

PLANNING COMMITTEE – 14 JANUARY 2020

Application No:	19/01811/FUL
Proposal:	Demolition of existing garages and development of 1no. 1-bed bungalow.
Location:	Garages and Public Area Adjacent to 1 The Meerings, Sutton On Trent, Nottinghamshire
Applicant:	Newark & Sherwood District Council
Agent:	Vicky Heath – RG+P Ltd
Link to File:	https://publicaccess.newark-sherwooddc.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PYUV7NLBLNI00
Registered:	10.10.2019
	Target Date: 05.12.2019
	Extension agreed until: 17.01.2020

This application is being referred to the Planning Committee for determination by the local ward member (Cllr S Michael) on behalf of the Parish Council who object to the application on the grounds of impact upon the highway and loss of communal space for neighbouring properties.

The Site

The site comprises a corner parcel of communal land at the junction of 'The Meerings' to the south (S) and 'Crow Park Avenue' to the east (E). The site is paved with hard standing with has hedges around the perimeter creating a through walkway. Two flat roof garages are present to the eastern (E) portion of the site. The site is bound to the north by a brick wall that is stepped in height decreasing to the west (W) and to the east by the side wall of the existing garages. To the south (S) and west the boundaries comprise hedgerows and a post and rail knee rail. The area is residential in character with properties of varying style and size – predominately comprising two-storey dwellings but with occasional single storey properties (for example to the W of the site). A similar parcel of land exists to the S of the site across the highway.

Relevant Planning History

No relevant planning history.

The Proposal

Full planning permission is sought for the demolition of two garages albeit part of the existing northern boundary wall of the garage would be retained.

The proposed one bedroom bungalow has a square footprint which measures c7.75m wide by c8.88m deep to a ridge height of c4.8m and eaves of c2.5m. This would be orientated to face Crow Park Avenue. The dwelling is of a simple design with a slight projecting gable to the front elevation. The dwelling would comprise a hall, open plan kitchen dining/living room, bedroom,

bathroom and store.

Proposed materials are cited as Welford Buff bricks and the use of Russell Grampian roof tiles in Slate Grey. Parex Monorex GM (medium scraped) through coloured render in off white is also proposed. Windows are proposed to be white uPVC and the front door would be a black nationwide type.

Two parking spaces would be provided to the front (W) and access would be taken from the western boundary off Crow Park Avenue.

A small garden area is to be provided to the rear (E) and to the front (W). Boundaries to the rear garden include the retained boundary wall along the northern boundary a newly constructed brick wall to match the retained wall to the eastern side of this boundary, a 1.8 m close boarded fence to the east in addition to a timber pedestrian gate. A bin storage area is to be provided to the east in the rear garden.

The application is accompanied by the following plans and supporting information:

- Amended Site Location Plan - Ref. 100-416/ID157/001A
- Amended Proposed Site Layout - Ref. 100-416/ID157/003G
- Amended Proposed Plans and Elevations - Ref. 100-416/ID157/004
- Boundary Treatment Plan – Ref. 100-416/ID157/005B
- Phase 1 Desk Top Study Report – Amended – Received 28.10.19
- CIL Forms

Departure/Public Advertisement Procedure

Occupiers of 24 properties have been individually notified by letter.

Planning Policy Framework

The Development Plan

Newark and Sherwood 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 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

Allocations & Development Management DPD

DM1 – Development within Settlements Central to Delivering the Spatial Strategy

DM5 – Design

DM7 – Biodiversity and Green Infrastructure

DM12 – Presumption in Favour of Sustainable Development

Other Material Planning Considerations

- National Planning Policy Framework 2019
- Planning Practice Guidance

Consultations

Sutton on Trent Parish Council – Object to the proposal “At a meeting of the Parish Council on Tuesday 12th November, the members voted to object to this application on the grounds of:

- highway safety with additional vehicles parked on the street in this area and the loss of off-street parking should the garages be demolished
- loss of a communal area for neighbouring residents

Concerns were also expressed for the impact on a neighbouring property’s boundary wall due to the proposed demolishing of the garages.”

