

RECOMMENDATION SHEET

Delegated Members Panel

19th June 2020

Application No: 2020/0294

Location: 133-137 Breck Hill Road Woodthorpe

Proposal: Two dwellings and proposed rear extension (ground and first floor) at no.133

Site Description

This application site relates to circa 0.08 ha of land on the eastern side of Breck Hill Road within an established residential area comprising:

- No. 133 Breck Hill Road, a two storey pitched roof detached dwelling sited within an elongated plot. The dwelling has a mono pitch roof extension to the rear abutting the side boundary with no. 131 Breck Hill Road, the neighbouring 2 storey detached rendered dwelling to the north. This neighbouring property has a two storey side extension which is set slightly back from no. 133 which has no windows to the side elevation. The rear garden is bounded by 1.8/1.5m high close boarded fencing to the side boundary with this adjacent property and mature trees and shrubs to the rear and the side boundary with the residential development site.
- Circa 0.055 ha of adjacent vacant land sited between no. 133 -137 Breck Hill Road. The land is set up from the highway and has been mostly cleared of any vegetation apart from the rear side boundaries. It is at a higher level than 133 Breck Hill Road and lower level than 137 Breck Hill Road.

The adjacent dwelling, No. 137 Breck Hill Road is a two storey detached hipped roof property with a single storey rear extension and no windows to the side elevation facing the application site.

Proposed Development

Full planning permission is sought for:-

133 Breck Hill Road

The erection of a two storey rear extension. This would provide a ground floor living area with bifold doors and a first floor master bedroom served by French doors and Juliette balcony. This would have maximum dimensions of 3.1m depth and 5m width. This would have an eaves height of circa 5.3m and a ridge height of 7.9m which reflect the heights of the existing roof. No additional windows are proposed to the side elevations of the property.

This proposal has been assessed against the following plan:-

- Existing and Proposed Plans for 133 Breck Hill Road drg. ref. 2006.042.009

Land adjacent 133 Breck Hill Road

The erection of two no. two storey detached 3 bedroom dwellings each with rear single storey flat roof projections. These would be set 6.5m back from the highway. Proposed property no. 1 would have maximum ground floor dimensions of circa. 14.1m depth (including the single storey element) and 5.1m width. At first floor the maximum depth would be 10.7m.

This property would have a minimum eaves height of circa. 5.7m (max 6m taking account of changes in land levels). This property would have a ridge height of circa 8.6m.

Proposed property no. 2 would have maximum ground floor dimensions of circa. 14.1m depth (including the single storey element) and 5.1m width. At first floor the maximum depth would be 10.7m.

This property would have a minimum eaves height of circa. 6m (max 6.6m taking account of changes in land levels). This property would have a ridge height of circa. 8.9m.

Each property would be served by circa. 25m deep rear gardens.

2 no. off street parking spaces are proposed to the front of Proposed Property no. 2, one for each dwelling.

The proposal has been assessed against the following plans:-

Proposed Elevations – drg. ref. 2006.042.007 Rev H

Proposed floor plans drg. ref. 2006.042.006 Rev M

Proposed streetscene drg. ref. 2006.042.008 Rev U

Relevant Planning History

2003/0434 – an application was submitted to the Borough Council to determine whether the prior approval of the Council of the method of the proposed demolition of the dwelling at 135 Breck Hill Road (and details of any proposed restoration of the site) were required. The Council determined that prior approval was not required on the 10th April 2003.

2019/1170– planning permission was refused for the erection of 2 no. detached dwellings on land between 133 and 137 Breck Hill Road on the grounds them appearing prominent and incongruous thus causing harm to the visual amenity of the streetscene and its wider setting and being out of character with the prevailing urban pattern and setting of the surrounding area together with the lack of provision of off street parking. This is currently the subject of an appeal pending determination.

