

PLANNING COMMITTEE – 4 AUGUST 2020

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| Application No: | 20/00550/FUL |
| Proposal: | Change of use of land to site up to six wigwam pods, one manager's office with storage, biodisc tank, landscape bund and associated infrastructure. |
| Location: | Orchard Stables, Cottage Lane, Collingham, NG23 7QL |
| Applicant: | Mr Ian Taylor |
| Registered: | 09 April 2020 Target Date: 04 June 2020 |
| | Extension of time agreed until : 06 August 2020 |

This application is being presented to the Planning Committee due to a call in from Councillor Mrs Dobson which has been agreed by the Review Panel.

The Site

The site comprises of 0.6hectares used as two paddocks associated with the existing livery business at Orchards Stables and is located within the open countryside, 110m to the south, but outside the defined village settlement of Collingham. The site is located to the west, but outside of the defined boundary of the Conservation Area as defined within the Allocations and Development Management DPD.

There is an existing vehicular access to the east of the site from Cottage Lane which is in effect a single track lane. The site comprises of a mixture of DIY livery stables and grass liveries.

The nearest residential properties are located approximately 110m north of the site fronting Cottage Lane. The Collingham tennis, cricket and bowls clubs are located to the east of the site.

The site is located within Flood Zone 1 as defined by the Environment Agency data maps and within land at risk from surface water flooding.

Relevant Planning History

14/01901/FUL - Change of use of 6 existing stables to livery use and creation of 9 stables in existing barn – Approved 11.12.2014

14/00747/FUL - Change of use of 6 existing stables to livery use, creation of 9 stables in existing barn and siting of temporary equestrian workers dwelling for a 3 year period – Refused 27.06.2014 (Appeal dismissed)

10/00063/FUL - Change of use of five of the existing 11 stables to livery use – Approved 15.03.2010

08/01859/FUL - Proposed additional stable, re-siting of stables previously approved, rebuilding of existing stables and proposed menage – Approved 31.10.2008

FUL/951099 - Erect 10 stables for personal use only – Approved 24.01.1996

The Proposal

The application comprises of the erection of 6 wigwam style holiday lodges within the existing horse paddocks to the north of Orchard Stables. Access to the site would utilise the existing vehicular access from Cottage Lane to the east of the site which serves the livery business, and a new vehicular track would be constructed to join up to this access point.

The wigwams would be located in a horseshoe arrangement with onsite natural play equipment for users of the holiday lodges only. A managers cabin comprising of a storage container, is proposed within the site and would house a small reception office, W.C and cleaners/laundry store.

The proposal is sought to expand on the existing Collingham Horse Adventure Park (CHAPS) which operates on the site providing some camping provision and equestrian trekking utilising nearby equestrian routes.

Two of the proposed holiday lodges are proposed for disabled occupiers, which have their own parking space near to the lodge, whilst the other four are for able bodied users whose vehicles would be sited within the central parking area near to the reception building. Each lodge would be timber clad and contain a shower room, kitchenette and main living/bedroom space.

Whilst details of Wigwam holidays have been provided the site is not managed by them but is merely a franchise and therefore only named as such. The owner/applicant would retain management of the site but has purchased the Wigwam franchise to enable the use of bookings/website creation/recognised brand attraction etc.

List of plans/documents considered

DRWG no. G (--)001A Block plan as proposed;
DRWG no. G (--)002A Long section 1-1 and east elevation as proposed;
DRWG no. G (--)003A North and south elevations as proposed;
DRWG no. G (--)004 Sight lines and entrance upgrade details as proposed;
DRWG no. G (--)101 Wigwam deluxe cabin as proposed;
DRWG no. G (--)102 Wigwam deluxe cabin as proposed;
DRWG no. G (--)201 Accessible cabin as proposed;
DRWG no. G (--)202 Accessible cabin as proposed;
DRWG no. G (--)301 Timber clad container as proposed;
DRWG no. S (--)001 Location plan as existing;
DRWG no. SK (--)001 Masterplan sketch as proposed;
DRWG no. SK (--)002 North east entrance corner sketch as proposed;
DRWG no. SK (--)003 North west corner sketch as proposed;
DRWG no. SK (--)004 South west corner sketch as proposed;
DRWG no. SK (--)005 South corner sketch as proposed;
DRWG no. SK (--)006 Reception and storage container sketch as proposed;
Design, Access, Business & Heritage statement

Departure/Public Advertisement Procedure

Occupiers of 1 neighbouring site has been individually notified by letter, a notice was displayed at the site and in the local press.

Planning Policy Framework

Development Plan

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

Spatial Policy 1 Settlement Hierarchy
Spatial Policy 2 Spatial Distribution of Growth
Spatial Policy 3 Rural Areas
Spatial Policy 7 Sustainable Transport
Core Policy 7 Tourism Development
Core Policy 9 Sustainable Design
Core Policy 12 Biodiversity and Green Infrastructure
Core Policy 13 Landscape Character
Core Policy 14 Historic Environment

NSDC Allocations and Development Management DPD (July 2013) (ADMDDP)

DM5 Design
DM7 Biodiversity and Green Infrastructure
DM8 Development in the Open Countryside
DM9 Protecting and Enhancing the Historic Environment
DM12 Presumption in Favour of Sustainable Development

Other Material Considerations

National Planning Policy Framework (NPPF) 2019
Planning Practice Guidance (PPG) 2014
Landscape Character Assessment SPD 2013

Consultations

Collingham Parish Council – 18.05.2020 Support proposal

The Parish Council considered this application at the meeting of 14th May 2020

The Parish Council resolved by majority to support this proposal, this is as a result of some remaining unanswered questions due to the following material planning considerations:

➤ Traffic

The traffic data arrived yesterday in time for the Parish Council meeting, but there is no response from NCC Highways on this report and their opinion on this. The recent opening of the Trent Vale Trail north of Collingham is anticipated to increase the pedestrian and cycle movements along Cottage Lane (National Cycle Network 64) – no mention of this has been made in the traffic data.

