

20/03030/FUL**Applicant** Mr D Skillington**Location** Land North Of 18 Gladstone Avenue Gotham Nottinghamshire**Proposal** Proposed residential development for 3 dwellings with associated garages and off road parking**Ward** Gotham**APPLICATION SITE**

1. The application site comprises of a vacant rectangular parcel of land located on the west side of Gladstone Avenue in the village of Gotham. The site currently comprises of overgrown vegetation. The site is bounded by residential properties to the north and south, opposite the site to the east are two storey terraced properties, beyond the eastern boundary are the rear garden areas of detached bungalows located on Meadow End.
2. Access to the site is off Gladstone Avenue via East Street to the north. Gladstone Avenue has no through access or turning facility.
3. The village of Gotham is now inset from the Green Belt.

DETAILS OF THE PROPOSAL

4. The application seeks full planning permission for the erection of 3 dwellings. The proposed development originally comprised of 2 ½ storey three bedroom town houses with dormer windows to the front and rear, and a single storey flat roof element to the rear.
5. Amended plans were submitted during the course of the application, removing the second floor accommodation within the roof space and lowering the ridge height from 9.5m to 8.8m in height, thereby reducing the proposed dwellings from 2 ½ to 2 storey. In addition, all the dormers within the front facing roof slopes, and all but one dormer within the rear facing roof slopes, have been omitted. This has resulted in plots 1 and 2 being reduced from three to two bedroom dwellings. Plot 3 remains a three bedroom property. The first floor windows to the front of the plots 1 and 2 would now serve bedrooms as opposed to landings and kitchens.
6. The plans were also revised to alter the off-street car parking arrangements. The integral carports to plots 1 and 2 have been increased in size, the car port to plot 3 has been omitted, and two parking spaces provided to the front of that property. The agent has also provided a swept path analysis showing how cars would enter and exit the proposed driveways.

SITE HISTORY

7. There is a long planning history of applications for residential development on the site, many of which have been approved, as follows:
- 89/01292 – Construct one bungalow. Refused.
 - 90/00296 – Erect one dormer bungalow. Approved.
 - 94/00350/OUT – Construct 2 detached two storey houses. Approved.
 - 98/00551/OUT - Construct 2 detached two storey houses. Approved.
 - 99/01094/FUL – Construct 3 detached two storey houses with integral garages. Withdrawn.
 - 01/00740/OUT – Construct 2 detached two storey houses (renewal of 98/00551). Approved.
 - 03/00788/REM – Construct 2 detached houses. Approved.
 - 08/00514/FUL – Construct 3 two storey houses (with accommodation in roof space). Approved. Whilst some representations received from local residents in respect of the current application suggest that development commenced before being abandoned, the agent has not submitted any evidence with the current application that this previous permission was implemented.

REPRESENTATIONS

Ward Councillor

8. The Ward Councillor (Cllr R Walker) originally objected to the application on the following grounds:
- i. The height and layout of the proposed dwellings is not in keeping with the surrounding area owing to the 2.5/3 storey design amongst traditional Edwardian terraces.
 - ii. There is insufficient amenity or garden space for properties of this size.
 - iii. The massing would have an unacceptably detrimental impact on the properties on Meadow End at the rear of the site.
 - iv. The parking arrangements are inadequate in that the road is not wide enough to allow safe access to the proposed drives/car ports as cars park on the road already.
9. Following the submission of the revised site layout, the Ward Councillor confirmed that whilst he appreciated the work the applicant had undertaken to improve the scheme, he still considered the access to be unacceptable, particularly in relation to the plot nearest 8 Gladstone Avenue. He maintains his objection regarding height and massing. Following the submission of the

revised elevation plans, the Ward Councillor confirmed that whilst the height and massing has been addressed, he remains unconvinced that the parking and access arrangements are adequate considering the size, layout and useage of Gladstone Avenue.