Consultations

Neighbouring properties were consulted and a site notice was placed on 20th April 2020. Reconsultations on the revised block plan and plans in relation to the proposed extension of no. 133 Breck Hill Road were also undertaken on the 28th May 2020. Overall 5 no. representations, 3no. raising concerns and 2no. (from the same recipient) supporting the proposal have been received which are summarised as follows:-

- *There is a potential for the flat roof rear projections to be used as balconies with direct access from the 1st floor Juliette balconies which would create overlooking and privacy issues. Any permission should be conditioned so as to prevent this.*

- *There is insufficient off street parking provision which will exacerbate existing on street parking and highway safety issues.*
- *Pleased that the land is being used at last. It is strongly requested that a hedged boundary to the rear of the site be kept and managed as a hedge.*
- *Support the proposal – the site should be developed as soon as possible.*

Nottinghamshire County Council Highway Authority –

(Received 27.04.20) Remain concerned with regards to off street parking and the highway tree to the front of the site. Although 2 parking spaces are shown only 1 space can be used given that the dropped kerb cannot be widened as it is too close to the tree. 1 space rather than 4 would not comply with the Borough Councils parking policy. Although not a highway safety issue it is suggested that the dwelling with the parking should be altered to allow 2no tandem spaces at 11.0m in length to allow 2 cars to park off street.

As the application is submitted, the Highways Authority would not support the application with the 2nd car parking space being too close to the tree and would recommend refusal.

(Received 20.05.20) Following advice from the Forestry team within Via EM, they have agreed that 2 kerbs and a dropper can be lowered closer to the tree. The applicant should be advised that access to the parking space on the left hand side in front of the tree may be difficult to manoeuvre into and may become blocked if a car was not adequately parked in the right-hand and that when hand dig construction of this dropped kerb is underway, the Forestry Officer will need to be on site to ensure that no tree roots are damaged as part of the construction. Conditions are therefore recommended relating to the construction of the dropped kerb and the highway tree, surfacing and drainage of driveways/parking areas.

Gedling Borough Council Scientific Officer - Air Quality – request conditions be attached should permission be granted requiring the submission and written approval of a construction emissions management plan prior to the commencement of development and the provision of electric vehicle charging points.

Evaluation

Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that: 'if regard is had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'.

The following national and local policies are relevant to the application.

At the national level the National Planning Policy Framework (NPPF) (2019) is relevant. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF sees good design as a key element of sustainable development. The following sections and paragraphs are relevant in considering this application:

- Section 2 (Achieving Sustainable Development) states that:- *“The purpose of the planning system is to contribute to the achievement of sustainable development. At a*

very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

- Section 5 (Delivering a sufficient supply of homes)
- Section 9 (Promoting sustainable transport). *“Paragraph 109 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.”*
- Section 11 (Making effective use of land) *states inter alia that:- “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”*
- Section 12 (Achieving well-designed places) Paragraph 124 states that *“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 Gedling Borough Council Aligned Core Strategy (GBACS) (September 2014) is part of the development plan for the area. The following policies are relevant in considering this application:

- Policy A (Presumption in Favour of Sustainable Development) states that:- *“A positive approach will be taken when considering development proposals reflecting the presumption in favour of sustainable development contained in the National Planning Policy Framework. The relevant Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”*
- Policy 2 (The Spatial Strategy) identifies the settlement hierarchy to accommodate growth and the distribution of new homes.
- Policy 8 – (Housing Size, Mix and Density) states that *residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes in order to create sustainable, inclusive and mixed communities.*
- Policy 10 (Design and Enhancing Local Identity) states that:- *“development will be assessed in terms of its ‘massing, scale and proportion; materials, architectural style and detailing and impact on the amenity of nearby residents and occupiers’.”*

The Gedling Borough Local Planning Document (LPD) (July 2018) is part of the development plan for the area. The following policies are relevant in considering this application:

- LPD 32 (Amenity) states *“Planning permission will be granted for development proposals that do not have a significant adverse impact on the amenity of nearby residents or occupiers, taking into account potential mitigation measures.”*

LPD 33 (Residential Density) states inter alia that:- a) Planning permission will not be granted for proposals for residential development of less than 30 dwellings per hectare.

- LPD 35 (Safe Accessible and Inclusive Development). Paragraph C of this policy is relevant and states that:- *“The massing, scale and proportion of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces (including consideration of materials, architectural style and detailing), the setting, public function and/or importance of the proposed development and the location within the townscape. Design solutions should optimise adaptability and energy efficiency and promote health and wellbeing.”*
- LPD 37 (Housing Type, Size and Tenure) states:- *“Planning permission will be granted for residential development that provides for an appropriate mix of housing, subject to housing need and demographic context within the local area.”*
- LPD 40 (Housing Developments on Unallocated Sites. In relation to new builds this states:-
 - a) *Planning permission will be granted for residential development on unallocated sites that are not within the Green Belt provided:*
 1. *the proposal is of a high standard of design and does not adversely affect the area by reason of its scale, bulk, form, layout or materials; and*
 2. *the proposal would not result in the loss of buildings or other features including open space which make an important contribution to the appearance of the area; and*
 3. *the proposal would not cause a significant adverse impact on the amenity of nearby residents and occupiers; and*
 4. *appropriate provision for parking is made.*
- LPD 57 (Parking Standards) states: - *“a) Planning permission for residential development will be granted where the development proposal meets the requirement for parking provision set out in Appendix D, or otherwise agreed by the local planning authority.”*
- LPD 61 (Highway Safety) states that: - *“Planning permission will be granted for development proposals which do not have a detrimental effect on highway safety, patterns of movement and the access needs of all people.”*

