

PLANNING COMMITTEE – 5 FEBRUARY 2019

Application No:	18/02317/FUL	
Proposal:	Conversion of existing annexe and carport to form single dwelling	
Location:	37 Lambley Road, Lowdham, Nottinghamshire, NG14 7AZ	
Applicant:	Ms Diana Lawton	
Registered:	18.12.2018	Target Date: 12.02.2019

This application is being presented to the Planning Committee in line with the Council's Scheme of Delegation as Lowdham Parish Council has objected to the application which differs to the professional officer recommendation.

The Site

The application site comprises the residential unit of No. 37 Lambley Road which is a two-storey red brick and clay pantile roof property, and a separate single-storey annex outbuilding positioned along the western boundary of the property curtilage. Access to the existing house is directly from the Lambley Road (N). To the east side of the property is an integral garage and projecting single storey range. The front entrance to the site comprises of an apron entrance with two vehicular access points – one of which, positioned to the west, provides access to the annex building to which this application relates. There is a paved parking and turning driveway area within the site associated with the annex.

The annex outbuilding itself comprises a single-storey bedroom and living area, (sharing facilities with the main house), and is attached to a pitched roof car port and storage area to the rear (S). The site of the annex is substantially surrounded by established trees, hedges, and shrubbery with a dwarf wall separating the annex's paved parking area and the lawned curtilage area of no. 37.

The site itself lies within the Nottinghamshire/Derby Green Belt and whilst the body of the host dwelling lies within the conservation area, the annex itself does not.

The annex and carport building are of substantial construction, within the annex part (projection that runs E-W) the building comprises a bedroom, bathroom and studio/living area c. 6.6 m x 9.7 m. Attached to this, running N-S is an open fronted car port bay and storage area measuring c. 5.8 m in width and 15.1 m in length. The L shaped building is in total 21.7 m in length (following the western boundary). The building is 4.4 m to the ridge and 2.4 m to the eaves.

The western boundary is treated with a c. 2m high close boarded timber fence with trees behind. To the east is the curtilage of no. 37. To the south is an open field, the boundary between which comprises a dense tree line. To the west is the orchard area associated with no. 37.

Relevant Planning History

PREAPP/00245/18 - Convert existing annexe and carport to dwelling – General Support 12.12.18

09/01544/FUL – Proposed conversion of outbuilding into separate dwelling – Refused 14.12.2009
App/B3030/A/10/2129952/WF Above decision appealed - Oct 2010 (dismissed)

09/00926/FUL - Conversion of outbuilding and car port to create a 2 bedroomed annex (for use as ancillary accommodation to the main dwelling) and provision of new access drive – Approved 25.08.2009

The Proposal

Planning permission is sought for the conversion of the annex building and carport range to a single residential dwelling.

The building is proposed to maintain its external appearance albeit the existing open fronted openings are proposed to be infilled on the north side and glazed to the southern side – 5 no. rooflights are proposed to be inserted into the western facing side elevation. The building is to be converted from its current form to incorporate two bedrooms, lounge, kitchen and utility room, all within the same original building envelope. Apart from internal re-modelling, and the infilling of the existing external openings with panels, doors, and windows, no external alteration or extension is proposed.

An approx. 1.8 m high privet hedge is proposed to the east of the annex building to separate the proposed new dwelling with no. 37 with a portion of 1.8 m high timber fence across the existing paved access to the north of the boundary.

In terms of external materials the existing red clay pantile roof would be retained, the existing openings would be infilled with tata steel colourcoat urban standing seam vertical profiled aluminum sheet cladding (anthracite) set in recesses between existing facing brickwork piers. Windows would be timber flush casement detailed painted grey with full height glazed panels to the north eastern elevation and fixed glazed panels to the gable apex in the south east gable projection. Doors would be dark grey powder coated aluminum sliding folding doors to the south east gable and non-folding doors to the north east elevation. Conservation style rooflights are proposed to the south west and south east elevation.

As part of the proposal, the entrance off the highway to the north is proposed to be closed and repositioned further westwards with 2.4 m x 43 m visibility splays – to achieve this the planting and curved wall within the site to the front is proposed to be removed which includes the removal of 3 no. conifer trees. The garden area proposed with this new dwelling would be c. 27 m in length to the south and 11.7 m to the east.

2 no. car parking spaces would be provided within the site.

Departure/Public Advertisement Procedure

Occupiers of three 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.