Town/Parish Council

10. Gotham Parish Council object to the application on the following grounds:
 - a. Over intensive development/inappropriate design, proposed three storey properties not in keeping with surrounding two storey terraces, contrary to the Gotham Neighbourhood Plan.
 - b. The proportion of garden areas appears to be non-compliment with building regulations.
 - c. Impractical car access design. Existing residents park all down the opposite side of the road. When cars are parked it would be impossible to access or egress the proposed driveways.
 - d. Strongly urged that no decision should be taken without a detailed site visit being made.
11. Following the submission of revised plans, the Parish Council commented as follows:- *'we acknowledge and approve of the revised Layout and Elevations. However, we are strongly concerned that no revisions have been proposed to address the problems regarding access and car parking'*.

Statutory and Other Consultees

12. Nottinghamshire County Council as Highway Authority originally commented that Gladstone Avenue is a narrow cul-de-sac with no turning head. There is an existing narrow footway to the east of the carriageway, although no footway provision on the western side. The existing properties on Gladstone Avenue do not benefit from off-street parking provision, and on-street parking takes place on the eastern side of the road. The layout as proposed includes a garage/carport together with a frontage parking space for each dwelling. It is noted that the carports as detailed on the layout plan fall short of the dimensions required to be counted towards parking provision. It was also noted that insufficient space is available to the rear of the parking spaces to enable vehicles to manoeuvre, with the presence of on-street parking further restricting the available space. Based on the information available, it would appear that the parking spaces as proposed are unlikely to be useable. The layout should be reviewed to ensure 2 useable parking spaces are provided per plot, with sufficient space to ensure vehicles will be able to enter and exit the spaces at all times, taking into account the presence of on-street parking. Consideration could be given to the provision of a shared access and turning area, to enable vehicles to enter and exit the site in a forward gear.
13. Further comments were received following the submission of a revised site plan. They stated that the proposals have been amended to provide wider parking areas, together with swept path analysis to demonstrate vehicles accessing and egressing the properties, whilst taking into account the presence of on-street parking on Gladstone Avenue. The concerns previously raised have now been addressed and no objection is raised subject to

conditions and informatives relating to the provision of an extended dropped kerb and the surfacing of the driveways.

14. Trent Valley Internal Drainage Board comment that the site is outside of the Trent Valley Internal Drainage Board district but within the Board's catchment. There are no Board maintained watercourses in close proximity to the site. 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.

Local Residents and the General Public

15. Representations have been received from 11 local residents residing on Gladstone Avenue and Meadow End, objecting to the proposal on the following grounds:
 - a. Principle of housing – should not build on a small bit of greenery when there are 10,000 houses being built nearby.
 - b. Highway safety/parking – parking is a major issue on Gladstone Avenue which is a narrow road; the development would create a further 6 cars on the road; the car parking spaces are small; the garages (carports) would not be used for parking, there are no turning facilities; the swept paths show vehicles entering from the wrong direction; increased parking could hamper access for emergency vehicles; the road requires re-surfacing; difficult for construction traffic to access the site; some residents park on the nearby pub car park.
 - c. Design – the proposed dwellings are not of a design which is in keeping with the character or appearance of the area, in particular the three storey design which is too high.
 - d. Impact on neighbours – Overlooking onto garden and living room windows from 2nd and 3rd floor windows; conifer trees along the western boundary should be retained; overshadowing/loss of daylight.
 - e. Drainage/flooding – the existing drainage was installed in 19th century and there are issues with blocked sewers; the method of dealing with surface water drainage (soakaways) would be inadequate due to a history of inadequate drainage on the site, the current drainage and sewer system would be unable to support three additional properties; part of the village floods during heavy rainfall; the water table is high in the area; underground river.
 - f. Land Issues – the development of the land was previously commenced but abandoned when the builder hit the water table, the land was originally orchard, land is potentially contaminated from asbestos.
 - g. Other matters – Impact on property values; No.8 is currently unoccupied; the plans do not include an existing extension to the rear of no.6 which contains a south facing window.