Parking Provision for Residential Developments SPD 2012.

Principle of the development.

133 Breck Hill Road

As the site is located within the built up area of Woodthorpe there are no objections in principle to residential extensions subject to the consideration of the following material planning considerations:-

Residential development

The application site falls within a residential urban area and therefore I am satisfied that the principle of the proposal of residential development is acceptable subject to the consideration of the following material planning considerations:-

Impact on the character and appearance of the area

133 Breck Hill Road

The proposed two storey extension to this property is to the rear of the host dwelling. Although the ridge height would match that of the existing dwelling and the side elevation would be currently viewed from the public realm through the adjacent development site which forms part of this application, given the depth of the existing property I am of the view that an additional 3m would not be so intrusive to justify refusal on these grounds.

The dwelling occupies a narrow elongated plot which would still have a depth of circa 32m. I am therefore satisfied that the site is of sufficient size to accommodate the extension without the development appearing cramped and over intensive.

Taking this into account the proposed extension would accord with Section 12 of the NPPF (2018), Policy 10 of the GBACS (2014), and Policies LPD 32 and LPD 430 of the LPD (2018).

Residential development

This application is a revised proposal to that previously refused in March 2020. In response to the reason for refusal in relation to the siting of 2 dwellings. The site has now been widened, which has resulted in there being greater separation between the new dwellings. Although this has resulted in a modest increase in separation between the two plots, this has improved their relationship with each other.

I am mindful that the adjacent dwelling at 133 Breck Hill Road is sited within a plot of a similar width and size to each of the two plots proposed and that this building is of similar width and height.

The design of the dwellings has also been revised, with lower eaves and ridge heights by virtue of reducing the number of bedrooms and a redesign of roofs so that they now appear more symmetrical.

The windows to the front gables have been removed and replaced with architectural detailing to pick up on the gable at no. 133 Breck Hill Road and first floor bays have been removed and windows redesigned.

Although these revisions are modest when considered together with the revised site layout I am of the view that the site can accommodate the proposed dwellings without appearing cramped and over developed and the development would sit better within the context of the site and its wider setting.

The proposed development would also now significantly improve the visual amenity of the area by bringing back into a viable use a currently long standing untidy and overgrown area of land in this residential area.

It is therefore considered that taking the above into account the proposed development would accord with Section 12 of the NPPF (2019), Policy 10 of the GBACS (2014), and Policies LPD 32, 35 and 40 of the LPD (2018).

Impact on the neighbouring amenity.

133 Breck Hill Road

The proposed extension would not project beyond the rear elevation of the neighbouring two and single storey side extension at no. 131 Breck Hill Road which abuts the boundary with the application site and which has no principal room windows to this side facing elevation. I am therefore satisfied that the proposal would not result in any undue overlooking, overbearing or overshadowing impact to this neighbouring property. Similarly given its relationship with the proposed dwelling (Proposed Property1) of the residential development which forms part of this application I do not consider that the extension would result in any undue harm to the amenity of any future occupiers of this dwelling.

Given the depth of the rear garden I am of the view that the first floor French windows which have a Juliette balcony would not result in any undue overlooking issues.

The proposal therefore fails to accord with Section 12 of the NPPF (2018), Policy 10 of the GBACS (2014) and Policy LPD 32 and 40 of the LPD (2018).

Residential Development

Given the depths of the development plots and the separation distances between the proposed dwellings and those to the rear on Bonnington Road of circa 50m I am satisfied that the proposal would not result in undue overlooking from windows to the rear elevations of the proposed dwellings. I note the comments received with regards to the potential to use the roof of the single storey rear projections as balconies. This has not been put forward as part of the proposal and could, however, be controlled by condition.

