

20/01313/FUL

Applicant Mr Andrew Gatehouse

Location Land East Of 75 Walcote Drive West Bridgford Nottinghamshire

Proposal Demolition of existing garages and erection of 5 no. dwellings with associated parking.

Ward Lutterell

THE SITE AND SURROUNDINGS

1. The application site comprises 20 flat roof garages in two blocks arranged facing inward, opening onto an area of concrete hardstanding. The garage site is accessed via a short driveway from Walcote Drive, running adjacent to No. 140a to the north. The garage site is set back from the highway with a wide grass verge to the front, incorporating a mature maple tree. There is a row of residential properties beyond the rear (east) of the site which have pedestrian-only access from Walcote Drive/Boxley Drive. There is an electricity substation immediately to the south with a neighbouring bungalow beyond this.

DETAILS OF THE PROPOSAL

2. The application seeks full planning permission for the demolition of the existing garages and the erection of a terrace of five, two storey dwellings comprising three 2 bedroom units, one 3 bedroom unit and one 4 bedroom unit. There would be 7 parking spaces to the front of the site, accessed directly off Walcote Drive. The terrace would measure a total of 27 metres in width and a maximum of 9.9 metres in depth, positioned 17.8 metres from main rear elevation of the properties to the east, at the closest point. The end two properties would measure 5.01 metres to the eaves and 7.84 metres to the ridge, the central 3 properties would have a matching eaves height and a higher ridge height of 8.34 metres. A mature tree to the front of the site would be removed. The plans indicate that the properties would be faced in brick, details of facing materials have not been provided, however they are described as 'commensurate with surrounding properties'.

SITE HISTORY

3. No relevant planning history.

REPRESENTATIONS

Ward Councillor(s)

4. One Ward Councillor (Cllr Gray) objects for the following reason; "There is significant local concern about this application and I would like to object so that the concerns can be heard and considered by the planning committee".

Statutory and Other Consultees

5. Nottinghamshire County Council as Highway Authority comment that the proposal would result in the loss of the existing garages/parking area, with the potential for displaced parking on the public highway. Whilst not a highway safety concern in this location, it could have an impact on the amenity of nearby residents which should be considered further by the Borough Council. The level of parking provision for the proposed dwellings is considered acceptable. Pedestrian access to the properties at the rear would be maintained. There are no Highway Authority objections subject to the conditions and informatives as detailed in their consultee response.
6. Western Power comment that there are no electricity services going into these garages east of number 75 Walcote Drive. A diversion enquiry showing plans of the new properties should be submitted prior to commencement.
7. The Borough Council's Environmental Health Officer comment that the submitted noise assessment is satisfactory, the sound attenuation measures detailed in the assessment should be fully implemented prior to occupation. The submitted Ground Engineering Site Investigation report does not provide details of potential PCBs from the substation and a full set of gas monitoring records have not been provided. As a result, a contaminated land report is requested in accordance with the details set out in the consultee response. A method statement is requested for the control of noise, dust and vibration during demolition and construction.
8. The Borough Council's Environmental Sustainability Officer notes that the submitted Preliminary Ecological Assessment is in date and appears to have been carried out in accordance with best practice. No protected or priority species were found on site, although there is potential for nesting wild birds and hedgehog activity. The development provides opportunities for ecological enhancement. The conservation status of European Protected Species is unlikely to be impacted by this development. The consultee response details a number of recommendations to be considered.
9. The Design and Landscape Officer commented that the grass verge and the large Maple trees are within the ownership of the Borough Council. The tree report gives the tree a BS5837 'B' classification and it would normally be expected that such trees are to be retained, especially given the visual prominence of the tree. The tree report also reads as though it was carried out after the development proposals were produced rather than it being an initial site survey which influenced the final layout of the design. Ideally the proposals should have looked to retain the tree and worked around it. The proposed replacement tree would have to be a much smaller specimen and the frontage appears to be largely given over to car parking. Whilst the new buildings would be more aesthetically pleasing than the garages, the loss of the tree and grass verge without a more robust landscape strategy is a disappointment.
10. Following discussions with the agent, the plans were amended and three trees are now proposed on the frontage. The Design and Landscape Officer provided comments in response to the revised plans. He considers that the reduction in parking spaces and the two additional trees is positive, softening the frontage of the site and making it less dominated by parking. The loss of the mature tree will result in some initial harm, but in the long term the

replacement trees will be more resilient than a single mature tree. A landscaping condition could be used to ensure that the proposed trees are large enough to have some initial impact.