PLANNING POLICY

16. The Development Plan for Rushcliffe consists of The Rushcliffe Local Plan Part 1: Core Strategy (LPP1), the Local Plan Part 2: Land and Planning Policies (LPP2), and in this instance, the Gotham Neighbourhood Plan. Other material considerations include the National Planning Policy Framework (NPPF) (2019), the National Planning Practice Guidance (the Guidance) and the Rushcliffe Residential Design Guide.

Relevant National Planning Policies and Guidance

17. The following sections in the National Planning Policy Framework (NPPF) are of relevance:
- Chapter 2 - Achieving Sustainable Development
 - Chapter 9 - Promoting Sustainable Travel
 - Chapter 12 - Achieving Well Designed Places
 - Chapter 14 - Meeting the Challenge of Climate Change, Flooding and Coastal Change

Relevant Local Planning Policies and Guidance

18. The following policies within LPP1 are of relevance:
- Policy 1 - Presumption in Favour of Sustainable Development
 - Policy 2 - Climate Change
 - Policy 3 - Spatial Strategy
 - Policy 8 - Housing Size, Mix and Choice
 - Policy 10 - Design and Enhancing Local Identity
 - Policy 17 - Biodiversity
19. The following policies of LPP2 are of relevance:
- Policy 1 - Development Requirements
 - Policy 17 - Managing Flood Risk
 - Policy 18 - Surface Water Management
 - Policy 40 - Pollution and Land Contamination
 - Policy 41 - Air Quality
20. The Gotham Neighbourhood Plan was adopted in 2017, it sets out to protect and conserve the environment of the village, as well as allow sustainable development. Policy H1 sets out sites the Neighbourhood Plan will recommend allocating for housing in any future review of the Neighbourhood Plan or Local Plan. The application site is identified as Site GOT 09 Land at Gladstone Avenue, a 'recommended housing site'. Policy H2 Design Briefs proposes design briefs for the housing sites. It is understood that a Design Brief has not been prepared for GOT 09 Land and Gladstone Avenue.
21. The Rushcliffe Residential Design Guide sets out guidance as to local character and materials, height, scale and massing, achieving privacy and guides for amenity space. It states that *"Infill development should respect the existing massing, building form and heights of buildings within their immediate locality"*. It also provides guidance on garden sizes for new dwellings.

APPRAISAL

Principle of Housing

22. The settlement of Gotham is no longer washed over by the Green Belt, but inset. Policy 3 (Spatial Strategy) of the Rushcliffe Local Plan Part 1: Core Strategy, sets out the settlement hierarchy for residential development across the Borough. Gotham is not one of the settlements specifically identified for housing growth, and therefore falls into paragraph b) viii) 'other villages solely to meet local housing need'.
23. Paragraph 3.3.17 of the Local Plan Part 1 states that *'in other settlements, development will meet local needs only. Local needs will be delivered through small scale infill development or on exception sites (see Policy 8). Beyond this, where small scale allocations are appropriate to provide further for local needs, these will be included in the Local Plan Part 2: Land and Planning Policies Development Plan Document, including Neighbourhood Plans.'*
24. The application site is modest in size and is located in an existing residential area, surrounded on all four sides by existing dwellings. The proposed development of three town houses is considered to meet the definition of 'small scale infill'. Furthermore, the site has a history of permissions for residential development, and is identified on the Gotham Neighbourhood Plan as a recommended housing site.
25. For the reasons set out above, the principle of developing the site for residential purposes is considered acceptable.

Highways

26. The application site would be accessed off Gladstone Avenue, via East Street to the north. Gladstone Avenue is narrow (approx. 4.6m in width) with no through route or turning facility. Due to the terraced nature of properties, few have off-street car parking to the front resulting in high levels of on-street car parking, although some properties on the east side of the road appear to have parking accessed off Wallace Street. At the time of the Officer's site visit, cars were parked along the eastern side of Gladstone Avenue. Cars exiting Gladstone Avenue are required to reverse northwards onto East Street.
27. Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
28. Following consultation with NCC Highways, they initially objected on the grounds that the proposed carports were of an insufficient size to count towards off-street car parking provision, and that insufficient space would be available to the rear of the parking spaces to enable vehicles to manoeuvre, particularly when on-street car parking would further restrict the space available.
29. The agent subsequently submitted revised plans showing an increase in the size of the proposed car ports serving 2 plots (each with a car parking space to the front), and the car port to the third plot deleted and two spaces provided to the front of the property. The frontage of all three properties would be

surfaced in hard landscaping. In addition, the agent provided swept path analysis of cars accessing and egressing the proposed spaces with on-street car parking occurring along the eastern side of Gladstone Avenue.