Earliest Decision Date: 31.01.2019

Planning Policy Framework

The Development Plan

Newark and Sherwood Core Strategy DPD (adopted March 2011)

Spatial Policy 1: Settlement Hierarchy

Spatial Policy 3: Rural Areas

Spatial Policy 4A: Extent of the Green Belt

Spatial Policy 4B: Green Belt Development

Core Policy 9: Sustainable Design

Core Policy 12: Biodiversity and Green Infrastructure

Core Policy 14: Historic Environment

Allocations & Development Management DPD (adopted July 2013)

Policy DM5: Design

Policy DM7: Biodiversity and Green Infrastructure

Policy DM8 - Development in the open Countryside

Policy DM9: Protecting and Enhancing the Historic Environment

Other Material Planning Considerations

- National Planning Policy Framework 2018
- Planning Practice Guidance 2014
- Conversion of Traditional Rural Buildings SPD 2014

Consultations

Lowdham Parish Council – “18/02317/FUL – 37 Lambley Road – Object to Proposal – the formation of a separate dwelling in Green Belt Area. Please note previous PC decisions for 09/01544/FUL and 09/00926/FUL where the PC objected to this Application”

NCC Highways Authority – “This proposal is for the conversion of the existing annexe and carport to a single dwelling served by a new vehicular access. The layout as shown on drg. no. 2630/18/03 is acceptable to the Highway Authority.

Therefore, there are no highway objections to this proposal subject to the following conditions being imposed:

1. No part of the development hereby permitted shall be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority’s specification.
Reason: In the interests of highway safety.
2. No part of the development hereby permitted shall be brought into use until the access to the site has been completed to provide a width of 3.75m and surfaced in a bound material for a minimum distance of 5m behind the highway boundary in accordance with drg. no. 2630/18/03.
Reason: In the interests of highway safety.

3. No part of the development hereby permitted shall be brought into use until the visibility splays shown on drg. no. 2630/18/03 are provided. The area within the visibility splays referred to in this condition shall thereafter be kept free of all obstructions, structures or erections exceeding 0.6m in height.
Reason: To maintain the visibility splays throughout the life of the development and in the interests of general highway safety.
4. No part of the development hereby permitted shall be brought into use until the parking areas are provided in accordance with drg. 2630/18/03. The parking areas shall not be used for any purpose other than the parking of vehicles.
Reason: To ensure adequate parking provision is made for the proposal.
5. No part of the development hereby permitted shall be brought into use until the access is constructed with a gradient not exceeding 1 in 20 for a distance of 5m from the rear of the highway boundary in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety.
6. No part of the development hereby permitted shall be brought into use until the access driveway is constructed with provision to prevent the unregulated discharge of surface water from the driveway to the public highway in accordance with details first submitted to and approved in writing by the Local Planning Authority. The provision to prevent the unregulated 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 danger to other road users.

Note to applicant

The development makes it necessary to construct a vehicular crossing over a footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact VIA East Midlands, in partnership with NCC, tel: 0300 500 8080, to arrange for these works to be carried out."

NSDC Environmental Health – "This application includes the conversion of outbuildings to residential use and there lies the potential for these to have been used for a variety of activities. It would depend on what specific activities have been carried out to consider the implications, if any, for contamination of the site. The applicant/developer will need to have a contingency plan should the construction/conversion phase reveal any contamination, which must be notified to the Pollution Team in Environmental Health at Newark and Sherwood District Council on (01636) 650000.

Furthermore, the proposed development is in a potentially Radon Affected Area*. These are parts of the country where a percentage of properties are estimated to be at or above the Radon Action Level of 200 becquerels per cubic metre (Bq/m³). Given the above I advise that it would be prudent for the applicant to investigate if the proposed development will be affected by radon and incorporate any measures necessary into the construction to protect the health of the occupants. Further information is available on the council's website at: <http://www.newark-sherwooddc.gov.uk/radon>

*based on indicative mapping produced by the Public Health England and British Geological Survey Nov 2007.”

NSDC Conservation – Reiterates their PREAPP Comments – “Legal and policy considerations

Section 72 of the Act requires the LPA to pay special attention to the desirability of preserving or enhancing the character and appearance of the CA. In this context, the objective of preservation is to cause no harm, and is a matter of paramount concern in the planning process.