Given that only the single storey element of Proposed Property 1 would project beyond the proposed extended rear elevation of no. 133 Breck Hill Road I am satisfied that the residential development would not have any undue overlooking, overshadowing impact on this neighbour.

Although Proposed Property 2 would project beyond the rear of the adjoining property to the south east (no. 137 Breck Hill Road) this adjacent property is set at a much higher level and has no windows to the side elevation facing the application site. Given the relationship and separation between the two plots I am satisfied that the development would not unduly impact on the amenity of the occupiers of this neighbouring property.

There are no windows proposed to the side elevations of the proposed dwellings. Given the relationship between these properties I am satisfied that there would be no undue impact on any future occupiers of the development.

The proposal therefore accords with Section 12 of the NPPF (2018), and Policies LPD 32 and LPD 40 of LPD (2018).

Highway Matters

133 Breck Hill Road

I am mindful that the existing dwelling at 133 Breck Hill Road currently has no off street parking provision. Taking this into account and that the proposed extension would not increase the number of existing bed spaces within the property I do not consider that the proposal would significantly impact on off street parking and consequently highway safety to justify refusal on these grounds in this particular instance.

The proposal is therefore considered to accord with Section 9 of the NPPF and Policy LPD 57 of the LPD.

Residential Development

I note the comments received with regards to issues of parking and existing highway issues along Breck Hill Road.

I also acknowledge that planning permission was previously refused for 2 new dwellings on the land adjacent to no. 133 Breck Hill Road on the grounds that only 1 parking space could readily be provided to serve both dwellings given that Highway Authority at that time considered that the presence of a mature highway tree to the front of site prevented the existing dropped kerb from being extended to enable the provision of 2 spaces.

Following discussions with and a site visit by the Nottinghamshire County Council Forestry Officer and reconsultation with the Highways Authority it is now considered that 2 dropped kerbs and 1 tapered kerb can be provided closer to the tree, as shown in the photo below.



The Highway Authority, although commenting that the applicant be advised that access to the parking space on the left hand side in front of the tree may be difficult to manoeuvre into and may become blocked if a car was not adequately parked in the right-hand space now raise no objection subject to suggested conditions. I consider it reasonable should permission be granted that these conditions be imposed in particular to ensure that works to widen the existing dropped kerb are appropriately carried out to safeguard the health of the highway tree.

Furthermore the agent has continued to put forward a sustainability argument that the site is in a sustainable location close to Mapperley Plains which has a good public transport links and the development makes provision for cycle storage.

Taking the above into account I am of the view that the development can now deliver 2no. off street parking spaces, one to serve each dwelling. Although this would fall below the figure of 2 no. spaces per dwelling required by Appendix D of the Local Plan Document which requires 2 spaces per dwelling, the guidance within this Appendix is not definitive and does recognise that there are circumstances where an under provision may be acceptable through negotiations with the Highway Authority. The Highway Authority now raise no objections. Being mindful of this together with the sites location close to good public transport links and services and facilities at Mapperley Plains circa 170m to the south east I am of the view that the applicant has satisfactorily overcome the previous highway reason for refusal.

It is therefore considered that the proposal would be in accordance with Section 9 of the NPPF (2019), Policies LPD 57 and LPD 61 of the LPD (2018).

Conclusion

133 Breck Hill Road

Taking the above account, it is considered that the proposed extension to 133 Breck Hill Road would not result in any undue impact on the character and appearance of the area, the amenity of neighbouring properties or highway safety.

Residential Development

The revised scheme in terms of layout, design, scale and massing has resulted in a development which now sits better within the context of the site and the wider setting which would not unduly impact on the character and appearance of the area, the amenity of neighbouring properties or highway safety. Previous parking issues have been resolved. The proposal would therefore accord with Sections 2, 5, 9, 11 and 12 of the NPPF (2019), Policies 2, 8 and 10 of the GBACS (2014) and Policies 32, 33, 35, 37, 40, 57 and 61 of the LPD (2018).