NCC Highways Authority – “Whilst the loss of off-street parking is regrettable the proposal is acceptable in principle and provides sufficient parking provision for its own use.

It is not considered that any significant road safety or capacity issue will arise as a result of the development and therefore no objections are raised subject to the following conditions:

No part of the development hereby permitted shall be occupied until the access/driveway and parking area are surfaced in a hard bound material (not loose gravel) for a minimum of 5 metres behind the Public Highway boundary. The surfaced access/driveway and parking area shall then be maintained in such hard bound material for the life of the development.

Reason: To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.).

No part of the development hereby permitted shall be occupied until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.

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

No part of the development hereby permitted shall be occupied until the existing vehicle access off The Meerings that has been made redundant as a consequence of this consent is permanently closed and the access crossing reinstated as footway in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.

Reason: In the interests of pedestrian safety.

Note to Applicant:

The development makes it necessary to construct and remove 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 the County Council’s Agent, Via East Midlands to arrange for these works to be carried out. Email: licences@viaem.co.uk

Tel. 0300 500 8080 and further information

at: <https://www.nottinghamshire.gov.uk/transport/licences-permits/temporary-activities>

NSDC Contaminated Land – “With reference to the above development, I have received a revised Phase I Desktop Study report (revision A) submitted by Collins Hall Green acting on behalf of the developer.

This includes an environmental screening report, an assessment of potential contaminant sources, a brief history of the sites previous uses and a description of the site walkover.

The report identifies the presence of historic farm buildings as a potential source of contamination and goes on to recommend a scope of intrusive sampling as a result. I generally concur with the recommendations, however I note that the desktop fails to consider potential contamination from the garages and parking spaces. I would expect the phase 2 site investigation to take these potential sources into account with targeted sampling and risk assessment and update of the conceptual site model.

Due to the above, I would recommend the use of the full phased contamination condition.”

Representations have been received from 6 local residents/interested parties which can be summarised as follows:

Objection:

- Garages are used to store cars which would be parked on the highway if demolished, increasing the highways issues currently experienced;
- Loss of a green area which are already in shortage as a result of new developments which would impact the quality of life;
- Parking situation in the area is already a problem;
- Demolition of the garages would mean people have to find other parking facilities at their expense;
- The proposal is an invasion of privacy;
- There have already been 7 new dwellings at the end of Crow Park Avenue;
- Loss of communal space;
- Request that the garage walls be retained rather than replaced with fences;
- Comment that a consultation process with neighbours was not undertaken;
- Query whether pre-consultation was undertaken before submission;
- The Meerings is a narrow road and there could be highways issues ;
- There would be amenity concerns given the proximity of the new house to existing.

Comments of the Business Manager

The Council is of the view that it has and can robustly demonstrate a 5 year housing land supply and for the purposes of decision making the Development Plan is up to date

Principle of Development (including loss of Green Space)

The site is located within the main built up area of Sutton on Trent which is defined as a ‘Principal Village’ in the Amended Newark and Sherwood Core Strategy (2019) where there is a good range of facilities to support further housing. Therefore there is no objection in principle to housing within this settlement which is considered to be sustainable and acceptable in accordance with the Local Development Framework, the NPPF and its Planning Policy Guidance.

It could be argued that the site is a community facility and I have therefore assessed the scheme against SP8 (Protecting and Promoting Leisure and Community Facilities). This provides that the loss of existing community and leisure facilities will not be permitted unless it can be demonstrated that its continued use as a community facility is no longer feasible, or there is sufficient provision elsewhere or alternative provision has been or will be made elsewhere which is the same or better quality.