Policies CP14 and DM9 of the Council's LDF DPDs, amongst other things, seek to protect the historic environment and ensure that heritage assets are managed in a way that best sustains their significance. The importance of considering the impact of new development on the significance of designated heritage assets, furthermore, is expressed in section 16 of the National Planning Policy Framework (NPPF). Paragraph 193 of the NPPF, for example, states that: 3. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance advises that the significance of designated heritage assets can be harmed or lost through alterations or development within their setting. Such harm or loss to significance requires clear and convincing justification.

Additional advice on considering development within the historic environment is contained within the Historic England Good Practice Advice Notes (notably GPA2 and GPA3). In addition, 'Historic England Advice Note 2: making changes to heritage assets' advises that it would not normally be good practice for new work to dominate the original asset or its setting in either scale, material or as a result of its siting. Assessment of an asset's significance and its relationship to its setting will usually suggest the forms of development that might be appropriate. The junction between new development and the historic environment needs particular attention, both for its impact on the significance of the existing asset and the impact on the contribution of its setting.

Significance of Heritage Asset:

The site is located on the fringes of the Lowdham Conservation Area, and the host dwelling and associated outbuildings are built in traditional form, with clay pantile roofs and timber / brick detailing. Overall the site makes a neutral contribution to the character of the Lowdham Conservation Area. The site has previously benefitted from approval for conversion of the outbuildings, although a 2010 application was dismissed when permission was sought for the creation of a new dwelling. However the refusal was not on the grounds of harm caused to the conservation area. The NSDC Conservation response was as follows: 'Part of this site is within the Lowdham conservation area and the proposal involves the conversion of a 20th century existing building that is hidden from view by extensive boundary hedges and mature trees. The minimal alterations proposed to this building will have no impact on the character and appearance of the conservation area. No further comments.'

Furthermore the Planning Inspectors view, as part of APP/B3030/A/10/2129952, with regards to impact on heritage assets was as follows: 'As this site abuts a Conservation Area development would have some impact of the appearance and character of the Lowdham Conservation Area. However, the building already exists and although its setting and main purpose would alter as a result of the proposed development it seems reasonable to conclude that this would not materially affect either the appearance or the character of the Conservation Area.'

Assessment of proposal:

Conservation does not object to the newly proposed converted outbuilding and extension. The previous schemes submitted were not deemed to negatively impact on the setting of the Lowdham Conservation Area, and it is considered that the new scheme is not substantially different in form, massing, scale and materials employed in the conversion.

Although this scheme is only under consideration at pre-application stage, the proposed details that would be used are conservation appropriate – with a mixed palette of traditional timber windows and contemporary powder coated aluminum and coated steel cladding. The rooflights proposed in the extension would be in alignment with the apertures below, and the L-plan form of the building would affect the appearance of a traditional outbuilding.

As such, if the application was to be submitted for full planning consent, Conservation would be willing to consider support for the scheme, if the materials proposed are carried through to the full application.”

No letters of representations have been received from local residents or other interested parties.

Comments of the Business Manager

Principle of Development

The site is located outside of the main built-up area of Lowdham, within the Nottinghamshire-Derby Green Belt. Development within the Green Belt therefore the proposal has to be assessed in line with paragraphs 143-147 of the NPPF (2018) and Spatial Policy 4B Green Belt Development of the NSDC Core Strategy.

The NPPF states that the construction of new buildings in the Green Belt is inappropriate development; however there are a number of exceptions and of particular relevance to this application is the re-use of buildings provided that they are of permanent and substantial construction. Given that the proposal is for the re-use of the existing annexe and car port which are considered to be of substantial construction and capable of conversion it is considered that the principle of the proposed development is acceptable subject to consideration of other relevant planning matters.

Impact on the Green Belt

The NPPF identifies the protection of the Green Belt as a core planning principle. It states that one of the fundamental aims of the Green Belt is to keep land permanently open, and openness and permanence are its essential characteristics. Inappropriate development is by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Substantial weight must be given to any harm to the Green Belt, and very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Paragraph 145 of the NPPF states that the construction of new buildings in the Green Belt is inappropriate - Paragraph 146 of the NPPF states that other forms of development are sometimes

considered to be appropriate within the Green Belt provided they preserve its openness of the and do not conflict with the purposes of including land in Green Belt. One such exception is the re-use of buildings provided that the buildings are of permanent and substantial construction.

