



Report to Planning Committee 10 NOVEMBER 2022
 Business manager Lead: Lisa Hughes – Planning Development
 Lead Officer: Yeung Browne – Planner x 5893

Report Summary			
Application Number	22/01591/FUL		
Proposal	Development of 5 bungalows and associated external works including installation of new dropped kerbs.		
Location	77C Eton Avenue, Newark On Trent, NG24 4JH		
Applicant	Newark & Sherwood District Council - Mr Kevin Shutt	Agent	SGA LLP- Mrs Karolina Walton
Web Link	https://publicaccess.newark-sherwooddc.gov.uk/online-applications/simpleSearchResults.do?action=firstPage		
Registered	16.08.2022	Agreed extension of time	16.11.2022
Recommendation	Approve, subject to the conditions set out in Section 10.0		

This application is before the Planning Committee for determination, in accordance with the Council’s Constitution, because the applicant is the Council.

1.0 The Site

The application site was the former Newark and Sherwood District Council housing office with parking facility, located on the corner of Eton Avenue and Devon Road, Newark. The office building is currently closed and due for demolition (22/00629/DEM), and the site is currently fenced off from both Eton Avenue and Devon Road.

The site is predominantly surrounded by residential development with some commercial properties to the north-west.

The proposed site is approximately 2000m², broadly triangular in shape, current vehicle access is from Devon Road. To the northern boundary there are private garden areas from dwellings off Devon Road and a local pharmacy off Eton Avenue. An existing Gas Governor is positioned adjacent to Devon Road, access will be required from both sides.

2.0 Relevant Planning History

01900943 - Residential Development. Application approved 16th January 1991.

01881111 - Erection of Local Housing Office. Application approved 9th January 1989.

19/02249/FUL – Demolition of existing building and development of 6 no. 1-bed flats. Application withdrawn on 14th January 2020

22/00629/DEM – Demolition of former NSDC Housing Office. Prior approval required and granted on 13.05.2022

3.0 The Proposal

The proposal seeks permission for five bungalows set to the east of Eton Avenue, with principle elevations of the bungalows facing Eton Avenue. Eleven parking spaces would be created within the site access from both Eton Avenue and Devon Road; 7 of the parking spaces would be allocated for the bungalows, two for visitors and the remaining two would be allocated for maintenance vehicles for Gas governor.

The proposed 5 bungalows would comprise of two designs, 3x 1B2P (one bedroom for 2 people) in the middle and bookended by 2x 2B3P (two bedrooms for 3 people).

The block of bungalows would have a total width of 39.027m, and 8.54m in depth, standing at eaves and ridge of 2.235m and 5.538m. Each bungalow would have a gable end feature on its front elevation facing Eton Avenue, standing at 3.6m to the ridge.

Each dwelling would have its own garden areas; the rear garden areas would have timber fencing at 1.8m in height with a bin storage area. Existing trees within the landscaped area on the junction of Eton Avenue and Devon Road will be retained.

The proposal also includes drop kerbs from Eton Avenue and sections of Devon Road.

Materials proposed are brick (Cadeby Red Multi or Forterra Tame Valley Red) with roof tiles to be Russell Grampian slate grey, three of the gable end front porches on 1B2P bungalows would be rendered in Parex Monorex GM in off white.

The following documents have been submitted with the application:

- Existing site Location Plan ref: 529-SGA-35-SL-DR-A-00010 P3 Rev P1, received on 11 August 2022
- Revised Proposed site and block plans ref: received 529-SGA-35-SL-DR-A-00010 Rev P3, received on 14 October 2022
- Revised Proposed floor plans ref: received 529-SGA-35-OO-DR-A-00011, Rev P2, received on 15 August 2022
- Revised Proposed elevation ref: 529-SGA-35-XX-DR-A-00012, Rev P2, received on 15 August 2022
- Design and Access Statement received 11 August 2022

4.0 Departure/Public Advertisement Procedure

Occupiers of four properties have been individually notified by letter. A site notice was placed near to the proposed site on 02 September 2022.

Site visit undertaken on 02 September 2022.

5.0 Planning Policy Framework

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
- Core Policy 1 – Affordable Housing Provision
- Core Policy 3 – Housing Mix, Type and Density
- Core Policy 9 – Sustainable Design
- Core Policy 10 – Climate Change
- Core Policy 12 – Biodiversity and Green Infrastructure
- NAP1 – Newark Urban Area

Allocations & Development Management DPD

- DM1 – Development within Settlements Central to Delivering the Spatial Strategy
- DM5 – Design
- DM12 – Presumption in Favour of Sustainable Development

Other Material Planning Considerations

National Planning Policy Framework

National Planning Practice Guidance

National Design Guide

Housing Needs Survey 2020

Residential Cycle and Car Parking Standards SPD 2021

6.0 Consultations

Newark Town Council – has no objection to the proposal subject to a full phased contamination condition as suggested by the NSDC Environmental Services.

