



 **Ashfield**
DISTRICT COUNCIL
MAP SCALE 1: 2500
CREATED DATE: 24/01/2023

COMMITTEE DATE 01/02/2023 **WARD** Sutton Junction & Harlow Wood

APP REF V/2022/0771

APPLICANT Ashfield District Council

PROPOSAL Demolition of Existing Sailing Club Building and Construction of Leisure/Restaurant Building and Replacement Starter Box.

LOCATION Kingsmill Reservoir, Sutton in Ashfield Sailing Club, Sherwood Way South, Sutton in Ashfield, NG17 4PA.

WEB-LINK <https://www.google.com/maps/@53.1289883,-1.2313316,295m/data=!3m1!1e3>

BACKGROUND PAPERS A, B, C, D, E, F & K.

App Registered: 18/10/2022 Expiry Date: 12/12/2022

Consideration has been given to the Equalities Act 2010 in processing this application.

This application has been referred to Planning Committee in the interest of transparency as Ashfield District Council is the applicant.

The Application

This is an application to demolish the existing sailing club building and erect a new leisure/restaurant building. The ground floor of the building will be utilised by the sailing club and will include changing and welfare facilities. The first floor will house a new restaurant and can be accessed via an internal stairwell or elevator. The restaurant and sailing club will have their own separate points of access.

Externally a new starter box will be erected to oversee the reservoir during sailing sessions and is used during races to monitor results etc. New outdoor boat storage yards are also proposed, and boat access to the water would be taken via the two dedicated slipways immediately to the north-east of the proposed new building.

Consultations

A site notice has been posted together with individual notifications to nearby properties.

The following responses have been received:

Ashfield District Council Environmental Health:

- The proposed use is a considerable distance from other premises which could be impacted by either noise or odour from the use.
- There should be no adverse impacts arising from lighting at the site if installed as specified in the submitted External Lighting Report.

Ashfield District Council Environmental Health – Contaminated Land:

- The site is in close proximity of an Environment Agency licenced landfill site. Condition recommended regarding construction.

Nottinghamshire County Council Highways:

- Satisfied that this new application would not give rise to additional parking demand, over and above what can already be accommodated in line with the recently approved car park expansion plans.
- access to the site is from the A617 Sherwood Way South, a dual carriageway. A shared foot/cycleway is provided on both sides of the carriageway. Sherwood Way South is street lit and is subject to the national speed limit to the east of the site access and 50mph to the west.
- The access drive is subject to parking restrictions in the form of double yellow lines.
- No objection subject to conditions.

Environment Agency:

- No formal comments to make the application.
- The development falls within flood zone 1 and therefore we have no fluvial flood risk concerns associated with the site.
- Foul sewage informative advised.

Local Lead Flood Authority:

- No objection.

Severn Trent Water:

- Foul is proposed to connect into the public sewer, which will be subject to a formal sewer connection approval.
- Informatives advised.

Resident Comments:

1 letter of objection have been received, raising the following:

- Appearance of existing buildings could be enhanced.
- Site provides a safe environment for people to enjoy recreational sailing.
- Very limited club house accommodation / facilities in new building.
 - Impacting sense of community.
 - Restricting activities of existing / visiting clubs.
- Lack of onshore boat rigging space.
- Not necessary to build the restaurant at the waters edge.
- Height of building will affect wind distribution impacting sailing conditions.
- Would be more sustainable to retain the existing building.
- Parked cars and fencing will affect views.

Policy

Under the Planning and Compulsory Purchase Act 2004, section 38(6) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, the starting point for decision-making are the policies set out in the Ashfield Local Plan Review 2002 (saved policies). The National Planning Policy Framework (NPPF) is a material consideration.

Having regard to Section 38 of the Planning and Compulsory Purchase Act 2004 the main policy considerations are as follows:

Ashfield Local Plan Review (ALPR) (2002) as amended by 'saved policies' 2007:

ST1 – Development.

ST4 – Remainder of the District.

EV2 – Countryside.

EV4 – Mature Landscape Area.

EV6 – Local Nature Reserves & Sites of Importance for Conservation & Geological Significance.

EV8 – Trees and woodlands.

National Planning Policy Framework (NPPF) (2021):

Para 2 – Achieving sustainable development.

Part 8 – Promoting healthy and safe communities.

Part 9 – Promoting sustainable transport.

Part 11 – Making effective use of land.