Recommendation:

Grant Conditional Permission

Conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.
- 2 The extension at 133 Breck Hill Road hereby permitted shall be completed in accordance with the submitted documents received on the 25th March 2020 - the Application Form; the following plans received on the 3rd April 2020: Site location plan 2006.042.011 Rev C; Existing Block Plan 2006.042.012 Rev C Existing and Proposed Plans for 133 Breck Hill Road deposited on the 28th May 2020 - drg. ref. 2006.042.009. The development hereby permitted shall be undertaken in accordance with the submitted documents
- 3 No above ground construction works shall commence on the extension at 133 Breck Hill Road hereby approved until samples of the proposed external facing and roofing materials to be used in the construction of the development have been submitted to, and approved in writing by the Local Planning Authority and the development shall only be undertaken in accordance with the materials so approved and shall be retained as such thereafter.
- 4 The two new dwellings hereby permitted shall be completed in accordance with the submitted documents received on the 25th March 2020 - the Application Form; the following plans received on the 3rd April 2020: Site location plan 2006.042.011 Rev C; Existing Block Plan 2006.042.012 Rev C Streetscene 2006.042.008 Rev U; Floor Plans 2006.042.011 Rev M; Elevations 2006.042.007 Rev H; and the following plans received 20th May 2020 Proposed Block Plan 2006.042. 002 Rev Q. The development hereby permitted shall be undertaken in accordance with the submitted documents.
- 5 No above ground construction works shall commence on the two new dwellings hereby approved until samples of the proposed external facing and roofing materials to be used in the construction of the development have been submitted to, and approved in writing by the Local Planning Authority and the development shall only be undertaken in accordance with the materials so approved and shall be retained as such thereafter.
- 6 No above ground construction works shall commence on the two new dwellings hereby approved until full details of both soft and hard landscape

works shall be submitted to and approved in writing by the Local Planning Authority. The detailed landscape plans and particulars shall include: (a) details of size, species, positions and densities of all trees, hedges and shrubs to be planted; (b) details of the boundary treatments, including those to individual plot boundaries and retaining walls; (c) the proposed means of surfacing access roads, car parking areas, and the frontages of properties such as driveways and footpaths to front doors, and (d) a programme of implementation. The development shall be implemented in accordance with the approved details, which shall be retained for the lifetime of the development.

- 7 If within a period of five years beginning with the date of the planting of any tree or shrub, approved in relation to Condition 6, that tree or shrub, or any tree or shrub that is planted in replacement of it, is removed, uprooted or destroyed or dies, or becomes in the opinion of the Local Planning Authority seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.
- 8 Before the development is commenced on the new two dwellings hereby approved a Construction Emission Management Plan (CEMP) for minimising the emission of dust and other emissions to air during the site preparation and construction shall be submitted to and approved in writing by the Local Planning Authority. The CEMP must be prepared with due regard to the guidance produced by the Council on the assessment of dust from demolition and construction and include a site specific dust risk assessment. All works on site shall be undertaken in accordance with the approved CEMP.
- 9 From the date of first occupation of any new dwelling built on a site with one or more dedicated vehicle parking spaces and/or a garage shall be provided with access to a fully operation 3 pin socket on a dedicated 16A circuit, capable of providing a safe overnight 'trickle' charge to an electric vehicle using a mode 2 charging cable. Charging points should be provided either within garage space or via outdoor, weatherproof sockets within 3m easy access of the off road parking areas. All EV charging points shall be clearly marked with their purpose.
- 10 An Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS 5837:2012 shall be submitted to and approved in writing by the Local Planning Authority before any works commence in relation to the widening of the existing dropped kerb to serve the new dwellings hereby approved. This shall include precise details of these works and specifications demonstrating how tree roots will remain unaffected (e.g. no dig cellular confinement systems). Once these details are approved the development shall be undertaken in accordance with the approved details and the tree protection measures retained during these works.
- 11 No part of the new residential development hereby permitted shall be brought into use until all drives/ parking areas are surfaced in a hard-bound material (not loose gravel) for a minimum of 5.5 metres behind the Highway boundary.

The surfaced drives/ parking areas shall then be maintained in such hard-bound material for the life of the development..

- 12 No part of the new residential development hereby permitted shall be brought into use until all access driveways parking area (s) are constructed with provision to prevent the unregulated discharge of surface water from the driveway/parking area(s) to the public highway in accordance with details first submitted to and approved in writing by the LPA. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the life of the development.
- 13 No part of the development for the two new dwellings hereby permitted shall be brought into use until all vehicular accesses are constructed with a gradient not exceeding 1 in 20 for a distance of 5m from the rear of the highway boundary, and never exceeds 1:12 thereafter, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.
- 14 No part of the new residential development hereby permitted shall be brought into use until dropped vehicular footway crossing fronting the parcel of land to be developed are available for use and constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority. These proposed vehicular accesses are located in close proximity to highway tree where the following construction methods must be adhered to and must be mentioned when contacting NCC licencing team:
 1. A 2.0 metre construction exclusion zone (CEZ) must be in place around the tree.
 2. Any excavation works outside of the CEZ but within the crown spread of the tree must be carried out carefully by hand so that any roots greater than 25mm in diameter are not damaged or severed.
 3. All materials and equipment must not be stored beneath the crown spread of the tree
 4. Cement washings or any other toxic liquids must also not be disposed of beneath the crown spread of the tree.
 5. If any significant roots greater than 25mm in diameter are identified to be cut or pruned, then approval from the highway authority must be made beforehand.
- 15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development falling within Classes A, B, C, D and E of Part 1 of Schedule 2 to that Order shall be carried out in relation to the new residential development hereby approved.