Caden Gas – do not object to the proposal, an informative note required with the permission.

NCC Highway Authority – [further to previous comments] on 13 October 2022 in regards to the revised details and visibility splay, stated there are no Highway Authority objections to the proposal subject to conditions and informative.

NDSC Environmental Health– stated that the previous desktop study identified potential on site sources of contamination, recommended a full phased contamination condition.

No representations have been received from interested parties.

7.0 Comments of the Business Manager – Planning Development

The National Planning Policy Framework (NPPF) promotes the principle of a presumption in favour of sustainable development and recognises the duty under the Planning Acts for planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004. The NPPF refers to the presumption in favour of sustainable development being at the heart of development and sees sustainable development as a golden thread running through both plan making and decision taking. This is confirmed at the development plan level under Policy DM12 of the Allocations and Development Management DPD.

Principle of Development

The Adopted Development Plan for the District is the Core Strategy DPD (2019) and the Allocations and Development Management Policies DPD (2013). The adopted Core Strategy details the settlement hierarchy which will help deliver sustainable growth and development in the District. The intentions of this hierarchy are to direct new residential development to the Sub-regional Centre, Service Centres and Principal Villages, which are well served in terms of infrastructure and services. Spatial Policy 2 (Spatial Distribution of Growth) of the Council's Core Strategy sets out the settlements where the Council will focus growth throughout the District.

The site is within the urban boundary of Newark, the 'Sub-Regional Centre' of the district and therefore the principle of residential development on this site is acceptable.

Housing Mix and Density

Core Policy 3 confirms that the Local Planning Authority will normally expect development densities of no lower than an average of 30 dwellings per hectare. The provision of five dwellings on an overall site area of 0.2 hectares would lead to a density of approx. 25 dwellings per hectare which is considered agreeable in this site.

The site falls within the Newark sub area where the predominant affordable housing need (42%) is for 2 bed bungalows followed by 1 bed bungalows (32%). I therefore have no objection to the provision of these types of units, which would broadly align with the most up to date evidence in accordance with CP3.

Impact on the Character of the Area

The NPPF states that good design is a key aspect of sustainable development and new development should be visually attractive as a result of good architecture and appropriate landscaping. Core Policy 9 states that new development should achieve a high standard of sustainable design and layout that is of an appropriate form and scale to its context,

complementing the existing built and landscape environments. Policy DM5 of the DPD requires development to reflect 'the scale, form, mass, layout, design, materials and detailing' of the surrounding built form.

Chapter 11 of the NPPF refers to making effective use of land, advising that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (para. 119). This chapter goes on to state how planning decisions should also promote and support the development of under-utilised land especially if this would help to meet identified needs for housing (para.120.d). Para. 121 explains how LPA's should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, such as the supply of affordable housing with para 122 reiterating that planning decisions "need to reflect changes in the demand for land".

The site is broadly a triangle place of land on the junction of Eton Avenue and Devon Road with some trees and shrub area which adds welcome greenery to the street scene. The site is within an area which is characterised by two storey terraced and semi-detached properties of similar design, construction and layout. Whilst their design does not hold any specific architectural merit, their uniformity does give a sense of place.

The bungalows would be constructed of red brick with concrete tiles. The application site is within an established residential area. The proposed site plan shows a row of 5 of bungalows which would front onto Eton Avenue, occupying the corner of the junction to Eton Avenue and Devon Road. The properties would have an open frontage, similar to other dwellings within the streetscene. The design of the properties are considered to reflect the local character overall. The arrangement of the dwellings at an angle to the existing semi-detached properties on Devon Road would respond well to the context of the plot and the retention of the existing greenery to the junction is a positive element of the scheme which would help reduce any perception of overdevelopment at this site due to the higher density proposed. In this regard it is therefore considered reasonable to condition that the trees and shrubs shown as being retained are retained for the lifetime of the development.

It is acknowledged that the development would result in a reduced level of external amenity space compared with surrounding properties which would be somewhat out of character with properties in the immediate vicinity. However there are other examples of properties within the wider area with smaller rear garden areas such that this is not considered to be fatal to the scheme.