Part 12 – Achieving well designed places.

Part 15 – Conserving and enhancing the natural environment.

Part 16 – Conserving and enhancing the historic environment.

Relevant Planning History

Application site:

- **V/1976/0620** - Extension for workshop and changing rooms - Conditional Consent.
- **V/1981/0812** - Extension to club house - Conditional Consent.
- **V/1994/0785** - Replace flat roof with pitched roof on club house - FULCC.
- **V/2006/0298** - Single storey extension to side - FULCC.

Other applications considered to be of relevance, such as those affecting the adjacent car park for example, are as follows:

- **V/2006/1001** - Vehicle height barriers; bollards; & boulders to car park - Conditional Consent.
- **V/2007/0445** - Installation of geothermal scheme to provide heat exchange for Kings Mill Hospital - Conditional Consent.
- **V/2015/0273** - Remove condition 1 of Planning Permission V/2007/0445 - Conditional Consent.
- **V/2015/0433** - Discharge of condition 1 of Planning Permission V/2015/0273 - CD Determined.
- **V/2018/0035** - Construction of 34 space car parking spaces including 2 dedicated disabled parking spaces. Construction of weir within reservoir, selective dredging of sediment and creation of wetlands receptors to deposit dredged material - Conditional Consent.
- **V/2019/0396** - Non-Material Amendment to Planning Permission V/2018/0035 - Reduce/change the locations where the sediment is to be distributed and amendment to the type of sediment barrier from weir construction to sediment islands - Conditional Consent.
- **V/2020/0571** - Car Park Extension - Conditional Consent.
- **V/2022/0824** - A minor-material amendment to the previously approved car park of planning permission V/2020/0571 - NMA CC.

Material Considerations:

- Principle of Development.
- Visual and Residential Amenity.
- Healthy & Sustainable Development
- Natural and Historic Environment.
- Highway Safety and Transport.
- Other.
- Conclusions.

Section 70(2) of the Town and Country Planning Act 1990 provides that, in dealing with proposals for planning permission, regard must be had to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that, if regard is to be had to the development plan for any determination, then that determination must be made in accordance with the plan, unless material considerations indicate otherwise. Therefore, the starting point for decision-making are the policies set out in the Ashfield Local Plan Review 2002 (saved policies).

The National Planning Policy Framework (NPPF) is a material consideration. The policies in the development plan have to be considered in relation to their degree of consistency with the provisions of the NPPF (NPPF paragraph 219). This will depend on the specific terms of the policies and of the corresponding parts of the NPPF when both are read in their full context. An overall judgement must be formed as to whether or not development plan policies, taken as a whole, are to be regarded as out of date for the purpose of the decision.

Principle of Development:

The site is located alongside Kingsmill Reservoir, in an area designated as Countryside (Policy EV2). As such policy ST4 sets out that given the location of the application site, permission will only be given for:

- Sites allocated for development;
- Development appropriate to the Green Belt (Policy EV1) or the Countryside (Policy EV2).

Policy EV2 Countryside identifies that planning permission will only be given for 'appropriate' development. Development must be located and designed so as not to adversely affect the character of the countryside, in particular its openness. The NPPF in paragraph 170 (b) also recognises the intrinsic character and beauty of the countryside. Consequently, the Policy is broadly consistent with the NPPF.

Various forms of development are identified by Policy EV2 as being appropriate development in the countryside. The proposal is considered to meet policy EV2 (b) in part, insofar that part of the building will be used in association with outdoor sport/recreation. EV2 (f) is also considered to be applicable to the application in that the proposal is to replace an existing building on site, it is acknowledged that the scale of the new building will increase beyond the existing, but the proposed design and finish of the new building is considered to be in-keeping with the character of the area and its surroundings. As such it is considered that the proposal would meet the criteria to be considered an appropriate form of development.

Visual and Residential Amenity:

The proposed new building club/restaurant building will be two storey with a pitched roof, and will measure approximately 29.4m long by 10.35m wide, with an eaves and ridge height of approximately 5.47m and 9.5m respectively. The proposed replacement Starter Box would measure approximately 2.95m long by 3.7m wide and would have an overall height of approximately 2.98m.