30. NCC Highways subsequently withdrew their objection and recommended conditions relating to the provision of a dropped kerb and the provision and surfacing of the driveways. Further clarification was sought from NCC Highways regarding the proposed car parking spaces and swept analysis. The Highways Officer advised that; *“Whilst it is acknowledged that the swept paths do not illustrate vehicles accessing and egressing each individual space, the details are considered sufficient to confirm an acceptable layout. The site frontage has been kept clear to ensure maximum manoeuvring space is provided. It is also noted that in accordance with Manual for Streets, where space is limited it may not be possible to provide for vehicles to get into parking spaces in one movement. Some back and fore manoeuvring is likely to be acceptable where traffic volumes and speeds are low. As such, in this location, should additional back and fore manoeuvring be required, it is not considered a highway safety concern. The swept paths provided illustrate vehicles entering the spaces in a forward gear and reversing out of the spaces. It is not suggesting that vehicles would have to reverse into or out of Gladstone Avenue. On-site turning provision would not be required for this location, and as such the arrangement is considered acceptable.”*
31. In order to avoid any loss of off-street car parking provision in the future, it is proposed to condition that the driveways and car ports are kept free from obstruction and retained for the parking of vehicles for the life time of the development, and permitted development rights removed to prevent the car ports being converted to living accommodation.
32. The issue of refuse collection has also been raised. It is understood at present that the refuse vehicle waits on East Street to the north and operatives collect the bins from the front of the 4 existing properties to the west side of Gladstone Avenue (the properties to the eastern side of Gladstone Avenue are serviced from the rear off Wallace Street). The three proposed properties would be serviced in the same way that the four existing properties along the same side of Gladstone Avenue are at present. There is sufficient access to, and space within, the rear garden areas of each plot to store the three wheeled bins operated by Rushcliffe. Therefore, the proposed off-street car parking arrangements would not be impacted upon by bin storage.
33. Due to the narrow nature of Gladstone Avenue, and the constraints of the site, it is considered necessary to condition the submission of a ‘Construction Management Plan’ prior to works commencing on site. The Management Plan would be expected to include details of the means of access for construction traffic; parking provision; the loading and unloading of materials; the storage of plant and materials; and the hours of operation.

Impact upon character and appearance of area

34. The surrounding area is residential in nature, characterised by a mix of two storey terraced and semi-detached dwellings along Gladstone Avenue, some having accommodation in the roof with the addition of dormer windows, with detached bungalows located to the west off Meadow End.

35. The application site occupies an existing gap within the street frontage between 8 and 18 Gladstone Avenue (no no's 10, 12, 14 and 16 Gladstone Avenue). The proposed row of two storey town houses would infill this existing gap and create an active street frontage. Following the submission of revised plans, the ridge of plots 1 and 2 has been reduced in height from 9.5m to 8.8m, and given the tall nature of the existing two storey houses along Gladstone Avenue, the ridge of plot 1 would only measure 800mm higher than the ridge of no.18, with the eaves sitting at a lower level. The roof of plot 3 has been stepped down, resulting in the ridge of the section closest to no.8 sitting lower than the existing ridge to this neighbouring property, with the eaves sitting at the same level. It is also noted that the proposed ridge heights are 600mm lower than the previously approved scheme. The scale and proportions of the proposed dwellings would not therefore appear out of character with, or be harmful to the street scene.
36. In order to ensure that the dwellings are constructed in appropriate materials, a condition is recommended requiring details to be submitted to the Borough Council for approval.