The Parish Council has previously requested NCC Highways to review the position of the current 30mph signs and requested that they be relocated further out of the village to cover the Tennis Club entrance, this would also include the stables entrance and provide improved safety as a result at the entrance. Is it possible for this to be made a condition, should the application be granted?

➤ Noise

It has been noted that a noise survey has been requested, but this is not yet available. As a result, it is very difficult for the Parish Council to assess if all the neighbour's objections due to noise are valid or not.

Whilst the Parish Council is aware of the objections posted on the Planning Portal in relation to this application, only the concerns mentioned above are of concern to the Councillors.

Due to the nature of the meeting last night some of the positive aspects of discussions with residents have been lost, particularly around the local employment opportunity which such a proposal will offer to ensure that this is a vibrant, sustainable community in the future.

25.06.2020 The Parish Council do not wish to hold an extra ordinary meeting to discuss this application again. The vote and decision made previously stands They did note that the highways comments had addressed the concerns that they had when the application was discussed.

Trent Valley Internal Drainage Board - The site is within the Trent Valley Internal Drainage Board district.

The Board maintained Collingham Fleet, an open watercourse, exists in close proximity of the site and to which BYELAWS and the LAND DRAINAGE ACT 1991 applies.

The Board's consent is required for any works that increase the flow or volume of water to any watercourse or culvert within the Board's district (other than directly to a main river for which the consent of the Environment Agency will be required).

The Board's written consent will be required prior to construction of any discharge point from any biotechnical unit / package treatment plant / septic tank into any watercourse or culvert within the Board's district (other than directly to a main river for which the consent of the Environment Agency will be required).

Surface water run-off rates to receiving watercourses must not be increased as a result of the development.

The design, operation and future maintenance of site drainage systems must be agreed with the Lead Local Flood Authority and Local Planning Authority.

Nottinghamshire CC Highways – 16.04.2020 The Highway Authority understand that this is an application to change the use of land at Orchard Stables, off Cottage Lane in Collingham to house 6 wigwam pods and associated infrastructure. The Highway Authority has historically advised that Cottage Lane is a narrow country lane that generally has a single track width. Any increase in traffic along its length would raise concern, particularly since it serves a number of dwellings.

Therefore, for the Highway Authority to be able to properly assess this application, more detail needs to be provided as to how much traffic is associated with the current use, and indeed uses the site access onto Cottage Lane. The same exercise then needs to be repeated for the proposal, on the basis that all the wigwam pods were let out. In both cases, the data should be provided for a 12-hour period i.e. 7am-7pm. Details of the usual types of vehicles visiting the site at present are also required, and what differences there will be as a result of the proposal.

The submitted masterplan suggests that improvements are planned to the site access and these appear to be detailed in the accompanying Design and Access Statement; please could the plan showing these be submitted as a standalone document with the scale marked on, with associated geometric measurements for the width, gradient as well as pedestrian and vehicular visibility splays shown for their entire extents. In addition, the photographs in the Design and Access Statement of the site access are courtesy of Google Maps, circa 2009. Considering the current

situation, please could the applicant provide some more up-to-date photographs of the site access to illustrate its current condition, given the Google images are 11 years old.

01.05.2020 The Highway Authority initially commented on this application last month requesting the submission of additional information in order for an assessment to be made of the potential traffic impact this proposed change of use would have. In response to this, the applicant has submitted a revised Sight lines and entrance upgrade details as proposed drawing with information pertaining to traffic generation.

It is understood that the land which the wigwams are proposed upon is currently used as paddocks; therefore, they are considered not to generate any traffic movements in their own right. However, the site access onto Cottage Lane which is proposed to be used to serve the wigwams is understood to be shared with the rest of the Orchard Stables site which are to remain as extant in some capacity. Having reviewed the planning history of the site, there is understood to be 6 liveries, and 9 stables.

The submitted documentation has advised that in order to compensate for the wigwam business, the number of liveries will be reduced by 4 horses so, that in the future the site access would serve 6 wigwams, 2 liveries and 9 stables. Whilst the documentation has suggested how many vehicle trips are borne per livery per day, 4 (2 x return trip); no information has been supplied in the support of the extant stable operation which is larger in size than the livery operation, and which it is understood to be remaining in its current capacity. Page No. 2

As for the wigwam operation, it is accepted that one wigwam has the ability to generate on average 3 trips per day; this is on the understanding that none of the wigwams will have an occupancy rate of more than 4 persons, as any higher then this would necessitate the need for 2 vehicles per wigwam. Please confirm that this is indeed the scale of wigwams proposed. Therefore, please could information pertaining to the current traffic generation associated with the stable function be submitted to establish an overall daily traffic generation for the current site's overall operation, to enable a comparison to the future proposed scenario. This would be best set out in a tabulated format.

24.06.2020 Following submission of further information in relation to the extant, permitted operations at Orchard Stables, the Highway Authority are now in a position to offer substantive observations on this full application to change the use of land to 6 wigwam pods, a manager's office, biodisc tank plus landscaping bund and associated infrastructure at Orchard Stables on Cottage Lane in Collingham.

Orchard Stables has extant planning permission for 20 stables which are split as 11 for livery use and 9 for personal/business use. However, since the granting of their last permission in December 2014, only 4 out of 9 stables have been constructed. There are also 7 grass liveries in operation, which the Local Planning Authority have confirmed do not require planning permission. There are currently 18 stabled (11) and grass (7) liveries operated on a DIY basis meaning that horse owners usually visit the site twice a day every day, to care for their horse/s. The horse owners rent a stable or paddock, but care for the horse themselves.

At the request of the Highway Authority, a 'typical day' traffic count was undertaken at Orchard Stables which reveals that the extant operation is generating in the region of 100 vehicle trips over the course of a 16-hour period (0500-2200 hours). The trips were predominantly the horse owners visiting the site to care for their horses, along with the business owners who do not live on site as

well as associated visitors e.g. farrier, hay deliveries.