Local Residents and the General Public

11. Objections have been received from 5 neighbours/members of public with the comments summarised as follows:
 - a. Loss of parking, both the garages and forecourt parking.
 - b. Would cause traffic problems.
 - c. Insufficient parking would result in increased on-street parking, safety concerns.
 - d. Height and design of dwellings not in keeping with neighbours.
 - e. Overlooking of 75 Walcote Drive which is lower than other properties on the street.
 - f. Displacement of parking for Greythorn School, may lead to parking on the bend.
 - g. Additional parking will make the road narrow, danger to school children. Vehicles may be travelling at speed down the hill into a narrow road due to parking.
 - h. Proposal would limit the use of the opposite drive.
 - i. Site floods in heavy rain, proposal could exacerbate this and flood neighbours.
 - j. Foundation works could impact on ground stability and neighbouring properties.
 - k. Loss of light to opposite property.
 - l. Impact on nesting birds in trees.
 - m. Noise and disturbance impact of development, impact of construction traffic.
 - n. Overdevelopment of site.
 - o. Loss of light, views, privacy to refused neighbouring annexe if allowed on appeal.
 - p. Side path would be gated, however residents previously told the path cannot be gated.
 - q. Property closer to substation than a previously refused bungalow that was considered to be too close to it.

- r. Previous application for a bungalow was refused due to lack of parking, however the application proposes the loss of 20 garages.
- s. Window on landing would overlook neighbouring bungalow.
- t. Obtrusive and overbearing on neighbours.
- u. Loss of privacy due to proximity of two storey house to the bungalow.
- v. Loss of a garage space serving a person with limited mobility.

PLANNING POLICY

12. The Development Plan for Rushcliffe consists of The Rushcliffe Local Plan Part 1: Core Strategy (2014) and the Local Plan Part 2: Land and Planning Policies (LPP2) (2019). Other material considerations include the National Planning Policy Framework (NPPF) (2019), the National Planning Practice Guidance (the Guidance), and the Rushcliffe Residential Design Guide (2009).

Relevant National Planning Policies and Guidance

13. The relevant national policy considerations for this proposal are those contained within the 2019 NPPF and the proposal should be considered within the context of a presumption in favour of sustainable development as a core principle of the NPPF. The proposal falls to be considered under section 12 of the NPPF (Achieving well- designed places) and it should be ensured that the development satisfies the criteria outlined under paragraph 127 of the NPPF. Development should function well and add to the overall quality of the area, not just in the short term but over the lifetime of the development. In line with paragraph 130 of the NPPF, permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Relevant Local Planning Policies and Guidance

14. Core Strategy Policy 1 reinforces the need for a positive and proactive approach to planning decision making that reflects the presumption in favour of sustainable development contained in the NPPF. The proposal falls to be considered under Policy 10 of the CS (Design and Enhancing Local Identity). Development should be assessed in terms of its treatment of the criteria listed under paragraph 2 of this policy.
15. In considering the sustainability of the location for development, the proposal falls to be considered under Core Strategy Policy 3 (Spatial Strategy). This policy identifies the settlement hierarchy for sustainable development which should be focused on the main built up area of Nottingham and six Key Settlements identified for growth.
16. Core Strategy Policy 8 (Housing Size, Mix and Choice) states that residential development should provide a mix of housing tenures, types and sizes.
17. The proposal falls to be considered under Policy 1 (Development Requirements) of the LPP2, specifically the following criteria: 1) ensuring there is no adverse impact on neighbouring amenity from activities on site or traffic

generated; 2) ensuring a suitable means of access without detriment to highway safety, with parking in accordance with Highway Authority requirements; 3) providing sufficient ancillary amenity and circulation space; 4) ensuring the scale, density, height, massing, design, layout and materials of the proposal is sympathetic to the character and appearance of the neighbouring buildings and the surrounding area. It should not lead to an over intensive form of development, be overbearing in relation to neighbouring properties, nor lead to undue overshadowing or loss of privacy. The proposal also falls to be considered under Policy 11 of the LPP2 (Housing Development on Unallocated Sites within Settlements), whereby planning permission will be granted subject to compliance with the criteria listed under part 1 of this policy.

