



Tuesday, 2 February 2021

Dear Sir/Madam

A meeting of the Planning Committee will be held on Wednesday, 10 February 2021 via Microsoft Teams, commencing at 7.00 pm.

Should you require advice on declaring an interest in any item on the agenda, please contact the Monitoring Officer at your earliest convenience.

Yours faithfully

Chief Executive

To Councillors: D Bagshaw
L A Ball BEM
T A Cullen
D Grindell
M Handley
R I Jackson
R D MacRae

J W McGrath (Vice-Chair)
P J Owen
D D Pringle
D K Watts (Chair)
R D Willimott
G Marshall

AGENDA

1. APOLOGIES

2. DECLARATIONS OF INTEREST

Members are requested to declare the existence and nature of any disclosable pecuniary interest and/or other interest in any item on the agenda.

3. MINUTES

(Pages 1 - 6)

The Committee is asked to confirm as a correct record the minutes of the meeting held on 6 January 2021.

4. NOTIFICATION OF LOBBYING

5. DEVELOPMENT CONTROL

5.1 APPLICATION NUMBER 20/00592/FUL (Pages 7 - 22)

Retain laundry block
The Grange Nursing Home, 9 Elm Avenue, Attenborough,
NG9 6BH

5.2 APPLICATION NUMBER 20/00801/FUL (Pages 23 - 40)

Construct single storey rear extension to form a 5 bed
cluster flat
Flewitt House, Middle Street, Beeston NG9 2AR

5.3 APPLICATION NUMBER 20/00837/FUL (Pages 41 - 56)

Construct single and two storey rear extension and a rear
dormer. Installation of bin stores to the frontage. Change of
use from children's day nursery (Class D1) to eight bed
house in multiple occupation (revised scheme)
5 City Road, Beeston, NG9 2LQ

5.4 APPLICATION NUMBER 19/00668/FUL (Pages 57 - 94)

Construct 74 dwellings
Beeston Maltings, Dovecote Lane, Beeston, NG9 1JG

6. INFORMATION ITEMS

6.1 Delegated Decisions (Pages 95 - 100)

PLANNING COMMITTEE

WEDNESDAY, 6 JANUARY 2021

Present: Councillor D K Watts, Chair

Councillors: D Bagshaw
L A Ball BEM
S J Carr (Substitute)
T A Cullen
D Grindell
M Handley
R I Jackson
J W McGrath (Vice-Chair)
P J Owen
D D Pringle
R D Willimott
G Marshall

An apology for absence was received from Councillor R D MacRae.

47 DECLARATIONS OF INTEREST

There were no declarations of interest.

48 MINUTES

The minutes of the meeting held on 9 December 2020 were approved as a correct record.

49 NOTIFICATION OF LOBBYING

The Committee received notifications of lobbying in respect of the planning applications subject to consideration at the meeting.

50 DEVELOPMENT CONTROL

50.1 19-00524/OUT

Hybrid planning application comprising: Outline application to construct 64 dwellings including access with some matters reserved. Full application to change use to create a country park and associated works
Former Dry Ski Slope, Cossall Industrial Estate, Soloman Road, Cossall, Nottinghamshire

The application had been brought to the Committee as it was a major application and because Section 106 contributions were not policy compliant.

There were no late items for the application and there were no representations to the Committee from members of the public.

The offer that the developer had made to create a Country Park in place of making Section 106 contributions was considered. It was noted that the site had been subject to antisocial behaviour and that it was becoming an eyesore. There was concern about the access to the proposed development through the industrial site and whether this would be safe for pedestrians walking to the bus stops on the main road. It was noted Nottinghamshire County Council had made a substantial request for education contributions from Section 106 monies and no affordable housing contribution had been proposed. Concern was raised about land stability given the slope of the site.

It was proposed by Councillor D K Watts and seconded by Councillor S J Carr that the item be deferred to allow the renegotiation of Section 106 contributions, to consider the access and land stability. On being put to the meeting, the motion was carried.

RESOLVED that the application be deferred.

50.2 20/00698/FUL

Construct two storey side extension and single storey rear extension
49 Nottingham Road, Nuthall

The application had been called before Committee by Councillor P J Owen.

There were no late items for this application.

Mr Jamie Whitchurch, the applicant, made representation to the Committee prior to the general debate.

The Committee considered the proposed development with reference to the openness of the Green Belt, the position of the site on a busy road and the size of the garden.

RESOLVED that planning permission be granted, with the precise wording delegated to the Head of Planning and Economic Development in consultation with the Chair of the Planning Committee.

Conditions:

1. **The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.**
2. **The extension shall be constructed using bricks and tiles of a type, texture and colour so as to match those of the existing building.**
3. **The development hereby permitted shall be carried out in accordance with the Site Location Plan received by the Local Planning Authority on 07 October 2020 and the (amended) Proposed Plans and Elevations (Drawing no. 20/2103-2v2) received by the Local Planning Authority on 23 November 2020.**

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking or re-enacting this order, no extensions, enlargements or outbuildings shall be carried out to the dwelling hereby approved which come within Schedule 2 Part 1 of the Order without the prior written permission of the Local Planning Authority by way of a formal planning permission.

Reasons:

1. To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure a satisfactory standard of external appearance and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).
3. For the avoidance of doubt.
4. To ensure that the building remains of a suitable scale and size which is appropriate within the Green Belt and in accordance with the aims of Policy 8 of the Broxtowe Part 2 Local Plan (2019) and Section 13 of the National Planning Policy Framework (2019).

Note to Applicant

1. The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.
2. 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 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

50.3 20/00758/FUL

Construct first-floor side extension (revised scheme)
3 Grange Estate, Robinettes Lane, Cossall

Councillor L A Ball had requested that the application be determined by the Planning Committee.

There were no late items regarding the application.

Mr Jon Best, the applicant, made representation to the Committee prior to the general debate.

The Committee considered that the proposed development did not have an adverse impact on the openness of the Green Belt and that the extension to the property did not increase its footprint.

RESOLVED that planning permission be granted, with the precise wording delegated to the Head of Planning and Economic Development in consultation with the Chair of the Planning Committee

Conditions:

- 1. The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.**
- 2. The extension shall be constructed using bricks and tiles of a type, texture and colour so as to match those of the existing building.**
- 3. The development hereby permitted shall be carried out in accordance with the Proposed Block Plan (Rev A); Proposed Elevations (Drawing no. 20/972/04); and Proposed Plans (Drawing no. 20/972/03) received by the Local Planning Authority on 29 October 2020.**
- 4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking or re-enacting this order, no extensions, enlargements or outbuildings shall be carried out to the dwelling hereby approved which come within Schedule 2 Part 1 of the Order without the prior written permission of the Local Planning Authority by way of a formal planning permission.**

Reasons:

- 1. To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.**
- 2. To ensure a satisfactory standard of external appearance and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).**
- 3. For the avoidance of doubt.**
- 4. To ensure that the building remains of a suitable scale and size which is appropriate within the Green Belt and in accordance with the aims of Policy 8 of the Broxtowe Part 2 Local Plan (2019) and Section 13 of the National Planning Policy Framework (2019).**

Note to Applicant

- 1. The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.**
- 2. 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 0345 762 6848.**

**Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority**

50.4 20/00606/FUL

Retain loft conversion including dormer window
6 Canal Side, Beeston, Nottingham, NG9 1NG

The application was brought to the Committee at the request of Councillor T A Cullen.

A letter from the agent for the applicant was submitted as a late item.

Mr Colin Wagner, on behalf of the applicant and Ms Amanda Fitzpatrick, objecting, made representation to the Committee prior to the general debate.

The Committee considered the personal circumstances of the applicant, as well as the style and size of the dormer. The impact of the loss of privacy on neighbour amenity and the precedent that would be set if planning permission was granted was also noted.

RESOLVED that planning permission be refused.

Reason

The dormer unduly dominates the roof due to its size, coverage of the roof slope and its design. It fails to make a positive contribution to the character and appearance of the area. Accordingly, the proposed development would be contrary to the aims of Policy 10 of the Broxtowe Aligned Core Strategy (2014) and Policy 17 of the Broxtowe Part 2 Local Plan (2019).

NOTES TO APPLICANT

The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.

51 VARIATION TO SECTION 106 AGREEMENT KIMBERLEY BREWERY, KIMBERLEY

The developer had requested an extension of a year to enable the completion of Phase 1 of the repairs, as there had been delays to work due to the pandemic.

There were no late items regarding the proposal.

The high quality of the development was noted, as was the prime location in a town centre and the repurposing of a historic site.

RESOLVED that the Section 106 Agreement is amended to allow a further year for the completion of all works associated with Phase I of the tower repairs.

52 INFORMATION ITEMS

52.1 APPEAL DECISIONS

The Committee noted the appeal decision.

52.2 DELEGATED DECISIONS

The Committee noted the delegated decisions.

53 EXCLUSION OF PUBLIC AND PRESS

As the decision changing the requirements of the Section 106 agreement at Kimberley Brewery had taken place in open session, it was considered that the Committee did not need to go into private session to consider the final item.

RESOLVED that the meeting be ended.

Report of the Chief Executive

APPLICATION NUMBER:	20/00592/FUL
LOCATION:	The Grange Nursing Home, 9 Elm Avenue, Attenborough, NG9 6BH
PROPOSAL:	Retain laundry block

The application is brought to the Committee at the request of Councillor Roberts-Thomson

1 Executive Summary

- 1.1 The application seeks planning permission to retain a detached outbuilding, for the purpose of providing a laundry facility.
- 1.2 The site is an established care home located on a quiet residential cul-de-sac.
- 1.3 The main issues relate to the whether the outbuilding would have a detrimental impact on the neighbours in regard to its physical attributes, and its use as a laundry facility in association with the care home.
- 1.4 The benefits of the development are that it would provide a reactive service to meet the needs of the care home residents, reduce the need to contract out (reducing traffic generation), and provide an economic benefit to the care home operator. Subject to conditions, the development would be in accordance with the policies contained within the development plan. This is given significant weight. There would be an impact on the amenities of the residents.
- 1.5 The Committee is asked to resolve that planning permission be granted subject to conditions outlined in the appendix.

APPENDIX 1

1 Details of the Application

1.1 The laundry block consists of a detached blockwork built outbuilding with a dual pitched tiled roof, located in the car park area in the western most corner of the site, adjacent to the common boundary with Bengal House, to the north west, and 12 Ireton Grove, to the south west. The outbuilding is intended to be used for the purposes of a laundry facility, associated with the main use of the site as a care home.

2 Site and surroundings

2.1 The Grange Nursing Home is a care home which consists of a two storey complex of attached buildings of differing styles. The buildings are in a loose 'T' shape, with a flat roof wing projecting out to the north west. This wing has a parking area to the front and to the rear, with the vehicle access along the north west boundary.

2.2 The area is predominately residential in character, with Elm Avenue having detached and semi-detached properties of two storeys in a range of differing styles and sizes. Barratt Lane Conservation Area borders the site along part of the south east boundary, which is the rear garden of 9 Long Lane.

2.3 Bengal House is to the north west of the site and shares a common boundary with the site. This is a large detached two storey property which is set off the boundary by 9m. There is a detached garage located directly adjacent to the common boundary, the rear part of which is almost level with the front elevation of the outbuilding. There are trees and hedging along this boundary.

2.4 6, 8, 10 and 12 Ireton Grove are to the rear (south west) of the site. These are two pairs of semi-detached two storey dwellings. The properties closest to the outbuilding are nos. 10 and 12, with the outbuilding being directly behind no. 12. The outbuilding is shown on the plan to be 2m off the boundary.

2.5 To the south east of the site is Georgian House, on Elm Avenue, which is a large two storey detached dwelling. The property has a single storey extension to its' north west elevation, adjacent to the common boundary. To the south west of Georgian House, also sharing the south east common boundary with the site, is 9 Long Lane. Again, this is a large two storey detached dwelling. This property has a long rear garden of approximately 32m between the rear elevation and the rear boundary and 36m to the closest part of the care home building.

2.6 On the opposite side of Elm Avenue, to the north east, are nos. 6, 8, 10, 10a, and 12 Elm Avenue. These are mostly two storey semi-detached properties, with the exception of 10a, which is a detached bungalow with accommodation in the roof.

2.7 The application site is within Flood Zones 2 and 3.

3 Relevant Planning History

3.1 75/00934/OUT – planning permission was granted for a day room and three bedrooms to a private nursing home

76/00462/FUL – planning permission was granted for a day room extension to incorporate 6 bedrooms

81/00431/FUL – planning permission was refused for an extension to the first floor to form 6 additional bedrooms

85/00057/FUL – planning permission was refused for the construction of a first floor extension

85/00622/FUL – planning permission was granted for the construction of an extension to provide 4 additional bedrooms and bathrooms

97/00459/FUL – planning permission was granted for an extension to form a laundry room

20/00435/CLUE – A Certificate of lawful existing development for a small outbuilding granted planning permission in 1998 which was not built until 2015 – 2016, contrary to a condition which states commencement within 5 years of the decision. This application for the certificate was withdrawn by the applicant as it was considered that the outbuilding as built did not relate to the details of the planning permission, which was for an extension, and in addition the outbuilding had not been in place for the minimum period of ten years, which would be required in order to be considered immune from planning enforcement action.

3.2 During May to July 2020, (prior to planning permission being applied for) the Council received several complaints relating to the unauthorised use of the laundry building, relating to noise from the tumble dryer; use of the building; dust and lint emission; odour and potential VOC emissions. The operator of the care home was instructed to stop using the building as a laundry facility until suitable mitigation had been implemented and planning permission sought.

4 Relevant Policies and Guidance

4.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

4.1.1 The Council adopted the Core Strategy (CS) on 17 September 2014.

- Policy 1: Climate Change
- Policy 10: Design and Enhancing Local Identity
- Policy 11: Historic Environment

4.2 **Part 2 Local Plan 2019:**

4.2.1 The Council adopted the Part 2 Local Plan (P2LP) on 16 October 2019.

- Policy 1: Flood Risk
- Policy 17: Place-making, design and amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions
- Policy 23: Proposals affecting designated and non-designated heritage assets

4.3 National Planning Policy Framework (NPPF) 2019:

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 12 – Achieving well-designed places.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change
- Section 16 – Conserving and enhancing the historic environment

5 Consultations

5.1 Councillors:

- Councillor E Kerry – no response received
- Councillor R Jackson – no response received
- Councillor T Roberts-Thomson – call in to committee as considers that the use of the facility has had an unacceptable impact on the amenities of the neighbours

5.2 Council’s Environmental Health Officer: In order to mitigate for the noise and emissions generated from the facility, the applicant is advised to remove the venting and install a condensing non-vented dryer (to remove the need for external vents), which would in turn eliminate the external emissions of lint, odour and VOC’s (Volatile Organic Compounds) as the dryer would be a closed system. It is considered that this would remove the potential for concerns in this respect to materialise and remove the need for onerous conditions being applied. It is therefore recommended that conditions be applied in respect of hours of use (recommend between 07.00 and 20.00); machinery to be non-vented type and not externally vented; and detailed specification of any equipment to be used so as to ensure that any noise generated through the use of any plant, machinery or other equipment installed in the outbuilding to not exceed 5dB(A) below existing background sound level when measured according to British Standard BS4142:2014, at a point one metre from the laundry building.

5.3 Council’s Conservation Officer: Whilst the laundry block is of no architectural merit or is in keeping with the character of Elm Avenue, it is considered that the laundry block, being sited to the rear of the plot, does not result in a negative impact to the character of the Barratt Lane Conservation Area.

5.4 County Council as Highway Authority: The care home will retain eight parking spaces, and as there are no works to the public highway, there are no objections to the development.

5.5 County Council as Lead Local Flood Authority: No comments

- 5.6 **Environment Agency:** no formal objection, subject to the outbuilding not being used for any accommodation, as floor levels are not high enough to be safe from flooding.
- 5.7 Twelve properties either adjoining or opposite the site were consulted and a site notice was displayed. Thirteen responses were received, objecting on the following grounds:
- Emission of noise, odour and toxicity in the air as a result of the use of the outbuilding. The noise is audible and of a distressing tone, and the emissions are a risk to our and our neighbour's health, including headaches from the tone of noise
 - Lint is visible in the gardens of the neighbouring property, which is a health concern for those with asthma and other breathing difficulties
 - Significant impact on the use and enjoyment of the rear gardens of neighbouring property due to noise and fumes
 - The development is not in keeping with / unsympathetic to Attenborough Village, and on the edge of the conservation area. Sets a precedent for commercial activity in a residential area
 - The outbuilding has been built over two or three parking spaces which reduces car parking availability by 25% and has noticeably impacted on parking levels on both Elm Avenue and on Long Lane, thus pushing more traffic onto Ireton Grove, which already struggles from the train station commuter parking
 - The inaccuracies in the report are concerning – the date of construction in the report is wrong, as the construction started no earlier than the summer of 2018, was then on hold, and the roof not put on until early 2020. The use started in April 2020. Additionally, the drawings give a false representation of the location of the building, which is actually erected closer to the boundary wall. Other inaccuracies on the application form
 - The owner has not sought planning permission prior to the erection of the outbuilding as they did not expect it to be approved so have attempted to illegally build the laundry room hoping not to be discovered
 - The use is an industrial process in a residential area, with levels of use far more than ordinary domestic laundry use. Bedding from care homes could be considered as biohazardous, due to the high temperatures and needing special treatment / chemicals
 - Fumes emitted from the use raises concerns for impact on health
 - Laundry in bags have been seen, along with other waste, dumped around the outside of the building, which is a health hazard
 - The illegal laundry room should be removed and revert to using the laundry room in the main building
 - The use has been the subject of numerous complaints to the Council's Environmental Health team, since the start of its unauthorised material use. The use has been prohibited since early July
 - The location of the building, close to neighbouring properties, is inappropriate given the use, and is closer than the actual care home
 - The noise report submitted as part of the application is misleading and unrepresentative, as the measurements were not taken using the laundry equipment, but rather a smaller laundry equipment, used as a test. Temporary measures have also been taken which include cladding vents in plywood in order to reduce noise. These measures represent a fire risk and are not shown on the

submitted plan. No specification sheets have been submitted for the proposed equipment

- No details submitted in regard to soundproofing, and no suitable base or foundations have been used. Laundry areas in a hotel typically recommend bolting the machines to a concrete slab in order to minimise complaints from guests
- Other noise nuisance experienced, such as that generated by staff using the facility, and congregating around the building, talking, often at unsociable hours such as 6am on weekends. Since the use ceased, these incidents have also ceased
- There is published evidence that householder dryer vents are the source of health problems, which will be amplified by the excessive volume of air from oversized industrial gas powered machines in close proximity to neighbouring properties
- A serious drop in air quality has been measured, which shows the quality to be worse than that of nearby main roads, when machines have been running, contrary to the 2019 clean air strategy
- Foul smells experienced include those from dryer vent exhausts; detergent and bleach fumes; products of gas combustion including carbon monoxide and CO₂; from residential drainage unable to cope with the commercial process; and from contaminated laundry stored externally. These have been strong enough to cause nausea and linger in the house and street
- The site is already 'overdeveloped' and has been the subject of many refusals and restrictions. Other outbuildings in the area have been restricted from being used for trade or business
- The trees to the boundary to properties on Ireton Grove have previously been safeguarded through previous planning conditions in order to protect neighbouring privacy and amenity. One tree has been damaged following the erection of the building
- The rear of the outbuilding has become a dumping ground for waste, which creates a habitat for vermin and constitutes a public health risk
- The building is unfit for purpose according to relevant standards, for example, no sluice room is shown; no separation of contaminated and clean bedding; laundry left outside
- Use of gas dryers is contrary to national Government policy on climate change
- Safety concerns in regard to use of gas appliances left running unattended adjacent to residential properties
- The outbuilding, if allowed, would restrict development at other nearby properties, for example householder extensions where the laundry use would have an impact on the enjoyment of the extensions, or where the use of traditional materials such as glazing would not be enough to meet the required level of sound insulation
- The development would put significant strain on local drainage and should be considered as trade effluence
- Opposed to the storage and use of hazardous chemicals in significant quantity within close proximity to neighbouring properties
- The development offers no benefit to the surrounding community and serves only to reduce operational costs to the applicant, where more appropriate methods for dealing with laundry are available. Such alternatives are already being used (since the order to cease use of the building) and would question why this arrangement cannot be continued
- The installation does not comply with relevant BS standards such as details of gas emergency cut off; vent flue being shortened; no risk assessment

- The laundry room could be used to process from other care homes in the ownership of the applicant
- The applicant failed to act promptly to repair / attend to a faulty machine which became excessively noisy, and only stopped the use when forced to do so by the Environmental Health section of the Council
- There is no national or local precedent for the placement of industrial laundry machines in close proximity to residential properties and therefore no data or experience in respect of long term effects on health
- The care home has been in use constantly which is contrary to that declared on the application form.

6 Assessment

6.1 The main issues for consideration are the impact of the use and physical building on the amenities of the occupiers of nearby property; design; loss of parking; and impact on the character of the adjacent conservation area.

6.2 **Principle**

6.2.1 Policy 10 of the Aligned Core Strategy (ACS) requires development to make a positive contribution to the public realm and sense of place; to create an attractive, safe, inclusive and healthy environment; be adaptable to meet the changing needs of the occupiers and the effects of climate change; and to reflect the need to reduce the dominance of motor vehicles. Policy 17 of the Part 2 Local Plan (P2LP) requires development to accord with several criteria, including: integrate into its surroundings; provide sufficient and well integrated parking and safe and convenient access; provides adequate external storage and amenity space; and ensures a satisfactory degree of amenity for the occupiers of neighbouring properties.

6.2.2 Policy 19 of the P2LP states that development will not be granted for development which would result in an unacceptable level of pollution, or is likely to result in an unacceptable exposure to sources of pollution or risks to safety; or be liable to result in the infiltration of contaminants into groundwater resources, unless measures would be carried out as part of the development to prevent this.

6.2.3 Policy 11 of the ACS and Policy 23 of the P2LP seek to ensure that heritage assets and their settings are conserved and / or enhanced in line with their interest and significance.

6.2.4 Policy 1 of the ACS and Policy 1 of the P2LP seek to ensure that development does not increase the risk of flooding on the site or surrounds, or result in an increased risk to persons or property.

6.3 **Design**

6.3.1 In terms of the design of the outbuilding, the elevations are finished in breeze blocks and has a tiled roof. The scale is that of a small garage and is not considered to be an alien feature, in itself, in the area or in the street scene, where there are examples of larger detached garages and outbuildings that can be seen from the public domain. The outbuilding is located to the rear of the plot and is not

considered to be highly visible, given its context. The outbuilding is therefore, in terms of scale and design, considered acceptable, subject to the external elevations being rendered or otherwise faced in a different material. Details of the elevational treatment, and implementation of the approved finish can be secured by condition.