The proposed material palette will provide a contemporary appearance whilst helping the building integrate in to its surrounding by presenting a façade akin to a boathouse, with early indications suggesting that natural stone masonry at ground floor with timber cladding at first floor level will be utilised, however it is considered that a condition requiring specific information to be submitted and agreed in writing by the LPA would be acceptable. Dark grey metal cladding with integrated solar panels are to be used for the roof. Dark grey aluminium window frames are also proposed. The design of the building is considered to be a significant enhancement over the existing building currently on site, and helps to provide a new building which not only reflects the areas heritage but also provides new facilities for the local community.

The position of the building has been chosen to maximise views over the reservoir, whilst providing easy access for patrons to the building both from the car park and to/from the water.

The areas topography and vegetation effectively contain views from the site to the perimeter of the reservoir edge to the north. The reservoir is bound by busy roads and settlement on all sides, apart from the east, which is bound by the railway and fields. There are however views of the adjacent Mill Adventure Base and its associated adventure facilities to the east.

The submitted 'Landscape and Visual Appraisal' identifies that it is the reservoir itself that creates the character of the area, acknowledging that the proposed development will have a beneficial impact on local amenity due to the improved design of the building and accompanying landscaping, which will help the building to assimilate into its surroundings.

The site itself is located a considerable distance away from nearby residential properties, with the wider area surrounding the site largely being commercial with factories, restaurants, hospital, and a water treatment plant nearby, in addition to busy transport corridors (A38, MARR road and railway line). Based on this, in addition to the consultation comments received by the Council's Environmental Health Team, it is considered there shall be no detrimental impact upon the character and amenity of the area or any residents within the wider area.

Healthy & Sustainable Development:

The National Planning Policy Framework (NPPF) identifies that the planning system should seek to provide social and recreational facilities (including sports facilities) for communities which enable and support healthy lifestyles. The provision of or extension to such facilities can also help to support the delivery of other local strategies to improve health, social and cultural well-being for all sections of the community, ultimately helping to promote social interaction. The creation of a new sustainable building will not only provide leisure/recreational facilities to the sailing club and associated organisations who are understood to utilise it, such as the Sea Cadets for example, but will also provide a new restaurant for wider community use, increasing the wider leisure offer of the reservoir and providing a choice of facilities for visitors. This will also provide social and cultural benefits by helping to facilitate access to the wider natural and historic environment, such as the nearby Grade II Listed viaduct and railway bridge, by encouraging people to visit the site with the knowledge that a wider range of refreshment/welfare facilities would be available for use.

In addition to the physical and mental health benefits associated with the proposal, the development also seeks to incorporate features to increase the buildings sustainability and green credentials.

The design of the roof provides the opportunity to utilise renewable energy in the form of solar PV panels. PV panels will provide significant benefits to the scheme in terms of energy and carbon reduction. The building will also incorporate air source heat pumps to provide hot water and heating, in addition to installing an efficient ventilation system with heat recovery. A culmination of these systems will provide significant carbon savings and will keep the running costs of the building as low as possible.

Electric vehicle (EV) charging points for patrons and staff are also to be installed, providing a further 4 EV charging spaces, to encourage and support a modal shift away from the use of petrol engines, to both reduce carbon emissions and improve local air quality.

Ecology and Natural Environment:

Ecology

The site is located on the south side of King's Mill Reservoir, a 20+ha lake designated for its botanical value and forming a Local Wildlife Site (LWS). The application site predominantly comprises of hardstanding, buildings, modified grassland and other vegetation. Hamilton Hill LWS is located approximately 500+m to the south-east of the application site, separated from the site by the MARR road and associated highways.

The site offers favourable habitat for bat species, in terms of both roosting opportunities but also foraging along linear habitats features such as treelines and hedgerows. Suitable habitat also exists for other bat species which forage over open water. Overall the foraging and commuting suitability of the site is considered to be high. Therefore 3 separate bat activity surveys have been undertaken.

Survey results identify that bat roosts are present on site within the sailing club building and the storage building, likely consisting of day roost(s) and maternity roost(s). As such demolition of these buildings may only proceed under a Licence granted by Natural England, which is the applicants/contractors responsibility to resolve outside of the planning process.

To mitigate against the loss of the identified roosts the submitted 'Preliminary Ecological Appraisal, Biodiversity Impact Assessment and Bat Surveys' identifies a number of 'good practice' working methods which should be followed, and also identifies a number of mitigation measures. Mitigation primarily comprises the inclusion of new bat roosts within the new building to ensure there is no net loss. There should be three new bat roost boxes (either internal or external), one of which should be suitable for a maternity roost, and should be placed on the north, east and south elevations to provide a range of roosting conditions for different times of year.