Reasons

- 1 In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 For the avoidance of doubt.
- 3 In the interests of visual amenity in accordance with the aims of policy LPD 40 of the Local Planning Document.
- 4 For the avoidance of doubt.
- 5 In the interests of visual amenity in accordance with the aims of policy LPD 40 of the Local Planning Document.
- 6 To ensure a satisfactory development in accordance with the aims of Policy 10 of the Aligned Core Strategy and policy LPD 32 of the Local Planning Document.
- 7 To ensure a satisfactory development in accordance with the aims of Policy 10 of the Aligned Core Strategy and policy LPD 32 of the Local Planning Document.
- 8 To ensure the development is constructed in an appropriate sustainable manner which takes into consideration air quality within the Borough, and takes into consideration the National Planning Policy Framework and Policy LPD11 of the Council's Local Plan.
- 9 To ensure the development is constructed in an appropriate sustainable manner which takes into consideration air quality with in the Borough, and takes into consideration the National Planning Policy Framework and policy LPD 11 of the Local Planning Document.
- 10 To ensure that the highway tree is adequately retained and protected.
- 11 To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.)
- 12 To ensure surface water from the site is not deposited on the public highway causing dangers to road users.
- 13 In the interests of Highway safety.
- 14 In the interests of Highway safety and to protect the highway trees
- 15 To protect the amenity of adjoining and nearby dwellings, in accordance with the aims of Policy 10 of the Aligned Core Strategy and Policy LPD 32 of the Local Planning Document 2018 (LPD).

Reasons for Decision

The proposed extension and new residential development are visually acceptable, result in no undue impact on neighbouring properties or the area in general. There are no highway safety arising as part of the proposal. Previous parking issues have been resolved. The development therefore accords with the aims of Sections 2, 5, 9, 11 and 12 of the NPPF (2019), Policies 2, 8 and 10 of the GBACS (2014) and Policies 32, 33, 35, 37, 40, 57 and 61 of the LPD (2018).

Notes to Applicant

The applicant is advised that all planning permissions granted on or after 16th October 2015 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website. The proposed new dwellings have been assessed and it is the Council's view that CIL IS PAYABLE on the development hereby approved as is detailed below. Full details about the CIL Charge including, amount and process for payment will be set out in the Regulation 65 Liability Notice which will be sent to you as soon as possible after this decision notice has been issued. If the development hereby approved is for a self-build dwelling, residential extension or residential annex you may be able to apply for relief from CIL. Further details about CIL are available on the Council's website or from the Planning Portal: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

The applicant is advised that all planning permissions granted on or after 16th October 2015 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website at www.gedling.gov.uk. The proposed extension at 133 Breck Hill Road has been assessed and it is the Council's view that CIL is not payable on the development hereby approved as the gross internal area of new build is less 100 square metres

The proposed residential development makes it necessary to construct a vehicular crossing over a footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact the County Council's Customer Services to arrange for these works on telephone 0300 500 80 80 to arrange for these works to be carried out.

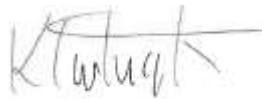
The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at www.coal.decc.gov.uk. Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com.

The Borough Council has worked positively and proactively with the applicant in accordance with paragraph 38 of the National Planning Policy Framework (2018). Negotiations have taken place during the determination of the application to address adverse impacts identified by officers. Amendments have subsequently been made to the proposal, addressing the identified adverse impacts, thereby resulting in a more acceptable scheme and a favourable recommendation.

Date Recommended: 12th June 2020

Authorised by

Service Manager Development Services/Principal Planning Officer

A handwritten signature in black ink, appearing to read 'K. W. ...', is written over a horizontal line.

Date 22/6/20