6.4 Amenity including Pollution

- 6.4.1 It is considered that the physical attributes of the outbuilding itself, due to its position to the rear of the plot, would not result in any significant impact on the amenities of the occupiers of nearby property, in terms of loss of light, privacy or outlook.
- 6.4.2 The use of the outbuilding as a laundry facility in association with the care home has clearly led to complaints from nearby residents in respect of noise, odours and other pollution such as lint emissions, being made to the Environmental Health team, and which have in turn led to the use being required to cease.
- 6.4.3 The three closest properties considered to be most affected by the use are 11 Elm Avenue, the detached property to the north west of the site, and 10 and 12 Ireton Grove, to the south west (rear) of the site. The rear gardens of these properties are adjacent to the laundry facility.
- 6.4.4 The grounds of objection received cited problems in regard to noise, particularly the 'tone', which led to headaches and meant the garden area was rendered unusable, and noise arising from the hours of use e.g. comings and goings; level of emissions emanating from the external vent (from the dryer); and the emission of lint, coming from the external vent, which was cited as a concern in terms of impact on health for neighbouring residents with asthma or other breathing difficulties.
- 6.4.5 It is considered that the use of the facility as a laundry would be acceptable if it can be operated without causing detriment to the amenities of the nearby occupiers. This would require the noise of the machinery to be audible at or below background level noise outside of the building; hours of use to be restricted to reasonable hours; and cessation of emissions emanating from the facility.
- 6.4.6 It is important to note that in assessing the application, the Council has an obligation to uphold the aims of the Noise Policy Statement for England (2010) to 'avoid *significant* adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development'. As such the Council are unable to assess the proposed development with the aim that there should be *no* adverse impact.
- 6.4.7 The Environmental Health team have been working with the applicant to seek a workable solution. Amended plans that see the removal of the external vent have been received, and the Environmental Health team recommend conditions to mitigate and minimise all potential impacts of concern as much as is reasonably possible and are satisfied that through these conditions, adequate controls can be implemented to ensure that the development does not give rise to *significant* adverse impacts. These measures can be secured by condition and include requiring all machinery to be non-vented externally (for example, by using a

condensing dryer); requirement for noise to not exceed 5dB(A) below background noise levels measured at a point one metre from the laundry building; and hours of use. These conditions will be imposed on the decision. It is considered that as the area is particularly quiet then the hours of operation should be restricted to be between 07.00 and 20.00 hours on any day, in order to both protect nearby residents and in order for the facility to meet the needs of the use of the main building as a care home, where access to laundry facilities would need to be accessed every day in order to respond to the care home occupiers' needs.

6.4.8 The applicant has submitted a statement stating the intention to keep the dryer in the main building and only use the outbuilding for the washing machine, so as to keep noise to a minimum, and expresses support of recommended hours of operation. Whilst this is welcomed, it is considered that as it would be unreasonable and unenforceable to restrict the type of machinery used in the building, the recommended conditions in respect of noise levels and hours of operation would be sufficient to safeguard neighbour amenity.

6.5 Impact on Heritage Assets

6.5.1 Given that the outbuilding is not located directly adjacent to the Barratt Lane Conservation Area, being to the opposite side of the plot, and as such is not viewed in the context of the setting of the Conservation Area, it is considered that the outbuilding would preserve the character and appearance of the Conservation Area.

6.6 Access

6.6.1 The outbuilding has been located within the existing car parking area, resulting in the loss of parking spaces. The Highway Authority have no objections to the development, as 8 parking spaces will be retained (and thereby considered adequate) and there are no works proposed to the public highway. Whilst it is noted that Elm Avenue is a narrow highway (and not adopted) and that parking on street is therefore constrained, it is considered that the loss of parking spaces on the site would not have a significantly detrimental impact on highway safety in the immediate area. There are opportunities to park considerately and legally on Long Lane, without detriment to highway safety or to the detriment of nearby residents.

6.7 Flood Risk

6.7.1 There are no objections to the outbuilding from the Environment Agency, subject to the building not being used as sleeping accommodation. All consumer units and electrical points have been set at a minimum height of 1.6m and internal fabric boarding to a height of 1.5m, and will be allowed to flood. It is therefore considered that the development would not result in a significant increase in flood risk to property or persons.

6.8 Other Matters

6.8.1 It is acknowledged that there are some inaccuracies in the report in regard to the date of commencement of both the construction of the building and the use as a laundry facility. This is noted, and is partly the reason why a previous application

for a certificate of lawfulness was rejected. The planning application under consideration seeks to retain the building and use as built. It is acknowledged that the applicant did not seek planning permission prior to the building being erected or the use starting.

- 6.8.2 The use of the building as a laundry facility is not classed as an industrial process, as it is an ancillary operation to the authorised use of the main building as a care home, which is a residential use. Whether the laundry generated from the care home is considered a biohazard, whether the facility is 'fit for purpose' in regard to relevant CQC standards and in terms of the type of machinery used (gas) are not material planning matters.
- 6.8.3 An observation has been made in respect of laundry bags and other waste being 'dumped' outside of the building, which is a health hazard. This is not a material planning matter to be considered as part of the planning application, however, should the land be or become 'untidy', enforcement action can be considered to ensure the land is kept in a tidy state.
- 6.8.4 Comments are noted in respect of the building being 'illegal' and that it should be removed and the laundry facility revert to be within the main building. Firstly, the building and use are not 'illegal'. The building, and therefore how it is used, is unauthorised.
- 6.8.5 In respect of the planning history for the site, there have been two planning applications for the construction of first floor extensions to form 6 additional bedrooms (81/00431/FUL and 85/00057/FUL) on the grounds of loss of amenity, over intensive development, generation of traffic, lack of parking and the design being out of character. However, it is also noted that a planning application for an extension to provide 4 additional bedrooms and bathrooms was subsequently granted planning permission (reference 85/00622/FUL). These planning applications refer to extensions to the existing building, and cannot be readily compared to a planning application for an outbuilding.
- 6.8.6 In regard to other outbuildings in the area being restricted to residential use only (for example, no trade or business), it is not clear as to which addresses this restriction has been applied to. In any case, these are residential properties and should a restrictive condition have been imposed, this would be for the purpose of ensuring that the residential use of the respective sites would not be used for commercial purposes.
- 6.8.7 In regard to the trees on the boundary to properties along Ireton Grove, it is noted that none of these trees (mostly evergreen / conifers) are protected by Tree Preservation Orders or are otherwise protected by virtue of being located within a conservation area. There is reference to the trees being safeguarded, however the reference is to a condition imposed on planning permission reference 76/00462/FUL, which was for the provision of day room facilities and construction of an extension to incorporate 6 bedrooms:

Condition 2: The existing row of trees along the south west boundary of the site [that is, to Ireton Grove] shall be retained and during building operations shall be

adequately protected. In the event of any tree being damaged it shall be replaced by a similar mature tree to the satisfaction of the Local Planning Authority.

- 6.8.8 More than 40 years has passed since this planning decision was issued. Clearly, trees and other planting will have grown or died back naturally during this time and as such the trees along the boundary may not be the same as those in 1976, or will have changed in shape and form in any case. Notwithstanding this, the spirit of the condition was to ensure that the development as approved in 1976 did not unnecessarily damage or see the removal of the planting on the boundary during construction. No significant damage to the trees was witnessed by the case officer at the time of their visits to the site or the neighbouring properties.
- 6.8.9 The granting of planning permission would not necessarily result in the restriction of development at other properties. Soundproofing and other measures would need to meet current Building Regulations standards, separate to the planning process.
- 6.8.10 There have been no objections to the use from the Environment Agency and the County as Lead Local Flood Authority in respect of impact on drainage. Drainage would need to comply with Building Regulations requirements.
- 6.8.11 There is no evidence to support the statement that storage of hazardous chemicals 'in significant quantity' will be stored at the facility.
- 6.8.12 There is a comment which states that the development offers no benefit to the surrounding community and serves only to reduce the operational costs to the applicant, where more appropriate methods for dealing with laundry are available. Whilst there may be alternative methods to deal with the laundry generated by the care home, it is not unreasonable to expect for laundry to be treated on site in order to be more reactive to the needs of the occupants, and to ensure that the care home reduces operational costs which can then be allocated to other costs, for example the wellbeing of the care home residents. The care home in itself is a benefit to the community, as residents (existing and future) may be local to the area.
- 6.8.13 The laundry facility is relatively small in scale, and as such it is not anticipated that there would be capacity to enable the facility to be used for the laundry from other care homes. In any case, the facility would need to operate within the parameters of the recommended conditions, which would naturally restrict the amount of laundry which can be processed in any one period of operation.

7 Planning Balance

- 7.1 The benefits of the proposal are that it would provide a reactive service to meet the needs of the care home residents, reduce the need to contract out (reducing traffic generation), and provide an economic benefit to the care home operator.
- 7.2 The negative impacts are the potential impact on the amenities of the occupiers of nearby property in terms of noise, odours and disturbance.
- 7.3 On balance, it is considered that the outbuilding, and its use as a laundry facility, would be acceptable subject to the imposition of appropriate conditions.

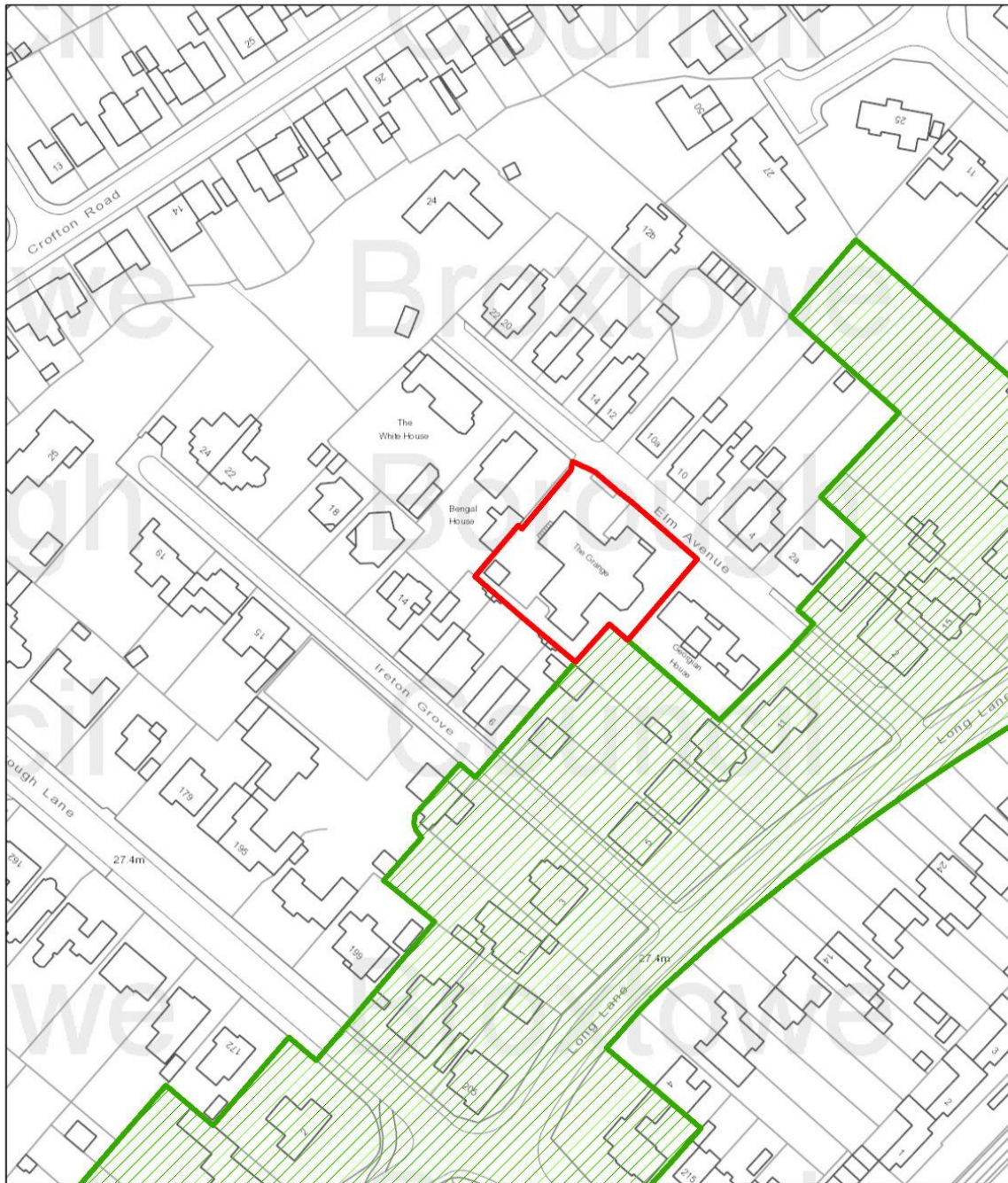
8 Conclusion

8.1 Recommend that planning permission be granted subject to conditions.

<u>Recommendation</u>	
<p>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</p>	
1.	<p>The development hereby permitted shall be carried out in accordance with the site location plan, received by the Local Planning Authority on 03.09.20, drawing number GRANGE-IDS-355-10-00-002 Rev A, received by the Local Planning Authority on 01.10.20, and drawing number GRANGE-IDS-355-10-00-003 Rev A, received by the Local Planning Authority on 08.12.20.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
2.	<p>The development hereby permitted shall not be used outside the hours of 07.00 to 20.00 hours Monday to Friday, and not outside the hours of 09.00 to 20.00 hours on Saturdays, Sundays and Public Holidays.</p> <p><i>Reason: In the interests of the amenities of nearby residents and in accordance with Policies 17 and 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
3.	<p>Any plant, machinery or equipment hereby installed within the outbuilding shall not be vented externally.</p> <p><i>Reason: In the interests of the amenities of nearby residents and in accordance with Policies 17 and 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
4.	<p>The total rating level resulting from the use of any plant, machinery or equipment hereby installed pursuant to this permission, shall not exceed 5dB(A) below existing background sound level when measured according to British Standard BS4142:2014, at a point one metre from the laundry building.</p> <p><i>Reason: In the interests of the amenities of nearby residents and in accordance with Policies 17 and 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
5.	<p>Within one month of the date of the decision, details of the treatment of the external faces of the outbuilding shall be submitted. The external treatment shall then be carried out in</p>

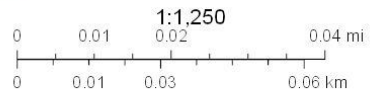
	<p>accordance with and within two months of the date of the approval of the details.</p> <p><i>Reason: To ensure a satisfactory standard of external appearance and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
	<p>NOTES TO APPLICANT</p>
<p>1.</p>	<p>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</p>

The Grange Elm Avenue



1/4/2021, 11:45:32 AM

-  Conservation Area
-  Site



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Photographs



View of outbuilding from front of care home (Elm Avenue)



Outbuilding, located in the western corner of the site



Mature trees to the Ireton Grove boundary



View of site from garden of 12 Ireton Grove



View of outbuilding from garden of 11 Elm Avenue

Plans (not to scale)



Block Plan

SITE PLAN
SCALE 1:100

NOTES

1. DO NOT SCALE FROM DRAWING. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE. ALL UNITS ARE IN METERS.
2. THE DRAWINGS TO BE READ IN CONJUNCTION WITH THE ARCHITECT'S / ENGINEER'S SPECIFICATION.
3. ALL WORKMANSHIP & MATERIALS ARE TO COMPLY WITH THE SPECIFICATION, BUILDING REGULATIONS, RELEVANT BRITISH STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
4. ALL DIMENSIONS AND SETTING OUT ARE TO BE CHECKED ON SITE AND ANY DISCREPANCIES ARE TO BE REPORTED TO THE CONTRACT ADMINISTRATOR IMMEDIATELY.

FLOOR PLAN
SCALE 1:100

ROOF PLAN
SCALE 1:100

FRONT ELEVATION
SCALE 1:100

END ELEVATION
SCALE 1:100

REAR ELEVATION
SCALE 1:100

END ELEVATION
SCALE 1:100

PHOTO 1

PHOTO 2

PHOTO 3

PHOTO 4

Plans and elevations

Report of the Chief Executive

APPLICATION NUMBER:	20/00801/FUL
LOCATION:	Flewitt House, Middle Street, Beeston NG9 2AR
PROPOSAL:	Construct single storey rear extension to form a 5 bed cluster flat

The application is brought to the Committee at the request of Councillor P Lally and Councillor L A Lally.

1 Executive Summary

- 1.1 The application seeks planning permission to construct a single storey extension to provide a 5 bed residential 'cluster' unit.
- 1.2 The site contains a two and three storey detached building currently in use as apartments. The site is located close to Beeston town centre and is in Flood Zone 2.
- 1.3 The main issues relate to whether the principle and scale of development is acceptable, whether the design is appropriate and whether there will be an unacceptable impact on neighbour amenity.
- 1.4 The benefits of the proposal are that it would provide purpose built accommodation in an existing urban area and would be in accordance with policies contained within the development plan. This is given significant weight. There would be a loss of one parking space on site (five spaces retained) but this is outweighed by the benefits of the scheme.
- 1.5 The Committee is asked to resolve that planning permission be granted subject to conditions outlined in the appendix.

APPENDIX

1 Details of the Application

- 1.1 The proposal seeks to construct a single storey 'L' shaped extension to the rear of the existing building and would provide a five bed 'cluster' flat, with a shared living/kitchen area, and each bedroom would have an en-suite. The extension would be located in the south/south west section of the site. It would have a flat roof to the section where it is toward the south west corner, and a gable roof to the section where it is directly adjoining the existing building, with the gable facing south east.
- 1.2 The extension would be directly adjacent to the south west boundary with a maximum gap of 1m and a minimum (for a small part) of 300mm between the building and the application site boundary. The extension would have a maximum gap of 4.8m and a minimum of 1m to the south east boundary (the latter measurement to the site boundary at the head of the cul-de-sac). A distance of 8.5m would be between the extension and the north west side elevation of no. 23 Princess Avenue.
- 1.3 Two windows are proposed in the north west facing elevation, serving bedrooms, as well as a window and door in the recessed area on the same elevation (facing towards the existing building). Five windows are shown to the south east elevation, serving bedrooms and the communal area. A further window and a door are shown to the north east elevation. Pedestrian access from both Middle Street and the parking area are to be provided.
- 1.4 One parking space is to be removed and an enlarged bin store provided in its place, to the north west of 24 Princess Avenue.

2 Site and surroundings

- 2.1 Flewitt House is a two and three storey detached building fronting Middle Street, and has a two storey wing centrally located to the rear elevation. There is a hard surfaced area to the front, with a covered area for cycles, and a parking area with bin store to the rear, which is accessed via a shared access off Middle Street, which also serves the Middle Street Resource Centre. A soft landscaped area is to the south west of the rear wing. Flewitt House is in use as apartments. Directly adjacent to the site, to the north, is the Middle Street tram stop.
- 2.2 Flewitt House is in Flood Zone 2.
- 2.3 The Middle Street Resource Centre is to the north east of the site. This is a community facility understood to provide services in respect of mental health. The centre is a detached single storey building and the access and drive, which separate the site from the resource centre, lead to a parking area to the south east, behind the houses on Princess Avenue. The centre is at a lower ground level than the application site.

- 2.4 To the south west of the site is Churston Court. This is a two storey detached building which houses four apartments and is separated from the site by a drive way which leads to 23 Princess Avenue. There are windows in the side and rear elevation of this building. There would be a gap of 11.4m between the nearest points of the proposed building and Churston Court.
- 2.5 23 Princess Avenue is to the south/south east of the site. This is a two storey semi-detached dwelling located to the south west of the head of the cul-de-sac. The dwelling is at a lower ground level than the site. The side elevation faces the site, and has a door and kitchen window to the ground floor level, and a secondary window at first floor level. The garden of this property partly adjoins the south west boundary of the application site (between the site and Churston Court) and partly adjoins the south east site boundary.
- 2.6 24 Princess Avenue is opposite no. 23 and is also a two storey semi-detached dwelling side on to the application site. This property also has a door and kitchen window at ground floor level and secondary window at first floor. The property is to the south east of the site, and has a relatively wide garden to the side, giving a minimum gap of 8.3m between the side elevation of no. 24 and the site boundary. This property is located closest to the parking/bin store area on site.
- 2.7 Opposite the site, to the north and north west of Middle Street, are two storey residential properties on Regency Court and The City.

3 Relevant Planning History

- 3.1 Planning permission was granted in 2011 for the demolition of a public house and construction of a two and three storey building to create 7 apartments. Reference 11/00688/FUL.
- 3.2 Planning permission was refused in 2019 for the construction of a two storey and single storey rear extension to form 1 x five bed apartment, on the grounds that the development would be over-intensive and would have a detrimental impact on neighbour amenity, in terms of loss of light and being overbearing. Reference 19/00332/FUL.

4 Relevant Policies and Guidance

4.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

4.1.1 The Council adopted the Core Strategy (CS) on 17 September 2014.

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1: Climate Change
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity

4.2 **Part 2 Local Plan 2019:**

4.2.1 The Council adopted the Part 2 Local Plan (P2LP) on 16 October 2019.

- Policy 1: Flood Risk
- Policy 15: Housing size, mix and choice
- Policy 17: Place-making, design and amenity

4.3 National Planning Policy Framework (NPPF) 2019:

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 12 – Achieving well-designed places.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change

5 Consultations

5.1 Environment Agency: Standing advice can be applied as the site falls within Flood Zone 2. Recommend that the minimum ground floor level (finished floor level) of 27.56m AOD be secured by condition.

5.2 County Council as Highway Authority: No objections to the proposal on highway safety grounds. Note that the site is adjacent to the tram stop and in close proximity to Beeston centre and therefore sustainable modes of travel are expected to be high. Acknowledge that residents and their visitors may cause inconvenience to the existing residents and the residents on surrounding streets, who also have current demand for parking in the area.

5.3 NET (tram operator): Request that a construction plan detailing site access (including signage) and plans for preventing the transmission of debris to the track is submitted and agreed prior to construction. A dilapidation survey will be carried out (by NET) on the tram stop in conjunction with the developer due to the high risk of delivery and construction traffic damaging the tram stop. The developer needs to be mindful of how pedestrian flow is managed to ensure pedestrians are not pushed on to the tram way.

5.4 Council’s Waste and Recycling Officer: Additional capacity is required, in the form of 1 x 1100 litre general waste bin.

5.5 Council’s Environmental Health Officer: No objections, subject to notes to applicant in respect of hours of construction and no bonfires on site.

5.6 Seven properties either adjoining or opposite the site were consulted, and a site notice was posted outside the site. Four responses were received; one observation and three objections to the proposal.

Observation:

- Would like confirmation that the development would not result in loss of day/sunlight to residents of Churston Court, queried whether provision has been made for additional parking spaces.

Objections:

- The extension would be too close to adjacent property and would result in noise from the occupation of the development.