18. The Rushcliffe Residential Design Guide (2009) sets out guidelines for minimum garden size standards, whereby semi- detached dwellings should be served by a private garden space of 90sqm, or 55sqm for a 1-2 bed dwelling. Where this cannot be achieved, it should be demonstrated why a smaller garden size is appropriate.

APPRAISAL

19. The proposal falls to be considered under LPP2 Policy 11 (Housing Development on Unallocated Sites within Settlements), whereby planning permission will be granted for development on unallocated sites subject to compliance with the criteria listed under part 1 of this policy. Of specific relevance are criteria a, b, c, f, and g whereby planning permission will be granted provided:
 - a) the proposal in terms of scale and location is in accordance with Local Plan Part 1: Core Strategy Policy 3 (Spatial Strategy);
 - b) the proposal is of a high standard of design and does not adversely affect the character or pattern of the area by reason of its scale, bulk, form, layout or materials;
 - c) the existing site does not make a significant contribution to the amenity of the surrounding area by virtue of its character or open nature;
 - f) the proposal would not cause a significant adverse impact on the amenity of nearby residents and occupiers; and
 - g) appropriate provision for access and parking is made.
20. In terms of the principle of development as set out in criteria a) above, the site falls within the built- up area of West Bridgford and therefore a residential development in this location be in accordance with CS Policy 3 (Spatial Strategy).
21. In terms of neighbouring amenity (criteria f of the above), proposed dwelling Q5 (plot 1) would have a front and rear elevation in line with that of the neighbouring property to the north at 140a Walcote Drive. The proposal would therefore not impact upon the front or rear windows of this neighbouring property. This neighbouring property has no windows in the side elevation facing the application site. Given the positioning of dwelling 'Q5' relative to this neighbouring property, it is not considered that there would be an undue overbearing or overshadowing impact of the rear garden.
22. There is a terrace of properties to the rear (east) of the site which has pedestrian-only access. The rear gardens of these neighbouring properties

back onto the application site, although a rear footpath separates these gardens from the application site. The back-to-back distance between the proposed properties and these neighbouring properties would be 17.8 metres at the closest point, measured to the main rear elevation of the dwellings. The proposed properties would be positioned 10.49 metres from the rear boundary of the application site.

23. Given the distance between the proposed dwellings and the rear boundary, and the footpath separating the site from the neighbouring gardens, it is not considered that there would be an undue overbearing or overshadowing of these neighbouring properties or their rear gardens.
24. The proposed dwellings would feature first floor windows serving habitable rooms. Whilst a separation distance between these windows and the neighbouring properties to the rear would be below the guideline figure advocated in the Residential Design Guide, it is noted that a similar relationship and separation distance already exists between Nos. 140-140a Walcote Drive and the neighbouring properties to the rear. On balance, it is not considered that there would be harmful loss of privacy to the neighbouring properties. The separation distance from the property on the opposite side of Walcote Drive would be approximately 19 metres. The resultant relationship across a road is not uncommon and it is not considered that there would be an undue loss of privacy to this neighbour.
25. A substation is located between the application site and the neighbouring property at 138 Walcote Drive to the south. The closest dwelling would be 10.5 metres from this neighbouring property. Given the separation distance and the position of this neighbouring property to the south, it is not considered that there would be an undue overbearing or overshadowing impacts.
26. The impact of substation noise on the living conditions of future occupiers has been considered. The Environmental Health Officer advises that the submitted noise assessment is satisfactory. The sound attenuation measures detailed in the assessment should be fully implemented prior to occupation. This would be secured by way of a condition should planning permission be granted.
27. The Residential Design Guide sets out guideline minimum garden sizes, whereby terraced dwellings should be served by a 90 sqm of private garden space, or 55 sqm for a 2 bedroom property. The proposal would provide circa 43 sqm for the 2 bedroom dwellings and 80 - 86 sqm for the 3 - 4 bedroom dwellings. These garden sizes would fall short of the suggested garden sizes in the design guide but not significantly so. The garden sizes appear commensurate to those serving other properties in the vicinity.
28. The proposal would result in the loss of 20 garages. Based on tenant surveys undertaken by the applicant, one garage space has been confirmed as in active use. Internal photographs have been taken of some of the garages as part of the asbestos surveys, however not all garages have been surveyed internally. Based on this information, there are 6 garages where the use is unconfirmed, therefore as a worst-case scenario the proposal could result in the loss of up to 7 parking spaces.
29. The application provides sufficient parking for the proposed dwellings and no highway safety concerns have been raised by the Highway Authority. Although