The proposal seeks to introduce 6 wigwam pods to the site; these would have a maximum occupancy of 4 people per wigwam and would be available to hire for a minimum of a 2-night stay. The offering is expected to be very much a seasonal one with the exception of school holidays, and mainly weekend bookings. It is accepted that one wigwam has the ability to generate on average 3 trips per day.

In order to accommodate the wigwams however, it will be necessary to reduce the number of liveries on site by a minimum of 4 paddocks currently used as grass liveries immediately with the intention of reducing to just 11 DIY stable liveries in the future. On that basis, it is clear that the reduced livery offering at Orchard Stables will reduce daily traffic generation when compared to extant levels. Even with the addition of the 6 wigwams especially given that these are unlikely to be in operation every day unlike the livery business which is a 365 day all year round operation, the Highway Authority do not consider the proposal would result in a level of traffic above what is lawfully permitted at present.

The Highway Authority have checked the reported collision history for Cottage Lane over the past 5 years; there have been no collisions involving the site access, and whilst there have been two on Cottage Lane itself, it is not possible to attribute them to Orchard Stables.

Therefore, in conclusion, the Highway Authority are unable to substantiate a reason for refusal which could be defended at appeal if required, and therefore if minded to grant approval would request the following conditions are attached to any forthcoming planning permission: -

1) Prior to the first occupation of the 6 wigwams, the number of liveries operating shall reduce and not exceed 11 DIY liveries on a daily basis thereafter.

Reason: - In the interests of highway safety.

2) Notwithstanding the submitted drawings, no part of the development hereby permitted shall be brought into use until the access to the site has been completed and surfaced in a bound material for a minimum distance of 8m, along with the installation of a suitable means of surface water disposal behind the highway boundary in accordance with a plan first submitted and approved in writing by the LPA. Thereafter the access shall be constructed in accordance with the approved plan and 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, and to enable vehicles to enter and leave the public highway in a slow and controlled manner all in the interests of general Highway safety.

3) No part of the development hereby permitted shall be brought into use until the parking and turning areas are provided in accordance with the approved plan, Block Plan as Proposed. The parking and turning areas shall not be used for any purpose other than parking and turning of vehicles.

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.

Environmental Health – 21.04.2020 I have looked at the design and access statement and it appears in terms of noise mitigation, they are relying on screening from vegetation. The land in the vicinity is very flat and I would imagine guests are likely to sit out in the semicircle communal area in the evening.

Looking at the plans it looks like the pods are nearest to nearby residences and there is an obstacle course (which is likely to generate noise during the day time. I have concern that when in

use noise will be generated from guests and could be an issue to nearby residents. I have noted there are other centres (Wigwam Holidays) and it may be best to ask for a background noise report and noise modelling.

12.05.2020 I accept what the applicant has said regarding the cricket club, however events don't usually go on into the night which potentially could be the case with visitors to the site. I have noted that the prevailing wind direction, but this doesn't stop people complaining when wind direction changes and I have never even dared suggest to any one they should put up with noise because the wind is not blowing to their liking.

The email below suggests the site may not be manned by staff all night but can be contacted by telephone.

I would prefer to see an acoustic screen along the boundary of the site closest to the residential properties, this could be wooden acoustic fencing or a suitable earth bund.

Environmental Health have had an increase of noise complaints from changes to recreational use whether this is from campsites to Airbnb.

Conservation - The application site sits outside but relatively near to Collingham Conservation Area, which could potentially be affected by this proposal by impact to setting and thereby significance. Similarly the setting, and thereby significance, of nearby Listed Buildings within Collingham could also be impacted by the proposal.

Other than a Neolithic spot find a couple of fields away the Nottinghamshire HER does not show any entries for or around this site.

Impact on Listed Buildings

The nearest Listed Buildings are within the Conservation Area on South End, shown in the blue triangles on the map below, which includes the Grade I listed South Collingham medieval church. Development here has the ability to affect the setting, and thereby the significance, of these listed buildings. The setting of Listed Buildings is a statutory consideration under Section 66 of The Act, where the LPA should, in deciding the application, have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The listed building in this part of the Conservation Area are, with the exception of the Church, relatively modest properties (including former farm houses and historic cottages) which relate mostly to the street scape of the village here. The nature of the Conservation Area on South End is quite inward looking and I do not think, especially considering the single storey scale of the proposed development, there will be any intervisibility between this development the listed buildings and I do not think there will be any impact on their setting or significance.

The Grade I listed church is a high status church designed to be a local landmark civic building. The church does have a tower with finials but is not so tall or so visible in longer views that I think there will be any obvious intervisibility or key vistas that would be affected with this development.

I do not thin the proposal will impact on the significance of any listed buildings.

Conservation Area

The application site is located outside, but relatively close to Collingham Conservation Area, see below (development approximately shown in yellow)

While the setting of a Conservation Area is not part of the statutory requirements of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, developments outside a Conservation Area can affect the setting of a CA and thereby its significance, and so it is best practice to consider this impact and is part of the local plan policies generally as well as national guidance on heritage assets (NPPF and PPG).

While the views shown in the CA Appraisal for Collingham are not exhaustive and are indicative of a range of views, there are no obvious views out from South End, or the CA generally, towards the

development site or across the proposal site towards a focal point in the CA.

Given the single storey nature of the wigwams and office, the intervening distance and the intervening distance I do not think there will be any impact on the setting of the CA from South End.

The cricket pitch at Cottage Lane is closer to the proposal site, but at this point views west towards the proposal site will be blocked and softened by existing hedgerow and the proposed landscape bund. I appreciate the office sits on the east side of the bund, but given its limited scale, naturalistic cladding, hedgerow screening and intervening distance I do not think this will be an imposing or negative feature in any views west from the cricket pitch or Cottage Lane over the proposal site.

Generally speaking the modest height and intervening distances and structures will prevent this proposal having any obvious impact on the setting of the Conservation Area. Any chance views are likely to have a limited impact and not necessarily be harmful. As such I believe this proposal will preserve the setting and significance of nearby designated heritage assets.