- Loss of privacy.
- Sense of enclosure.
- Construction phase likely to affect the users of the Middle Street Resource Centre, which is used by Mental Health Social Care team and a Mental Health charity.
- Access to the resource centre (as the access is shared) will be restricted during the building phase and beyond, and deliveries/other suppliers would find it difficult to use the resource centre's car park.
- The resource centre has major concerns in regard to flood risk, following the flooding of the site in June 2020, where rain water came directly from Flewitt House land into the resource centre land and ingressed the building.
- Considers that as Flewitt House already dominates the surrounding area, further construction will exacerbate the situation and therefore be over development of the site.
- Whilst the proposal has been reduced from the previous application, it would still result in an enclosure, further dominating the area, and also result in a reduction of light.
- Consider that the retaining wall on the south east of the site would not be able to withstand any further construction alongside it as it is already crumbling and should have been rebuilt when Flewitt House was originally constructed.
- Mature trees, left to grow, on the adjacent site help to screen Flewitt House when viewed from Princess Avenue.
- The proposal increases the number of occupiers but there is no corresponding increase in parking spaces. Believe there is a requirement by the LPA to provide 1 space per 6 residents. There are already insufficient spaces (on street) for existing residents.
- There is an existing issue with rubbish and food waste disposal on the site; the bins are often left open and rubbish not always put in the bins, which attracts vermin (an on-going problem on the site), rubbish blowing around on windy days and bad smells on warm days.
- Several inaccuracies on the submitted plans, for example, sloping bank shown where it should be a fence and brick wall, and properties labelled wrongly e.g. Middle Street where it should be Princess Avenue.
- The Flood Risk Assessment (FRA) as submitted appears to be inaccurate. Believes that there is no public sewerage system for surface water to drain in to, as per the FRA. The proposal will see the amount of permeable ground (that is, the garden area) being reduced and as a result, excess surface water will run off into the surrounding properties.

6 Assessment

6.1 The main issues for consideration are the principle of the development and whether it would represent an over-intensive use of the site; design and appearance; and impact on neighbour amenity.

6.2 **Principle**

6.2.1 The proposed development is considered acceptable in principle, given the character of the area, which is residential. It is considered that the provision of a purpose built residential unit, to an existing building in the same use, would be

acceptable as it would provide additional accommodation suitable for students or other persons wishing to live together, instead of accommodating this need in an existing C3 dwelling house.

6.3 Design and Appearance

6.3.1 Planning permission was refused in 2019 for a similar scheme. The earlier proposal saw a single and two storey extension which was greater in length than the current proposal, was two storeys in height to the central part, and also resulted in a loss of two parking spaces. Reference 19/00332/FUL.

6.3.2 The extension as proposed would be built of traditional materials (brick and tile). It would be single storey and partially flat roofed. Given the low profile of the proposed extension, and being at the rear of the site, it is considered that the proposed development, subject to details of materials, would not have a detrimental impact on the visual amenity of the existing building or on the character of the street scene from Princess Avenue. It would not appear over-dominant, being single storey and seen in the context of the two and three storey building beyond.

6.3.3 The proposed development would utilise the existing unused garden area to the rear, and would make best use of the existing layout of the site. It would provide additional accommodation in a sustainable, urban location. Pedestrian access to the new unit would be provided direct from Middle Street, as well as an enhanced pedestrian access to the parking and bin store area to the rear.

6.4 Amenity

6.4.1 23 Princess Avenue, to the south east, is the property closest to the proposed development. Whilst it is acknowledged that this property is at a lower ground level to the application site, it is considered that as the proposed development is single storey, as there are no habitable windows at first floor level in the north west elevation of no. 23, and as a gap of 8.5m between the build and the side elevation of 23 would be maintained, there would be no significant impact on the amenity of the occupiers of this property in terms of loss of light or privacy, and it would not appear overbearing.

6.4.2 The extension would be mainly contained in the south west corner of the site. It would not be in direct view of the residents of Churston Court and as the element closest to the boundary would have a flat roof, it is considered that the extension would not have a significant impact on the amenities of the occupiers of these properties in terms of loss of light, privacy or outlook.

6.4.3 There is a minimum distance of 14m from the closest point of 24 Princess Avenue to the proposed development. As the proposal is single storey it is considered that the proposal would not have a significant impact on the amenities of the occupiers of this property in terms of loss of light, privacy or outlook. The bin store as proposed would be in the same position as the existing, albeit enlarged. Limited details of the bin store have been submitted, however these will be secured by condition. The height of the bin store would not need to be greater than the boundary treatment, and as such it is considered that the bin store as enlarged would not have a significant impact on neighbour amenity in terms of loss of light

or outlook. The bin store can be designed so as to minimise the opportunity to create anti-social behaviour through misuse.

6.4.4 In terms of its physical appearance, it is considered that the proposed development would not have a significant impact on the users of the resource centre, given the distance between.

6.4.5 The future occupiers would have an acceptable level of internal space and would have access to natural light and to an outlook, from all rooms. The occupiers would have safe and convenient access to the parking and bin store area, and direct access to the cycle storage area to the front and to Middle Street and the tram stop. The remaining garden areas would be retained and made available for all residents to use. Details of a landscaping scheme would ensure that the garden areas are enhanced and therefore more attractive to use. Open space such as that at Broadgate Park are nearby.

6.5 Access and Highway Safety

6.5.1 Pedestrian access to the rear of the building will be enhanced and as a result passive surveillance of the rear of the building would be increased. There are no changes proposed to the vehicle access from Middle Street.

6.5.2 In assessing the highway impacts of a proposal, paragraph 109 of the NPPF states that development should only be refused on transport grounds where the residual cumulative impacts are severe. Paragraph 105 provides a list of factors which should be taken into account, which includes the availability of and opportunities for public transport, and the type, mix and use of the development. Policy 10 of the ACS states that development should be designed so as to reduce the dominance of motor vehicles.

6.5.3 Whilst there would be a reduction in parking spaces provided (a loss of one space, reducing the number to five), the Highway Authority raise no objection in terms of highway safety. It is also acknowledged that the site is in a highly sustainable location, being located on a well-served public transport route (trams and buses), as well as a cycle route along Middle Street. The site is also within easy walking distance of the town centre and all amenities. As such, reliance on a private motor vehicle is likely to be low at this development. It is therefore considered that the loss of a parking space would not result in a detriment to highway safety, or increase the pressure for on-street parking in the vicinity. There are public car parks within a short distance of the application site.

6.5.4 The tram route runs directly adjacent to the site. In order to ensure the continued operation of the tram network, details of a construction management plan would be secured by condition.

6.6 Flood Risk

6.6.1 The application site is within Flood Zone 2. The adjacent resource centre falls within Flood Zone 3.

6.6.2 A Flood Risk Assessment has been submitted and the Environment Agency have raised no objection to the proposed development, subject to the minimum finished floor level of 27.56m AOD being secured by condition. The FRA states that the lowest ground level on the site is 27.93mAOD, and as such the minimum level is considered to be attainable.

6.6.3 It is noted that the adjacent site, the resource centre, is within Flood Zone 3 and as such is more susceptible to flooding at times of heavy rainfall. It is considered that the development of the application site would not have an impact on the designation of the adjacent site and would not in itself contribute to an increased risk of flooding to this facility. The development would need to be constructed in accordance with the building regulations in place at the time, and this would include surface water drainage. A detailed landscaping plan, which would include soft and hard landscaping, would be secured by condition, and this could contribute to ensuring surface water being allowed to drain away within the site.

6.7 Other Matters

6.7.1 A concern has been raised in regard to noise from the occupation of the development. It is considered that as the access points are located away from the adjacent dwellings (in the recessed area on the north west elevation, and on the north east elevation facing the car park), there would not be a significant rise in noise as a result of the development.

6.7.2 A construction management plan is required to be submitted and agreed. Whilst this is primarily required in order to ensure that the tram network will not be affected, the plan can be used to ensure that all works are contained, wherever appropriate, within the site so as to minimise disruption for the users of the resource centre.

6.7.3 The developer would need to ensure the stability of the site and this is not a material planning matter.

6.7.4 The enlarged bin store area should provide adequate facilities for all occupiers of Flewitt House. Details of the appearance of the bin store area will be secured by condition. The ongoing problems in regard to the use of the bin store area have been raised with the management of Flewitt House, via the planning agent.

6.7.5 There are some discrepancies on the plans as originally submitted, which mainly relate to labelling e.g. Middle Street instead of Princess Avenue. A request for the agent to amend the other inaccuracies, for instance the boundary treatment, has been made.

7 Planning Balance

7.1 The benefits of the proposal are the provision of purpose built accommodation in a highly sustainable location.

7.2 The negative impact is the loss of one parking space.

7.3 On balance, the loss of the parking space is not considered to outweigh the benefit of providing purpose built accommodation suitable for a range of occupiers.

8 Conclusion

8.1 It is recommended planning permission be granted subject to the conditions set out below.

<u>Recommendation</u>	
<p>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</p>	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with the Site Location Plan and drawings numbered 2599(08)G02 rev A and 2599(08)R01 rev B received by the Local Planning Authority on 16.11.20, 2599(08)004 rev B received by the Local Planning Authority on 30.11.20 and 2599(08)S02 rev C, 2599(08)E03 rev B, 2599(08)E04 rev B and 2599(08)E05 received by the Local Planning Authority on 07.12.20.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>The extension shall be constructed using bricks and tiles of a type, texture and colour so as to match those of the existing building.</p> <p><i>Reason: Limited details were submitted and to ensure the development presents a satisfactory standard of external appearance, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
4.	<p>No development shall take place until a construction plan detailing site access and proposals for the prevention of debris on the tram track have first been submitted to and approved in writing by the Local Planning Authority. The plan should also include provision for signs on exit of the site warning to check for trams, and details of how pedestrian flow will be managed.</p> <p><i>Reason: In the interests of highway safety and the continuity of service provision in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>

<p>5.</p>	<p>No above ground works shall take place until a landscaping scheme has been submitted to and approved by the Local Planning Authority. This scheme shall include the following details:</p> <ul style="list-style-type: none"> (a) numbers, types, sizes and positions of proposed shrubs (b) proposed boundary treatments (c) proposed hard surfacing treatment (d) proposed lighting details (e) planting, seeding/turfing of other soft landscape areas (f) appearance of the enlarged bin store (g) timetable for provision. <p>The approved scheme shall be carried out strictly in accordance with the agreed details.</p> <p><i>Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>6.</p>	<p>The approved landscaping shall be carried out not later than the first planting season following the substantial completion of the development or occupation of the extension, whichever is the sooner and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p><i>Reason: To ensure the development presents a more pleasant appearance in the locality and in accordance with Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>7.</p>	<p>Notwithstanding the details as submitted, the finished floor level of the extension shall be a minimum of 27.56m AOD.</p> <p><i>Reason: To ensure that the development does not result in an increase of flood risk for the future occupiers of the building and in accordance with the aims of Policy 1 of the Broxtowe Part 2 Local Plan (2019) and Policy 1 of the Broxtowe Aligned Core Strategy (2014).</i></p>
	<p>NOTES TO APPLICANT</p>

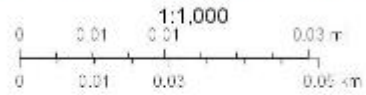
1.	The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.
2.	Given the proximity of residential properties, it is advised that contractors limit noisy works to between 08.00 and 18.00 hours Monday to Friday, 08.00 and 13.00 hours on Saturdays and no noisy works on Sundays and Bank Holidays. There should also be no bonfires on site at any time.
3.	Further details regarding undertaking of works adjacent to the tram network are available at https://www.thetram.net/work-near-the-tram.aspx

Flewitt House Middle Street



1/11/2021, 2:27:21 PM

-  Flood Zone 2
-  Flood Zone 3
-  Site



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Photographs



Front elevation



Shared access to the site and Middle Street Resource Centre



Rear (south east) elevation of Flewitt House



Looking toward Churston Court, across area of garden to be used for the development



Side elevation of 23 Princess Avenue



Parking area looking toward the access



View from parking area to south west boundary

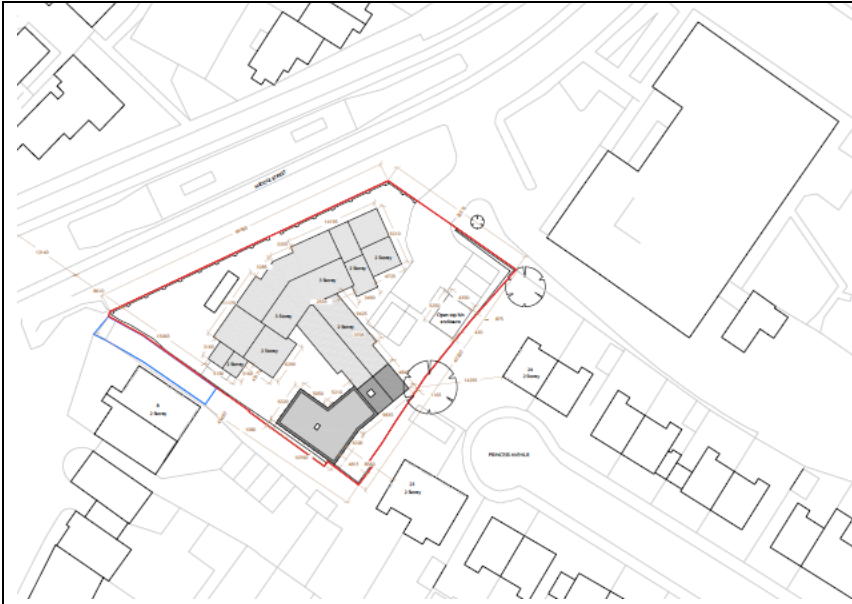


Existing bin storage area, photo taken by Management Company 14.01.21



Existing bin storage area, photo taken by Management Company 14.01.21

Plans (not to scale)



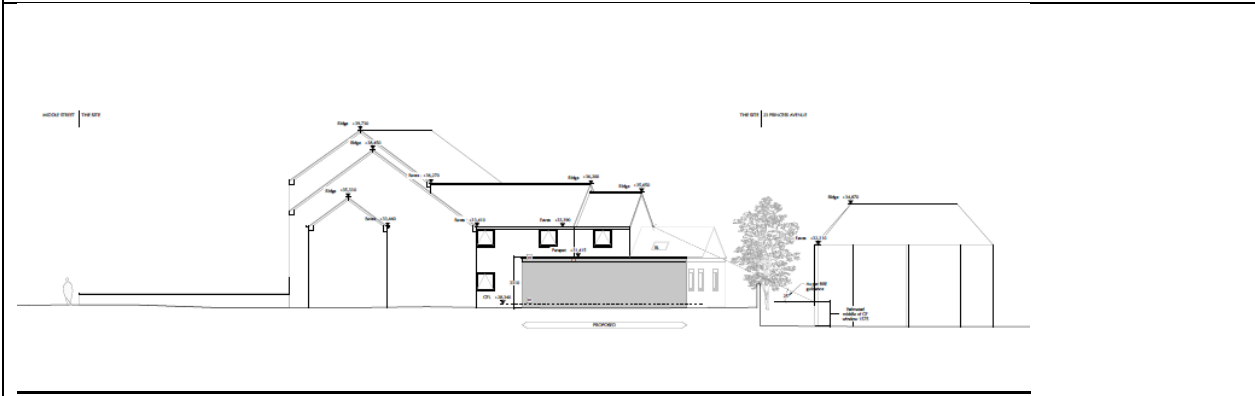
Proposed block plan



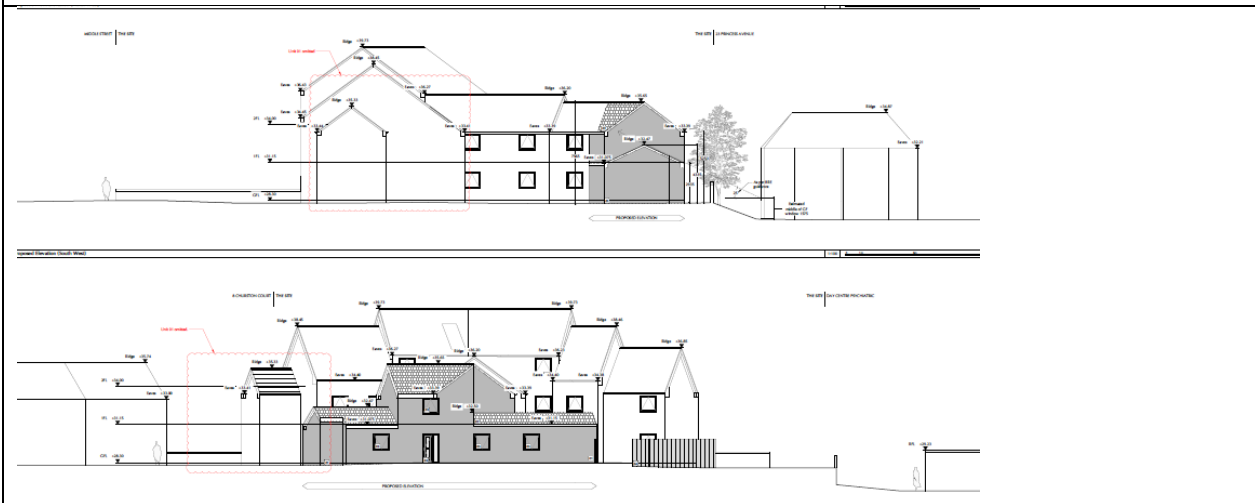
Proposed ground floor layout



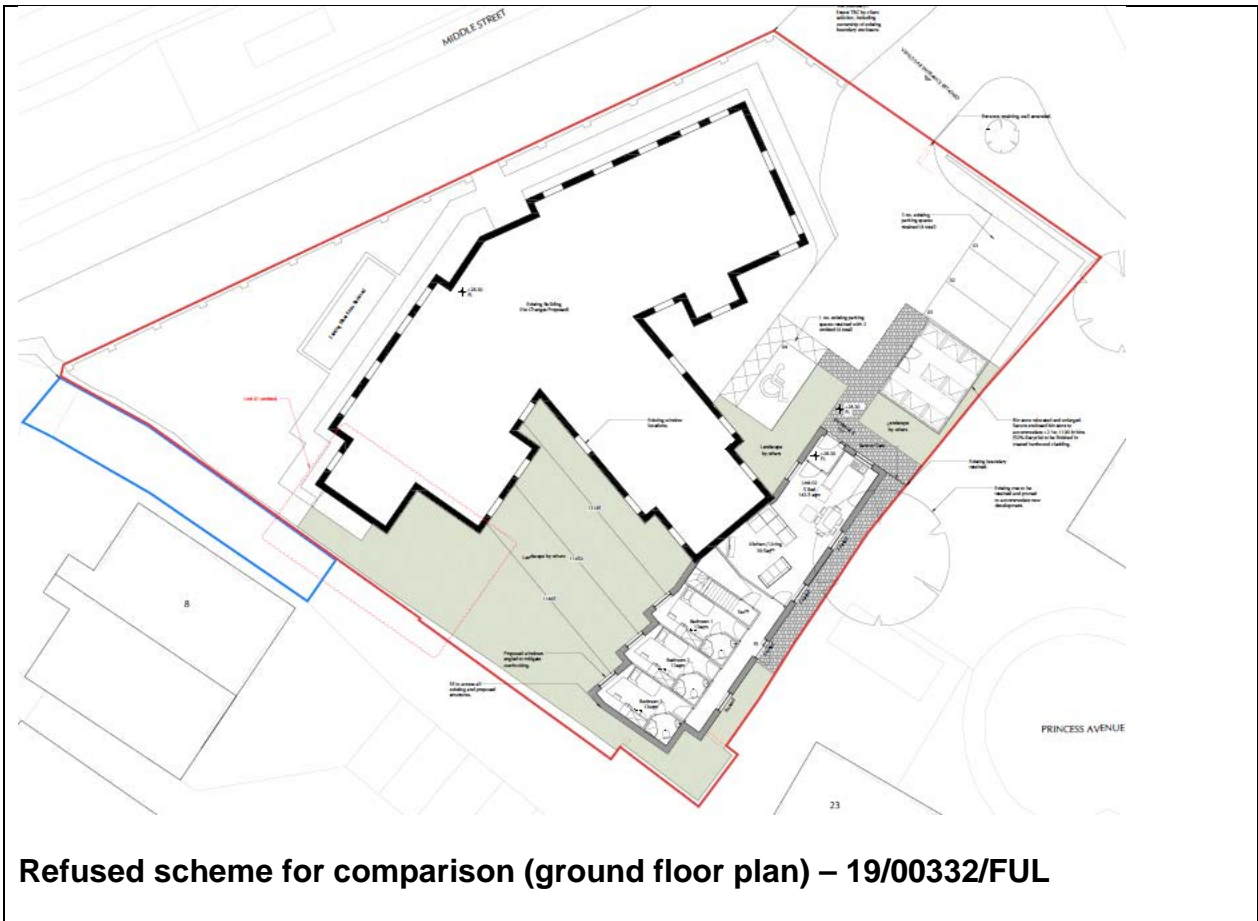
Proposed south east and north east elevations



Proposed south west elevation



Refused scheme for comparison (elevations) – 19/00332/FUL



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Report of the Chief Executive

APPLICATION NUMBER:	20/00837/FUL
LOCATION:	5 City Road, Beeston, NG9 2LQ
PROPOSAL:	Construct single and two storey rear extension and a rear dormer. Installation of bin stores to the frontage. Change of use from children’s day nursery (Class D1) to eight bed house in multiple occupation (revised scheme)

The application is brought to the Committee at the request of Councillor P Lally.

1 Executive Summary

- 1.1 The application seeks planning permission to construct single and two storey rear extensions and a dormer to the rear to facilitate a change of use from a children’s day nursery to an eight bed house in multiple occupation. Installation of two bin storage areas to the frontage is proposed. This is a revised scheme following the grant of planning permission for a similar proposal in 2020.
- 1.2 The site contains a two storey building currently in use as a children’s day nursery. The site is within Beeston Town Centre.
- 1.3 The main issues relate to whether the use would have an impact on the vitality and viability of the town centre; whether the development would have an acceptable impact on the character and appearance of the building and surrounds in terms of design; and impact on neighbour amenity.
- 1.4 The benefits of the proposal are that the development would provide accommodation in an existing urban area and would be in accordance with the policies contained within the development plan. This is given significant weight. There would be a potential impact on neighbour amenity but for the reasons set out in the appendix, this is outweighed by the benefits of the scheme.
- 1.5 The Committee is asked to resolve that planning permission be granted subject to conditions outlined in the appendix.

Appendix 1

1 Details of the Application

- 1.1 The ground floor single storey extension will be further extended into the rear garden, by 6.8m, and a first floor extension is proposed above the existing extension and part of the new ground floor extension, to a depth of 5.7m from the rear elevation of the main building. The ground floor extension would maintain a flat roof, and the first floor would have a gable roof. A flat roof dormer would be built in the rear roof slope (to the north west side of the roof) and this would be a maximum of 4m wide, be set in from the eaves by 410mm, and set down from the ridge by 580mm. It would be faced in tiles to match the existing roof.
- 1.2 The property would then be converted to an eight bed HMO comprising three bedrooms with en-suites and an open plan communal kitchen/living and dining room to the ground floor; a further four bedrooms with en-suites to the first floor, and the eighth bedroom with en-suite in the roof space.
- 1.3 Two bin stores of timber construction, measuring 2.2m wide by 1.2m depth and a maximum of 1.9m high, are proposed within the front garden area, and a cycle storage area is proposed to be sited in the rear yard.