The application building is single storey and approximately 9.7 m (decreasing to 5.8 m) x 21.7 m, constructed from red brick and clay roof tiles. The long side elevations have open fronted cart shed style openings. The building houses a residential annex within the northern section and car port storage areas to the south. The annex building has sufficient turfed and paved land surrounding it to provide private amenity space for the proposed dwelling. There is also sufficient space within the surrounding area of the building to provide car parking to the east, noting that two spaces have been shown on the proposed plans.

It is considered that the conversion of buildings in the Green Belt, for whatever use, will only be acceptable where it can be demonstrated that the building(s) in question can be converted without major rebuilding or reconstruction. Given the existing uses of the building and from visiting the site I am satisfied that it is of permanent and substantial construction. No major or complete reconstruction works are proposed and nor is any extension of the footprint of the building. The subdivision of the existing plot would involve the construction of a new fence for 4.5m across the existing paved area to the east of the building which would continue south as a 1.8 m high privet hedge. I am mindful that this would affect the openness of the Green Belt to some extent, not just from the public realm but in plan form too. However, the building is already in existence and the existing garden is already enclosed so I do not consider that the proposed plot subdivision would amount to a materially greater impact on the openness of the Green Belt or its visual amenity. The use of a predominately naturalistic boundary treatment such as a privet hedge is preferable here as it helps to retain the green/open countryside aesthetic and as such I am satisfied that this boundary treatment would be acceptable here without resulting in harm to the openness of the Green Belt.

I note that there was a historic refusal for the conversion of the outbuilding to a separate dwelling in 2009, which was subsequently dismissed at appeal. However, this decision was made prior to the adoption of the NSDC Development Plan and the NPPF, and as such was determined using planning policies which are now out of date. The previous policy requirement sought for employment, community, recreation or tourist uses to be explored foremost then the residential conversion of rural outbuildings. This has not been carried forward into current policy. The current NPPF policy which protects the Green Belt for its own sake has been explored above; given the change in national and local policy I attach limited weight to the previous applications for this reason.

Taking the above into account it is considered that the proposal is appropriate development within the Green Belt which would not result in any undue harm to its openness.

Impact upon the Conservation Area

Number 37 Lambley Road is located within the western fringe of the defined Conservation Area whereas the application building site outside the Conservation Area. Notwithstanding this regard must be given to the distinctive character and appearance of the area and seek to preserve and enhance the conservation area in accordance with Policy DM9 of the DPD and Core Policy 14 of the Core Strategy and Chapter 16 of the NPPF.

Key issues to consider in proposals affecting the historic environment are proportion, height, massing, bulk, use of materials, land-use, relationship with adjacent assets, alignment and treatment of setting. The importance of considering the impact of new development on the significance of designated heritage assets, furthermore, is expressed in Chapter 16 of the National Planning Policy Framework (NPPF).

Paragraph 194 of the NPPF, for example, advises that the significance of designated heritage assets can be harmed or lost through alterations or development within their setting. Such harm or loss to significance requires clear and convincing justification. The NPPF also makes it clear that protecting and enhancing the historic environment is sustainable development (paragraph 8.c). Local Planning Authority's should also look for opportunities to better reveal the significance of conservation areas when considering new development (paragraph 200).

The setting of heritage assets is defined in the Glossary of the NPPF which advises that setting is the surroundings in which an asset is experienced. Paragraph 13 of the Conservation section within the Planning Practice Guidance (PPG) advises that a thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it. Paragraph 13 also reminds us that the contribution made by setting does not necessarily rely on direct intervisibility or public access.

The site is located on the western fringes of the Lowdham Conservation Area, and the host dwelling and associated outbuildings are built in traditional form, with clay pantile roofs and timber / brick detailing. Overall the site makes a neutral contribution to the character of the Lowdham Conservation Area. The site has previously benefitted from approval for conversion of the outbuildings, here the conservation officer concluded that the conversion of a 20th century existing building that is hidden from view by extensive boundary hedges and mature trees with minimal alterations proposed will have no impact on the character and appearance of the conservation area.

As this site abuts a Conservation Area development would have some impact on the appearance and character of the Lowdham Conservation Area. However, the building already exists and although it's setting and main purpose would alter as a result of the proposed development it is reasonable to conclude that, given the materials proposed and the positive conclusion drawn by the conservation officer that this proposal would not materially affect either the appearance or the character of the Conservation Area and the impact would still be neutral.

The applicant has taken the advice given at pre-application to utilise the same materials proposed which comprise a mixed palette of traditional timber windows and contemporary powder coated aluminum and coated steel cladding. Given the above assessment I consider that this proposal would not unduly impact the character and appearance of the conservation area and would be in accordance Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policies CP14 and DM9 of the Council's LDF DPDs and the NPPF.