the proposed frontage parking spaces would preclude on-street parking directly in front of the site, it should be noted that there is not a given right to park on the public highway. It is not considered that any parking displaced as a result of the loss of the garages would result in an undue amenity impact given the reasonable amount of on-street parking available in the vicinity. The concerns regarding parking close to the corner of Walcote Drive are noted, however parking in this area is controlled through double yellow lines. At the time of the officers site visit and when viewing the site using historic aerial photographs, the carriageway of Walcot Drive is not particularly congested and there are fairly wide footpaths on either side. Whilst it is acknowledged that the primary purpose of the public highway is to convey vehicles and not to accommodate parking, the dispersion of up to 7 vehicles (worst case scenario) is not considered to cause significant harm to highway safety.

30. The proposed terrace of properties would reflect the built form of the existing two storey terrace of properties to the north and those to the rear of the site. The plans propose some articulation to the front elevation and roof heights to avoid one continuous wall. The overall design and appearance of the dwellings is considered appropriate to the area and it would result in a visual improvement of the current garages and hardstanding.
31. The site is currently fronted by a circa 7.4 metre wide grass verge featuring a mature tree. Despite the negative visual appearance of the garages, the verge and mature tree make a positive contribution to the character and appearance of the street scene. The original plans proposed eight parking spaces to the front of the site and one replacement tree, however this would have been a much smaller specimen than the existing tree. Following concerns raised by officers regarding the dominance of the proposed frontage parking in the street scene and the insufficient replacement tree planting, the application plans were revised.
32. The revised layout plan proposes three replacement trees on the frontage, resulting in the loss of one parking space to accommodate this change. i.e. the revised layout makes provision for 7 parking spaces. Despite the loss of a parking space, the provision of 1 parking space for the 2 bedroom dwellings and 2 parking spaces for the 3-4 bedroom dwellings is considered sufficient, given the location of the site close to a bus route and shops. The revised plans are considered a visual improvement, softening the frontage of the site and making it less dominated by parking. The Design and Landscape Officer does not object to the revised plans subject to securing trees of an appropriate size through a landscaping condition, should planning permission be granted. It is considered that, by securing the replacement trees as proposed a significant level of amenity will be replenished which would initially be lost by the removal of the tree.
33. The application was accompanied by a Preliminary Ecological Appraisal (PEA) which found no protected or priority species on site, although there is potential for nesting wild birds and hedgehog activity. The conservation status of European Protected Species is unlikely to be impacted by this development. The development provides opportunities for ecological enhancement as set out in paragraph 5.9 of the PEA. Enhancements would be secured via condition to comply with Policy 38 of the Local Plan Part 2.