Sustrans (*sent by Newark volunteer co-ordinator*) - My comments on the proposal concern the narrowness of Cottage Lane. I am the coordinator for Sustrans volunteers in Newark. Cottage Lane is part of NCN 64 and the Trent Vale Trail which links the villages to the east of the River Trent. It is well used by cyclists and walkers. Cottage Lane is narrow and does not permit a vehicle to pass a cyclist or walker without one party having to stop and pull into the side. I am concerned that the plans don't appear to take into account the potential for an increased number of vehicles. At a time when the focus is on more space for walkers and cyclists I am concerned that the plans do not appear to take this into account.

Natural England – No comments

Nottinghamshire Wildlife Trust – No comments

18 letters of representation (some from the same individuals) have been received in total from local residents/interested parties stating the following comments:

- *2 letters of support;*
- *Support the proposal as nothing in the area;*
- *Contrary to DM8 of the ADMDPD;*

Highways

- *Cottage lane is narrow, single carriageway with no dedicated passing places;*
- *There are no footpaths and no segregated provision for cyclists, walkers, wheelchair users;*
- *Lane is used as part of the Trent Vale Trail and Sustrans route;*
- *Access to Cottage Lane (village end) is restricted due to position of buildings and trees;*
- *Will result in increase in traffic movements and increase highway safety risk;*
- *Any assessment needs to include servicing and delivery vehicles;*
- *Conflict with NPPF;*
- *No lighting on Cottage Lane;*
- *Overall increase in traffic at busiest times, whereby at the moment it is spread throughout the day;*
- *Provision for recycling collection adds to the track usage by heavy goods vehicles;*

Environmental Impacts

- *No assessment on how the proposal will impact the character of this rural greenfield environment;*
- *No mention of noise mitigation;*
- *Earth bund is out of character;*
- *Existing hedge would not provide sufficient noise barrier;*
- *Generator would be used in the event of a power cut, noise issues;*
- *Noise from visitors returning from Collingham after pubs close etc;*
- *Would attract groups of people i.e. stag parties, hen dos, causing noise, not a peaceful retreat;*
- *The Collingham Conservation Area Appraisal extended the boundary southwards to include former arable land;*
- *Landscape Character Assessment states the overall condition of the area is very good; the earth bund would be an uncharacteristic feature in the landscape and adversely affect the landscape characteristics;*
- *Increased pollution from fires & cooking;*
- *Light pollution from lighting within the site;*
- *Applicant does not live on site so is unable to monitor noise and disruption from the site;*
- *Applicant would have no knowledge of who would be coming on to the site, nor how many would be in the party;*

Tourism

- *It is a new business not a rural diversification;*
- *No evidence Collingham needs a glamping site;*
- *Inappropriate commercial use;*
- *Out of character and scale in this edge of village rural location;*
- *No benefit to the area as people will bring their own food and drink thus reducing their spend locally;*

Comments of the Business Manager

Principle of Development

The starting point for development management decision making is S.38(6) of the Planning and Compulsory Purchase Act 2004, which states that determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.

The National Planning Policy Framework promotes the principle of a presumption in favour of sustainable development and recognises that it is a duty under the Planning Acts for planning applications to be determined in accordance with the Development Plan. Where proposals accord with the Development Plan they will be approved without delay unless material considerations indicate otherwise.

The NPPF also refers to the presumption in favour of sustainable development being at the heart of the NPPF and is confirmed at the development plan level under Policy DM12 of the Allocations and Development Management DPD.

The amended Core Strategy (ACS) details the settlement hierarchy which will help deliver sustainable growth and development in the District. The intentions of this hierarchy is to direct new development to the Sub-regional Centre, Service Centres and Principal Villages, which are

well served in terms of infrastructure and services. Spatial Policy 1 (Settlement Hierarchy) of the Council's ACS sets out the settlements where the Council will focus growth throughout the District. Collingham is defined within the ACS as a Principal Village where it has a good range of day to day facilities and their function is to act as a secondary focus for service provision and assist rural accessibility.

The site is located outside of the main built up area of Collingham and the defined village envelope as depicted within the Council's Allocations and Development Management DPD (ADMDDP). As such the site is considered to be open countryside whereby Policy DM8 applies. This provides that *'Tourist accommodation will be supported where it is necessary to meet identified tourism needs, it constitutes appropriate rural diversification, including the conversion of existing buildings, and can support local employment, community services and infrastructure. Accommodation that is related and proportionate to existing tourist attractions will also be supported. All proposals will need to satisfy other relevant Development Management Policies, take account of any potential visual impact they create and in particular address the requirements of Landscape Character, in accordance with Core Policy 13.'*

Although the site is located within the open countryside it is located close to the defined Principal Village of Collingham and within an established equestrian business with surrounding paddocks. The site is currently operating as Collingham Horse Adventure Park (CHAP) and already operates some camping facilities for existing riders. Camping provision on the site is permitted under the Town and Country Planning (General Permitted Development) Order 2015 (England) (as amended) Schedule 2 Part 5 providing the site is licensed with the Caravan and Camping Club and will permit up to 5 caravans and 10 tents.

The 6 'pods' are proposed as an expansion of the current operation to provide more formal tourist accommodation and is located within land currently used as paddocks for horses. Planning policy is largely supportive of aiding the development of the rural economy providing the resulting impact does not negatively impact upon the surrounding area.

Core Policy 7 (Tourism Development) of the Amended Core Strategy (2019) recognises the *'economic benefits of sustainable tourism and visitor based development (including tourism accommodation), and will view positively proposals which help to realise the tourism potential of the District, support the meeting of identified tourism needs, complement and enhance existing attractions or that address shortfalls in existing provision.'* This however is subject to a number of factors on the siting, design and nature of the development proposed, relative to the location. As the siting is proposed in the open countryside the proposal must represent sustainable tourism which meets one or more of the following criteria:

- Forms part of a rural diversification scheme;
- Supports an existing countryside attraction;
- Has a functional need to be located in the countryside;
- Constitutes the appropriate expansion of an existing tourism or visitor facility;
- Supports local employment;
- Meets an identified need not provided for through existing facilities within the main built up areas of settlements central to the delivery of the spatial strategy, or villages covered by Spatial Policy 3 'Rural Areas'; or that;
- Supports rural regeneration through the appropriate re-use and conversion of existing buildings.