With regards to the aesthetics of the proposed bungalows, it is noted that the properties and boundary treatment have been designed sympathetically to the surrounding area. The property would broadly follow the building line of the neighbouring dwellings which would assist in assimilating the property into the existing street scene. It is considered the proposed would not cause harm to the streetscene or the appearance and character of the area. As such the proposal accords with Core Policy 9 of the Amended Core Strategy and Policy DM5 of the ADMDPD.

Impact upon Residential Amenity

The NPPF seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM5 of the DPD states that development proposals should ensure no unacceptable reduction in amenity including overbearing impacts and loss of privacy upon neighbouring development and requires development to be acceptable in terms of not having a detrimental impact on residential amenity both in terms of existing and future occupiers.

In terms of future occupiers, the National Government has published the 'Technical housing standards – nationally described space standard' in March 2015. This document deals with internal space within new dwellings and is suitable for application across all tenures. The standards have not been adopted by Newark and Sherwood District Council but they nevertheless form a useful benchmark. The 3 middle units with a single bedroom for two people would provide c. 55m² gross internal area (GIA); the two bookended units with two bedrooms for 3 people would provide c. 61m² GIA; both types of units would meet the minimum GIA and thus internally the units would be acceptable.

The closest dwelling to the northeast is a semi-detached two storey dwelling, approximately 10.5m from corner to corner. Taking account of the single storey nature of the proposal and the orientation of the dwellings, it is not considered that the proposed bungalows would create amenity harm to occupants of the dwelling to the north.

In regard to the amenity provisions for the proposed bungalow, area of outdoor amenity space is proposed to the northeast and southwest of the dwellings. This is considered sufficient for the 2-bedroom bungalows. Furthermore, the provision of a 1.8m high fence surrounding the rear gardens with hedge on the northeast and southwest would ensure a degree of privacy. Nevertheless, in order to ensure that any future alteration or extensions are sympathetic to the original design, layout and the impact to the other neighbouring dwellings is appropriately considered, some permitted development rights are recommended are removed. These are extensions, outbuildings and alterations to the roof.

With the above in mind, the single storey dwellings could be accommodated within this site without significantly impacting upon existing neighbouring amenity and an acceptable garden area for any future occupiers could be provided commensurate with the size of the dwelling in accordance with Policy DM5 of the Allocations and Development Management DPD.

Impact upon Highway Safety

Spatial Policy 7 states that 'the Council will encourage and support development proposals which promote an improved and integrated transport network and an emphasis on non-car modes as a means of access to services and facilities. In particular the Council will work with the County Council and other relevant agencies to reduce the impact of roads and traffic movement, to support the development of opportunities for the use of public transport, increase rural accessibility and to enhance the pedestrian environment.'

Policy DM5 of the DPD states that 'Provision should be made for safe and inclusive access to new development. Where practicable, this should make use of Green Infrastructure and as

many alternative modes of transport as possible. Parking provision for vehicles and cycles should be based on the scale and specific location of the development.'

Paragraph 110 of the NPPF states that schemes can be supported where they provide safe and suitable access for all. Paragraph 109 of the NPPF makes it clear that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The Council has recently adopted a residential cycle and car parking standards SPD. For one and two bed properties in inner Newark area the parking requirement is for one space, this proposal would provide a single space for the one bed properties and 2 spaces the two bed dwellings, with the addition 2 parking bays for visitors and two allocated parking bays for the Gas governor from Devon Road. Building regulations require new dwellings to have electric vehicle charging facilities to be provided, it is not therefore considered necessary to condition this requirement in this instance.

The proposed will require a dropped kerb from both Eton Avenue and Devon Road for the allocated parking spaces. Consultation has been undertaken with NCC as the Highways Authority. Their comments raise no objections on the revised block plan subject to conditions which can be reasonably imposed. The movements associated with the bungalows would not have a perceivable impact on the overall highways network which would warrant concern. The proposal is considered to be in accordance with Spatial Policy 7 of the Amended Core Strategy DPD and Policy DM5 of the A&DM DPD.

Flooding/surface water run-off

Policy DM5 'Design' of the Allocations & Development Management DPD requires new development proposals to pro-actively manage surface water including the use of Sustainable Drainage Systems. New mapping has been released by the Environment Agency on surface water flood risk. This surface water mapping provides a useful indication of low spots where water is likely to 'pond', where surface water flooding is deeper or shallower, direction and approximate speed of flowing water (indicating flow paths) and the spatial location of surface water flood risk in relation to sites.

The Planning Statement submitted with the application states that surface water would be disposed via a sustainable drainage system or soakaway determined by engineer. No details on surface water drainage have been submitted. However, given the site's location in an area prone to surface water flooding it is considered details of surface water drainage could be adequately dealt with through an appropriately worded condition.