34. Surface water disposal should in the first instance be achieved via soakaways as the primary method, if this is not practical and there is no watercourse is available as an alternative, other sustainable methods should also be explored. Any soakaways would need to be located at least 5.0m to the rear of the highway boundary. Details of surface water drainage would be secured by way of a condition, should planning permission be granted.
35. In summary, the principle of a residential development in this location is acceptable and it is not considered that there would be a detrimental impact upon the amenities of the neighbouring properties. The proposal would result in the loss of 20 garages, of which one is confirmed as in active use for parking and 6 have not been surveyed and could potentially be in use for parking. The Highway Authority have no highway safety concerns and it is not considered that the loss of garage parking would have a significant amenity impact. The level of parking provision for the proposed development is considered acceptable. The original plans proposed one replacement tree on the highway frontage to replace the existing mature tree, however following discussions with the applicant, it is now proposed that three trees would be planted on the frontage to improve the appearance of the development in the streetscene.
36. The proposal was subject to pre-application discussions with the applicant and advice was offered on the measures that could be adopted to improve the scheme and address the potential adverse effects of the proposal. As a result of this process, modifications were made to the proposal, in accordance with the pre-application advice, reducing delays in the consideration of the application and resulting in a recommendation to grant planning permission.

RECOMMENDATION

It is **RECOMMENDED** that planning permission be granted subject to the following condition(s)

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

[To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004].

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 100-663/(P) 089A (Site Location Plan), 100-663/(P) 088 C (Ground/ First Floor Plans), 100-663/(P) 087 B (Elevations), and 100-663/(P) 086 E (Boundary Treatment Plan), received on 9 June 2020; and 100-663/(P) 082J (Revised Site Layout), received on 25 September 2020.

[For the avoidance of doubt and to comply with policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

3. No construction shall take place above damp course level until details of the facing and roofing materials have been submitted to and approved in writing by the Borough Council. The Development shall then be carried out in accordance with the approved details.

[To ensure the appearance of the development is satisfactory and to comply with policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2:

Land and Planning Policies].

4. Prior to the commencement of any on site works, a method statement detailing techniques for the control of noise, dust and vibration during demolition and construction shall be submitted to and approved by the Borough Council. The method statement shall also detail removal of asbestos. The method statement shall include an ecological construction method statement incorporating reasonable avoidance measures (RAMs). The works shall be carried out in accordance with the approved method statement.

[In the interest of neighbouring amenity and to comply with Policy 1 (Development Requirements) of the Local Plan Part 2: Land and Planning Policies. This condition needs to be discharged before work commences on site to ensure measures are in place during the construction phase to safeguard against potential impacts].

5. Prior to the commencement of development, a Contaminated Land Report shall be submitted to and approved by the Borough Council which details the potential of PCB's from the electrical substation and a full set of gas monitoring records. As a minimum, this report will need to include a Desktop Study. Where the Desktop Study identifies potential contamination, a Detailed Investigation Report will also be required. In those cases where the Detailed Investigation Report confirms that "contamination" exists, a remediation report and validation statement will also be required, to be submitted to and approved by the Borough Council prior to the commencement of development.

If during development any unexpected, visibly contaminated or odorous material or tanks or structures of any sort are encountered, remediation proposals shall be submitted to and approved in writing by the Borough Council, before further work is undertaken in the affected area and works shall proceed only in accordance with the agreed remediation proposals

[To ensure that the site, once developed, is free from contamination and to protect the amenities of neighbouring residential properties and to comply with policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land and Planning Policies. This is a pre-commencement condition as this matter needs to be addressed before work commences on site to inform any measures that may need to be taken during the construction phase].

6. The approved dwellings shall be constructed to incorporate all of the sound attenuation measures detailed in the noise assessment (Ian Sharland Ltd Noise assessment ref M4531W) dated 2 April 2020 and the development shall not be brought into use until all of the measures have been fully implemented and these measures shall be retained thereafter for the lifetime of the development.

[In the interest of the amenities of future occupiers and to comply with Policy 1 (Development Requirements) of the Local Plan Part 2: Land and Planning Policies].

7. The development shall not be brought into use until the parking areas have been constructed in accordance with drawing 100-663/(P) 082J and surfaced in a hard-bound material for a minimum distance of 5m from the rear of the highway boundary. The drives shall each be fronted with a suitably constructed

dropped kerb access in accordance with Highway Authority standards. The drives shall be drained to prevent the unregulated discharge of surface water onto to the public highway. The bound material and the provision to prevent the discharge of surface water to the public highway shall be retained for the lifetime of the development.