New measures for enhancing bird nesting opportunities are to also be incorporated into the site such as sparrow and swift boxes, and a replacement open-front pole-mounted kestrel nesting box which will be placed close to the southern perimeter of the site.

Other biodiversity enhancement measures in addition to the bat / bird boxes include but may not be limited to, the creation of habitat piles from timber and brash cuttings and more formal hibernacula (winter shelter for dormant animals), in addition to perimeter wildflower meadow planting.

Site clearance works, including lighting, noise and vibrations can disrupt roosting / foraging bats. Any external lighting should be 'bat friendly' and designed in accordance with the 'Institute of Lighting Professionals' guidance.

Different areas of the site will need lighting for different requirements as the site is to be used throughout the year at different times, including evenings, with lighting covering pedestrian walkways/footpaths, car parking areas, boat storage areas and perimeter lighting. A mixture of single column, twin arm column and building mounted LED lights would be used, providing a 'warm white' light in a downwards

direction suitable for more 'rural' / darker outer suburban areas, as identified within the submitted 'External Lighting Report'.

Trees

The wider Kings Mill Reservoir site is generally scattered with tree planting and small pockets of woodland. The majority of trees within the application site were assessed as low-quality trees generally consisting of young trees/shrubs, with the most notable trees of moderate quality within the site consisting of semi-mature cherry trees which provided the highest level of amenity.

A section of unmanaged hawthorne hedgerow will need to be removed to facilitate the development along with a low-quality Ash tree, with all other trees being retained and new tree planting is also proposed as part of the proposal to offset this loss.

Development works are to take place outside of the Root Protection Areas (RPA) of the trees, although recommended measures are outlined within the submitted 'Arboricultural Report, Impact Assessment & Method Statement' to help protect the trees during any development work such as protective fencing, no storage of materials close to/under the trees etc, in accordance with BS 5837:2012.

Historic Environment:

Hamilton Hill is a Scheduled Ancient Monument (SAM) and is located approximately 500m to the south-east of the application site atop a hill and therefore occupies a prominent position in the landscape. Significance for the SAM is also considered to derive from the rural / agricultural landscape in which it resides.

Several Grade II Listed Buildings are located approximately 550m+ to the north-east of the application site, across the reservoir, namely the Railway Viaduct and Bridge (on King's Mill Lane and Hermitage Lane, Mansfield respectively) and Hermitage Mill, Hermitage Lane, Mansfield.

It is considered that the replacement buildings on the application site, given their design, proximity and functional relationship with the reservoir and surrounding landscape, will cause less than substantial harm to the setting of the aforementioned designated heritage assets, and therefore will have no detrimental impact upon their significance.

Highway Safety & Transport:

Existing car parks on site provide 80 car parking spaces. Planning permission has previously been granted at the site for a car park extension (V/2020/0571) which will increase the total number of car parking spaces on site to 260 (a gain of 180) spaces. This car park will be used in association with the proposed restaurant/leisure building and by patrons visiting the wider reservoir for recreational purposes. It is understood that the car park extension will be implemented prior to the proposed development being occupied.

The site can be accessed via private vehicle, public transport or by walking/cycling, with multiple points of entry to the site be it via the A617, Mansfield Road or Kings Mill Lane, for example.

It is considered that, based on the information submitted, that the access can accommodate all traffic associated with the proposed development, alongside the car park extension and The Mill Adventure Base, without detrimentally affecting the operation of the A617 access.

New boat storage areas are proposed alongside the proposal, located to the south-west. These would provide for the storage of 55 small boats and 12 large boats.

A bin storage area is to be integrated into the ground floor of the proposal building with both internal and external access points. This will provide easy access to the refuse collection point within the car park, and it will be the responsibility of the restaurant tenants to move the bins into and out of the store on collection days.

The Highway Authority raise no objections to the proposal subject to conditions, such as requiring information about deliveries and the car park being ready for use prior to the proposed building being brought in to use.

Other:

Flood Risk

In relation to flood risk, the proposed buildings will be located in Flood Zone 1. Existing ground levels on-site fall towards the reservoir from approximately 135.03m AOD in the south to 132.61m AOD to the north. In accordance with the NPPF the development falls under the 'less vulnerable' category in terms of flood risk, and are therefore not subject to the application of the sequential test.