Residential Amenity

37. In terms of the impacts upon neighbouring properties, the existing separation distance between the frontages of properties on Gladstone Avenue is 10.6m. The front of the three proposed dwellings would be positioned 13m (plot 1), 13.5m (plot 2) and 14m/15.3m (plot 3) from the front elevations of properties on the opposite side of Gladstone Avenue, and only plot 3 would contain one habitable room window at ground floor serving a snug in the element set furthest back from Gladstone Avenue. The first floor front elevation of all three plots would contain bedroom windows only. The dormer windows have all been removed from the front elevations, and a condition removing permitted development rights for the insertion of roof lights or dormers is recommended, in order to protect the living conditions of neighbouring properties. Given the modest number and size of the window fenestration within the front elevations, the nature and layout of the rooms they would serve, and the increased separation distances (compared to the existing street scene), it is not considered that the proposal would result in significant harm through overlooking in relation to properties on the opposite side of Gladstone Avenue.
38. The proposed dwellings would be located to the west of the existing properties on Gladstone Avenue. Despite the slightly higher ridge line to plots 1 and 2, the properties would be set back a further 2.4m – 3.4m metres than the existing properties along the western side of Gladstone Avenue, with the roof pitching away from the existing properties, and as a result, it is not considered that the proposal would result in significant harm as a result of overshadowing in relation to the existing dwellings opposite.
39. The side elevation of Plot 1, which would be blank, would be located 3.4m from the side elevation of no.18. This neighbouring property was extended in the late 1970's by a two storey rear extension. Whilst the side elevation of this extension does contain a door and small window at ground floor, plus a larger window at first floor, these all serve non-habitable rooms. The proposed rear projecting element is single storey in nature and has been designed with a flat roof to limit its height. As a result, the dwelling to plot 1 would not result in

overlooking or create an overbearing impact on this existing neighbouring property.

40. The side elevation of Plot 3 would be located 1.2m from the side elevation of no.8 which has a blank side gable located on the shared boundary, and a small single storey extension to rear. The dwelling to plot 3 has been designed so that the closest element to no.8 would be set back and set down, with the rear elevation comprising of a cat slide roof containing a dormer, to limit its size and scale in relation to this neighbouring property. Whilst, the 1½ storey element to the rear of Plot 3 may result in some loss of light during the winter months, the existing property no.18 to the south creates some over shadowing at present, as can be seen in the site photographs. As a result, it is not considered that any further loss would be so substantial so as to result in significant harm.
41. The proposed dwellings would be located over 30m from the rear elevations of the bungalows on Meadow End. All but one of the original dormer windows have been removed from the rear elevation, the remaining dormer being at first floor level. Such substantial separation distances would ensure that the proposal would not result in harm on the living conditions of the properties to the rear through overlooking or appearing overbearing. Whilst it is not considered reasonable to require the retention of the leylandii trees along the western boundary (they are non-native and in poor condition) a condition is proposed which would require the submission of boundary treatment and hard and soft landscaping to the Borough Council for approval.
42. In terms of the proposed garden sizes, the length of the rear garden areas would measure 8.9m, 9m and 8.2m, which fall short of the 10m as set out in the Residential Design Guide. Furthermore, the guidance suggests a garden area of 90sqm for semi-detached and terraced properties, and the proposed rear garden areas would measure less than this at between approximately 50 and 60sqm. The rear garden areas of the proposed dwellings are shorter than the existing dwellings on Gladstone Avenues, as the properties have been pushed further back into the site in order to accommodate off-street car parking to the frontages. Whilst the rear garden areas are smaller than the guidelines suggest, in this instance it is considered an acceptable compromise in order to accommodate off-street car parking.

Flooding/Drainage

43. Residents have raised concerns regarding a high water table and flooding in the village. The site is located within Flood Zone 1 on the Environment Agency's Flood Zone maps, which have a low possibility of flooding. However, the Environment Agency maps do indicate that the area may suffer from surface water flooding.
44. Following consultation with Trent Valley Internal Drainage Board they raise no objections, but advise that surface water run-off rates to receiving watercourses must not be increased as a result of the development, and that the design, operation and future maintenance of site drainage systems must be agreed with the Lead Local Flood Authority and Local Planning Authority. A condition is therefore recommended which would require a scheme for the provision and implementation of surface water run-off limitation measures to

be submitted for approval, and the development carried out in accordance with the approved scheme.