[In the interest of highway safety and to comply with policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

8. No part of the development hereby permitted shall be brought into use until pedestrian visibility splays of 2.0 meters x 2.0 meters (measured from the highway boundary) are provided in accordance with drawing 100-663/(P) 082J. The area of land within these splays shall be maintained free from all obstruction over 0.6 meters above the carriageway level at all times.

[In the interest of highway safety and to comply with policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

9. Prior to the development being brought into use, details of surface water drainage shall be submitted to and approved in writing by the Borough Council. Any proposed soakaway shall be located at least 5.0m to the rear of the highway boundary. The development shall then be carried out in accordance with the approved details.

[To manage surface water flooding and in interest of highway safety and to comply with Policy 18 (Surface Water Management) and Policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

10. Prior to the first occupation of the development hereby approved, a landscaping scheme providing details of the proposed three replacement frontage trees shall be submitted to and approved by the Borough Council. The landscaping scheme shall be implemented within the next planting season following the approval of the landscaping scheme. Any trees which subsequently die, become seriously damaged or diseased within five years of planting shall be replaced in the next planting season with others of a similar size and species, details of which shall be agreed in writing with the Borough Council.

[To ensure a satisfactory appearance of development and to comply with policy 16 (Green Infrastructure, Landscape, Parks and Open Space) of the Rushcliffe Local Plan Part 1: Core Strategy and Policy 1 (Development Requirements) of the Local Plan Part 2: Land and Planning Policies].

11. Prior to the development being brought into use, details of ecological enhancements shall be submitted to and approved in writing by the Local Planning Authority, taking into account, where appropriate, the ecological enhancements detailed in paragraph 5.9 of the Preliminary Ecological Appraisal. The approved ecological enhancements shall be implemented prior to the development being brought into use and shall thereafter be retained for the lifetime of the development.

[To ensure that the proposed development contributes to the conservation and enhancement of biodiversity within the site and for the wider area in

accordance with paragraphs 174-175 of the NPPF and Policy 17 of the Local Plan Part 1: Rushcliffe Core Strategy].

12. Prior to first occupation of each development plot, the approved boundary treatments as shown on plan 100-663(P) 086 E shall be installed to serve that plot and shall be maintained as such thereafter.

[In the interest of the amenities of future occupiers and the character and appearance of the area and to comply with policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

13. The dwellings hereby permitted shall be designed to meet the higher 'Optional Technical Housing Standard' for water consumption of no more than 110 litres per person per day

[To promote a reduction in water consumption and to comply with criteria 3 of Policy 12 (Housing Standards) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

14. The development hereby permitted shall not proceed above foundation level until a scheme for the provision of electric vehicle charging points shall be submitted to and approved by the Borough Council. The scheme shall provide details of the provision of electric vehicle charging points to serve the development on site. Thereafter, unless it has been demonstrated that the provision of electric vehicle charging points is not technically feasible, the use shall not commence until such time as the site has been serviced with the appropriate electric vehicle charging infrastructure, in accordance with the agreed scheme and the apparatus shall be retained for the lifetime of the development.

[To promote sustainable modes of transport and to comply with policy 41 (Air Quality) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

Notes to Applicant

Please be advised that all applications approved on or after the 7th October 2019 may be subject to the Community Infrastructure Levy (CIL). The Borough Council considers that the approved development is CIL liable, however it may qualify for an exemption as it includes affordable housing which qualifies for mandatory or discretionary Social Housing relief. Full details of the amount payable, the process and timescales for payment, and any potential exemptions/relief that may be applicable will be set out in a Liability Notice to be issued following this decision. Further information about CIL can be found on the Borough Council's website at <https://www.rushcliffe.gov.uk/planningandgrowth/cil/>

This permission does not give any legal right for any work on, over or under land or buildings outside the application site ownership or affecting neighbouring property, including buildings, walls, fences and vegetation within that property. If any such work is anticipated, the consent of the adjoining land owner must first be obtained. The responsibility for meeting any claims for damage to such features lies with the applicant.