The supporting texts to SP8 sets out a list of 'community facilities' to which policy SP8 applies such as Community Halls, Village Halls, Halls related to places of worship, village shops, post offices and public houses), built sports and cultural facilities (including libraries), sports fields, education facilities, school playing fields, public open space, amenity open space, children's play area and allotments. It could be argued that this land provides amenity open space value however the application site is only c. 220m² and comprises an area of formal hedge planting with a cross shaped path through it. Because of its size and arrangement I do not consider it likely that this land used functionally by the public as there are no benches or grass to use for sitting, only the small paved area to walk through (in addition to the pedestrian footpath that runs along the outside). The land is not functional given people cannot use it recreationally and as such I do not consider it constitutes a true community facility, particularly given its loss would not reduce the community's ability to meet its day to day needs. Nevertheless I do appreciate that this land provides some visual relief from the surrounding built form despite its limited functionality.

In light of this, 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. 117). 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.118.d). Para. 119 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 120 reiterating that planning decisions "need to reflect changes in the demand for land".

I consider the aforementioned parts of the NPPF to be particularly relevant to the application at hand; the land is under utilized and does not have functional community value and would be used in this case to meet an identified need for affordable housing. Whilst I accept that the land provides some visual relief to the area, it is not land that has the ability to be physically used by residents, and I do note that the western portion of the site is proposed to provide some amenity greenery for the dwelling which would also provide some visual relief to surrounding built form.

In my view the loss of this land would not unduly impact the character and appearance of the area, and whilst I note comments from interested parties regarding the loss of green space, I do not consider this land to be particularly valuable given its arrangement – its functional value is not considered to be high and the soft landscaping proposed to the new dwelling would still provide some greenery to the area. In this regard I conclude that the loss of the green space is acceptable in this context.

Impact on the Character of the Area

A double bay flat roofed garage exists to the E which is proposed to be demolished as part of this application. The garage is of no architectural merit that would warrant its retention and therefore there is no objection in principle to its demolition.

The development proposes a one bedroom bungalow of a traditional and simple design that would be sited c. 8 m back from the edge of the highway (W). Surrounding properties are of varying styles and sizes, surrounding the site there are two storey semi-detached dwellings and across the highway to the NW is a collection of single storey dwellings. Overall there is no overriding character of property size and I am satisfied that a single storey property would not be unduly out of character here. The new dwelling would be set in line with the dwelling to the north with its principal elevation facing west. This would aid in the assimilation of the dwelling into the wider area as the street scene would remain fairly uniform. The design of the dwelling is considered to be appropriate for this context in addition to the proposed materials which are modern but not dissimilar to surrounding properties.

The northern stepped boundary wall is proposed to be retained between the site and no. 39 Crow Parke Avenue. The garage wall which abuts this wall was proposed to be demolished and replaced with a timber fence; however upon request the agent has amended the scheme to include a wall built to match the height of the existing wall it would abut to maintain the appearance of the boundary as a whole. The revised boundary treatment is considered to be more suitable to the overall appearance of the boundary.

Overall I conclude that the proposal accords with Core Policy 9 and DM5 in terms of its design and impact upon the character of the area.

Housing Need

I note that this proposal is for 1 affordable dwelling which is part of a wider capital programme for investment and delivery of affordable housing provisions within this District over the next 5 years. For the avoidance of doubt there is an affordable housing need across the District, which includes Sutton-on-Trent. The need is not Sutton-on-Trent specific in that there is no local housing needs survey for the area. The need covers a slightly wider geographical area, including Newark. The district wide Housing Market and Needs Assessment (2014) identified that within the Sutton on Trent sub area, 1 and 2 bedrooms account for the majority of need for affordable housing (1 bedroom – 61.1%, 2 bedroom – 38.9%) along with the desired property type being a bungalow followed by semi-detached properties. Sutton-on-Trent is the most sustainable settlement being a Principal Village within this sub area. It is therefore considered that a need exists within the sub area for 1 bedroom affordable units and this proposed development would assist in meeting that need in accordance with CP1. This weighs positively for the scheme.