It is considered that the proposal would provide a rural diversification and would support local employment, these matters will be explored in later sections. Therefore it is considered that the proposal would support the aims of Core Policy 7 and provide a form of rural diversification. Its location on the edge of a defined sustainable settlement whereby users of the site would be able to benefit from the facilities within Collingham and have access to wider settlements, whilst also contributing to the local economy is also a benefit as the use of a car for journeys would not always be required.

Policy DM8 of the ADMDPD is also supportive of such development in the open countryside where it constitutes appropriate rural diversification, can support local employment, community services and infrastructure.

It is considered that the principle of the development in this location would be acceptable and in principle, complies with the intentions of both local and national planning policy. Nonetheless there are other material factors in decision making and these are considered further within this report.

Tourism development and impact on the economy

Paragraph 83 of the NPPF (2019) states policies and decisions should **enable** sustainable rural tourism and leisure developments which respect the character of the countryside.

The D2N2 Accommodation Strategy report (2017) which was carried out across Nottinghamshire and Derbyshire states 'there is very little glamping provision currently, especially in Nottinghamshire'. This report then seeks to service the Council's own Destination Management Plan (2018) with one of its aims is to increase the overnight accommodation provision within the District to widen the visitor experience.

Newark Town has a Destination Management Plan (2018) whereby one of the aims is to increase the 'dwell' time people spend in the Town and to improve the depth and breadth of the tourism offer and in so doing encourage visitors to stay longer. In 2016 it is reported that the economic impact of tourism on Newark was a benefit of £25.32m. Newark has a lack of self-catering accommodation to encourage longer stays to the area and it is considered that an increase in the amount of self-catering holiday lets on offer and the general ability for people to 'dwell' in and around Newark, the economic benefit could then increase to £30m. With the site located close to existing services in Collingham i.e. transport links and existing retail and hospitality services, it is considered that the proposal would provide a suitable and sustainable location to enhance the offer available to tourists to the area.

The UK holiday market accounts for approximately £16bn per year with a total of 85 million trips taken each year, of which the UK self-catering rented accommodation accounts for c21.25 million trips (25%) (*source Mintel leisure report 2014*). The provider, Wigwam holidays suggests that each visitor to the area would contribute a minimum of £10 per day spend in the local economy due to the purchase of local provisions etc. This figure would increase should they contribute to eating out or visit local attractions. It is therefore seen as an economical benefit to both the UK and the local economy to see these facilities within the right locations in the countryside and to improve the tourism offer within Newark and Sherwood thus contributing to the Destination Management plan and D2N2 Accommodation Strategy report. The west side of the District is already heavily weighted with holiday accommodation due to Center Parcs and Forest Holidays provision.

However during the eastern half of the District there is a distinct lack of provision of such facilities within close proximity of the Newark Urban Area.

The UK is currently within the global pandemic of Covid-19 which as Members will know includes a rise in national unemployment. The District Council should be at the forefront in advocating and supporting the local economy. This application is expected to generate 3 new jobs for the area, once the site is operational, which is much needed given the local economy.

The Council's Economic Growth Business Unit has received a report on the 'analysis of local employment, output and business risk exposure due to lockdown'. This report was published following the D2N2 Covid-19 Analysis Group, to show the analysis of local employment risk and projected output losses, due to lockdown within the D2N2 area and its local authorities. The report concludes that within the NSDC authority area in December 2019 the local authority unemployment rate was 4.0%. Due to the pandemic it is expected that this would treble to be around 12%. The employment sector most affected by the pandemic would be wholesale and retail, with expected 15,000 job losses closely followed by the accommodation and food industry with just over 14,000.

Core policy 7 of the ACS states *within the open countryside the proposal representing sustainable rural tourism development which.....supports local employment, will be viewed positively by the District Council.* Whilst the proposal is sought to provide 3 new jobs the benefits this proposal will also bring to the local economy will also be felt in other sectors such as retail, tourism and hospitality within the wider area as people will travel. This can only be viewed as a positive benefit to the local area and one which should be weighed positively in the overall planning balance.

In conclusion, the site is located within the open countryside, however it is located on the site of an existing rural business known as CHAP which is related to equestrianism. A small amount of camping is already provided on the site and the provision of 6 units is sought to improve the offer on site. The NPPF is supportive of rural developments especially tourism development in the countryside. Core Policy 7 of the ACS also encourages such development where it forms part of a rural diversification scheme. As this existing business is located within the open countryside and is already providing such a facility, albeit on an informal basis, it is considered that the proposal would be considered to comply with the provisions of Core Policy 7. The proposal would also comply with the D2N2 Accommodation Strategy and the Council's Destination Management Plan. It would also contribute to the local economy and seek to provide 3 additional employees once set up.

Highway impact

Spatial Policy 7 (Sustainable Transport) of the ACS states development proposals should provide safe, convenient and attractive accesses for all, be appropriate for the highway network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected. In addition it states to provide appropriate and effective parking provision, avoid highway improvements which harm the area.

Policy DM5 of the ADMDPD states provision should be made for safe and inclusive access and parking provision for vehicles and cycles should be based on the scale and specific location of the development.

The matter of transport and the number of vehicle movements to and from the site is a matter which has been at the forefront of comments made by local residents. It is also a matter which colleagues in Nottinghamshire County Council have taken a considerable degree of consideration over in weighing up the existing use of the site against the proposed use as put forward.

The site is currently operating as a livery business with 11 DIY stabled liveries, and 7 grass liveries. Horse owners generally visit the site twice a day to care for the horses. At the request of Highways the agent carried out a traffic count and in a general week the existing use generates in the region of 100 vehicle trips over the course of a 16 hour period (0500-2200 hours) with people attending to their horses, owners returning to the site, and associated visitors such as hay deliveries and farriers. With the introduction of the 6 wigwam units the number of liveries would be reduced to 11 DIY liveries due to the loss of 4 paddocks. The proposed use is a seasonal one and is likely to generate 3 trips per day, however with the reduced number of liveries expected (7), the existing use has to be balanced out against number of movements generated with the proposed.