Waste Management

The proposed dwelling would have a paved area to accommodate bins away from the access paths. It is considered the proposed layout plan to be acceptable in relation to bin storage.

CIL

The Council has an adopted a Community Infrastructure Levy (CIL), however, as the site is located within the zero rated Devon ward, CIL is not charged in this case.

8.0 Implications

In writing this report and in putting forward a recommendation, Officers have considered the following implications: Data Protection, Equality and Diversity, Financial, Human Rights, Legal, Safeguarding, Sustainability, and Crime and Disorder and where appropriate they have referred to these implications and added suitable expert comment where appropriate.

9.0 Conclusion

Overall the principle of five new affordable dwellings in this urban, sustainable area is considered to be acceptable and welcomed, making efficient use of land whilst adding to much needed affordable housing stock. The design of these bungalows would not adversely impact the surrounding area and would cause no undue harm to residential living conditions or highway safety. No adverse impacts have been identified and I therefore recommend this application be approved.

10.0 Conditions

01

The development hereby permitted shall not begin later than three years from the date of this permission.

Reason: To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

02

The development hereby permitted shall be carried out only in accordance with the details and specifications included on the submitted application form, documents and shown on the drawings as listed below:

- Revised Proposed site and block plans ref: 529-SGA-35-SL-DR-A-00010 Rev P3, received on 14 October 2022
- Revised Proposed floor plans ref: 529-SGA-35-OO-DR-A-00011, Rev P2, received on 15 August 2022
- Revised Proposed elevation ref: 529-SGA-35-XX-DR-A-00012, Rev P2, received on 15 August 2022

Reason: To ensure that the development takes the agreed form envisaged by the Local Planning Authority when determining the application.

03

The development hereby permitted shall be constructed entirely of the materials details submitted as part of the planning application.

Reason: To ensure the satisfactory appearance of the completed development in the interests of visual amenity.

04

No part of the development hereby permitted shall be occupied until the existing site access, which has been made redundant as a consequence of this permission and as shown on plan 529 SGA 35 SL DR A 00010 rev. P03 received on 14 October 2022 is permanently closed, and the access crossing reinstated as footway in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

REASON: To protect the structural integrity of the highway and to allow for future maintenance.

05

No part of the development hereby permitted shall be brought into use until all dropped vehicular footway crossings to the proposed driveways with off-street parking bays are available for use and constructed in accordance with plans submitted to and approved in writing by the Local Planning Authority. The highway works shall then be implemented in line with these details to the Highway Authority specification to the satisfaction of the Local Planning Authority.

REASON: To allow vehicles to enter and leave the highway in a slow and controlled manner in the interest of highway safety.

06

No part of the development hereby permitted shall be brought into use until all parking areas are provided and surfaced in a hard bound material (not loose gravel) in accordance with details submitted to and approved in writing by the Local Planning Authority. The surfaced of all parking areas shall then be used only for parking of vehicles for occupiers and visitors of this development and be maintained in the approved hard bound material for the life of the development.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking in the area and to reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.)

07

No part of the development hereby permitted shall be brought into use until the parking areas are constructed with provision to prevent the discharge of surface water from the parking areas to the public highway. Any proposed soakaway shall be located at least 5.0m to the rear of the highway boundary or hard-bound permeable surfacing should be installed. The drainage scheme shall be provided in accordance with details submitted to and approved in writing by the Local Planning Authority. The provision to prevent the discharge of surface water to the public highway shall then be retained for the life of the development.

REASON: To ensure surface water from the site is not deposited on the public highway causing dangers to road users.

08

Prior to the commencement of development, the off-site traffic management works comprising of double yellow lines across the frontage of the site along Eton Avenue, as indicatively shown on the submitted plan ref: 529 SGA 35 SL DR A 00010 rev. P03 received on 14 October 2022 shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority and retained thereafter unless the highway authority deem their removal appropriate.

REASON: To protect an unobstructed access to the existing bus stop and the free flow of traffic on Eton Avenue all in the interest of highway safety.

09

Prior to first occupation of the development hereby approved, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include:

- i. full details of every tree, shrub, hedge to be planted (including its proposed location, species, size and approximate date of planting) and details of tree planting pits including associated irrigation measures, tree staking and guards, and structural cells. The scheme shall be designed so as to enhance the nature conservation value of the site, including the use of locally native plant species;
- ii. measures for the protection of existing tree and hedgerows shown as being retained on approved plan no. 529-SGA-35-SL-DR-A-00010 Rev P3 during construction;
- iii. means of enclosures;
- iv. hard surfacing materials;
- v. minor artefacts and structures for example, secure storage sheds and play equipment

Reason: In the interests of visual amenity and biodiversity.