2 Site and surroundings

- 2.1 The property is a two storey double fronted building set back from the public highway, and is in use as a children's day nursery. The property is attached to 3 City Road, a two storey dwelling understood to be in HMO use. To the rear, there is a single storey flat roof extension within the inset to the south east elevation. There is a rear yard enclosed by a 2m high brick wall. There is a gate to the rear yard which gives access via a path onto Regent Street.
- 2.2 3 City Road, to the north west of the site, has a two storey rear extension directly adjacent to the common boundary. There are no windows on the facing elevation. 114 to 120 High Road also share the common boundary to the north east. These are two and three storey retail units, some with living accommodation at first and second floor, which have their rear elevations facing toward the site. A path leading from Regent Street serves the rear of these and adjacent properties on the High Road as well as giving gated access to the rear yard of the application site. The applicant has ownership of all of the properties served by this access, including 118 to 124 High Road, and 2 to 6 Regent Street.
- 2.3 To the rear of the site, on Regent Street, there is a group of three single storey flat roofed retail units which are built close to the rear common boundary. 8 Regent Street, to the south east of these retail units, is a two storey dwelling with a rear garden that shares the common boundary with the rear yard of the site. This property backs on to 7 and 7A City Road, a pair of semi-detached dwellings, which are to the south east of the site. No. 7 City Road has a first floor bathroom window on the side elevation facing the site. The rear elevation of 7 and 7A projects past the rear elevation of the nursery building.

2.4 To the south west of the site and on the opposite side of City Road, there is a public car park. The site is allocated as being within the Beeston Town Centre boundary.

3 Relevant Planning History

3.1 Planning permission was granted in 1988 for a change of use from residential to office use. Reference 88/00525/FUL.

3.2 Planning permission was granted in 1992 for a change of use to a children's day nursery. Reference 92/00131/FUL.

3.3 Planning permission was granted in 2020 for single and two storey rear extensions and change of use from children's day nursery to eight bed house in multiple occupation. This was through delegated powers. The scheme was similar to that being considered under the current application, with the exception that the rear extension at ground floor was 5.5m and 5m at first floor. No dormer was proposed. Reference 20/00037/FUL.

4 Relevant Policies and Guidance

4.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

4.1.1 The Council adopted the Core Strategy (CS) on 17 September 2014.

- Policy A: Presumption in Favour of Sustainable Development
- Policy 6: Role of Town and Local Centres
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity

4.2 **Part 2 Local Plan 2019:**

4.2.1 The Council adopted the Part 2 Local Plan (P2LP) on 16 October 2019.

- Policy 10: Town Centre and District Centre Uses
- Policy 15: Housing size, Mix and Choice
- Policy 17: Place-making, Design and Amenity

4.3 **National Planning Policy Framework (NPPF) 2019:**

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 12 – Achieving well-designed places.

5 Consultations

5.1 **Council's Environmental Health Officer:** No objections. Note to applicant in respect of hours of construction / demolition and no bonfires on site.

5.2 **Council's Waste and Recycling Officer:** The development will be allocated 4 x 240 litre bins and 2 x 37 litre bags. Bin store needs to be able to accommodate the allocated bins, and should not be more than 15m from the adopted highway.

5.3 **Council's Private Housing Officer:** No objections.

5.4 17 properties either adjoining or opposite the site were consulted. No responses were received.

6 Assessment

6.1 The main issues for consideration are whether the use would have an impact on the vitality and viability of the town centre; whether the development would have an acceptable impact on the character and appearance of the building and surrounds in terms of design; and impact on neighbour amenity.

6.2 **Principle**

6.2.1 Policy 6 of the Broxtowe Aligned Core Strategy and Policy 10 of the Broxtowe Part 2 Local Plan both seek to ensure that the vitality and viability of designated shopping areas are safeguarded, and that a good proportion of A1 retail uses are retained, or, where a change of use is proposed, do not result in an over-concentration of non-retail uses. It is considered that, as the site is not part of a primary shopping frontage, is located on a side street between existing residential uses, and would not result in the loss of an A1 retail unit, the proposed change of use would not have a detrimental impact on the vitality and viability of the town centre. In addition, a similar proposal has recently been granted permission.

6.2.2 Policy 8 of the Broxtowe Aligned Core Strategy requires 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. Residential developments should also contain adequate internal living space. Policy 15 of the Broxtowe Part 2 Local Plan seeks to ensure that residential developments provide a mix of housing to ensure that the needs of the residents of all parts of the borough, and all age groups, are met. It is considered that the creation of an eight-bedroom HMO would contribute to providing a mix of housing types, and is in a highly sustainable location. Furthermore, as the property is not in use as a dwelling, the use as a HMO would be more appropriate than the conversion of an existing C3 dwelling to provide the same accommodation.

6.3 **Design**

6.3.1 There are no external alterations proposed to the front elevation and as such it is considered that there would be no significant impact on the character and appearance of City Road, aside from the introduction of bin stores. The extensions to the rear, which consist of a first floor gable roof extension above the existing ground floor extension, a flat roof ground floor extension to the existing extension, and a flat roof dormer, would be visible from Regent Street, to the rear, however views would be limited and be from between the retail units on High Road and the flat roof units on Regent Street. It is considered that the gable end extension at first floor and the rear dormer, which would be the most visible, would be in keeping with the character and appearance of the main building, subject to the use of matching materials secured by condition, with the ridge height of the gable end and the dormer being lower than the corresponding part of the existing roof. This would

ensure that the extension and dormer are not unduly prominent when viewed from the public domain.

- 6.3.2 Two bin storage areas are proposed which would be located within the frontage of the property. Whilst bin storage would preferably be located within the rear yard area, it is noted from a visit to the site that the access path leading from Regent Street is shared with the adjacent retail units who already use this access to store waste bins. As such it would not be reasonable to require the bin storage to be located in the rear yard, due to conflict with other users. Details of the bin storage areas have also been submitted, and these would take the form of two x purpose built timber containers. The bin stores are considered acceptable and would help to minimise clutter on the street frontage.

6.4 Amenity

- 6.4.1 1 and 3 City Road are the attached terraced dwellings to the north west of the site. 3 City Road is occupied as a HMO. This property has been extended at ground and first floor level and projects past the rear elevation of 5 City Road. There are no windows in the side elevation of no. 3. As the proposed extensions would be to the south east side of the property, it is considered that the proposed extensions would not have a significant impact on the amenities of the occupiers of 1 and 3 City Road.
- 6.4.2 7 and 7A City Road are a pair of semi-detached two storey properties to the south east of the site. These properties are at a lower ground level (approx. 0.5m). 7 City Road is the property directly adjacent to the site. The rear elevation of this property extends 5.2m beyond the rear elevation of the application site building. There is a bathroom window at first floor level in the side elevation facing the site. The rear elevation of the proposed first floor extension will extend 0.7m beyond the rear elevation of no. 7, and a gap of 2.2m will be maintained between the side elevation of no. 7 and the proposed side elevation of the first floor extension. The ground floor extension would project 5.2m beyond the rear elevation of no. 7. Whilst it is noted that the ground level of the application site is higher than that at no. 7, the extensions would be north west of this property, would have a flat roof to the ground floor element and a gap of 2.2m would be maintained. As such it is considered that the proposed extensions would not have an unacceptable impact on the amenities of the occupiers of 7 City Road.
- 6.4.3 In regard to the retail units and accommodation above on High Road, to the north west of the site, there are three small windows at first floor level which face the site. These windows are a minimum of 11m distance from the closest point of the proposed first floor rear extension. There would be no direct view between these properties. As such it is considered that the proposal would not have a significant impact on the amenities of the occupiers of these properties.
- 6.4.4 The single storey retail units to the rear (north east) have no windows facing the site and as such it is considered that the proposal would not have a significant impact on the occupiers of these units. There are residential properties to the south east of these units, on Regent Street, and there would be a minimum distance of 20m between the proposed first floor extension and the rear elevation of the nearest residential property, and additionally, would have an oblique view toward the site.

As such, it is considered that the proposal would not have a significant impact on the occupiers of these properties.

6.4.5 Internally, the layout sees each bedroom on the ground and first floors to have both an adequate amount of internal space and access to a window for natural light and to an outlook. Bedroom 8, at second floor and within the roof space, would be larger than the others and would have an adequate amount of internal space, and would have access to natural light, as the room is served by a dormer window and an additional roof light to its' en-suite. Given that the proposal would also provide a generous communal living/dining/kitchen area, it is considered that, on balance, the amenities of the occupiers would be satisfactory. It is also noted that the property would retain a large outdoor area for the benefit of the residents, and open space at Broadgate Park is in close proximity.

6.5 Access

6.5.1 There is no provision for off street parking within the site and it is considered that this is acceptable, since the property is in a sustainable location, close to all amenities and to public transport. A cycle store will be provided within the rear yard area. Access for the occupiers would be from City Road, as the principle entrance, with a secondary access from Regent Street.

7 Planning Balance

7.1 The benefits of the proposal are that the use as residential would be compatible with the neighbouring uses and would be in a sustainable location. The proposed extensions would enable a good standard of living accommodation for the future occupiers.

7.2 The negative impacts are the potential for some loss of neighbour amenity.

7.3 On balance, it is considered that the impact on neighbour amenity would not be significant so as to outweigh the benefits of the proposed development, which complies with adopted policy.

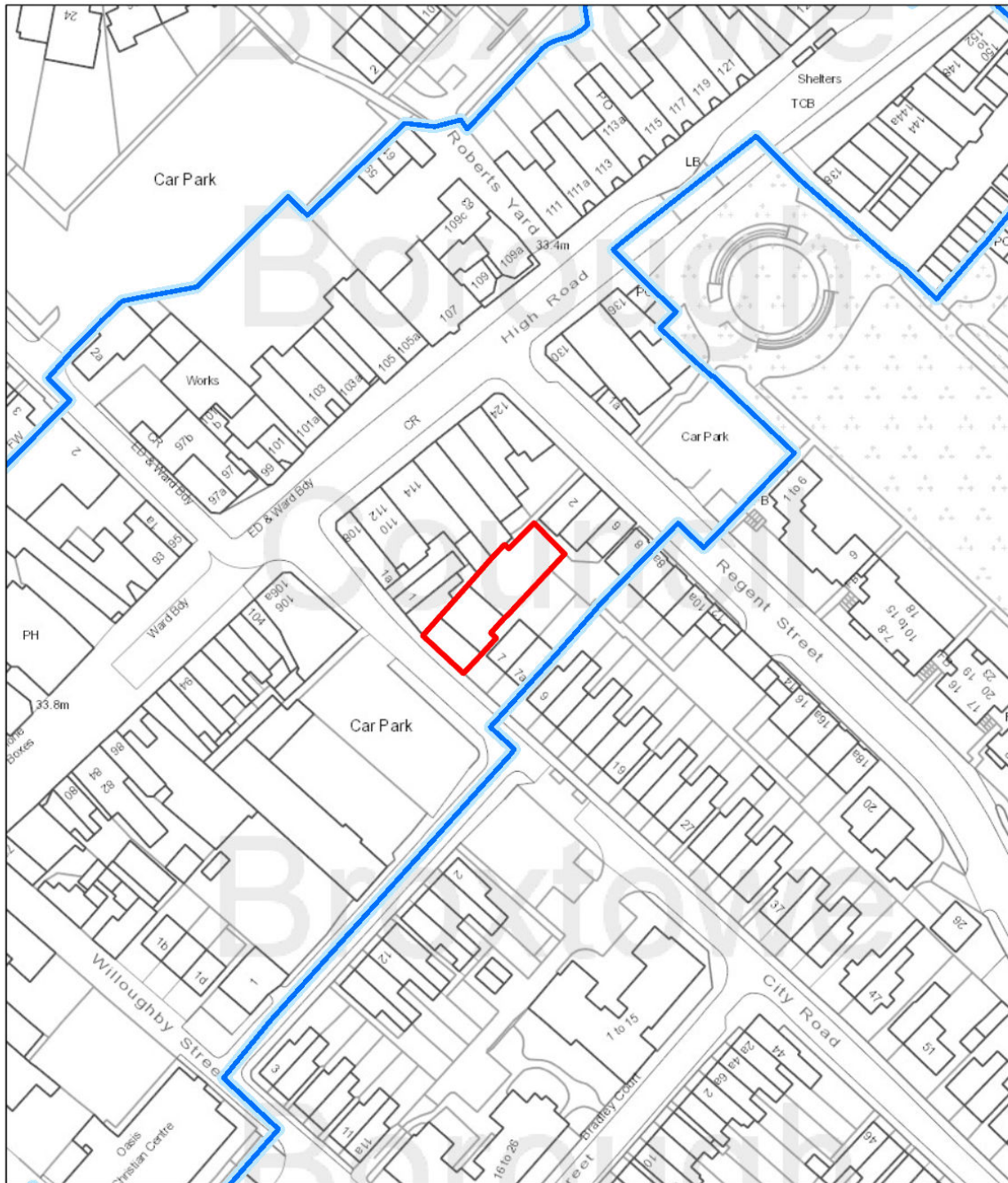
8 Conclusion

8.1 For the reasons set out above, it is considered that the development is acceptable and that planning permission subject to the conditions set out below should be granted.

<u>Recommendation</u>	
The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with the Site Location Plan and proposed Block Plan (2050/P01) and drawing numbers 2050/P04, 2050/P05, 2050/P06, 2050/P07, 2050/P08, and 2050/P09, received by the Local Planning Authority on 02.12.20.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>The extension and dormer shall be constructed using bricks and tiles of a type, texture and colour so as to match those of the existing building.</p> <p><i>Reason: To ensure a satisfactory standard of external appearance and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
4.	<p>No part of the use hereby permitted shall be occupied until the bin storage areas have been provided in accordance with the approved details.</p> <p><i>Reason: To ensure a satisfactory standard of external appearance and to ensure satisfactory provision for waste disposal, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
NOTES TO APPLICANT	
1.	The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.
2.	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 0345 762 6848.

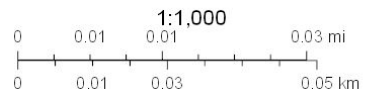
	Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority
3.	Given the proximity of residential properties, it is advised that contractors limit noisy works to between 08.00 and 18.00 hours Monday to Friday, 08.00 and 13.00 hours on Saturdays and no noisy works on Sundays and Bank Holidays. There should also be no bonfires on site at any time.

5 City Road



1/12/2021, 10:45:53 AM

-  Site
-  Town Centre Boundaries



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Photographs



Front elevation. 7 City Road is to the right, with 1 and 3 City Road to the left



Rear elevation of the site, with 7 and 7A City Road to the left. Photo taken from first floor external landing to 118A and 120A High Road



Rear elevation of 5, 3 and 1 City Road (l to r)



View over retail units on Regent Street and toward residential properties to the south east

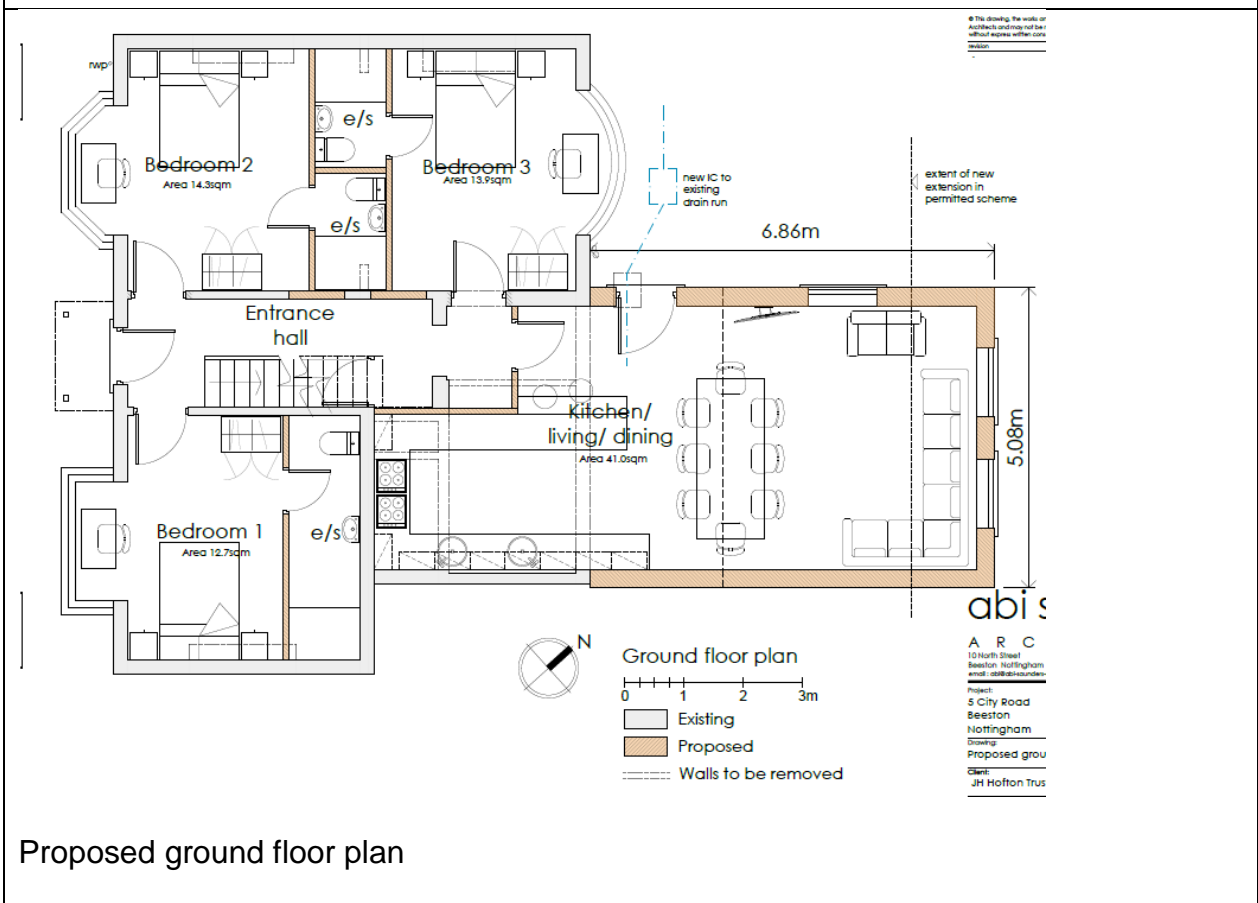


Access to rear yard from Regent Street

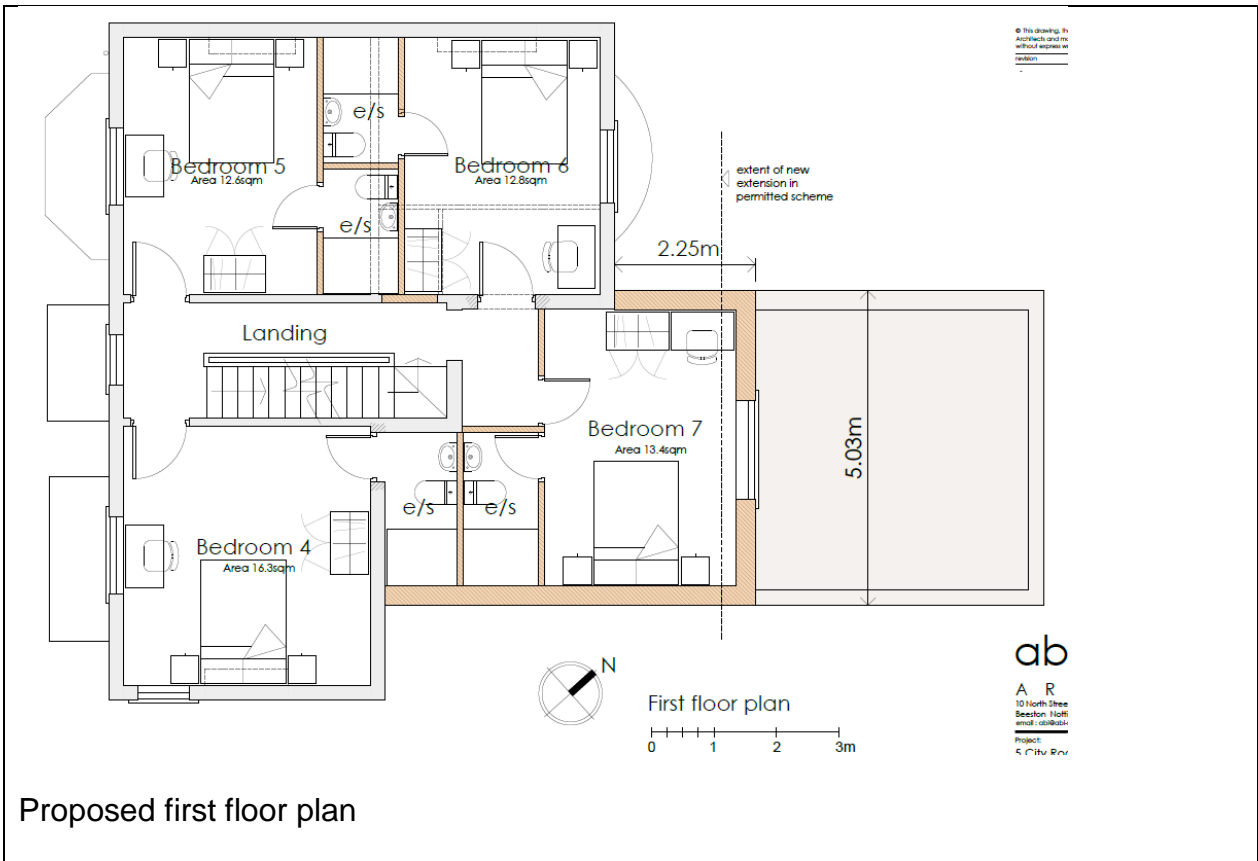
Plans (not to scale)