You are advised to ensure disturbance to neighbours is kept to a minimum during construction by restricting working hours to Monday to Friday 7.00am to 7.00pm, Saturday 8.00am to 5.00pm and by not working on Sundays or Bank Holidays. If you intend to work outside these hours you are requested to contact the Environmental Health Officer on 0115 9148322.

This grant of planning permission does not alter the private legal situation with regard to the carrying out of any works involving land which you do not own or control. You will need the consent of the owner(s) involved before any such works are started.

The garages contain asbestos. You are advised that the demolition and disposal of asbestos requires special measures. Further advice can be obtained from: <https://www.hse.gov.uk/asbestos/essentials/index.htm>

The Borough Council is charging developers for the first time provision of wheeled refuse containers for household and recycling wastes. Only containers supplied by Rushcliffe Borough Council will be emptied, refuse containers will need to be provided prior to the occupation of any dwellings. Please contact the Borough Council (Tel: 0115 981 9911) and ask for the Recycling Officer to arrange for payment and delivery of the bins

This Authority is charging for the discharge of conditions in accordance with revised fee regulations which came into force on 6 April 2008. Application forms to discharge conditions can be found on the Rushcliffe Borough Council website.

The provision of a vehicular footway crossing requires works within the public highway on land outside your control. You are therefore advised to contact the Highways Authority on 0300 500 80 80 to arrange for these works.

- The use of external lighting (during construction and post construction) should be appropriate to avoid adverse impacts on bat populations, see http://www.bats.org.uk/pages/bats_and_lighting.html for advice and a wildlife sensitive lighting scheme should be developed and implemented.
- Permanent artificial bat boxes / bricks and wild bird nests (including Swallow/swift and sparrow cups /boxes) should be installed within buildings and on retained trees. Hedgehog features (corridors, access and shelter) and insect houses should be used as appropriate.
- New wildlife habitats should be created where appropriate, including wildflower rich neutral grassland, hedgerows, trees and woodland, wetlands and ponds.
- Any existing hedgerow / trees should be retained and enhanced, any hedge / trees removed should be replaced. Any boundary habitats should be retained and enhanced.
- Where possible new trees / hedges should be planted with native species (preferably of local provenance and including fruiting species). See <https://www.rushcliffe.gov.uk/conservation/treeshedgesandlandscaping/landscapingandtreeplanting/plantingonnewdevelopments/> for advice including the planting guides (but exclude Ash (*Fraxinus excelsior*))
- Sustainable Urban Drainage schemes (SUDs) where required should be designed to provide ecological benefit.
- Good practice construction methods should be adopted including:
 - Advising all workers of the potential for protected species. If protected species are found during works, work should cease until a suitable qualified ecologist has been consulted.
 - No works or storage of materials or vehicle movements should be

- carried out in or immediately adjacent to ecological mitigation areas or sensitive areas (including ditches).
- All work impacting on vegetation or buildings used by nesting birds should avoid the active bird nesting season, if this is not possible a search of the impacted areas should be carried out by a suitably competent person for nests immediately prior to the commencement of works. If any nests are found work should not commence until a suitably qualified ecologist has been consulted.
 - Best practice should be followed during building work to ensure trenches dug during works activities that are left open overnight should be left with a sloping end or ramp to allow animal that may fall in to escape. Also, any pipes over 200mm in diameter should be capped off at night to prevent animals entering. Materials such as netting and cutting tools should not be left in the works area where they might entangle or injure animals. No stockpiles of vegetation should be left overnight and if they are left then they should be dismantled by hand prior to removal. Night working should be avoided.
 - Root protection zones should be established around retained trees / hedgerows so that storage of materials and vehicles, the movement of vehicles and works are not carried out within these zones.
 - Pollution prevention measures should be adopted
- It is recommended that consideration should be given to energy efficiency, alternative energy generation, water efficiency, travel sustainability (including electric vehicle charging points and cycle storage and travel plan), management of waste during and post construction and the use of recycled materials and sustainable building methods.