Impact on Neighbouring Amenity

The site is surrounded by existing residential properties and as such consideration of the perceived impact on neighbouring amenity forms a material consideration in line with the requirements of DM5.

The principle elevation would have one window to serve the bedroom and the front door. The rear has a set of patio doors and a small window, one to serve the dining/living room and the other the kitchen. The northern side elevation is proposed to be blank and the southern elevation would have one small window to serve the bathroom.

The dwelling would be sited in line with the principal elevation of the neighbouring property to the north (39 Crow Parke Avenue) c. 6.6 m from the side elevation of this dwelling. The boundary here is proposed to be retained with the existing boundary wall and a 1.8 m close boarded fence further east. The side elevation of the new dwelling is proposed to be blank and would face the neighbouring properties side elevation which has two windows at ground floor, one serving a

downstairs WC and the other appears to serve the kitchen area. Given the height of the proposed dwelling I do not consider it likely that the property would result in any overbearing or overshadowing impact on the neighbouring property, nor would there be any overlooking impact to consider. I am also conscious that the neighbour to the north uses the space to the side of their property to park cars and given the high wall arrangement the new dwelling is unlikely to significantly alter the existing impact on the ground floor windows.

To the east, no. 1 The Meerings lies c.7.9m to the east of the garages that are proposed to be demolished as part of this application. This dwelling also has off street parking to the west of its side elevation which would buffer between the application site and the side of this property. This side elevation has one window at ground floor which appears to serve a downstairs cloakroom. The rear elevation of the new dwelling would have patio doors and a window to serve the open plan kitchen dining/living room area which would look onto the rear amenity space and the side elevation of no. 1 The Meerings. The separation distance would be close, however I do not consider the relationship would be unacceptable given the intervening boundary treatment proposed and the fenestration on the side elevation of the neighbouring property.

The nearest dwellings to the south would be c. 20m away and to the west would be 18 m away across the highway. Given this distance I do not consider there would be any unacceptable impact on either property by virtue of separation.

Turning now to consider the amenity of the proposed dwelling, I am mindful that the private residential amenity space to the rear of the dwelling would be small at c. 30 m². However I am also conscious that this dwelling is a one bedroom property. The size of the amenity space is commensurate with the size of the dwelling and I do not consider it would be unacceptable in this context.

Overall, taking into account the above considerations it is considered the proposal would not conflict with the amenity criteria under Policy DM5 as there would be no unacceptable impact on neighbouring amenity through overlooking, overshadowing or overbearing.

Impact on Highways Safety

SP7 provides, amongst other things, that development should provide for safe, convenient access, be appropriate for the highway network in terms of the volume and nature of traffic generated, ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected; provide appropriate and effective parking provision and ensure that vehicular traffic generated does not create new, or exacerbate existing on street parking problems, nor materially increase other traffic problems. Policy DM5 reflects this.

I note that a number of interested parties and the Parish Council refer to the impact of the proposal on the highway network. NCC Highways have commented on this application and have advised that whilst the loss of off-street parking is regrettable in that two garage spaces would be lost, the proposal is acceptable and provides sufficient parking for its own use. It is not considered that any significant road safety or capacity issue will arise as a result of the development and therefore no objections have been raised subject to conditions relating to hard surfacing of the driveway, installation of a dropped vehicular footway and the removal of the dropped curb on The Meerings side of the site which currently serves the garages.

Whilst I accept the comments of local residents and the Parish Council regarding the displacement of cars, the applicant has provided information that both of the garages are rented by the same family and from my site visit I can confirm that this property has current off street parking

provision. In addition one of the two garages 35 m east on The Meerings is void and would be reserved for the current tenants of the application site should they wish to continue renting a garage. The applicant has also confirmed that there is no current intention to develop this site due to its constraints. Overall I do not consider that the proposal is likely to result in the displacement of cars onto the highway given the aforementioned context, however even if 2-4 cars (depending on whether vehicles park within and outside the garages at the same time) were displaced it is not considered that this would amount to such harm that it would warrant a reason for refusal that could be successfully defended on appeal – the Highways Authority have also raised no concerns in this regard. Surrounding properties in the vicinity also appear to mostly have off street parking facilities (for 1-2 vehicles) or the ability to adapt their front gardens to provide such. Therefore I consider the application accords with SP7 and DM5 in this regard.