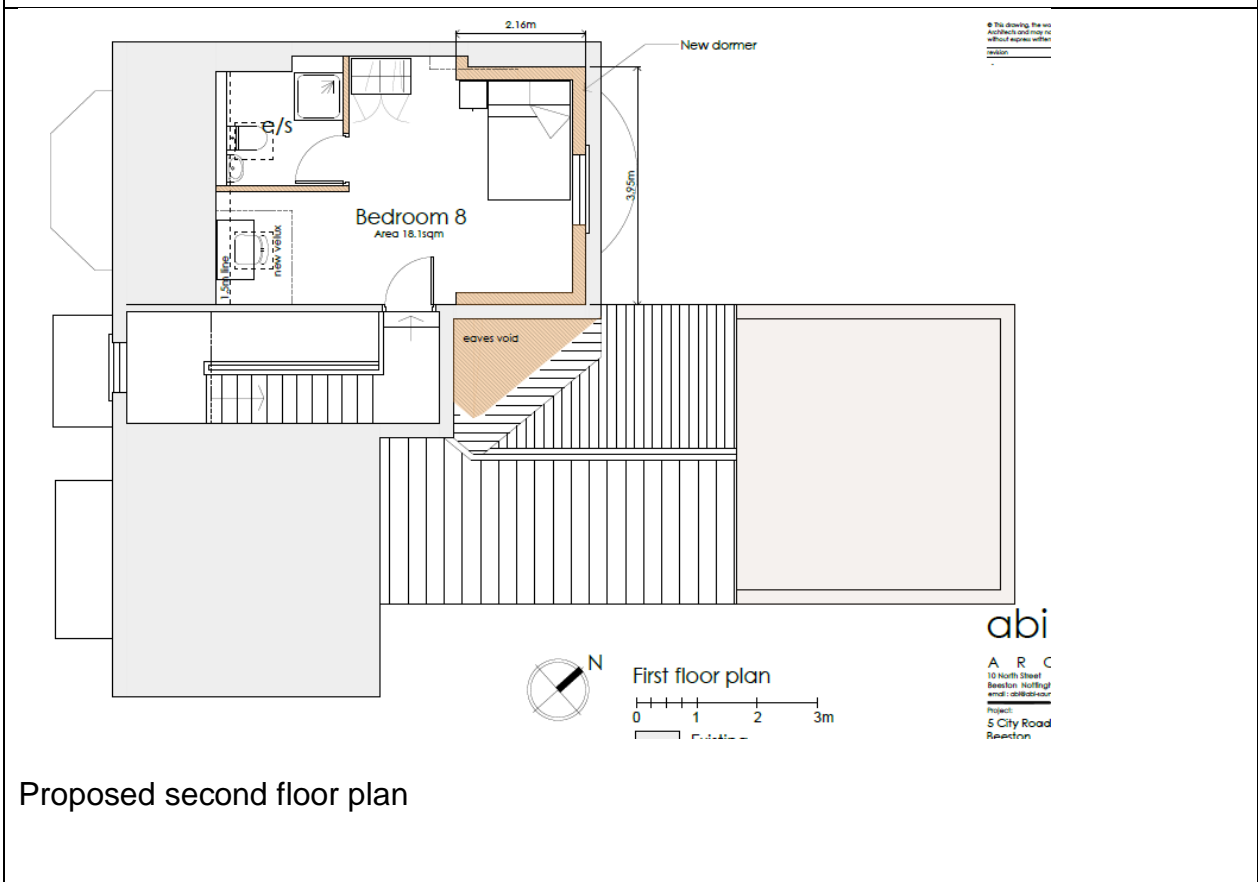
Proposed elevations



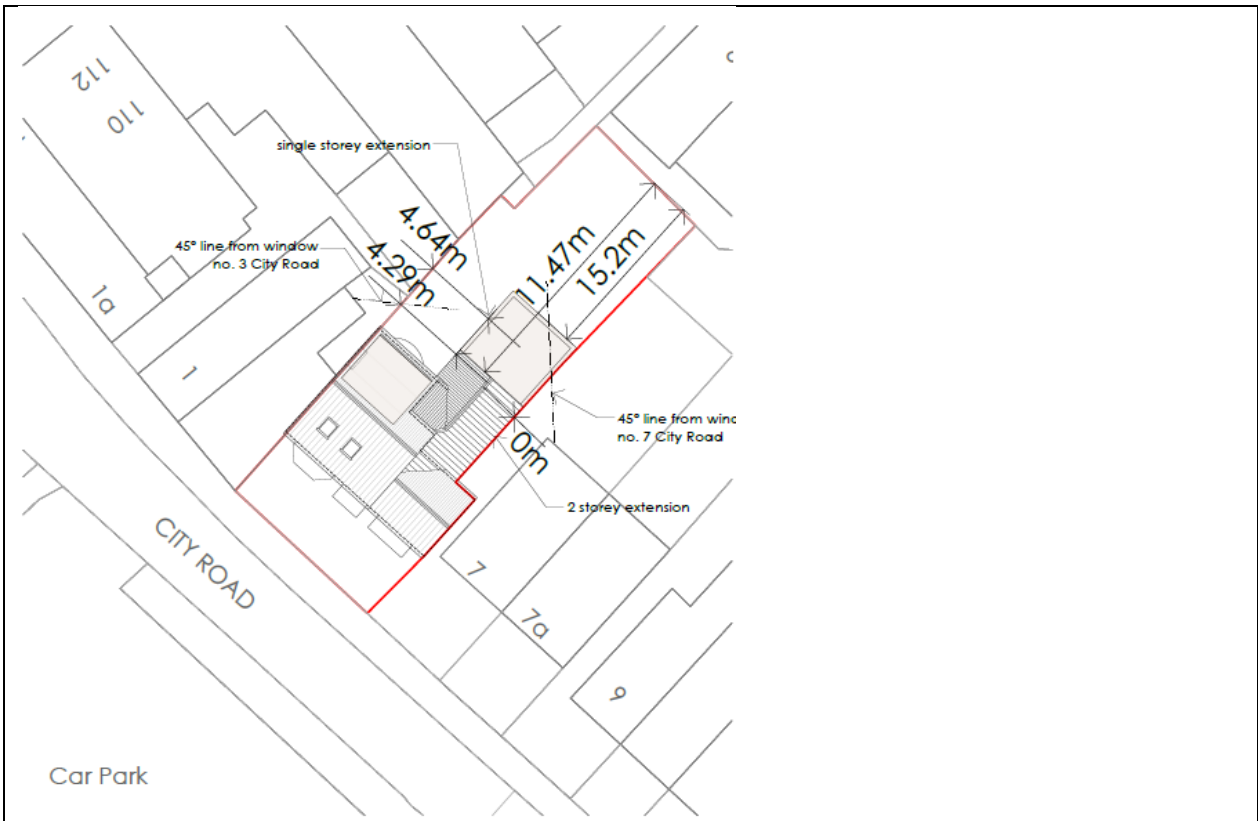
Proposed ground floor plan



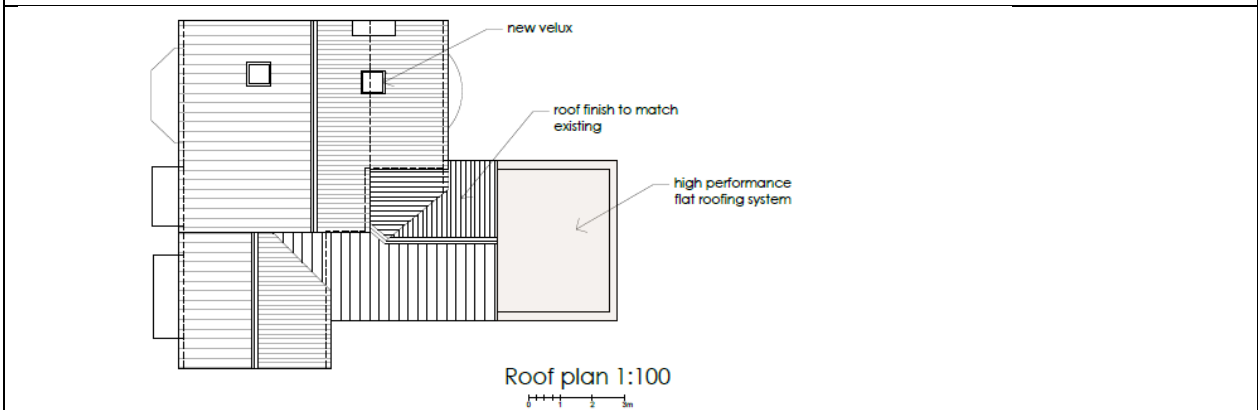
Proposed first floor plan



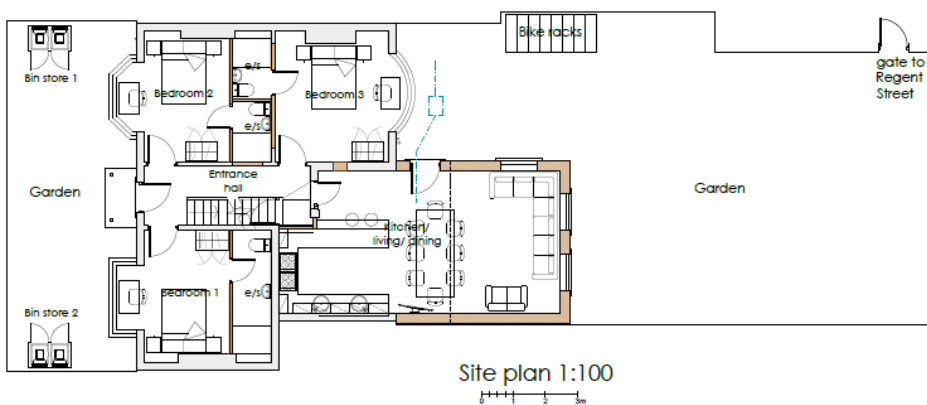
Proposed second floor plan



Proposed block plan



Roof plan 1:100

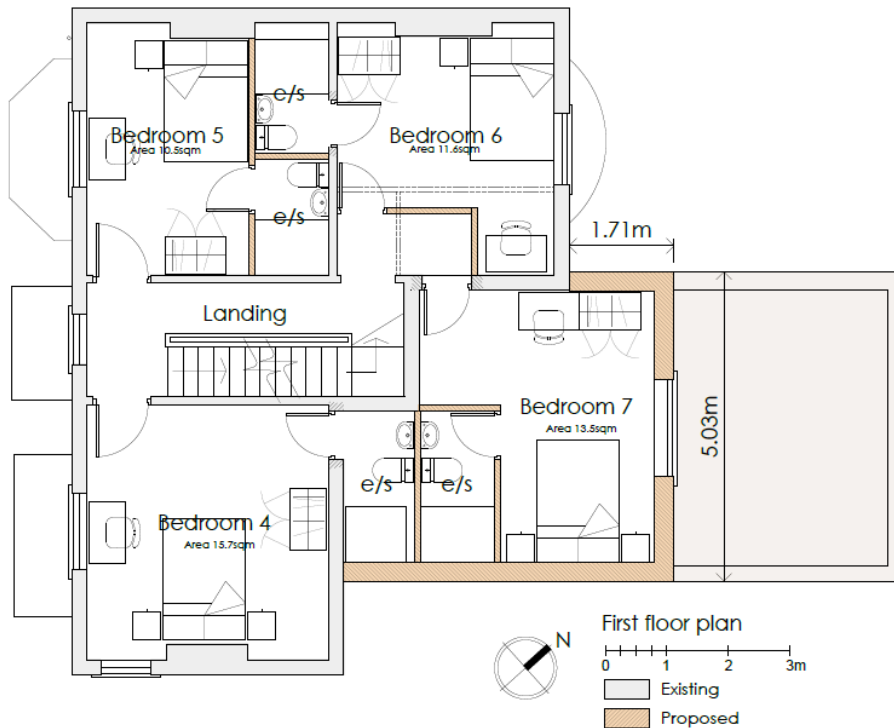


Site plan 1:100

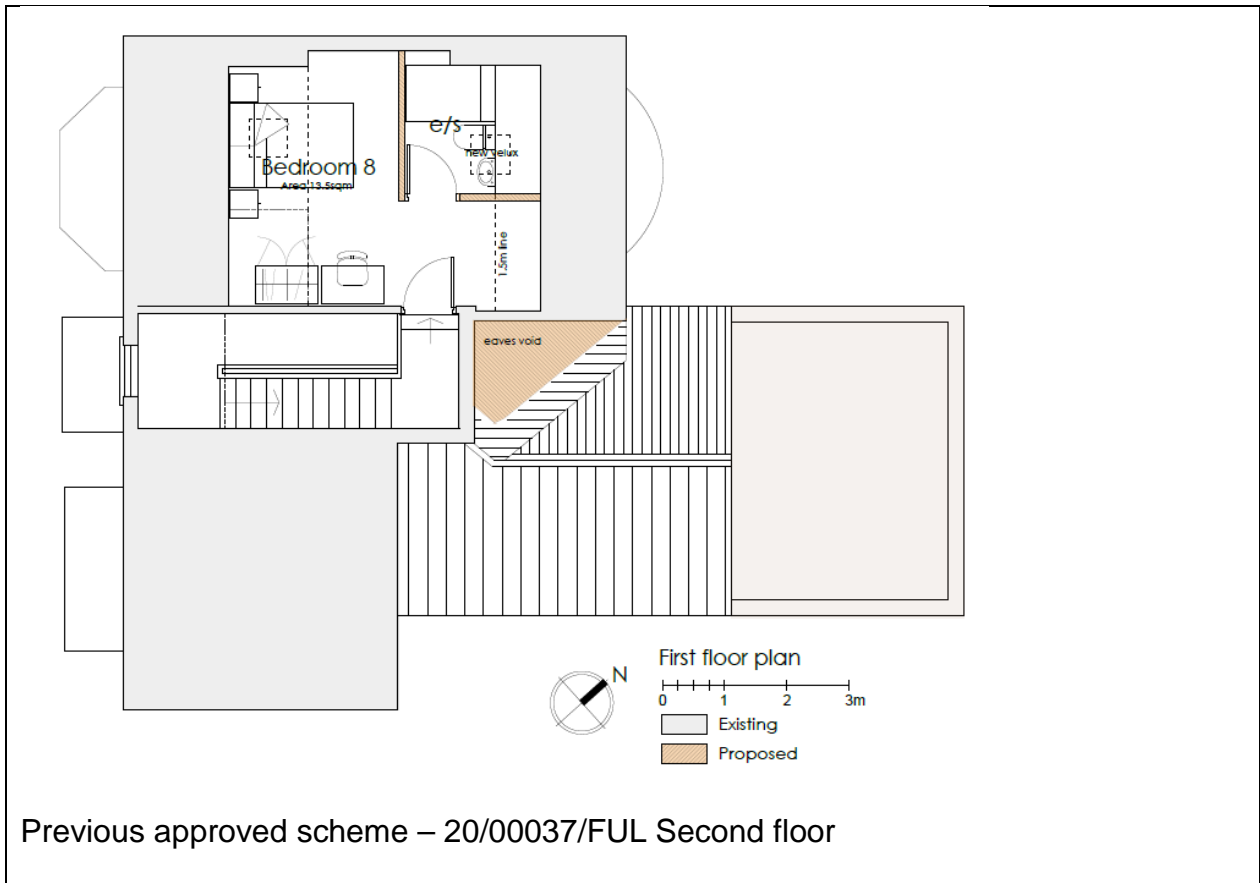
Previous approved scheme – 20/00037/FUL site plan and ground floor



Previous approved scheme – 20/00037/FUL Elevations



Previous approved scheme – 20/00037/FUL First floor



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Report of the Chief Executive

APPLICATION NUMBER:	19/00668/FUL
LOCATION:	BEESTON MALTINGS, DOVECOTE LANE, BEESTON, NG9 1JG
PROPOSAL:	Construct 74 dwellings

The application is brought to the Committee as it is a major application and there are issues in respect of viability.

1 Executive Summary

- 1.1 The application seeks planning permission for the construction of 74 dwellings and associated infrastructure.
- 1.2 The site is currently cleared aside from a motor vehicle repair business which occupies the north east part of the site, parallel to the railway line, and a two storey former gatehouse building to the north of the site. There is an existing access on to the site from Dovecote Lane. The site is within Flood Zones 2 and 3.
- 1.3 The main issues relate to whether the proposal is in accordance with the criteria set out as part of the allocation of the site as residential; if there would be harm to any heritage assets in the area; whether the proposal would result in an increase to flood risk; whether the proposal would have an unacceptable impact on highway safety; and whether there would be an unacceptable impact on neighbour amenity.
- 1.4 The benefits of the proposal are that it is an allocated site for residential development and would return a vacant site back to use; would provide 100% affordable housing; would provide an opportunity to provide a future link through to the adjacent site, enhancing connectivity; is in a sustainable location with good access to public transport and to community facilities; and would provide a good standard of living accommodation for the future occupiers. The development would be in accordance with the policies contained within the development plan. This is given significant weight. There would be an impact on the local road network and on neighbour amenity but this is outweighed by the benefits of the scheme.
- 1.5 The committee is asked to resolve that planning permission be granted subject to the conditions outlined in the appendix, and to the prior signing of a Section 106 Agreement.

Appendix 1

1 Details of the Application

- 1.1 74 dwellings, comprising a mix of two, three and four bed semi-detached and terraced homes and one-bed apartments within two blocks are proposed, with vehicular and pedestrian access from a new access point off the southernmost end of Dovecote Lane. The layout sees a main spine road running parallel to the railway line, with three cul-de-sacs to the north side of and at right angles to the spine road.
- 1.2 Provision for a future pedestrian and cycle link through to the adjacent development (Hetley Pearson site) has been shown to the south west of the site, between plot 66 and the apartment block (plots 67 to 74).
- 1.3 The gatehouse (an existing two storey vacant dwelling), fronting Dovecote Lane, and the motor repair business buildings to the south of the site will be demolished as part of the development.
- 1.4 The housing mix would be 16 x one bed (two person) apartments, in two blocks of two storey height; 28 x two bedroom two storey dwellings; 28 x three bed two storey dwellings; and two x 4 bed two storey dwellings.
- 1.5 The dwellings are to be built on behalf of a Housing Association, and 100% of the development will be for affordable housing.
- 1.6 The houses would all have access to dedicated parking either to the front or side of each property. Unallocated parking for the apartments would be provided in curtilage for each block.

2 Site and surroundings

- 2.1 The site is a linear plot of land running parallel to and north west of the Nottingham – Derby railway line. The site is accessed off Dovecote Lane, which forms the north east boundary to the site. Existing housing development backs on to the north west boundary (Redwood Crescent, and the newer development at Cartwright Way), wrapping round to the south west boundary. There is a narrow strip of amenity land separating the newer development on Cartwright Way from the railway land, which adjoins the application site. This strip of land connects to playing fields / open space beyond and to the south west of Cartwright Way.
- 2.2 There is a Building of Local Interest within the site, being a two storey property known as the Gatehouse, which is directly adjacent to Dovecote Lane. There are several other buildings of local interest in the immediate area; Victoria Hotel to the north east, opposite the site; all the terraced housing to the south west side of Dovecote Lane and semi-detached dwellings to the north east side of Dovecote Lane, between Barton Street and Grove Street. Station Villas, to the north east of the Victoria Hotel, are also Buildings of Local Interest. Buildings and structures at the Beeston train station, to the north east, are Grade II Listed.

2.3 The majority of the site is undeveloped and has recently been cleared. There is a strip of land parallel to the railway line which is occupied by a motor body repair business. This land would be included in the application site.

2.4 The site is allocation in the Part 2 Local Plan for housing, and is mainly within Flood Zone 3, with part of the site, to the south west adjacent to the railway line, falling within Flood Zone 2.

3 Relevant Planning History

3.1 Prior to 2007, there has been no relevant planning history for the site. In 2007 a full planning application was submitted for the development of the site (excluding the motor repairs business) for 56 dwellings. The application was withdrawn following issues regarding highways, drainage and flood risk that could not be resolved during the determination of the application. Reference 07/00098/FUL.

3.2 Later in the same year, a revised application on the same site was submitted. This was for 56 dwellings and was withdrawn prior to a decision, in order to allow for time for the applicant to negotiate with the landowner and the owner of the car repairs business so that that land could be purchased and incorporated within the development site, so as to avoid any potential for noise nuisance. Reference 07/01038/FUL.

3.3 In 2012, an application was submitted for the demolition of the Maltings Building, and permission subsequently granted. Reference 12/00153/DEM. The building has since been demolished and the Maltings site cleared, with the exception of the motor repair business buildings, the gatehouse building which is adjacent to Dovecote Lane, to the north part of the site, and an electricity sub-station, located to the rear of 66 Dovecote Lane.

4 Relevant Policies and Guidance

4.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

4.1.1 The Council adopted the Core Strategy (CS) on 17 September 2014.

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1: Climate Change
- Policy 2: The Spatial Strategy
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 11: Historic Environment
- Policy 14: Managing Travel Demand
- Policy 16: Green Infrastructure, Parks and Open Space
- Policy 17: Biodiversity
- Policy 19: Developer Contributions

4.2 **Part 2 Local Plan 2019:**

4.2.1 The Council adopted the Part 2 Local Plan (P2LP) on 16 October 2019.

- Policy 1: Flood Risk
- Policy 3.6: Beeston Maltings
- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions
- Policy 23: Proposals affecting Designated and Non-designated Heritage Assets
- Policy 24: The Health and Wellbeing Impacts of Development
- Policy 28: Green Infrastructure Assets
- Policy 31: Biodiversity Assets
- Policy 32: Developer Contributions

4.3 National Planning Policy Framework (NPPF) 2019:

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 5 – Delivering a sufficient supply of homes.
- Section 8 – Promoting healthy and safe communities.
- Section 9 – Promoting sustainable transport.
- Section 12 – Achieving well-designed places.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change.
- Section 16 – Conserving and enhancing the historic environment.

5 Consultations

5.1 Council’s Conservation Officer: Consider that the retention of the Gatehouse should form part of the development, as the building provides context to the former use of the site, and has a historical link to the Victoria Hotel opposite. The architecture of the Gatehouse makes a positive contribution to the street scene. The development should include a restoration project of the retained building, and the scale and massing replicated for the remaining plots fronting Dovecote Lane, with the use of selective materials and architectural detailing interpreted with a modern architectural style. Further comments received on the revised Heritage Statement. Considers that the revised statement is robust and is correct in its assessment of Historic England’s Principles of Conservation. Notwithstanding this, remains of the opinion that the gatehouse should be retained as it is of a domestic scale and therefore in line with the proposed development, and also provides a positive contribution to the street scene. Conclude that there is value in retaining pockets of the town’s history.

5.2 Council’s Environmental Health Officer: No objections subject to a condition securing an investigative survey in regard to contaminated land, to be submitted and approved prior to commencement of the development; a condition to secure glazing and ventilation in accordance with the noise assessment report; a condition requiring details of any piling or other similar methods to be submitted and approved prior to commencement; and notes to applicant in regard to hours of work during the demolition / construction phase and no bonfires on site during these phases.

- 5.3 **Council's Parks and Leisure Officer:** More detail required in regard to size, species and management of the landscaping. Require a financial contribution towards the provision and maintenance of off-site open space of £107,899.40 to be allocated to the adjacent Hetley Pearson Site. Needs to be a pedestrian link through to the adjacent residential site (Cartwright Way).
- 5.4 **Council's Private Housing Officer:** No objections. Layout of the ground floor apartments needs to ensure that there is an adequate escape route in the event of fire.
- 5.5 **Council's Waste and Recycling Officer:** Sets out the requirements for amount of bins required for each type of dwelling and size of storage area. Also requires that any adopted road would need to be of a sufficient width to accommodate a refuse vehicle, alternatively, bins need to be taken to within 15m of a collection point (adopted highway).
- 5.6 **Environment Agency (EA):** Initially objected to the Flood Risk Assessment (FRA) as submitted, on the grounds that the FRA did not adequately assess flood risk in relation to keeping people safe from identified flood hazards; requirement for flood emergency planning; taking impact of correct climate change allowances into account; inadequate mitigation measures and details of safe access and egress in the event of flood. The applicant has worked with the EA and following the receipt of a revised FRA and amended site plan, along with mitigation measures such as undercroft voids to each dwelling and a sunken channel to the north west of the site (along the rear of Redwood Crescent), the EA now have no objection to the development subject to a condition requiring the development to be carried out in accordance with the revised FRA dated November 2020. This will be secured by condition.
- 5.7 **County as Highway Authority:** Initial concerns relating to Transport Assessment data; Travel Plan data; parking layout; width of roads; and lack of adequate swept path analysis for refuse vehicles. Amended site layouts and information have been received, and the Highway Authority are satisfied that no off-site junction improvements are necessary, and that the Travel Plan is acceptable. A Traffic Regulation Order (TRO) will be required for the area to the front of the Victoria Hotel. Internal to the site, the three cul-de-sacs, due to the inadequacy of the turning heads, would not be adopted as they are not sufficient to accommodate refuse vehicles. Recommend conditions be imposed in respect of securing the TRO; details of management and maintenance of the unadopted roads; no occupation until parking areas provided; details of a Construction Method Statement; no occupation until off site highway works completed; and details of bin collection points to be agreed.
- 5.8 **County Policy Team:** In relation to Heritage, would need to secure a program of archaeological recording of the site, given the past historical uses, which could be secured by condition. Considers that the gatehouse (former managers house), which would be demolished as part of the development, is worthy of inclusion on the Nottinghamshire Historic Environment Record and as such is sufficient to properly identify the building as a non-designated heritage asset. As such there is no reason that this building should not be included as part of the development of the site, and would ensure that a significant component of the area's industrial

heritage can be utilised to enhance the local identity of the site. In regard to planning obligations, a financial contribution of £286,500.00 for secondary education is required, for the provision of additional places at local schools.