Impact upon Neighbour Amenity

Policy DM5 states planning permission will be granted for development provided it would not adversely affect the amenities of the adjoining premises, in terms of loss of privacy, light or overbearing impacts.

The conversion of the building will result in the existing open fronted openings (on the north-east elevation) being infilled with full height glazing to three openings and match boarding to two other openings with two small windows. To the south-western elevation the openings are proposed to be infilled with match boarding with high level slim windows inserted under the eaves and 5 no rooflights in the roofslope. The south-eastern facing gable is proposed to be entirely glazed. None of the fenestration serving the existing annex portion (to the front of the site) is proposed to be amended. Given there is no additional built form proposed I consider the only impact would be the potential impact on amenity through loss of privacy.

The closest part of the application building to no. 37 Lambley Road is the existing annex, to which no additional fenestration is proposed. I have no concern with the high level glazing proposed to be inserted into the south-western facing elevation, nor with the proposed rooflights. Similarly, the glazing proposed on the southern facing gable would not unduly impact any neighbouring amenity given there are no residential dwellings immediately to the south of the site. The north-east elevation would look out on to the private amenity space for no.37.

The main impact would be from the north-east elevation. The separation distance between this elevation and no. 37 Lambley Road is 15.9m and at single storey. I consider the separation distance would be sufficient to protect the privacy of both properties through overlooking, in addition, anyone wanting to purchase either property would be aware of this existing relationship.

With regard to private amenity space at the host dwelling, no. 37 Lambley Road has a substantial residential curtilage to the south of the dwelling (east of the application building), the proposed dwelling would have a residential curtilage to the south and as such I am satisfied that both dwellings would have a separate residential curtilage that would be commensurate to the size of the respective dwelling. Overall I do not consider that the proposed conversion to a separate residential use would adversely affect other existing neighbouring occupiers and is in accordance with Policy DM5 of the Council's DPD.

Impact upon the Highway

Spatial Policy 7 and Policy DM5 refer to the need for development proposals to provide appropriate provision for vehicular access and off-site parking provision. At an officer level, I would advise that it appears the proposal demonstrates the ability for sufficient parking provision for the proposed dwelling.

As part of the proposal, the existing vehicular access from the front of 37 Lambley Road would be closed and a new access formed with 2.4 m x 43 m visibility splays direct from Lambley Road in to the application site. To achieve this existing planting and wall to the front is proposed to be removed. The highways authority has commented advising that visibility splays of 2.4m x 43m are required from the proposed access. The access width proposed would be 3.75m which is in accordance with Highways current guidance.

It should also be noted that the access is required to be constructed with a gradient not exceeding 1 in 20 for a distance of 5m from the rear of the highway boundary, with suitable provision to prevent the unregulated discharge of surface water from the driveway to the public highway – this has been requested to be controlled via condition by NCC Highways and I consider this to be reasonable.

The existing parking arrangement for no. 37 Lambley Road to the front of the dwelling is not proposed to be amended. The new dwelling would have 2 parking spaces within its curtilage which is considered to be appropriate for a dwelling of this size.

Given there is adequate space within the site for parking and turning I do not consider that the conversion of this building would result in such a significant increase in vehicle movements over the existing to result in highway safety concerns and as such, subject to the condition suggested by NCC Highways the application would accord with the provisions of SP7.

Impact on Trees and Ecology

Core Policy 12 of the Core Strategy seeks to secure development that maximises the opportunities to conserve, enhance and restore biodiversity. As the proposed works is to convert a building that is already within ancillary residential use I am of the opinion that the building would not be suitable to house any protected species that would necessitate an ecological appraisal.

I am however conscious that 3 no. trees are proposed to be removed from the north of the site adjacent to the eastern elevation of the annex building to facilitate the new access driveway. The three trees are Conifer trees and are not protected by tree preservation orders – they are also not afforded the restrictions they would have if they were within a conservation area, albeit I note that the boundary with the conservation area is c. 10 m from these trees. Nevertheless I note that these trees could be removed from the site without prior consent from the LPA and in any event given that they are conifer trees they are not a species that would warrant preservation through a TPO.

On the basis of the above, I am satisfied that the proposal is unlikely to have any detrimental impact upon ecology in accordance with CP12 and DM7.