The livery is a 365 day use and the reduced number of liveries will reduce the number of vehicle movements in general. The addition of the 6 wigwams (with a minimum of 2 night stay), given that these are unlikely to be in use every day of the year, is not considered to result in a level of traffic above what is permitted at present. The level of traffic at present is spread out throughout the day ranging from 0500 hrs to 2200hrs and therefore this is a gradual trickle of traffic using Cottage Lane. It is accepted that there could be peak times i.e. at arrival and departure, where traffic may appear increased, however this would be for a finite period of the day and it would not involve queueing or parking along Cottage Lane as there is ample parking within the site where it could be managed.

It is therefore not considered that the proposal would generate excess vehicle movements above what is currently operating on the site, and the change in the nature of the movements is not likely to impact detrimentally on the surrounding highway network. Highways colleagues have confirmed that the reported incidents to them through the collision history for Cottage Lane in the past 5 years, has resulted in no collisions involving the site access. There have been two on Cottage Lane itself but it is not possible to attribute them to Orchard Stables directly.

Some residents have stated that along Cottage Lane it is not possible to pass other vehicles travelling in the opposite direction. Highways colleagues have not stated that the amount of vehicle movements means it is necessary to impose passing places along Cottage Lane, nor indeed to widen the width of the carriageway to facilitate the development as it has been assessed that the level of vehicle movements would not be so different in number as the existing use. Therefore no alterations are required to Cottage Lane other than those stipulated by condition or on the submitted drawings which involve the access point.

Residents have stated that Cottage Lane is unsuitable for additional traffic due to the historic street layout. However as it has been discussed, the proposal is not likely to result in an increase in vehicle movements over and above what is already in operation at the site. Therefore the historic street pattern would cause no further risk to road users than the existing users.

Sustrans/Trent Trail

Cottage Lane is part of the Sustrans National Cycle Network 64 and Trent Trail which links villages to the east of the River Trent. The Sustrans volunteer coordinator for Newark has commented on the application stating that the route is well used by cyclists and walkers and already proves

narrow in places where cyclists/walkers have to pull to one side to permit a vehicle. Whilst this is not an unusual situation, it has already been stated above that the proposal would not generate increased vehicle movements over the existing situation. The addition of the wigwam units would not result in any greater harm to the existing situation as is already faced by the users of the Trent Trail and NCN64 Sustrans route.

Conversely due to the siting of the Sustrans and Trent Trail, users of the site would have easy access to existing cycle and walking routes in which to explore the surrounding area without using their vehicles to do so. This would be seen as a positive benefit for the area and something which the NPPF encourages in the ability for new development to enable easy access to walking and cycle routes.

Therefore having taken the above matters in to consideration, it is considered that the proposal would not result in harm to highway safety over and above the existing situation and provides appropriate parking levels within the site. It is therefore in accordance with the Development Plan.

Members will note within the Consultee section that Highways have requested a condition to be imposed reducing the number of liveries to 11 DIY liveries only. Upon review of this condition it is considered that it is not reasonable to impose such a condition as the siting of the wigwams would naturally reduce the number of paddocks available in any case. Therefore should Members resolve to approve the application, this condition has not been recommended.

Impact on design and landscape character

Policy DM5 refers to the rich local distinctiveness of the District's character of built form requiring new development proposals to reflect their local surroundings. Chapter 12 of the NPPF provides guidance in respect of achieving well-designed places confirming at paragraph 124 that, '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*'

The design of the site and the use of natural materials for their construction is considered acceptable and responds well to local character which would be in accordance with policy DM5 of the ADMDPD.

The site is located within the East Nottinghamshire Sandlands Policy Zone (ES PZ 04): Winthorpe Village Farmlands as stated within the Council Landscape Character Assessment SPD. This states that the area is generally flat and gently undulating arable landscape with numerous woodland blocks. The landscape condition is assessed within the SPD as being of moderate condition with a moderate sensitivity resulting in an outcome to conserve and create the landscape. This means that proposals should seek opportunities to improve the landscape condition by planting native hedgerow and conserve existing, conserve and enhance existing tree cover and create an enhancement to ecological diversity and biodiversity where possible.

Informative sketches of the proposal have been submitted within the Design statement and submitted plans showing details of how the proposal would appear from certain vantage points around the site. The ground level from Cottage Lane is already raised in comparison to the highway, with built development in the form of the single storey reception/storage building proposed to be located approximately 50m west of Cottage Lane with the first cabin located approximately 65m from Cottage Lane. These cabins are approximately 3.2m to the highest point.

An earth bund was originally proposed to approximately 2.5m high between the first cabin and the reception/storage building to screen the development from the highway and to aid noise levels from Cottage Lane. However it is considered that such a feature to this extent would be out of character and has thus been reduced to 1.5m which is more acceptable. Nonetheless the agent has stated that this could be removed completely if Members were opposed and would be acceptable to this by condition.

When considering the site from the north where the existing residential properties are located, the site would be screened by the addition and reinforcement of the hedgerow. The lodges themselves are 3.2m high and sited approximately 130m away from the nearest residential property. It is therefore considered that the impact of the development from the north would be minimal due to the natural screening from the hedgerow.

The siting of the cabins within the site, due to their scale and the reinforcing of the hedgerows with native species, along with the additional planting around the site would seek to improve the quality of the landscape. The revised height of the earth bund coupled with the distance from Cottage Lane at approximately 65m would reduce its prominence. Whilst the Council accepts the points made by residents on the impact of the development within the landscape, it is considered that there would be no harm caused to the quality of the landscape, when in fact the additional landscaping would only seek to improve the quality of the landscape and thus the ecological biodiversity in line with the principles of the SPD. The proposal is therefore considered to accord with Core Policy 13 of the ACS and policy DM5 of the ADMDPD and the proposal accords with the landscape and character of the area. As well as according to the Supplementary Planning Document the proposal would be sympathetic to the local character and history, including the surrounding built environment and landscape setting.