- 5.9 **County as Lead Local Flood Authority:** No objections, subject to a detailed surface water drainage scheme being submitted and approved prior to commencement of the development.
- 5.10 **NHS – NUH Trust:** as the development would increase the general population, which the Trust considers would significantly impact on the service delivery and performance of the trust, a financial contribution of £74,489 is requested. This figure is based on the original proposal for 82 dwellings.
- 5.11 **NHS – CCG team:** As the development would increase the local population, a financial contribution of £40,098.75 would be sought to invest in enhanced capacity / infrastructure with existing GP practices in the local area.
- 5.12 **Network Rail:** As the Transport Assessment indicates that there is the potential for an increase in passengers using the station, request a financial contribution towards facility improvements at Beeston station. Comments set out requirements in regard to drainage; landscaping; works within close proximity to railway land; boundary treatments; safety and security; noise; lighting; and access to railway land. Details of Construction Method Statement, boundary treatment, lighting and landscaping to be secured by condition.
- 5.13 **Notts Wildlife Trust (NWT):** Initially raised concerns in regard to the content of the Preliminary Ecological Appraisal, particularly in regard to: completion of a suitable bat survey prior to determination; assessment of the site for the potential for Great Crested Newts; details to prevent harm to hedgehogs and other species during site clearance and thereafter; details in regard to biodiversity net gain. Also recommend enhancements in regard to landscaping opportunities; bat roosting opportunities; bird nesting opportunities; lighting and boundary treatments. An updated Preliminary Ecological Appraisal (PEA) has been submitted and NWT advise that whilst this includes a revised survey in regard to Great Crested Newts, further surveys of all suitably connected waterbodies within 500m of the site are recommended and these should be undertaken prior to the determination of the planning application. The Bat survey is accepted and concludes that no bat roosts were identified and recommend the enhancements identified in the bat survey are incorporated into a Landscape Ecological Management Plan. Recommend a condition to secure details of a Reasonable Avoidance Measures Statement (RAMS) document, which outlines details of precautionary method of working during site clearance, ground disturbance and other activities which have the potential to harm, kill or trap species such as great crested newts, hedgehogs, other amphibians and small mammals. Native planting should be introduced to enhance the wildlife corridor along the railway, and a bat friendly lighting scheme, both of which should be secured by condition.
- 5.14 **Severn Trent Water:** Recommend drainage plans to be submitted and approved prior to the commencement of the development.
- 5.15 **Nottinghamshire Police Crime Prevention Officer:** No objections

5.16 Beeston and District Civic Society:

- Consider that as the part 2 Local Plan is allocated for 56 dwellings, the proposal for 82 dwellings represents an over-intensive development of the site, and will have an adverse impact on the amenity of the existing occupiers of adjacent properties.
- Consider that the proposed demolition of the Gatehouse (aka Foreman's house) would be contrary to the NPPF, as would the proposed designs of the majority of the housing as it would fail to make a positive contribution to local character and distinctiveness.
- Considers that the proposal fails to provide safe and convenient access, contrary to Policy 17 of the P2LP, as the proposed access would need considerable modification of Dovecote Lane, and there would be an increase in use of the footbridge, especially once the developments at the Beeston Business Park and Barratt Homes sites are completed. The opportunity already exists to access the site more safely via Cartwright Way, which has been designed to facilitate this.
- Given that the site is known to have a high water table, and with increasing instances of heavy rainfall, the proposal gives insufficient weight to measures relating to sustainable urban drainage.
- The railway line acts as a wildlife corridor. The developer should provide a green buffer alongside the railway which links to the Hetley Pearson recreation ground.
- An archaeological survey should be carried out prior to development.

5.17 57 properties either adjoining or opposite the site were consulted and a site notice was displayed. As at January 2020, 43 responses were received, all objecting to the proposal. Concerns raised are:

- General support for the development of the site for housing but only at the level (56 homes) set out in the Part 2 Local Plan.
- Inadequate amount of parking proposed considering the high density of development.
- High volume of traffic would be generated using the nearby streets (Dovecote Lane, Barton Street and Grove Street). Dovecote Lane in particular is narrow and, in some places, has only one pavement. Pedestrians including school children already often have to cross between parked cars. The higher volume of traffic along Barton Street would also have an impact on the usability of the cycle lane here and provision to separate the cycle route from vehicles should be included.
- Increase in traffic / overspill of parking onto Dovecote Lane and surrounds could compromise the ability of emergency services trying to reach the site.
- Dovecote Lane is totally unsuitable for an additional 82 properties, which the development is proposed to be accessed from. These three streets (Dovecote Lane, Barton Street and Grove Street) are used as a rat run to avoid the traffic lights on Queens Road and additionally are used by commuters using the train station, leaving little room for residents or their visitors to park. A residents parking scheme is desperately needed. Other nearby developments proposed would also bring additional traffic.

- The new access road from the A52 via the Boots site would allow for traffic to bypass University Boulevard and will have a knock-on increase in traffic using Dovecote Lane to avoid the traffic signalled junction at Queens Road.
- Supportive of the need for additional housing on this site, however, primary concern is that Dovecote Lane is not appropriate as the main access route to the site. Vehicular access needs to be from Cartwright Way, which is significantly wider and does not suffer from the same pressures as Dovecote Lane.
- Already difficult for traffic to exit Dovecote Lane onto Queens Road, and the junction is often blocked.
- The Victoria Hotel receives daily deliveries by lorries, which block what would be the main access route for the occupiers of the proposed dwellings and generally occur during morning rush hour.
- The swept path analysis avoids showing the two heavy vehicles side by side at the pinch point on Dovecote Lane.
- No indication that construction traffic has been taken into consideration when choosing the access, or the difficulty of constructing that access off a cul-de-sac, or inconvenience to the local community.
- The traffic report (Transport Assessment) refers to 83 dwellings, and that the car repairs business being derelict, which is not correct.
- The Transport Assessment appears to ignore the impact on Grove Street.
- Increased traffic would have an impact on the safety of non-vehicular traffic especially pedestrians, where the lack of pavement for part of Dovecote Lane results in pedestrians having to cross the street, usually between parked cars.
- Pedestrian and cycle access, as per the requirements of the P2LP, should be provided, in order for the future residents to be able to access the open space to the west (Hetley Pearson), and for access through to local schools, to avoid a long diversion along a busy main road. This would also reduce the reliance of the motor vehicle for short journeys.
- The increase in traffic will cause more damage to Dovecote Lane / Barton Street / Grove Street, which are already in a poor state of repair.
- No provision to enable charging of electric vehicles.
- Loss of on-street parking for customers of the Victoria Hotel.
- The site should be retained for employment (light industrial) uses for local people. Industrial use would bring less traffic to Dovecote Lane and as a result fewer vehicles to the Queens Road junction.
- The developer should be required to improve the footpaths (pavements) on the west side of Dovecote Lane.
- Improvements to secure a direct access to the station platforms from the pedestrian bridge should be incorporated as part of the development, in particular access to the Nottingham bound platform as this will otherwise involve a circuitous walk to avoid having to cut through the Victoria Hotel.
- The original plans for the development on this site should be reverted to (which show access via Cartwright Way).
- The Gatehouse should be saved as it is a historic building in a former industrial area.
- The density of development is too high (with 56 dwellings allocated in the Part 2 Local Plan) and, along with developments at the Plessey, Barton's

and Boots sites nearby, would have significant impact on nearby services including schools and healthcare. Reducing the density would also provide a better environment for the future occupiers.

- There may be an issue with obtaining permission for access over Network Rail land.
- No indication of where the drainage for the new development will be.
- Disappointed that no consultation letter was sent to (address on Dovecote Lane).
- The application involves building on a site designated as a flood plain. Given the development of nearby land either side of the railway lines, including Cartwright Way, there has been a significant reduction in the availability of open land to ease drainage. Along with recent significant rainfall, this gives concern for the existing properties.
- Since the extensive clearance of the site, there has been a marked reduction in wildlife activity and diversity in the area.
- The housing proposed would fall below the standard recognised in the Department and Local Government Technical Housing Standards – Nationally Described Space Standard (which requires a prescribed amount of internal floor area depending on the number of bedrooms to be provided). Housing needs to be of a good quality, and not crammed in.
- Concerned that the Statement of Community Involvement, which states that the proposal was discussed with the Victoria Hotel, is false or misleading.
- Disappointed that the developer had not consulted with the wider community prior to the submission of the application.
- The design of the dwellings, in part due to the density of the development, fails to make a positive contribution to the public realm. The density of development would also result in a lack of natural light for the occupiers of the dwellings, increasing the reliance on artificial lighting.
- The 2.5 storey dwellings, which would be located close to properties on Redwood Crescent, would lead to overlooking to these properties, particularly from the proposed dormers. Proposed trees would not adequately mitigate for this.
- Proximity of the proposed dwellings would result in a loss of light for the existing properties on Redwood Crescent and the apartments on Cartwright Way, and create a sense of enclosure.
- Increase in noise pollution from the resulting development, due to the density.
- The Ecology Appraisal was carried out not long after the site was cleared, and appears to be a deliberate attempt to create a sense that the site has minimal ecological value. Already, there has been a notable reduction in the number of species seen on the site.
- The proposed planting scheme is insufficient to mitigate for what has been lost. Ecological enhancements included in the report have not been incorporated in the application as submitted.
- No details submitted in regard to noise / dust mitigation measures.
- A condition in regard to working hours should be imposed.
- The contamination surveys should be undertaken and completed before the application is determined.

- Concerns regarding the credentials of the applicants in regard to their suitability to be developers of the site.

5.18 Following re-consultations on various amended plans, a further 37 comments were received, objecting on the following grounds:

- Remain concerned in respect of impact on highway safety to the area of Dovecote Lane adjacent to the site, in terms of conflict between vehicles and pedestrians/cyclists, and also loss of parking spaces outside the Victoria Hotel
- Right turn out of Dovecote Lane (onto Queens Road) is going to be problematic and cause tailbacks. Station Road junction is always at capacity and will get worse as developments south of the railway progress.
- Intention was to have vehicle access on to Cartwright Way. This is a more modern and better laid out road network, and unless satisfactory pedestrian/cycle routes can be safeguarded on Dovecote Lane, then this should be the option to use. Note that improved traffic control onto Queens Road from this estate would likely be required.
- Welcome the concept of a welcome pack (travel information for new occupiers)
- Exit onto Dovecote Lane should be pedestrian only
- New pedestrian access to the railway station platforms should be introduced direct from Dovecote Lane using the existing footbridge. Without new station access the opportunity to reduce car trips would not be fully exploited
- Previous objections still stand, and considers that residents' views, opinions and suggestions have been ignored by the planning department
- Inconsistency in regard to information contained in the Flood Risk Assessment in regard to relationship of the site to properties on Redwood Crescent
- The raised bank (escape route) proposed to the rear of properties on Redwood Crescent would have an unacceptable impact on privacy and due to the increase in height of boundary treatment, would also result in loss of light and security. It would also attract anti-social behaviour
- Trees could help with privacy, but these have all been ripped out prior to the application being submitted and none are proposed on the amended plans
- Object to access being created on to Cartwright Way (vehicle/pedestrian/cycle). Privacy will be disturbed and traffic will be a nuisance, and safety of children as they play in the area. Increase in volume of traffic through a densely populated residential estate
- Pleased to see a reduction in the amount of units proposed (74 from 82), however the parking issues have not been addressed
- Following flooding of Dovecote Lane in June 2020, concerned that the development would increase the likelihood of surface water flooding to the houses on this road
- Object on grounds of noise, traffic and sense of enclosure
- Schools, GP practices and dentists already at capacity locally

- Bringing traffic through Cartwright Way estate would have an impact on local wildlife – hedgehogs use the road regularly from the allotments to forage in gardens
- Consider that 74 dwellings are still too many when the requirement is 52 dwellings (note - 56 in the P2LP)
- Noise and general disturbance would be generated during construction. Query regarding timescales for construction and hours of work
- Impact on privacy – houses facing Cameron House. If landscaping were to be introduced on this boundary to protect privacy, it may lead to loss of light
- The raised flood evacuation route would increase risk of flooding to properties on Cartwright Way
- Concerns regarding raised flood evacuation route in terms of construction and maintenance
- Concerns in regard to loss of parking spaces to the front of the Victoria Hotel in terms of impact on trade through loss of customers
- Discrepancies in plans in respect of dimension of Dovecote Lane
- No publically accessible information in respect of Health Impact Assessment or Building for Life, and no updated statements (Design and Access, Transport Assessment)
- It is understood that the County Council have proposed the introduction of traffic calming measures along this end of Dovecote Lane as part of plans to encourage walking and cycling, which is completely at odds to substantially increase traffic along exactly the same route
- The Transport Assessment contains discrepancies and inaccuracies in regard to traffic on Barton Street and cycle usage
- The gatehouse on Dovecote Lane should be retained, as it is an historic building, and should not be demolished
- Proposed dwellings do not meet the National guidelines for internal space standards
- No drainage survey has been carried out
- Removal of all trees carried out before the ecology survey was undertaken, makes it look like there wasn't much wildlife on the site. What is proposed by the developer does not result in a net gain for biodiversity.

5.19 Following re-consultation on amended plans received 01.12.20 and to date, a further 18 comments were received:

- Retain opinion that vehicle access should be from Cartwright Way, not Dovecote Lane
- Now that the raised flood evacuation route omitted, what is to be proposed in its place, and what landscaping will there be
- Concerned regarding impact on traffic on Dovecote Lane
- Consider three storey dwellings are not in keeping with the terraced house on the west side of Dovecote Lane (note: all buildings on the site are now two storey)
- Concern remains in regard to flood assessment and drainage infrastructure
- Consider the removal of the cycle/pedestrian link to Cartwright Way to be a retrograde step (note: now been re-introduced)

- All windows overlooking Redwood Crescent should be opaque
- Trees should be planted between the proposed dwellings and dwellings on Redwood Crescent
- The drainage ditch needs to be maintained properly
- Any trees on the boundary would need to be of a type that doesn't block out sunlight to existing properties
- Considers that the absence of a new FRA (as opposed to a technical note appendix to the submitted FRA) fails to represent a site-specific risk assessment
- Remain of the opinion that too many dwellings are proposed for this site
- Concerned in regard to the undercroft flood water storage under the dwellings – these could hold contaminated water that will smell, and attract vermin in close proximity to dwellings. May also undermine the new dwellings and the existing dwellings.

5.20 A statement has been received from the planning agent which seeks to bring attention to the acceptability of the access being from Dovecote Lane, accordance with Policy H1d of the 2004 Local Plan, which has been brought forward in the adopted P2LP, and that the development would contribute to the housing target for the Borough.

6 Assessment

6.1 The main issues for consideration are the layout of the development, including parking provision; impact on highway safety including access; impact on non-designated heritage assets; the design of the proposed buildings; impact on amenity; impact on biodiversity; and impact on flood risk.

6.2 **Principle**

6.2.1 The principle of residential development on the site is acceptable as this is an allocated site, and the proposed development accords with Policy 3.6 of the Broxtowe Part 2 Local Plan, in respect of the Key Development Requirement to provide new housing.

6.3 **Developer Contributions**

6.3.1 Paragraph 57 of the NPPF states that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

6.3.2 The proposed development attracts a requirement for developer contributions toward off-site provision of public open space (£107,899.40), provision of additional places at secondary school level (£286,500.00), and a contribution to Primary Health Care (£40,098.75). An additional contribution of £74,489.00 (based on the original 82 dwellings) is also sought for NHS NUH Trust. However,

as the site is allocated in the adopted local plan, and therefore was subject to consultation with relevant healthcare providers at the time of production, this request cannot be justified and as such the latter will not be considered necessary in order to make the development otherwise S106 compliant.

6.3.3 The site would therefore yield £434,498.15 in Section 106 payments, as well as a requirement to provide a minimum of 30% affordable housing.

6.3.4 A viability appraisal has been submitted on behalf of the applicant and this concludes that the development would not be viable, due to the high existing use value of the site; the additional works required to provide flood protection; and as the scheme is to be 100% affordable housing, if all of the above contributions were to be paid. An independent assessor has assessed the viability appraisal and concludes that the development is capable of providing up to £107,899.00 of Section 106 Contributions. As such, this figure will be split equally between Open Space, Education and Primary Health Care, at an amount of £35,966.00 each.

6.4 Heritage

6.4.1 The site is in close proximity to several Buildings of Local Interest, these being the Victoria Hotel and dwellings to both sides of Dovecote Lane. Additionally, the Gatehouse, which falls within the site, is also identified as a Building of Local Interest (a non-designated heritage asset). The County Council Policy team considers that, due to its' association with the historic industrial uses in the area, which have mostly been lost, that this building is worthy of inclusion on the Nottinghamshire Historic Environment Record, and is adequate, in regard to the NPPF, to properly identify the building as a non-designated heritage asset. The Policy officer considers that as the interior of the building is shown to retain original features, and that the condition of the building does not preclude the viability of re-use, the proposal should include the gatehouse in the redevelopment of the site. The conservation of the building would ensure a significant component of the area's industrial heritage is retained and that its distinctive architecture be utilised in order to enhance the local identity of the proposals, for the remainder of the site.

6.4.2 The revised Heritage Statement, received in August 2020, concludes that the Gatehouse has very limited architectural and historic interest, particularly as the Maltings building has since been demolished and the historic connection lost, and as such should not be considered as a non-designated heritage asset for the purposes of determining the proposed development. The Conservation Adviser considers that this assessment is in line with Historic England's Principles of Conservation.

6.4.3 The NPPF (paragraph 192) outlines the matters to take into account when determining applications and include the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable use; the positive contribution that a heritage asset can make to sustainable communities including their economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness. As the assessment of the building concludes that the building should not be considered as a non-designated heritage asset, it is considered that whilst the retention of the building

would be desirable, its' current state and its' significance is such that the retention cannot be reasonably required, and that the deliverability of the site for residential development outweighs the need to retain the building in this case.

6.4.4 In addition to the above, it is considered that the site has high industrial archaeological potential, due to the history and previous uses on the site. A program of archaeological investigation and recording would be required prior to the commencement of the development. This can be secured by condition.

6.5 Access and Highway Safety

6.5.1 It is clear from the responses received that the streets immediately adjoining the development (Dovecote Lane, Barton Road and Grove Road) already suffer from through traffic using these streets as a short cut from Station Road, avoiding the traffic controlled junction with Queens Road. Dovecote Lane in particular, due to its' narrowness and lack of pavement in places, is deficient in regard to safe pedestrian and vehicular access. There is also pressure for on-street parking on these three streets, as many dwellings do not have provision for off-street parking, and as commuters take advantage of free on-street parking whilst they use the train station or Skylink bus service.

6.5.2 One of the Key Development Requirements of Policy 3.6 of the P2LP is that the development should provide attractive and usable walking and cycling routes through the site to link the new and existing adjacent residential properties to the railway footbridge in the east and the open space in the west.

6.5.3 Policy 3.6 also includes a Key Development Aspiration for any development of the site to include sustainable transport measures to be fully utilised in order to reduce reliance on the private car, and where there would be residual cumulative impacts on the highways network these should be mitigated to ensure that they are not severe.

6.5.4 Whilst it is acknowledged that it was previously envisaged that this site, in conjunction with the Hetley Pearson site, would be developed as a whole, Policy 3.6 of the P2LP does not express a preference as to whether vehicle access should be from Dovecote Lane, or Cartwright Way/Wharton Crescent, or a combination of the two. The Policy does not exclude vehicle access being solely from Dovecote Lane. The second sentence of the 'Key Development Aspiration', regarding impacts on the highway network is relevant and detailed highway advice is considered to be important in the assessment of the proposed development. In the examination of the P2LP, the Planning Inspector referred to 'challenges to the development of the site', however vehicle access was not one of the challenges mentioned.

6.5.5 The agent for the application notes that Policy H1d of the 2004 Broxtowe Local Plan, now superseded by the P2LP, saw the site forming part of a larger site (including the Hetley Pearson site) which covered 4.6 ha with an indication that 229 dwellings would be developed. It is estimated that the capacity of the now demolished Maltings building would have yielded 96 apartments with 176 bed spaces. The current proposal is for 74 dwellings with a total of 164 bedspaces. As such, the development would have been in accordance with Policy H1d of the

2004 Local Plan, and in terms of traffic generation, there would be no significant difference between the proposed development and what would have potentially been generated should the Maltings building have been retained and converted.

- 6.5.6 The layout as amended shows an indicative pedestrian and cycle route through to the adjacent residential site to the west (Hetley Pearson site). It is acknowledged that the link may not come forward due to a ransom strip beyond the site, which is not in the ownership of the developer and as such not in their control. Notwithstanding this, it is considered that the layout would accord with the requirements set out in Policy 3.6 of the P2LP.
- 6.5.7 There have been many comments from objectors as to why vehicular access cannot be made onto Cartwright Way, which they consider to be a more appropriate option, being a newer road built to modern standards, instead of Dovecote Lane. It is considered that it would not be reasonable to require this as it is not a Policy requirement of the P2LP. Additionally, the access would be to private land, over which the developer has no control. It is considered that vehicular access on to Dovecote Lane, where it utilises an existing access point, is acceptable as the primary vehicle access.
- 6.5.8 Many comments have been made in regard to the vehicular access from the site to Cartwright Way being established under planning permission granted in 2004. It is noted that the approved layout of planning permission reference 04/00900/FUL, provision was made for a potential future link through to the adjacent site (Maltings), this being the turning head to the eastern most corner of the site. At the time of the consideration of the 2004 application, it was a policy requirement for a masterplan to be submitted that covered both the Hetley Pearson and the Maltings site. The masterplan was considered and approved as a basis for considering the development of the wider site, as it was anticipated that the Maltings site would come forward soon after the determination of the 2004 application. Whilst this was secured as part of the Section 106 Agreement, the clause ceased to have effect upon the expiry of three years from the date of that agreement (that is, expiring on 16 August 2008). As such there is no longer a legal obligation for the developer of the Hetley Pearson site or the developer of the Maltings to provide the vehicular link through.
- 6.5.9 In assessing the highway impacts of a proposal, paragraph 109 of the NPPF states that development should only be refused on transport grounds where the residual cumulative impacts are severe. Paragraph 105 provides a list of factors which should be taken into account, which includes the availability of and opportunities for public transport, and the type, mix and use of the development. Policy 10 of the ACS states that development should be designed so as to reduce the dominance of motor vehicles.
- 6.5.10 The findings of the Transport Assessment, submitted as part of the planning application, have been accepted by the Highway Authority. The assessment concluded that access through Cartwright Way would provide no betterment in terms of its ability to accommodate the additional traffic generated by the proposed development, due to their being no parking restrictions along this route, and which as a result on-street parking and double parking, with vehicles parked in the immediate vicinity of the side road junctions. In addition, as the football

pitches are in use at the weekends, this further restricts the free flow of traffic during these events. The report goes on to add that the lack of formal parking restrictions along Cartwright Way would likely lead to more conflict than Dovecote Lane, and as such access via that route is not a viable option.