45. The disposal of sewerage would be dealt with under the Building Regulations, in consultation with the sewerage undertaker.

Sustainability

46. In order to promote sustainable development and construction, conditions are proposed which would require the dwellings to be constructed so as to limit the water consumption of each property to no more than 110 litres per person per day, and require the installation of electric vehicle charging points at each property.

Other Matters

47. The issue of property values, raised by a local resident, is not a material planning consideration.
48. With regards to the issue of asbestos, the site is currently overgrown and there is no evidence of abandoned structures. An informative is however recommended reminding the applicant of their legal responsibilities in relation to the appropriate disposal of such.

Conclusion

49. The erection of three additional dwellings within this existing settlement, and on a site identified for housing on the Gotham Neighbourhood Plan, would make a small contribution to the housing supply in the Borough. Subject to conditions, the proposed development would not result in harm to the character or appearance of the area, highway safety, nor the living conditions of surrounding or future occupiers. The proposed development is considered to accord with the Local Plan and the guidance contained within the NPPF and is therefore recommended for approval.
50. The proposed development was not the subject of pre-application discussions. Negotiations have however taken place with the agent during the course of the application and amended plans have been submitted to address the concerns raised in relation to car parking provision and access arrangements; the character and appearance of the street scene; and the living conditions of neighbouring residents. This has resulted in a more acceptable scheme and the recommendation to grant planning permission, subject to conditions.

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:
 - Site Plan and Location Plan - As Existing and Proposed VED644 01 Revision B amended on 12.01.2021
 - Layout and Elevations - As Proposed VED644 02 Revision B amended on 28.02.2021.

[For the avoidance of doubt and to comply with Policy 10 (Design and Enhancing Local Identity) of the Local Plan Part 1: Rushcliffe Core Strategy and Policy 1 (Development Requirements) of the Local Plan Part 2: Land and Planning Policies].

3. The dwellings hereby permitted shall not be constructed above damp proof course level until details of the facing and roofing materials to be used on all external elevations (including the proposed dormer window), have been submitted to and approved in writing by the Borough Council. The dwellings shall only be constructed in accordance with the materials so approved.

[To ensure the appearance of the development is acceptable, and to comply with Policy 10 (Design and Enhancing Local Identity) of the Local Plan Part 1: Rushcliffe Core Strategy and Policy 1 (Development Requirements) of the Local Plan Part 2: Land and Planning Policies].

4. The dwellings hereby permitted shall not be occupied until details of the landscaping and boundary treatments to the rear garden areas have been submitted to and approved in writing by the Borough Council. The approved boundary treatment and hard landscaping shall be installed prior to the dwellings being occupied. The approved soft landscaping shall be planted during the first planting season following occupation of the dwellings.

[To ensure that the amenities of future and surrounding occupiers are protected, and to comply with Policy 10 (Design and Enhancing Local Identity) of the Local Plan Part 1: Rushcliffe Core Strategy and Policy 1 (Development Requirements) of the Local Plan Part 2: Land and Planning Policies].

5. The development shall not be constructed above damp proof course level until a scheme for the provision and implementation of surface water run-off limitation measures has been submitted to and approved in writing by the Borough Council. The dwellings shall not be brought into use until the approved scheme has been implemented.

[To ensure that adequate surface water drainage provision is secured for the site, in accordance with Policy 18 (Surface Water Management) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

6. The development shall not commence until details of the finished ground and floor levels of the proposed dwellings, in relation to an existing datum point, existing site levels and adjoining land, shall be submitted to and approved in writing by the Borough Council. The development shall only be undertaken in accordance with the details so approved.

[This is a pre-commencement condition to ensure that the houses are constructed at an appropriate level, in the interests of visual and residential amenity, in accordance with Policy 10 (Design and Enhancing Local Identity) of the Rushcliffe Local Plan Part 1: Core Strategy and Policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land & Planning Policies].