Other matters

Due to the location of the building within the Green Belt, in order to ensure there is no further impact upon the openness it is considered necessary and reasonable to remove the ability to erect further outbuildings within the grounds of this building under Class E of the Town and Country Planning (General Permitted Development Order) 2015 (as amended).

Conclusion

In conclusion, given the above assessment it is considered that the proposal falls within the criteria of appropriate development within the Green Belt given that it relates to re-use an existing building which is of substantial/permanent construction and already capable of conversion to a dwelling and that it would preserve the openness of the Green Belt in accordance with the provisions of Section 13 of the NPPF (2018)

I consider that this proposal would not unduly impact the character and appearance of the conservation area in accordance with Policy DM9 of the DPD and Core Policy 14 of the Core Strategy.

Furthermore the conversion of this building will not result in any unacceptable neighbour amenity impact, significant ecological impact, nor would it compromise the safety of the public highway. As such there are no material reasons for which this application should be refused.

RECOMMENDATION

That full planning permission is approved subject to the following 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 not be carried out except in accordance with the following approved plans, reference:

- Scheme Proposed – 2630/18/03
- Site Location Plan

unless otherwise agreed in writing by the local planning authority through the approval of a non-material amendment to the permission.

Reason: So as to define this permission.

03

The development hereby permitted shall be constructed entirely of the materials details submitted as part of the planning application unless otherwise agreed in writing by the local planning authority through an application seeking a non-material amendment.

Reason: In the interests of visual amenity.

04

No part of the development hereby permitted shall be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority's specification.

Reason: In the interests of highway safety.

05

No part of the development hereby permitted shall be brought into use until the access to the site has been completed to provide a width of 3.75m and surfaced in a bound material for a minimum distance of 5m behind the highway boundary in accordance with drg. no. 2630/18/03.

Reason: In the interests of highway safety.

06

No part of the development hereby permitted shall be brought into use until the visibility splays shown on drg. no. 2630/18/03 are provided. The area within the visibility splays referred to in this condition shall thereafter be kept free of all obstructions, structures or erections exceeding 0.6m in height.

Reason: To maintain the visibility splays throughout the life of the development and in the interests of general highway safety.

07

No part of the development hereby permitted shall be brought into use until the parking areas are provided in accordance with drg. 2630/18/03. The parking areas shall not be used for any purpose other than the parking of vehicles.

Reason: To ensure adequate parking provision is made for the proposal.

08

No part of the development hereby permitted shall be brought into use until the access is constructed with a gradient not exceeding 1 in 20 for a distance of 5m from the rear of the highway boundary in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

09

No part of the development hereby permitted shall be brought into use until the access driveway is constructed with provision to prevent the unregulated discharge of surface water from the driveway to the public highway in accordance with details first submitted to and approved in writing by the Local Planning Authority. The provision to prevent the unregulated 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 danger to other road users.

10

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) 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 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) Order 1995 or any amending legislation) and to ensure that any proposed further outbuildings do not adversely impact upon the openness or proliferation of the Green Belt.

Notes to Applicant

01

The application as submitted is acceptable. In granting permission without unnecessary delay the District Planning Authority is implicitly working positively and proactively with the applicant. This is fully in accordance with Town and Country Planning (Development Management Procedure) Order 2010 (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 given that there is no net additional increase of floorspace as a result of the development.

03

The development makes it necessary to construct a vehicular crossing over a footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact VIA East Midlands, in partnership with NCC, tel: 0300 500 8080, to arrange for these works to be carried out.

04

This application includes the conversion of outbuildings to residential use and there lies the potential for these to have been used for a variety of activities. You will need to have a contingency plan should the construction/conversion phase reveal any contamination, which must be notified to the Pollution Team in Environmental Health at Newark and Sherwood District Council on (01636) 650000.

Furthermore, the proposed development is in a potentially Radon Affected Area*. These are parts of the country where a percentage of properties are estimated to be at or above the Radon Action Level of 200 becquerels per cubic metre (Bq/m³). Given the above you should investigate if the proposed development will be affected by radon and incorporate any measures necessary into the construction to protect the health of the occupants. Further information is available on the council's website at: <http://www.newark-sherwooddc.gov.uk/radon>

*based on indicative mapping produced by the Public Health England and British Geological Survey Nov 2007.

BACKGROUND PAPERS

Application case file.

For further information, please contact Honor Whitfield on ext. 5827.

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

Matt Lamb

Business Manager – Growth and Regeneration

Committee Plan - 18/02317/FUL