- 6.5.11 The proposed access onto Dovecote Lane would need to comply with the requirements of the Highway Authority, who would need to be satisfied that both the new access and alterations to the existing highway could accommodate the intended use, including large vehicles such as refuse lorries, and that the development would not have an unacceptable impact on the surrounding area. The Highway Authority are satisfied with the findings of the Transport Assessment in that the junction of Dovecote Lane and Queens Road West; the signalised junction of Station Road and Queens Road West; and the junction of Queens Road / Beacon Road currently operate within capacity (traffic) and that the proposed development would not have a severe residual cumulative impact on these junctions and as such the development meets the requirements of Paragraph 109 of the NPPF.
- 6.5.12 Amended plans have now been submitted which satisfy the requirements of the Highway Authority, in respect of the access and alterations to Dovecote Lane, and the Highway Authority have no objections to the content of the Travel Plan. Parking spaces outside of the Victoria Hotel are to be provided. It is therefore considered that the development, subject to conditions outlined in the consultation section, would not have a significantly detrimental impact on highway safety and that the alterations to the junction would enable safe use by all road users.
- 6.5.13 Internally, the main spine road is considered to be acceptable in regard to highway specifications, however the three cul-de-sacs would not meet adoptable standards, due to the lack of adequate turning facilities at the head of each cul-de-sac, which would be unable to accommodate larger vehicles such as refuse vehicles. As such these would remain as private, unadopted, streets and would be managed and maintained by a management company, to be secured by condition.
- 6.5.14 It is considered that the development would provide an acceptable level of parking on the site, and would not have a significant impact on the amenities of the occupiers of nearby existing dwellings such to consider refusing planning permission on this matter alone. The site is in a sustainable location, with good access to frequent public transport routes (bus and train) and to cycle / pedestrian routes, within easy access to the town centre, and to facilities such as health, education, shopping and leisure. Electric Vehicle Charging Points have been provided, and a Welcome Pack will be provided for each dwelling on first occupation which would contain details of public transport routes, walking and cycling routes, and discounted public transport tickets. There would be an improved footway along Dovecote Lane, which would further encourage sustainable modes of travel. It is therefore considered that reliance on the private motor vehicle be lower than in a less sustainable location.

6.6 Design, Scale and Layout

- 6.6.1 With the exception of the Victoria Hotel, and the existing apartments on Cartwright Way, most properties within the immediate vicinity of the site are two storeys in height. The properties along Redwood Crescent are either two storey semi-detached or two storey terraced housing. As such, development close to these properties should respect this sense of scale and be of a maximum of two storeys in height. The proposed development has been amended and now show all dwellings to be of two storey in height, which is considered to reflect the character of the area, in terms of scale and massing. Aside from the six dwellings fronting Dovecote Lane, which are in a terrace, and the apartment blocks, all dwellings are semi-detached. Each dwelling has a front garden and a private rear garden. There is a mix of parking options on the site, including to the front and side.
- 6.6.2 The two apartment blocks, located toward the south west of the site, would have shared parking to the front and/or side, and a communal bin storage area. Level access into each block is provided.
- 6.6.3 The dwellings would be built from traditional materials (brick and tile) with areas of feature hit and miss brick heads to front elevations to all dwellings including the apartments. The dwellings would have pitched roofs with gable ends, and the terrace to Dovecote Lane would have two feature gables to the front elevation. The apartment blocks would have a hipped roof with gable ends facing to the street.
- 6.6.4 All buildings on the site would need to be elevated from the existing ground level due to the risk of flood on the site. The finished floor levels are higher than the existing ground levels by 1m to the northern most point of the site (rear of existing properties on Dovecote Lane and the sub-station), 1.4m to the south west (rear of existing properties on Redwood Crescent) and then 1m to the south west of the site (adjacent to properties on Cartwright Way). As a result, both steps and a ramp would be provided to the front elevation, and steps down to the rear garden.

6.7 Waste and Recycling

- 6.7.1 All properties would have an area within the respective curtilage to store bins. Those properties on Dovecote Lane, and to the main spine road would be able to have their bins collected directly from outside the respective properties. The remaining properties, located on the cul-de-sacs where access by refuse vehicles would not be possible, would need to present their bins at the designated collection point close to the spine road, and as shown on the site layout.

6.8 Amenity

- 6.8.1 The layout for 82 dwellings as originally proposed, by virtue of the density of development, would have resulted in an unacceptable impact on the amenities of the occupiers of existing properties on Redwood Crescent, and on Cartwright Way. The distances between existing and proposed dwellings would have been less than 20m at several points along the north western edge of the site. Whilst the proposed dwellings would have been side on to the existing, this would have resulted in loss of outlook, and overlooking of private garden areas. Additionally, the distances between some of the proposed dwellings would also have resulted in an unacceptable impact on the amenities of the intended occupiers.

- 6.8.2 The layout, as amended, reduces the density of development to 74 dwellings. Most proposed dwellings are side on to the existing dwellings surrounding the site. Where the proposed does face the existing, at plots 14, 15 and 16, there is a minimum distance of 23.5m between the two rear elevations. Whilst the proposed dwellings would be in a slightly elevated position compared to the existing housing along Redwood Crescent and Dovecote Lane, it is considered that the relationship and distance between would not result in a significant impact on the amenities of the occupiers of existing property in terms of loss of light, outlook or privacy.
- 6.8.3 The site is adjacent to a railway line to the south east. A noise attenuation fence of 3m high would be erected along the boundary with the railway in order to ensure that the amenity of the future occupiers is safeguarded, in terms of noise.
- 6.8.4 The layout of the development, as amended, would ensure that the amenities of the future occupiers would be safeguarded in terms of outlook, light and privacy. Internally, each dwelling would accord with the minimum requirement of the Department and Local Government Technical Housing Standards – Nationally Described Space Standards in regard to internal space, with each having access to an adequate level of natural light and to an outlook.

6.9 Landscaping and Biodiversity

- 6.9.1 The site layout as amended shows indicative areas of landscaping. A detailed landscaping plan, including a management and maintenance schedule, will be secured by condition.
- 6.9.2 Whilst the site has been cleared prior to the submission of the planning application, it is suitable for habitation by several species of fauna. Following advice from the Notts Wildlife Trust, further ecological appraisal has been submitted and the findings in regard to the absence of bats is accepted. Notwithstanding this, the Trust recommend the submission of a Landscape Ecological Management Plan (LEMP), which would detail enhancements, management, location, wildlife boxes, lighting and planting schedule in order to ensure that there would be a biodiversity gain on this site. A Reasonable Avoidance Measures Statement is also recommended, and this would set out details of method of working during site clearance/ground disturbance and other development activities which have the potential to harm, trap or kill species such as great crested newts, hedgehogs, other amphibians and small mammals.
- 6.9.3 In regard to great crested newts, the Preliminary Ecological Assessment identified three ponds nearby which could be suitable habitats for the newts. A further survey was recommended by the Notts Wildlife Trust to be carried out prior to planning permission being given. However, as the season for carrying out the survey is not until spring, it is considered that a suitably worded condition be imposed, requiring the survey to be carried out prior to commencement of the development. An outline mitigation strategy has been submitted, which sets out the method for safeguarding and re-location, if appropriate, of any great crested newts should they be found as a result of the additional survey.

6.10 Flood Risk

- 6.10.1 The site falls mainly within Flood Zone 3, with a small section to the south west of the site, adjacent to the railway, being in Flood Zone 2. As such the development would need to ensure that it does not result in an increase in flooding to properties outside of the site, or harm to persons. The development also need to ensure that it does not cause damage to property or harm to persons within the site.
- 6.10.2 The developer has been working with the Environment Agency in regard to mitigating for flood risk and various schemes have been put forward including a raised evacuation route to the boundary adjacent to the rear of properties along Redwood Crescent. This has now been discounted as a solution (and would have also had an unacceptable impact on the privacy and security of the occupiers of existing properties). Mitigation measures now include: proposed external site levels to reflect the existing ground levels with only minor grading to new roads and to gardens / landscaping areas); inclusion of voids in the form of undercrofts below the finished floor levels of all dwellings; and additional volume along the north western boundary in the form of a swale, with a depth of between 0.4m and 0.6m.
- 6.10.3 Subject to a condition requiring the development to be constructed in accordance with the FRA as amended, the Environment Agency are now satisfied that the development would not have a significant impact in terms of increase in flooding to this and to nearby sites.

6.11 Ground Contamination and Noise Pollution

- 6.11.1 The site was previously occupied by an employment use. As such a condition requiring the submission of a contaminated land survey would be required prior to commencement of the development, in order to safeguard the health and wellbeing of the future occupiers.
- 6.11.2 The site is adjacent to the mainline railway and as such a noise assessment report has been submitted. This is satisfactory and the installation of the mitigation measures such as glazing and ventilation will be secured by condition.
- 6.11.3 As noise from the construction would potentially have an impact on the amenities of the occupiers of the existing properties, a condition requiring details of piling or other similar methods of construction to be submitted and approved prior to work commencing, and a note to applicant in respect of hours of construction will be included.

6.12 Heath Impact Assessment, Building for Life and Statement of Community Involvement

- 6.12.1 A Health Impact Assessment, required as part of Policy 24 of the P2LP, has been submitted. The assessment concludes that the development would have a

positive impact on the health and wellbeing of the future occupiers of the development, by virtue of its sustainable location, close to public transport links, close to community facilities, shopping and employment, and to open space, a layout which reduces the potential for crime by natural surveillance, and importantly provides a 100% affordable housing scheme to meet the social housing needs of the population.

- 6.12.2 A Building for Life assessment has been submitted, as required by Policy 17 of the P2LP. The assessment scores 10 greens and two ambers in response to the criteria. The amber scores relate to the provision of open space on the development and the distinctiveness of the character of the development. Public open space is not required to be provided on the site, and it is noted that there is sufficient provision in the immediate locality, at Hetley Pearson (including sports pitches) and at Dovecote Lane Park. In terms of design, the dwellings would have feature gables to the front elevation of the terrace on Dovecote Lane and would feature a 'cobbling' effect on the front of other dwellings. The materials to be used (bricks and tiles) would reflect those used in the surrounding area.
- 6.12.3 A Statement of Community Involvement has been submitted. This states that the owners of the Victoria Hotel had been consulted by the developer. No other community consultation has been carried out. Whilst comments from objectors question whether the Victoria Hotel had been consulted, there are no written statements from the Victoria Hotel to suggest otherwise.

6.13 Other Matters

- 6.13.1 A comment has been made in regard to impact on community facilities such as schools, doctors and dentists, especially when viewed in conjunction with other residential developments nearby e.g. at the Technology Drive site. This is covered under the 'developer contributions' section of the report.
- 6.13.2 Inaccuracies in regard to the Transport Assessment, Dimensions of Dovecote Lane as show on plan, and to the content of the Flood Risk Assessment have been noted. The relevant consultees are aware and further information/revised plans where necessary have been submitted.
- 6.13.3 The developer would need to enter into an agreement with the Highway Authority in respect of the works to the public highway and it is anticipated that as the works will involve the junction with Dovecote Lane, that any damage caused as part of the development, to the existing road surface would be made good as part of the works.
- 6.13.4 The site is allocated in the Part 2 Local Plan for residential and as such is not allocated as retention for use as employment land.
- 6.13.5 Whilst access to the train platforms would be a benefit, it would not be within the scope of the planning application or a policy requirement. Notwithstanding this, it is noted that without a relocation of or alterations to the footbridge, access is not feasible as the footbridge is built right up to the Victoria Hotel building on one side and to the rail line on the other side.

6.13.6 Concerns have been made in respect of noise emanating from the residential use of the development. As this is an allocated site for residential use, this would have been considered as part of the Local Plan process. In any case, the development of the site as residential is considered to be compatible with the residential character of the area.

6.13.7 Hours of construction and noise will be controlled by a note to applicant.

6.13.8 Concerns have been raised in regard to the undercroft void, part of the flood mitigation measures. The concerns relate to the holding of potentially contaminated water, and to the possibility of attracting vermin (utilising the void). Details submitted as part of the application see a minimal void area under each property, accessed by access points at 1m gaps around the building. The dwellings would have to be built to the building regulations in force at the time of build, and would ensure that the build is safe for habitation. Any flood water accessing the void would be minimal depth and would soak into the ground once the flood water has receded. It is not envisaged that the void would create suitable habitats for vermin or any other animal.

7 Planning Balance

7.1 The benefits of the proposal are that it would bring forward the development of long vacant and allocated site for 100% affordable housing; is in a sustainable location with good access to public transport and to local facilities; the layout provides opportunities for a future connection to the adjacent site, improving connectivity; and it would provide a good standard of living accommodation.

7.2 The negative impacts are that there would be some impact on neighbour amenity and on the road network.

7.3 On balance it is considered that the negatives are not significant to outweigh the benefits of the proposal.

8 Conclusion

8.1 It is recommended that planning permission be granted subject to the conditions listed below and to the prior signing of a Section 106 Agreement.

<p><u>Recommendation</u></p> <p>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions and to the prior signing of a Section 106 Agreement.</p>	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with the Site Location Plan received by the Local Planning Authority on 14.12.20, and drawings numbered 766 002 rev F, 766 003 rev E, 766 004, 766 005 rev D, 766 006 rev B, 766 008 rev C, 766 009 rev D, 766 010 rev A, 766 013 rev A, 766, 016, 766 017, 766 018, 766 019, F18003/16 rev B, F18003/17 rev B, F18003/18 and F18003/19 received by the Local Planning Authority on 01.12.20, F/18003/21 rev A received by the Local Planning Authority on 18.12.20, and 766 020 received by the Local Planning Authority on 11.01.21.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>No above ground works shall be carried out until details of the materials to be used in facing external walls and roofs have been submitted to and approved in writing by the Local Planning Authority, and the development shall be constructed only in accordance with those details.</p> <p><i>Reason: To ensure a satisfactory standard of external appearance and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
4.	<p>The development shall not be commenced until an investigative survey of the site has been carried out and a report submitted to and approved in writing by the Local Planning Authority. The survey must have regard for any potential ground and water contamination, the potential for gas emissions and any associated risk to the public, buildings and/or the environment. The report shall include details of any necessary remedial measures to be taken to address any contamination or other identified problems. The development shall thereafter be carried out in accordance with the details as approved.</p>

	<p><i>Reason: In the interests of public health and in accordance with the aims of Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>5.</p>	<p>The development shall not be commenced until details of piling or any other foundation designs using penetrative methods have been submitted to and approved in writing by the Local Planning Authority. A method statement should set out measures for reducing noise and vibration impact on neighbouring buildings and on the rail network. The development shall thereafter be carried out in accordance with the details as approved.</p> <p><i>Reason: To protect groundwater from contamination and nearby buildings/rail network and residents from noise and vibration in accordance with the aims of Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>6.</p>	<p>The development shall not be commenced until details of a surface water drainage scheme, based on the principles included in the approved FRA, and a drainage strategy have been submitted to and approved in writing by the Local Planning Authority. The scheme shall:</p> <ul style="list-style-type: none"> a) Demonstrate that the development will use SuDS throughout the site as a primary means of surface water management and that the design is in accordance with CIRIA C753. b) Details of any STW approval for connections to existing network and any adoption of site drainage infrastructure. c) Evidence of how the on-site surface water drainage systems will be maintained and managed after completion and for the lifetime of the development. <p>The scheme shall be implemented in accordance with the approved details.</p> <p><i>Reason: To ensure that the development does not increase the risk of flooding in accordance with the aims of Policy 1 of the Broxtowe Part 2 Local Plan (2019) and Policy 1 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>7.</p>	<p>The development shall not be commenced until an application for a Traffic Regulation Order as shown indicatively on approved drawing F18003/21 rev A has been made to the Highway Authority.</p> <p><i>Reason: In the interests of highway safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).</i></p>

<p>8.</p>	<p>The development (including demolition) shall not be commenced until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall provide for:</p> <ul style="list-style-type: none"> a) The parking of vehicles of site operatives and visitors b) Loading and unloading of plant and materials c) Storage of plant and materials used in the construction of the development d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate e) Wheel washing facilities f) Measures to control the emission of dust and dirt during construction g) A scheme for recycling/disposal of waste resulting from demolition and construction works h) A risk assessment in relation to the railway <p>The development shall thereafter be carried out in accordance with the details as approved.</p> <p><i>Reason: In the interests of highway safety and the safe operation of the railway, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>9.</p>	<p>The development shall not be commenced until the results of a further survey in regard to Great Crested Newts have been submitted to and approved in writing by the Local Planning Authority. The survey should include details of any mitigation measures that may be required to protect, or measures proposed for the relocation of, any Great Crested Newts found on the site, and should these be required, shall be implemented in accordance with the details as approved.</p> <p><i>Reason: In the interests of safeguarding a protected species, in accordance with the aims of Policy 31 of the Broxtowe Part 2 Local Plan (2019) and Policy 17 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>10.</p>	<p>The development shall not be commenced until a Landscape Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP should include details of ecological enhancements, wildlife boxes, maintenance schedule, bat roost and bird nest boxes, and external lighting. The development shall thereafter be carried out in accordance with the details as approved.</p> <p><i>Reason: In the interests of ensuring that a biodiversity gain can be achieved, in accordance with the aims of Policy 31 of the</i></p>

	<i>Broxtowe Part 2 Local Plan (2019) and Policy 17 of the Broxtowe Aligned Core Strategy (2014).</i>
11.	<p>The development shall not be commenced until a Reasonable Avoidance Measures Statement (RAMS) has been submitted to and approved in writing by the Local Planning Authority. The RAMS should detail a precautionary method of working during site clearance, ground disturbance and other development activities which have the potential to harm, kill or trap species of amphibians or mammals and should be in accordance with BS 42020:2013 Biodiversity – Code of Practice for Planning and Development and should also set out when an Ecological Clerk of Works (ECoW) is needed to be present on site, and timings for habitation of all species potentially present on site, including nesting birds. The works shall be carried out in accordance with the approved statement.</p> <p><i>Reason: In the interests of safeguarding flora and fauna on the site, in accordance with the aims of Policy 31 of the Broxtowe Part 2 Local Plan (2019) and Policy 17 of the Broxtowe Aligned Core Strategy (2014).</i></p>
12.	<p>The development shall not be commenced until a method statement setting out a programme of archaeological investigation and recording has been submitted to and approved in writing by the Local Planning Authority. The findings of the statement shall be implemented prior to works commencing or to a timetable set out in the statement as approved.</p> <p><i>Reason: In the interests of safeguarding designated and non-designated heritage assets in accordance with the aims of Policy 23 of the Broxtowe Part 2 Local Plan (2019) and Policy 11 of the Broxtowe Aligned Core Strategy (2014).</i></p>
13.	<p>No above ground works shall be carried out until details of a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following details:</p> <ul style="list-style-type: none"> a) Numbers, types, sizes and positions of proposed trees and shrubs b) Proposed boundary treatments including the attenuation fence and details of Armco barriers c) Proposed hard surfacing treatment d) Planting, seeding/turfing of other soft landscaping areas e) Management and maintenance of any area not falling within the curtilage of a dwelling f) Timetable for implementation g) Lighting, particularly where adjacent to or having the potential to affect the railway

	<p>The approved scheme shall be carried out in accordance with the approved details.</p> <p><i>Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area, to ensure the safe operation of the railway and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>14.</p>	<p>No above ground works shall be carried out until details of a Travel Plan, including a timetable for implementation, have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with the approved details.</p> <p><i>Reason: In the interests of promoting sustainable modes of travel, and in the interests of highway safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>15.</p>	<p>No dwelling hereby approved shall be first occupied until the glazing and ventilation relating to that unit has been installed in accordance with the specification details set out in the Noise Assessment report 12419 v2, dated May 2019.</p> <p><i>Reason: In the interests of residential amenity and in accordance with the aims of Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>16.</p>	<p>No dwelling hereby approved shall be first occupied until it has been certified that all necessary remedial measures have been implemented in full so as to render the site free from risk to human health from any contaminants identified.</p> <p><i>Reason: In the interests of public health and in accordance with the aims of Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>17.</p>	<p>No dwelling fronting an unadopted (private) road hereby approved shall be first occupied until details of the proposed arrangements for the future management and maintenance of the private road, including associated drainage, have been submitted to and approved in writing by the Local Planning Authority. The private road and drainage shall thereafter be maintained in accordance with the approved details, until such time that a private Management and Maintenance company has been established.</p> <p><i>Reason: In the interests of highway safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).</i></p>