Neighbour amenity

Policy DM5 of the ADMDPD states *“the layout of development within sites and separation distances from neighbouring development should be sufficient to ensure that neither suffers from an unacceptable reduction in amenity including overbearing impacts, loss of light and privacy.”* In addition to having regard to the operation of neighbouring land uses and mitigating where necessary.

This application has generated a high volume of neighbour concern which is acknowledged given the nature of the development and the siting. Nonetheless for this reason alone it is not justifiable for Members to refuse consent and each Planning matter must be considered on their own merits. Much of the matters of concern have already been addressed within the preceding sections of this report and this section will respond to the matters of direct neighbour amenity.

The main concern of neighbours is the impact of the development upon noise and disturbance from the users of the site.

Comments have been received from the Council’s Environmental Health officer whom has stated that the imposition of a noise attenuation fence along the northern boundary would be acceptable and would be secured by condition. This has not met with favour within the community as it is felt that this would not be sufficient to control additional noise by the occupants during the day, and evening. The site is approximately 130m south from the nearest residential property and whilst there is natural outdoor play equipment proposed within the grounds, this is only for the use of

existing residents on the site and it is not expected that this would generate such excessive noise, that would be out of character to the locale.

Concern has been expressed with regards to the use of the site for parties (hen and stag dos), which is advertised on the Wigwam Holidays website, and how the managers would control the number of people entering the site after hours. The owners do not live on site but are resident in the local area. The site would be managed daily in line with the other livery business, and check in and check out would be restricted to normal business hours, with emergency contact details made available within all cabins. The management of the site after hours would not be overseen on site and it would be the responsibility of the owners to ensure processes are put in place to seek the safe and appropriate management of the site. No owner's accommodation is proposed on site to oversee the comings and goings of those users resident on the site. Nonetheless the agent has stated that the arrangements would be that someone would be on call as is typical for the stables at present, and should any issues arise during the night that person would respond. The site is also monitored already by sensors and cameras which would be deployed to the wigwams as well.

Within the submitted report, details have been submitted on the use of a biodisc sewerage plant whereby should there be a power cut a generator would start. Residents are concerned that the noise from the generator would be excessive, however given the location it is not considered that this could be substantiated as causing direct harm to residents.

Whilst the LPA recognises that there is a change in the use of the land from the sedate use by horses to the use by 6 wigwam holiday units, this change, given the siting and the intensity, would not be to the detriment of neighbour amenity through noise, subject to appropriate conditions.

The site does not contain any high level lighting such as flood lighting which would be evident and unsympathetic within the wider area. Instead the applicant proposes a dark skies policy whereby low level lighting on passive infrared sensor (PIR) solar sensors and timers would be utilised. Such measures would need to be submitted to the LPA for clarity and confirmation.

Overall it is considered that the use of the site is acceptable within the open countryside whilst being located close to a sustainable settlement. The measures put in place for limiting the noise would be acceptable and although the use is more intensive than the existing use by horses, the noise generated would be seasonal. In addition given the distance from the site to nearby residential properties, it is not considered that the noise or disturbance would be worthy or justifiable as a reason for refusal. Therefore the proposal is considered to accord with policy DM5 of the ADMDPD.

Impact on heritage

The site is located outside of the defined Collingham Conservation Area designation, however due to the distance from the defined boundary there would still need to be a consideration over the impact of the development on the setting of the heritage asset.

Core Policy 14 states the Council will secure the continued conservation and enhancement of the character, appearance and setting of the District's heritage assets and historic environment, in line with their identified significance. Policy DM9 of the ADMDPD states that developments should take account of the distinctive character and setting of individual conservation areas.

The nearest listed building are located within the conservation area on South End, which includes the Grade I listed South Collingham medieval church. Section 66 of The Planning (Listed Buildings and Conservation Areas) Act 1990, states proposals should have a special regard to the desirability of preserving the building or its setting or any feature of special architectural or historic interest which it possesses. There are other listed buildings within the vicinity however these are relatively modest properties which relate mostly to the streetscape of the village. Given the single storey scale of the proposal it is not considered that the proposal would have any impact on the setting of the nearby listed buildings or their significance. The views to and from the church would not be impacted upon by the siting of the buildings and it would still be visible from longer distance views.

When turning to the impact upon the setting of the conservation area, it is considered that given the single storey nature of the wigwams and office building and the intervening distance, it is not considered that there would be any impact on the setting of the conservation area.

When viewing the site from Cottage Lane, the softening of the site within the hedgerow planting, the proposed landscape bund and the naturalistic cladding as well as the intervening distance, would not result in a site which would be imposing or feature negatively in any views west from the cricket pitch or Cottage Lane. Any chance views of the site are likely to be limited and not necessarily harmful. As such it is considered that the proposal will preserve the setting and significance of nearby designated heritage assets and thus accord with Core Policy 14 of the ACS, policy DM9 of the ADMDPD, the NPPF and PPG.

Impact on ecology

Core Policy 12 states that the Council will seek to conserve and enhance the biodiversity of the District and that proposals will be expected to take into account the need for the continued protection of the District's ecological and biological assets. Policy DM5 seeks to avoid adverse impacts upon ecological interest and protected species.

The NPPF (2019) states when determining planning applications LPAs should apply the following principles as stated within paragraph 175 of the NPPF. This states that if *"significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Development whose primary objective is to enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity."*

The site is located on the grounds of existing open grassed paddocks with no natural features such as hedgerows or trees within. There are hedgerows to the north and eastern boundaries but these would be unaffected by this development proposal. Within the submitted Design statement the applicant has stated that bird boxes and native planting would be introduced around the site to encourage natural biodiversity. Whilst this is welcomed matters of implementation would need to be managed and therefore such enhancements should be submitted to the District Council for approval. These enhancements along with hedgehog houses and other ecological benefits would bring about a net gain in biodiversity which would be an improvement over the existing paddock use. These measures could be secured by condition if Members resolve to approve the application.