Greenfield run off rates would be utilised at the site for surface water drainage as is currently experienced, therefore this will help manage surface water flooding and the development will not increase flooding adjacent to or downstream of the site.

The closest river (The River Maun) is located approximately 195m from the site at its closest point and the nearest source of fluvial flood risk to the site, however any fluvial flooding is shown within the submitted 'Flood Risk Assessment & Drainage Strategy' to be contained within King's Mill reservoir and is not predicted to affect the site.

In the event that reservoir flooding was to occur when river levels were normal or when river levels were high (including on a 'wet day') the submitted 'Flood Risk Assessment & Drainage Strategy' concludes that in both scenarios the site is not at risk from flooding from the reservoir. Furthermore no objection has been received from the Local Lead Flood Authority.

Ground Investigations

A 'Phase II Exploratory Investigation Report' has been submitted with the application. Exploratory holes were dug to review and allow soil testing etc to be undertaken, and the result of the analysis was considered not to pose any significant risk to human health/the end user(s).

The 'Phase II Exploratory Investigation Report' does however recommend that all soft landscaping areas are provided with a clean remedial capping layer over any exposed made ground to further mitigate any possible risk. Comments from the Council's Environmental Health Team has suggested a condition is attached to any favourable decision relating to the construction/footings of the building.

Conclusion:

Given the design, scale and function of the proposed development it is considered that the proposal will not adversely affect the character of the area or cause any detrimental harm to the living conditions of nearby residents. This judgement has been reached taking into account the results of the submitted reports/assessments.

When viewing the sympathetic design of the proposed building(s) and its relationship with its context it is considered that the development will not adversely affect the significance and/or setting of any nearby heritage asset. The design of the building is contemporary and reflective of a boathouse which is in keeping with its proposed waterside location. It represents a significant improvement over the character of the existing building and provides additional activity and an attractive recreational community space which is considered to lead to a greater use of the facility and wider reservoir site.

Given the level of parking which is to be provided and the variable transport options available to access the site and wider reservoir, it is considered that there shall be no significant impact upon the highway network or highway safety.

To address the concerns raised within the submitted ecology report, mitigation measures shall be secured via condition(s) to ensure there is no significant harm to local ecology, particularly bats.

The scheme is incorporating measures to increase the green credentials of the building and to reduce its long-term environmental impact by increasing its efficiency, such as solar panels, air source heat pumps and electric vehicle charge points.

Therefore based on the above, it is recommended that this application be granted planning permission, subject to the below conditions:

Recommendation: Grant planning permission, subject to the below conditions:

CONDITIONS

1. The development hereby approved shall be begun before the expiration of 3 years from the date of this permission.
2. This permission shall be read in accordance with the following plans: Site Location Plan, Drawing No.21177-00-001B. Proposed Layout Plan, Drawing No.21177-70-002E. Proposed Elevations, Drawing No's.21177-21-001F and 21177-20-002A. Proposed Floor Plans, Drawing No.21177-20-001J. Hard and Soft Landscaping Plans, Drawing No's.(03)004 B and (96)001 A. All Received 18/10/2022. The development shall thereafter be undertaken in accordance with these plans unless otherwise agreed in writing by the Local Planning Authority.
3. No development past slab level shall take place until samples of the materials and finishes to be used for the external elevations of the proposal have been submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out with those materials.
4. The hereby approved development shall not be occupied until either a:
 - a. Reinforced concrete cast in situ floor slab (suspended, non-suspended or raft) with at least 1200 g DPM and underfloor venting; or
 - b. Beam and block or pre-cast concrete and 2000 g DPM/reinforced gas membrane and underfloor ventingare first installed with all joints and penetrations sealed so that the gas protection measures shall meet the requirements of CIRIA Report C665 (Assessing risks posed by hazardous ground gases to buildings, London, 2007).