Contaminated Land

A Phase I Desktop study report has been submitted with the application assessing the environmental condition of the site. The internal Environmental Health Officer has identified that the report fails to consider potential contamination from the garages and parking spaces. The Phase 2 ground investigation is required to take these potential sources into account with targeted sampling and risk assessment and an update of the conceptual site model. As such they have requested the imposition of the full phased contaminated land condition.

Planning Balance and Conclusion

Overall I consider the principle of a new dwelling is this location to be acceptable. I have concluded that the site is not a community facility in its true sense but appreciate that it adds a sense of relief to the built form of its surroundings. However its loss would not in my view be so harmful to either the ability of residents to meet day to days needs nor the character and appearance of the area such that it would warrant a refusal for refusal, particularly when balanced against the need for a one bedroom affordable dwelling in a sustainable location. I have concluded that the loss of the garages is unlikely to displace cars towards on-street parking and there is not identified highway harm arising from the development. The new dwelling would not unduly impact the character and appearance of the area, nor would it result in any neighbour amenity issues. Overall I conclude that the application is in accordance with the policies contained within the Councils Amended Core Strategy (2019) and Allocations and Development Management DPD which together form the Development Plan in addition to the provisions of the NPPF (2019), a material planning consideration. I therefore consider that the application should be approved.

RECOMMENDATION

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

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:

- Amended Site Location Plan - Ref. 100-416/ID157/001A
- Amended Proposed Site Layout - Ref. 100-416/ID157/003G
- Amended Proposed Plans and Elevations - Ref. 100-416/ID157/004
- Boundary Treatment Plan – Ref. 100-416/ID157/005B

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

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:

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;

proposed finished ground levels or contours;

car parking layouts and materials;

other vehicle and pedestrian access and circulation areas;

hard surfacing materials;

Reason: In the interests of visual amenity and biodiversity.

05

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.

06

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until Parts A to D of this condition have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until Part D has been complied with in relation to that contamination.

Part A: Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health;
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
 - adjoining land;
 - ground waters and surface waters;
 - ecological systems;
 - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*'.

Part B: Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The

scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Part C: Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Part D: Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Part A, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Part B, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with Part C.

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.

07

No development shall be commenced on site, including any demolition, until a methodology for the demolition of the garages along with details of temporary boundary treatments to be erected during the construction phase have been submitted to and approved in writing by the Local Planning Authority. The demolition shall then be in accordance with the approved methodology submission.

Reason: In the interests of amenity and site safety.

08

No part of the development hereby permitted shall be occupied until the access/driveway and parking area are surfaced in a hard bound material (not loose gravel) for a minimum of 5 metres behind the Public Highway boundary. The surfaced access/driveway and parking area shall then be maintained in such hard bound material for the life of the development.

Reason: To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.).

09

No part of the development hereby permitted shall be occupied until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.

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

10

No part of the development hereby permitted shall be occupied until the existing vehicle access off The Meerings that has been made redundant as a consequence of this consent is permanently closed and the access crossing reinstated as footway in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.

Reason: In the interests of pedestrian safety.

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 accordance with Town and Country Planning (Development Management Procedure) Order 2010 (as amended).

03

The development makes it necessary to construct and remove 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 the County Council's Agent, Via East Midlands to arrange for these works to be carried out. Email: licences@viaem.co.uk Tel. 0300 500 8080 and further information at: <https://www.nottinghamshire.gov.uk/transport/licences-permits/temporary-activities>

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.

Lisa Hughes

Business Manager – Growth and Regeneration

Committee Plan - 19/01811/FUL