10

The approved soft landscaping shall be completed during the first planting season following the first occupation/use of the development, or such longer period as may be agreed in writing by the local planning authority. 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 unless otherwise agreed in writing by the local planning authority. All tree, shrub and hedge planting shall be carried out in accordance with BS 3936 -1992 Part 1-Nursery Stock-Specifications for Trees and Shrubs and Part 4 1984-Specifications for Forestry Trees; BS4043-1989 Transplanting Root-balled Trees; BS4428-1989 Code of Practice for General Landscape Operations. The approved hard landscaping scheme shall be completed prior to first occupation or use.

Reason: To ensure the work is carried out within a reasonable period and thereafter properly

maintained, in the interests of visual amenity and biodiversity.

11

No trees within the site which are shown as being retained within the Site Location and Block Plan – Ref. 529-SGA-35-SL-DR-A-00010 Rev P3) shall be felled, uprooted, willfully damaged or destroyed, cut back in any way.

Reason: In the interests of visual amenity.

12

No development shall be commenced, including any works of demolition or site clearance, 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 unless otherwise agreed in writing by the local planning authority. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors;
- ii. loading and unloading of plant and materials;
- iii. storage of plant and materials used in constructing the development;
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v. wheel washing facilities;
- vi. measures to control the emission of dust and dirt during construction;
- vii. a phasing scheme for works to ensure existing residents have access to external amenity space throughout the construction period;
- viii. hours of construction.

Reason: In the interests of residential amenity.

13

Prior to any works commencing on the construction of the foundations of the dwelling, full details of the manner in which surface water is to be disposed of from the site shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use and shall be maintained for the lifetime of the development.

Reason: To ensure that the site is drained in a satisfactory manner.

14

The bin storage facilities/area shown on the approved plan reference 529-SGA-35-SL-DR-A-00010 Rev P3 received on 14 October 2022 shall be provided prior to first occupation of any of the dwelling hereby approved and retained for the lifetime of the development.

Reason: To ensure that adequate bin storage is provided for occupiers in the interests of residential and visual amenity.

Notwithstanding the provisions of the Town and Country planning (General Permitted Development) (England) Order 2015 (and any order revoking, re-enacting or modifying that Order), other than development expressly authorised by this permission, there shall be no development under Schedule 2, Part 1 of the Order in respect of:

Class A: The enlargement, improvement or other alteration of a dwellinghouse.

Class B: The enlargement of a dwellinghouse consisting of an addition or alteration to its roof.

Class C: Any other alteration to the roof of a dwellinghouse.

Class D: The erection or construction of a porch outside any external door of a dwellinghouse.

Class E: Buildings etc incidental to the enjoyment of a dwellinghouse.

Reason: To ensure that the local planning authority retains control over the specified classes of development normally permitted under the Town and Country Planning (General Permitted Development) (England) Order 2015.

Informative

01

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).

02

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.

03

Highway works including access reinstatement:

In order to carry out the off-site works required you will be undertaking work in 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 will need to enter into an agreement under Section 278 of the Act or obtain a licence from the Highway Authority, depending on the scale of works required. Please contact hdc.north@nottsc.gov.uk or contact the Highway Authority by calling Nottinghamshire

County Council's Customer Services on 0300 500 8080 and ask for a Principal Officer for Newark and Sherwood area for more details.

04

Building Works shall not project over the highway:

No part of the proposed building/wall or its foundations, fixtures and fittings shall project forward of the highway boundary.

05

Prevention of Mud on the Highway:

It is an offence under S148 and S151 of the Highways Act 1980 to deposit mud on the public highway and as such you should undertake every effort to prevent it occurring.

06

Traffic Regulation Orders:

The proposed off-site highway works referred to in condition 5 above require a Traffic Regulation Order (TRO) before the development is occupied to provide off-site mitigating works. The developer should note that the Order can be made on behalf of the developer by Nottinghamshire County Council at the expense of the developer. This is a separate legal process and the Applicant should contact businessdevelopment@viaem.co.uk or alternatively you can contact Nottinghamshire County Council's Customer Services on 0300 500 8080 and ask for the Improvements Team in Via EM Ltd. Please note that this is a process due to public consultation being part of the procedure; therefore, the applicant is advised to arrange for the TRO process to commence at an early stage of the site redevelopment.

07

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linerearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

BACKGROUND PAPERS

Application file

Committee Plan - 22/01591/FUL