Following completion of gas protection measures and prior to occupation, a verification report which demonstrates that either of the measures were effectively carried out shall be produced, and subject to the written approval of the Local Planning Authority. Evidence of the installation of effective gas protection measures should include photos, receipts, builders letters etc to accompany the verification statement.
5. The car parking area as illustrated on the hereby approved drawings shall be made available for use prior to the use of the new restaurant/leisure building commencing.
6. Prior to the occupation of the hereby approved development, secure cycle storage should be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Such cycle storage shall be maintained as such in perpetuity.
7. No development past slab level shall take place until details of the proposed treatment of the sites boundaries have been submitted to and approved in writing by the Local Planning Authority. Any fencing/wall or other non-permeable structure (and/or railings and/or hedgerows) should be provided with small holes (gaps 130 mm x 130 mm) to allow a continuous pathway in which hedgehogs and other small mammals can move through the developed

residential site. Such holes in the boundary treatments shall thereafter be retained in perpetuity.

8. The hereby approved development shall be carried out in accordance with the mitigation and enhancement measures as detailed within the submitted 'Preliminary Ecological Appraisal, Biodiversity Impact Assessment and Bat Surveys' prepared by EMEC Ecology (Dated September 2022), Received 18/10/2022.
9. The retained trees etc shall be protected during the course of the development in accordance with the detail as outlined in the submitted 'Arboricultural Report Impact Assessment & Method Statement', prepared by EMEC Arboriculture (Dated August 2022), Received 18/10/2022.

REASONS

1. To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended.
2. To ensure that the development takes the form envisaged by the Local Planning Authority when determining the application.
3. To ensure the satisfactory appearance of the development.
4. To ensure that risks from former landfill / land contamination to the future users of the land and neighbouring land are minimised, and safeguard the development from pollution.
5. In the interest of highway safety.
6. To promote sustainable modes of travel and an alternative to car ownership.
7. To ensure the satisfactory appearance of the completed development, an adequate level of amenity, and to enhance biodiversity.
8. In the interests of enhancing local ecology.
9. To ensure safe tree/hedge retention during development.

INFORMATIVES

1. The applicant/developer is strongly advised to ensure compliance with all planning conditions, if any, attached to the decision. Failure to do so could

result in LEGAL action being taken by the Ashfield District Council at an appropriate time, to ensure full compliance. If you require any guidance or clarification with regard to the terms of any planning conditions then do not hesitate to contact the Development & Building Control Section of the Authority on Mansfield (01623 450000).

2. The applicant should be mindful of the advice contained within the "Control of Odour and Noise from Commercial Kitchen Exhaust Systems" guidance produced by EMAQ.
3. Government guidance contained within the national Planning Practice Guidance (Water supply, wastewater and water quality - considerations for planning applications, paragraph 020) sets out a hierarchy of drainage options that must be considered and discounted in the following order:
 1. Connection to the public sewer
 2. Package sewage treatment plant (adopted in due course by the sewerage company or owned and operated under a new appointment or variation)
 3. Septic Tank

Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2010 any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued by the Environment Agency, in addition to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters.

Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit. Upon receipt of a correctly filled in application form we will carry out an assessment. It can take up to 4 months before we are in a position to decide whether to grant a permit or not.

Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not within an inner Groundwater Source Protection Zone.

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply.

Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to

deal with any potential increase in flow and loading which may occur as a result of the development.

Where the existing non-mains drainage system is covered by a permit to discharge then an application to vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit.

4. As a pumped solution is being proposed for foul water discharge from this site, a sewer modelling study may be required to determine the impact this development will have on the existing system and if flows can be accommodated. Severn Trent may need to undertake a more comprehensive study of the catchment to determine if capital improvements are required. If Severn Trent needs to undertake capital improvements, a reasonable amount of time will need to be determined to allow these works to be completed before any additional flows are connected.
5. Surface water is proposed to discharge into a watercourse, which we have no comment. Please note that It is advised to discuss surface water proposals with the Lead Local Flood Authority for their requirements or recommendations regarding acceptable disposal methods or flow rates.
6. For the use or reuse of sewer connections either direct or indirect to the public sewerage system the applicant will be required to make a formal application to the Company under Section 106 of the Water Industry Act 1991. They may obtain copies of our current guidance notes and application form from either our website (www.stwater.co.uk) or by contacting our Developer Services Team (Tel: 0800 707 6600).
7. Severn Trent Water advise that although their statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under, The Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building.
8. Any new external plant/equipment/extraction system which may be installed at any point in the future may require planning permission in its own right.
9. External lighting should be erected in accordance with the recommendations contained within the submitted 'External lighting report' (Report Ref: DP-CPW-ZZ-XX-RP-E-2201), Dated 30/09/2022, and the guidelines of the 'Institution of Lighting Professionals': <https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/>