5.4 of the Ecological Appraisal undertaken by fpcr dated September 2017 unless otherwise agreed through approval of a non-material amendment to the permission. For the avoidance of doubt 4.27 requires that all lighting be turned off at 22:00 (all year round), to clarify there should be no illumination of the lighting hereby approved between the hours of 22:00 and 07:00. 4.42 relates to the need to safeguard grass snake and outlines a suitable method statement which must be complied with. 5.4 requires that the tree to be lost for arboriculture reasons should be subject to an endoscope inspection by a licenced bat worker immediately prior to removal.

Reason: In order to afford protection to protected species and to achieve ecological enhancements in line with the Core Strategy and the NPPF as submitted by the applicant.

08

The development shall be carried out in accordance with the requirements and recommendations of the Written Scheme of Investigation dated 27th January 2018 and the 'Archaeological Watching Brief' dated February 2018 and 'Geophysical Survey' dated February 2018 as agreed through the discharge of condition letter dated 16th April 2018.

Reason: To ensure that features of archaeological interest are properly examined and recorded.

09

Prior to Phase 2 of the development being brought into use, a validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology agreed by the discharge of condition letter dated 4th July 2018 shall be submitted to the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

010

The development shall be carried out in accordance with the following drainage details as agreed by discharge of condition letter dated 4th July 2018:

- Micro Drainage Calculations – 11189 dated 22/06/2018
- NCAV Phase 1 – Drainage Strategy – Rev. A
- SUDs Maintenance Schedules
- Maintenance 2006 Guide
- Pitch Drainage Layout – 11189(9)01
- Car Park Drainage Layout – 11189(9)02A
- Athletics Track layout – 11189(9)03

Reason: 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.

011

The development shall be carried out in complete accordance with the mitigation recommendations contained in Section 4.19 of the Noise Impact Assessment undertaken by Hepworth Acoustics dated September 2017 unless otherwise agreed through approval of a non-material amendment to the permission. For the avoidance of doubt this requires that the combined rating level of noise from any plant is controlled to be at least 3 dB below the existing background level at the nearest dwellings during the times of operation. As functions may run until 00:00 the combined rating level for all plant outside the nearest dwellings should be controlled to 32 dB, which is 3 dB below the lowest background level (LA90) measured until 00:00.

Reason: In the interests of residential amenity.

012

To avoid negative impacts to nesting birds, any clearance works of vegetation on site should be conducted between October to February inclusive, outside the bird breeding season. If works are conducted within the breeding season, between March to September inclusive, a nesting bird survey must be carried out by a qualified ecologist prior to clearance. Any located nests must then be identified and left undisturbed until the young have left the nest.

Reason: In order to protect biodiversity on the site in accordance with the aims of Core Policy 12 of the Newark and Sherwood Core Strategy (2019).

013

The staff car park served off Elm Avenue shall be controlled in accordance with the details enclosed within the letter dated 10th March 2020 – 2242/2.0/CJG. For the avoidance of doubt the car park should be controlled by a security gate during the daytime to which staff members have a key.

Reason: To prevent uncontrolled use that may lead to on-street parking to the detriment of the safety and amenity of local residents.

014

For the duration of Phase 1, in accordance with the phasing scheme shown on drawing no. Site Masterplan Phase 1 – 2242(08)015 dated 25/02/21, the coach parking as shown on plan reference Coach Parking Phase 1 – 2242(15)006 Rev. A dated 17/03/2020 shall be available for the parking of coaches and for no other purpose. Prior to the development within Phase 2 being brought into use, the coach parking as shown on plan reference Site Masterplan Phase 1 – 2242(08)015 dated 25/02/21 shall be available for the parking of coaches and for no other purpose. The coach spaces shall thereafter be retained for the operational lifetime of the development.

Reason: To ensure that adequate off-street provision is made to reduce the possibilities of the proposed development leading to coaches parking on-street.

015

The diverted footpath shown on plan reference Bridleway Layout - 10976-WMS-ZZ-XX-DR-C-39501-D2-P05 shall remain available for public use during the operational life of the development.

Reason: To retain a safe and sustainable public right of way.

016

The development shall be carried out in accordance with the Travel Plan – BRNW-BSP-ZZ-XX-RP-D-0001-P04_Travel_Plan by bsp Consulting – 17-0391 dated March 2020; specifically the action plan at Appendix B with the exception that the monitoring and review of the Travel Plan should be submitted to and approved in writing by the Local Planning Authority in consultation with Nottinghamshire County Council as the Highways Authority.

Reason: To promote sustainable travel.

017

The Management and Maintenance of the 3G Football Pitch and Community Sports Pitch shall be carried out in accordance with the details received 26th September in line with the discharge of condition letter dated 18th January 2019.

Reason: To ensure that the new facilities are capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Development Plan Policy SP8 and the NPPF.

018

The lighting scheme as shown through the following approved details as agreed by discharge of condition letter dated 4th July 2018:

- Details of survey of surrounding night sky contained within the ecological report forming part of the main application 17/01693/FULM
- AX1718-E-3001 B General amenity lighting scheme
- AX1718-E-3002 B Athletics track lighting
- USK11521-9 Site wide horizontal illuminance levels
- USK11521-11A 3G pitch horizontal illuminance levels

shall be carried out in accordance with the approved details and the measures to reduce overspill and light pollution retained for the lifetime of the development.

Reason: In the interests of visual and residential amenity.

Notes to Applicant

01

The applicant is advised that all planning permissions granted on or after the 1st December 2011 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website at www.newark-sherwooddc.gov.uk/cil/

The proposed development has been assessed and it is the Council's view that CIL is not payable on the development hereby approved as the development type proposed is zero rated in this location.

02

This application has been the subject of discussions during the application process to ensure that the proposal is acceptable. The District Planning Authority has accordingly worked positively and pro-actively, seeking solutions to problems arising in coming to its decision. This is fully in accord Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

BACKGROUND PAPERS

Application case file.

For further information, please contact Laura Gardner on extension 5907.

All submission documents relating to this planning application can be found on the following website www.newark-sherwooddc.gov.uk.

Lisa Hughes

Business Manager – Planning Development