7. The development shall not be brought into use until the access driveways have been provided and surfaced in a bound material (not loose gravel), which shall be drained to prevent the discharge of surface water from the driveway to the public highway. The bound material and the provision to prevent the discharge of surface water to the public highway shall be retained as such for the life of the development.

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

8. The dwellings shall not be occupied until a dropped vehicular footway crossing has been provided along the whole of the site frontage, in accordance with the Highway Authority's specifications.

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

9. Notwithstanding the provisions of Schedule 2, Part 1 Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) there shall be no physical alterations to, or enclosure or conversion of, the integral car ports of the dwellings hereby approved.

[To ensure that adequate off-street car parking is secured for the life of the development, in the interests of highway safety and to comply Policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land & Planning Policies].

10. The off-street car parking spaces, including the integral car ports, as shown on the approved site layout plan referred to under condition 2 of this planning permission, shall be retained for off-street car parking and kept free from all other obstructions, for the life of the development.

[To ensure that adequate off-street car parking is secured for the life of the development, in the interests of highway safety and to comply Policy 1 (Development Requirements) of the Rushcliffe Local Plan Part 2: Land & Planning Policies].

11. The dwellings hereby approved shall not be constructed above damp proof course level until a scheme for the provision of an electric vehicle charging point for each dwelling has been submitted to and approved by the Borough Council. Thereafter, unless it has been demonstrated that the provision of electric vehicle charging points is not technically feasible, each dwelling shall not be occupied until it has been serviced with the appropriate electric vehicle charging infrastructure, in accordance with the approved scheme. The electric vehicle charging infrastructure shall thereafter be retained and maintained for the lifetime of the development.

[To ensure that the development is capable of promoting sustainable modes of transport and to comply with Policy 41 (Air Quality) of the Rushcliffe Local Plan Part 2: Land and Planning Policies].

12. The residential 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].

13. No development, including demolition and site clearance, shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The statement shall provide for:

- a) the means of access for construction, delivery and workers traffic;
- b) parking provision for construction traffic, site operatives and visitors;
- c) the loading and unloading of materials;
- d) the storage of plant and materials;
- e) the hours of operation

[This is a pre-commencement condition to ensure that the site can be developed in a safe manner and limit the impacts upon residential amenity and highways safety throughout the construction phase, in accordance with Policy 1 (Development Requirements) of the Rushcliffe Local Plan 2: Land and Planning Policies].

14. Notwithstanding the provisions of Schedule 2, Part 1, Classes B and C of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) there shall be no additional windows (including roof lights and dormer windows) inserted within any part of the roof of the dwellings hereby approved, other than as shown on the approved plans referred to in condition 2 of this permission, nor any alterations to any part of the roof of the dwellings hereby approved.

[In order to protect the living conditions of surrounding occupiers from unacceptable levels of overlooking and loss of privacy, and to comply with Policy 10 (Design and Enhancing Local Identity) of the Local Plan Part 1: Rushcliffe Core Strategy and Policy 1 (Development Requirements) of the Local Plan Part 2: Land and Planning Policies].

Notes to Applicant

The development makes it necessary to construct a vehicular crossing over a footway of the public highway. These works shall be carried out to the satisfaction of the Highway Authority. You are therefore required to contact Via (in partnership with Nottinghamshire County Council) on 0300 500 8080 or at licenses@viaem.co.uk to arrange for these works to take place.

OFFICIAL

Please be advised that all applications approved on or after the 7th October 2019 may be subject to the Community Infrastructure Levy (CIL). 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.

Condition 12 requires the new dwelling to meet the higher 'Optional Technical Housing Standard' for water consumption of no more than 110 litres per person per day. The developer must inform their chosen Building Control Body of this requirement as a condition of their planning permission.

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

You are advised that should the site contain asbestos, it will require specialist removal. Further advice on this matter can be obtained from Nottinghamshire County Council (0115 977 2019). Alternatively you can obtain an asbestos fact sheet from their website www.nottinghamshire.gov.uk