Impact on flooding and surface water

The site is located within flood zone 1 and therefore at the lowest risk from flooding and does not constitute major development classification of development as stated within the NPPF. It is not necessary for the applicant to submit a flood risk assessment for this particular reason nor is it necessary to apply the sequential test approach in this case as set out in the NPPF.

Therefore on the basis of the information submitted the proposal is not considered to result in unacceptable harm to local drainage issues, subject to the imposition of conditions.

Conclusion

All material planning considerations have been taken in to account as set out above and appropriate weight has been given to each issue and it is concluded that the application satisfies matters relating to design, landscape, ecology, highway safety and neighbour amenity. Whilst the concerns of residents have been noted and given due consideration, the improvement to the quality of the landscape, the benefits to the local economy and employment prospects all weigh positively in the planning balance.

It has been assessed that the proposal would not result in harm to the landscape character or historic environment or highway safety and therefore it is considered that the proposal should not be realistically refused for these reasons.

Therefore, in balancing all the material considerations of this case, a recommendation of approval to Members is proposed and the application is considered to accord with the Council's DPD and the NPPF, and there are no other material planning considerations that would outweigh this policy stance in this case.

RECOMMENDATION

That planning permission is approved subject to the following conditions:

01 - Time

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 - Plans

The development hereby permitted shall not be carried out except in complete accordance with approved proposed plans reference;

DRWG no. G (--)001A Block plan as proposed;

DRWG no. G (--)002A Long section 1-1 and east elevation as proposed;

DRWG no. G (--)003A North and south elevations as proposed;

DRWG no. G (--)004 Sight lines and entrance upgrade details as proposed;

DRWG no. G (--)101 Wigwam deluxe cabin as proposed;

DRWG no. G (--)102 Wigwam deluxe cabin as proposed;

DRWG no. G (--)201 Accessible cabin as proposed;
DRWG no. G (--)202 Accessible cabin as proposed;
DRWG no. G (--)301 Timber clad container as proposed;
DRWG no. S (--)001 Location plan as existing;
DRWG no. SK (--)001 Masterplan sketch as proposed;
DRWG no. SK (--)002 North east entrance corner sketch as proposed;
DRWG no. SK (--)003 North west corner sketch as proposed;
DRWG no. SK (--)004 South west corner sketch as proposed;
DRWG no. SK (--)005 South corner sketch as proposed;
DRWG no. SK (--)006 Reception and storage container sketch as proposed;

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 - Materials

The materials to be used in the construction of the external surfaces of the units and storage building hereby approved shall accord with the details submitted within the application form and on the approved drawings unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of visual amenity.

04 - Highways

Notwithstanding the submitted drawings, no part of the development hereby permitted shall be brought into use until the access to the site has been completed and surfaced in a bound material for a minimum distance of 8m, along with the installation of a suitable means of surface water disposal behind the highway boundary in accordance with a plan first submitted and approved in writing by the LPA. Thereafter the access shall be constructed in accordance with the approved plan and 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, and to enable vehicles to enter and leave the public highway in a slow and controlled manner all in the interests of general Highway safety.

05 – Highways

No part of the development hereby permitted shall be brought into use until the parking and turning areas are provided in accordance with the approved plan, Block Plan as Proposed. The parking and turning areas shall not be used for any purpose other than parking and turning of vehicles.

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.

06 – Lighting

Prior to first use of the site, details of any external lighting to be used in the development shall be

submitted to and approved in writing by the local planning authority. The details shall include location, design and levels of brightness. The lighting scheme shall thereafter be carried out in accordance with the approved details and retained for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual and residential amenity.

07 - Landscape

Prior to first use 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;

existing trees and hedgerows, which are to be retained pending approval of a detailed scheme, together with measures for protection during construction;

design and location of the acoustic fence;

car parking layouts and materials;

any other hard surfacing materials;

Reason: In the interests of visual amenity and biodiversity.

08 - Landscape

The approved landscaping scheme shall be carried out within 6 months of the first use of any building or completion of the development, whichever is soonest, unless otherwise agreed in writing with the Local Planning Authority. If within a period of 7 years from the date of planting any tree, shrub, hedgerow or replacement is removed, uprooted, destroyed or dies then another of the same species and size of the original shall be planted at the same place. Variations may only be planted on written consent of the Local Planning Authority.

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

09 – Acoustic fence

Notwithstanding the requirements under condition 08, the acoustic fence shall be installed prior to first use of the site and retained for the lifetime of the development.

Reason: In the interests of neighbour amenity.

10 - Ecology

No building on site shall be first occupied until details including location of a hedgehog house and a bird nest boxes and any other ecological enhancement, have been submitted to and approved in writing by the local planning authority. The hedgehog houses/nest boxes shall then be installed prior to first use, in accordance with the approved details and retained thereafter for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of maintain and enhancing biodiversity.

11 – Holiday let

Notwithstanding the provisions of Part C, Class C3 “Dwelling Houses” of the Schedule of the Town and Country Planning (Use Classes) Order 1987 (as amended), (or any order revoking or re-enacting that Order), the premises shall be used for the purpose of holiday accommodation only and for no other purpose, including any other purpose within Class C3 of the Order, without the prior consent in writing of the local planning authority.

Reason: The development is located within the countryside where new residential development would not normally be permitted.

12 – Holiday let

The site hereby permitted for use as holiday accommodation shall not be occupied by the same person or persons for a total period exceeding 28 days in any calendar year unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the accommodation is not occupied for residential purposes in a location where new residential development would not normally be permitted.

13 – Holiday let

The owner shall maintain a register of occupiers for each calendar year, which shall be made available for inspection by the local planning authority, at any time.

Reason: To ensure that the accommodation is not occupied for residential purposes in a location where new residential development would not normally be permitted.

Notes to Applicant

01

This application has been the subject of pre-application discussions and has been approved in accordance with that advice. 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) (England) Order 2015 (as amended).

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.

BACKGROUND PAPERS

Application case file.

For further information, please contact Lynsey Preston on ext 5329.

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

Lisa Hughes
Business Manager – Planning Development

Committee Plan - 20/00550/FUL