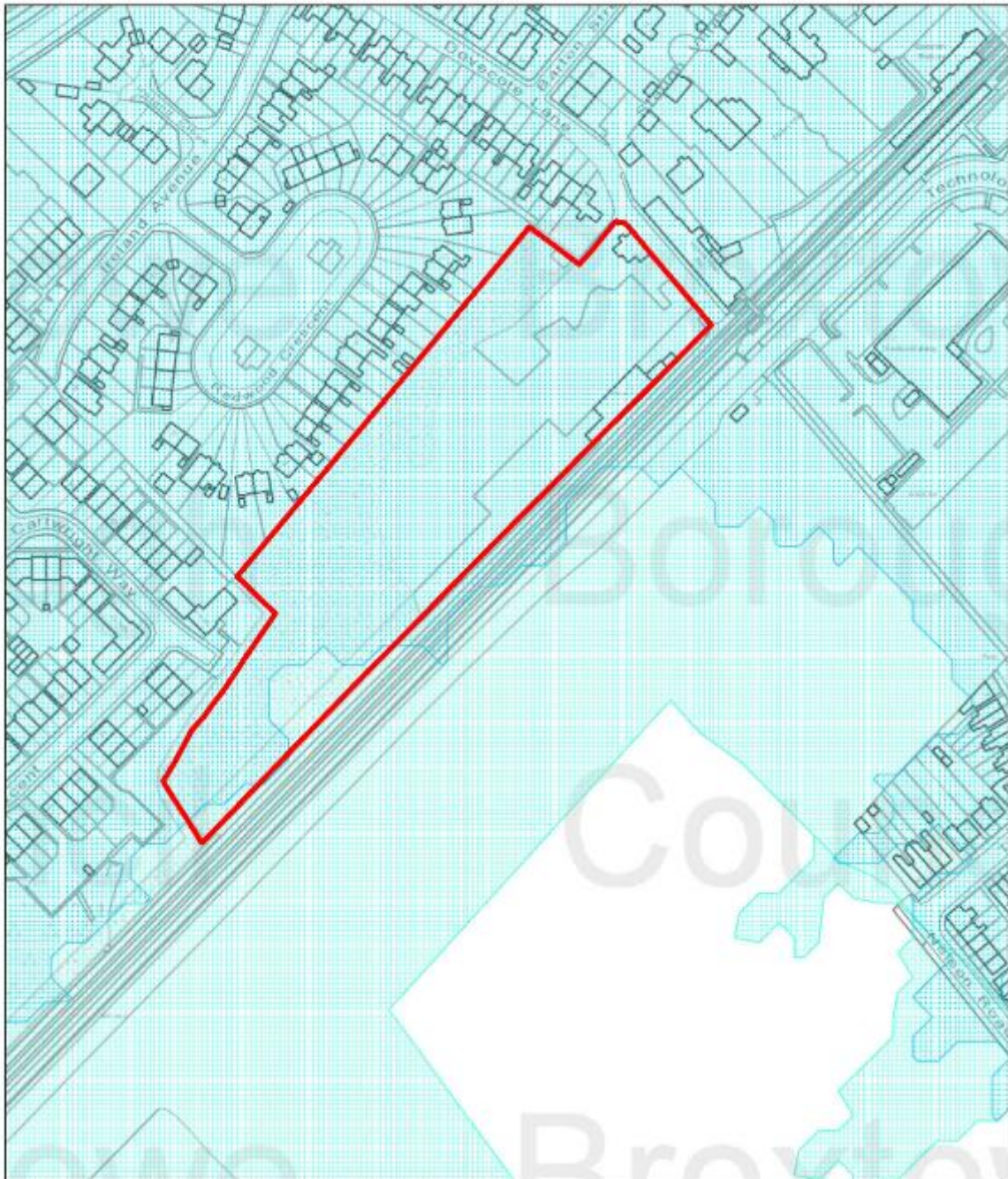
<p>18.</p>	<p>No dwelling hereby approved shall be first occupied until the parking area associated with the respective plot has been surfaced in a bound material (not loose gravel) for a minimum distance of 5m beyond the highway boundary, and constructed so as to prevent to the discharge of surface water from the parking area onto the public highway. The bound material and provision to prevent discharge of surface water shall thereafter be maintained for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>19.</p>	<p>No dwelling hereby approved shall be first occupied until the off-site highway works as shown for indicative purposes on approved drawing reference F/18003/21 rev A have been provided to the satisfaction of the Highway Authority.</p> <p><i>Reason: In the interests of highway safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>20.</p>	<p>No dwelling fronting an unadopted (private) road hereby approved shall be first occupied until the bin collection points as shown on the approved site layout plan have been provided.</p> <p><i>Reason: In the interests of highway safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>21.</p>	<p>The development shall be carried out in accordance with the submitted flood risk assessment (ref: Flood Risk Assessment and Drainage Strategy Report, Armstrong Stoke & Clayton Limited, April 2020, WMD105/FRA Rev E and Flood Risk - Technical Note 1, Armstrong Stokes and Clayton Limited, November 2020, WMD105/TN1) and the following mitigation measures it details:</p> <ul style="list-style-type: none"> · Finished floor levels shall be set no lower than 27.58m Above Ordnance Datum (AOD) as stated within the Flood Risk Technical Note, section 14 (November 2020). · Flood resilience shall be implemented as stated within the Flood Risk Technical Note, section 14 (November 2020). · Undercroft voids shall be provided to a minimum height of 27.28m AOD as stated within the Flood Risk Technical Note, section 14 (November 2020). · Site levels shall be in accordance with the drawing: Proposed Site Plan, Site Block Plan & OS Plan, swish architecture & planning, 766, 001, Revision T, Mar 2019.

	<p>These mitigation measures shall be fully implemented prior to occupation. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.</p> <p><i>Reason: To ensure that the development does not increase the risk of flooding in accordance with the aims of Policy 1 of the Broxtowe Part 2 Local Plan (2019) and Policy 1 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>22.</p>	<p>The approved landscaping shall be carried out not later than the first planting season following the substantial completion of the development or occupation of the building(s), whichever is the sooner and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p><i>Reason: To ensure the development presents a more pleasant appearance in the locality and in accordance with Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>23.</p>	<p>Construction works shall be limited to between 08.00 and 18.00 hours Monday to Friday, 08.00 and 13.00 hours on Saturdays and no works on Sundays and Bank Holidays.</p> <p><i>Reason: In the interests of the amenities of nearby residents and in accordance with the aims of Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>

	NOTES TO APPLICANT
1.	<p>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</p>
2.	<p>The Highways Authority advise:</p> <p>Reference in any condition contained in this permission to any Statute, Statutory Instrument, Order, Regulation, Design Guide or other document shall be taken to include any amendment, replacement consolidation or variation that shall from time to time be in force and any reference to any body or organisation (public or private) shall be taken to include any successor-body or organisation exercising relevant functions in place of or alongside the body named.</p> <p>The applicant should note that notwithstanding any planning permission that if any highway forming part of the development is to be adopted by the Highways Authority, the new roads and any highway drainage will be required to comply with the Nottinghamshire County Council’s current highway design guidance and specification for roadworks for which there is a fee.</p> <p>a) The Advanced Payments Code in the Highways Act 1980 applies and under section 219 of the Act payment will be required from the owner of the land fronting a private street on which a new building is to be erected. The developer should contact the Highway Authority with regard to compliance with the Code, or alternatively to the issue of a Section 38 Agreement and bond under the Highways Act 1980. A Section 38 Agreement can take some time to complete. Therefore, it is recommended that the developer contact the Highway Authority as early as possible.</p> <p>b) It is strongly recommended that the developer contact the Highway Authority at an early stage to clarify the codes etc. with which compliance will be required in the particular circumstance, and it is <u>essential</u> that design calculations and detailed construction drawings for the proposed works are submitted to and approved by the County Council (or District Council) in writing before any work commences on site. Correspondence with the Highway Authority should be addressed to: hdc.south@nottscc.gov.uk</p> <p>In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works you will need to enter into an agreement</p>

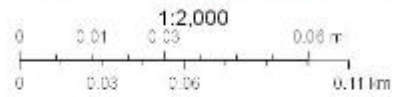
	<p>under Section 278 of the Act for which there is a fee. Please contact: hdc.south@nottscc.gov.uk</p> <p>The deposit of mud or other items on the public highway, and/or the discharge of water onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner / occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the Highway Authority to take both practical and legal action (which may include prosecution) against the applicant / contractors / the owner or occupier of the land. [Where the development site may be accessed by a significant number of vehicles or may be particularly susceptible to material ‘tracking’ off site onto the highway, details of wheel-washing facilities must be provided to and approved by the Highway Authority.]</p> <p>The proposed access/off-site highway works referred to in condition 7 requires a Traffic Regulation Order before the development commences to provide safe access/off-site mitigating works. The developer should note that the Order can be made on behalf of the developer by Via East Midlands in partnership with Nottinghamshire County Council at the expense of the developer. This is a separate legal process and the Applicant should contact the Improvements Team on 0300 500 8080 for details.</p>
<p>3.</p>	<p>The developer is advised to contact Network Rail in respect of the need to submit a method statement, which should be agreed prior to commencement of works on the site.</p> <p>Asset Protection Project Manager Network Rail (London North Eastern) Floor 3B George Stephenson House Toft Green York Y01 6JT</p> <p>Email: assetprotectionlneem@networkrail.co.uk</p>
<p>4.</p>	<p>There shall be no bonfires on site at any time.</p>

Maltings Site, Dovecote Lane



1/20/2021, 3:20:34 PM

-  Site
-  Flood Zone 2
-  Flood Zone 3



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Photographs



View from railway bridge, looking south west



Existing accesses to the site from Dovecote Lane



South east end of Dovecote Lane, with access to railway bridge to the left



The Victoria Hotel, opposite the site



Existing boundary wall to the site



North west elevation of the Gatehouse



South east elevation of the Gatehouse



Rear (north east) elevation of the Gatehouse



View along Dovecote Lane, looking south east

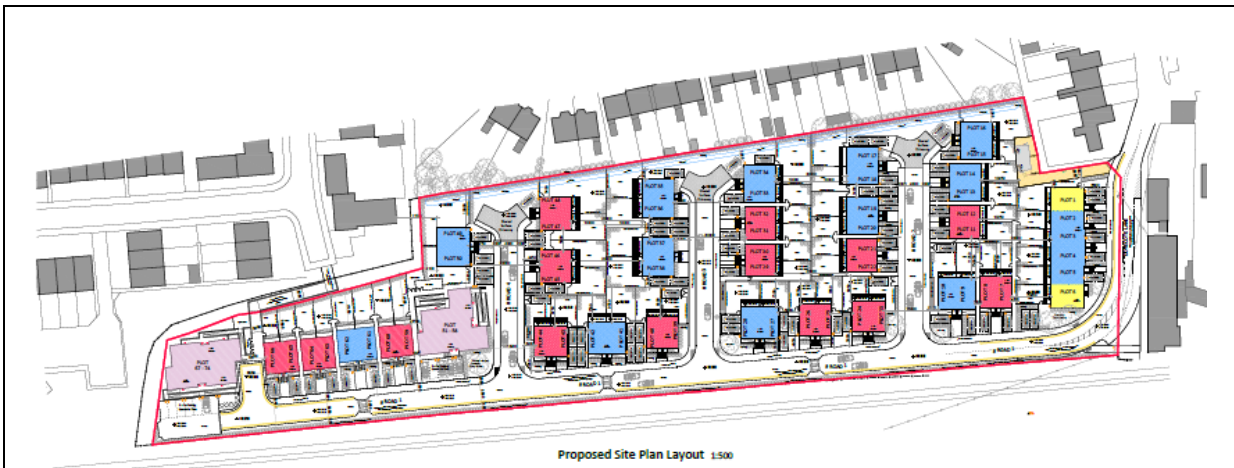


Rear of properties on Redwood Crescent, which are to the north west of the site



Properties on the Hetley Pearson site (Cartwright Way)

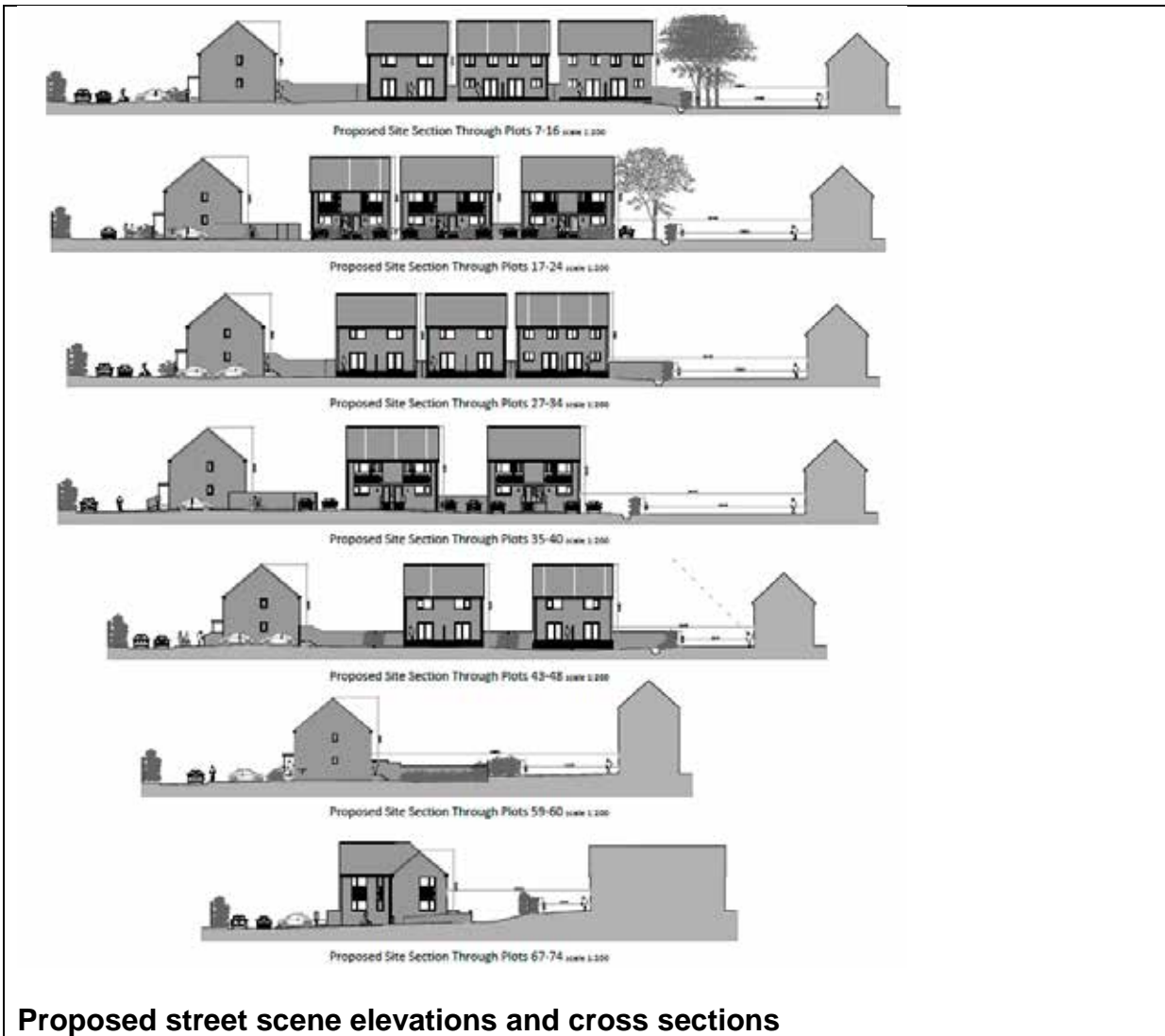
Plans (not to scale)

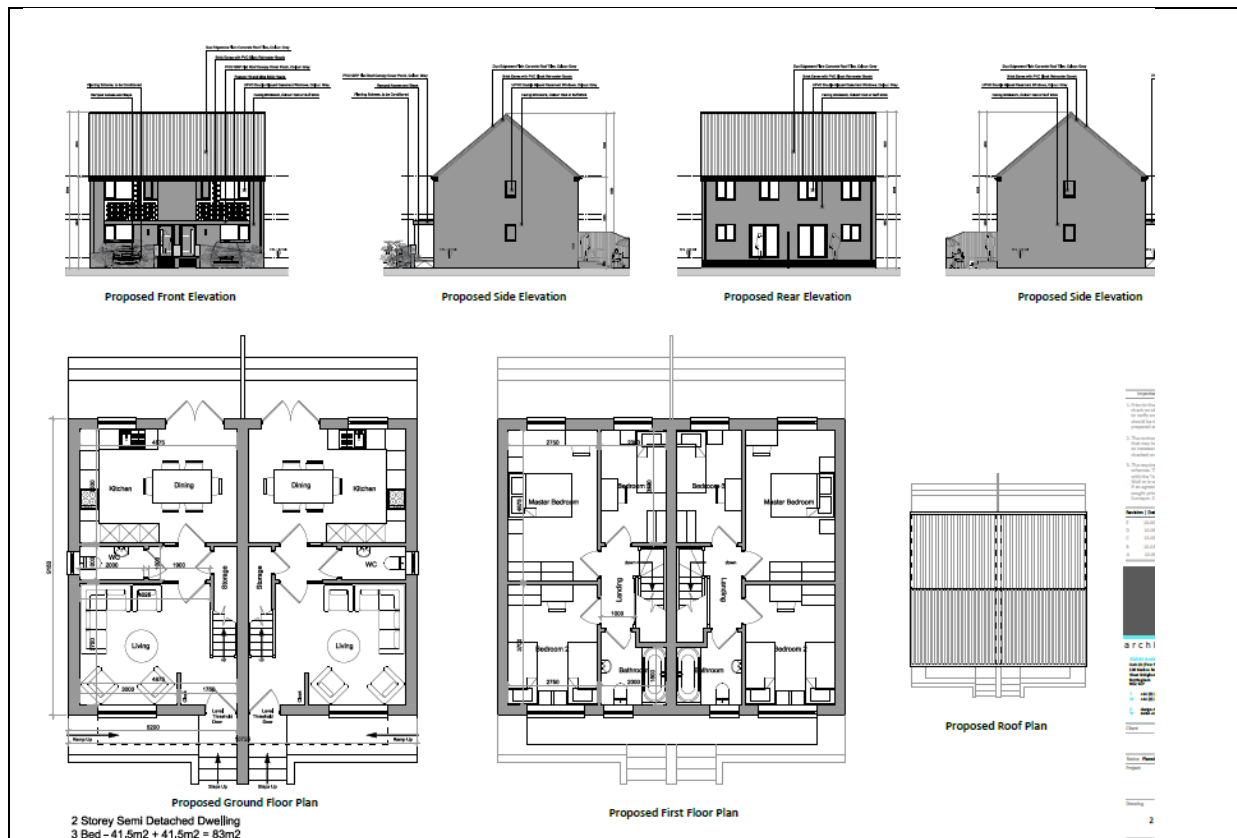


Proposed layout

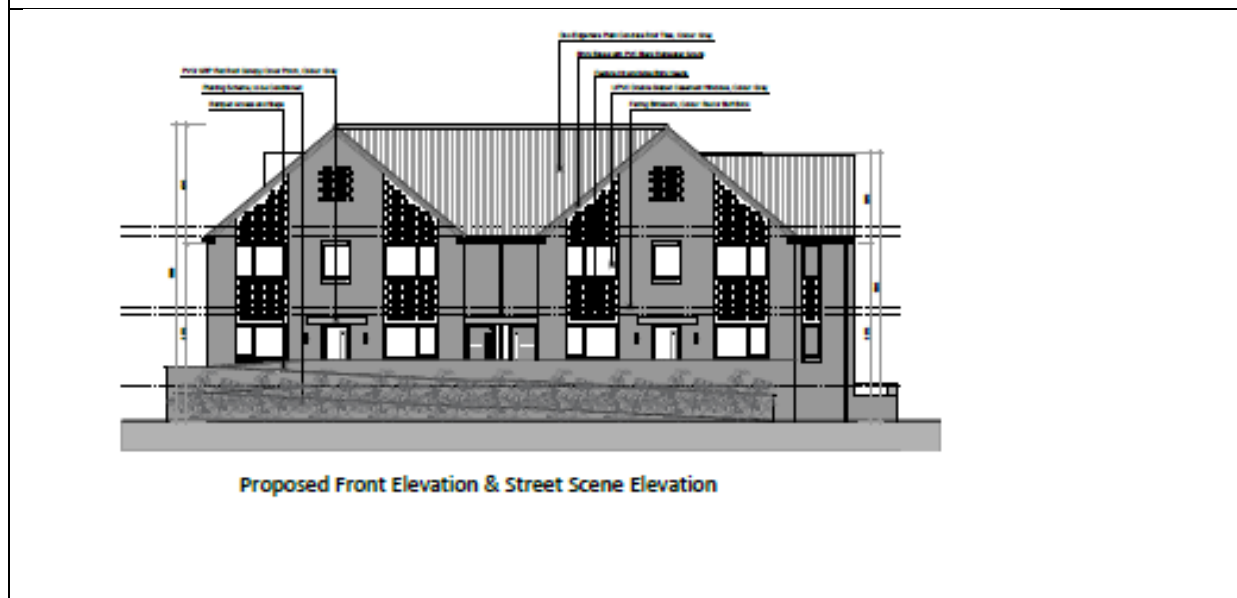


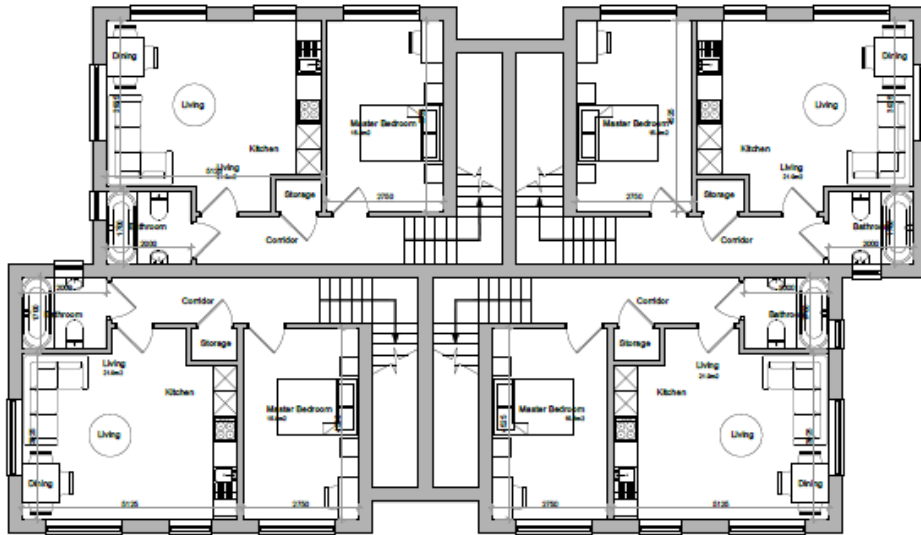
Indicative layout of alterations to Dovecote Lane and access





Three bed dwelling – typical elevation and layout



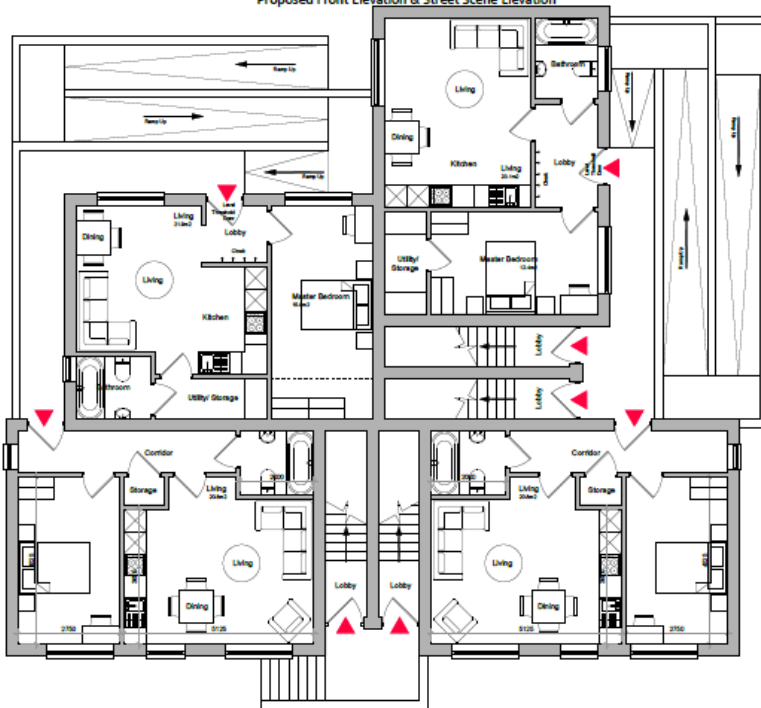


Proposed First Floor Plan

Proposed apartments – elevations and typical first floor layout (Plots 67-74)

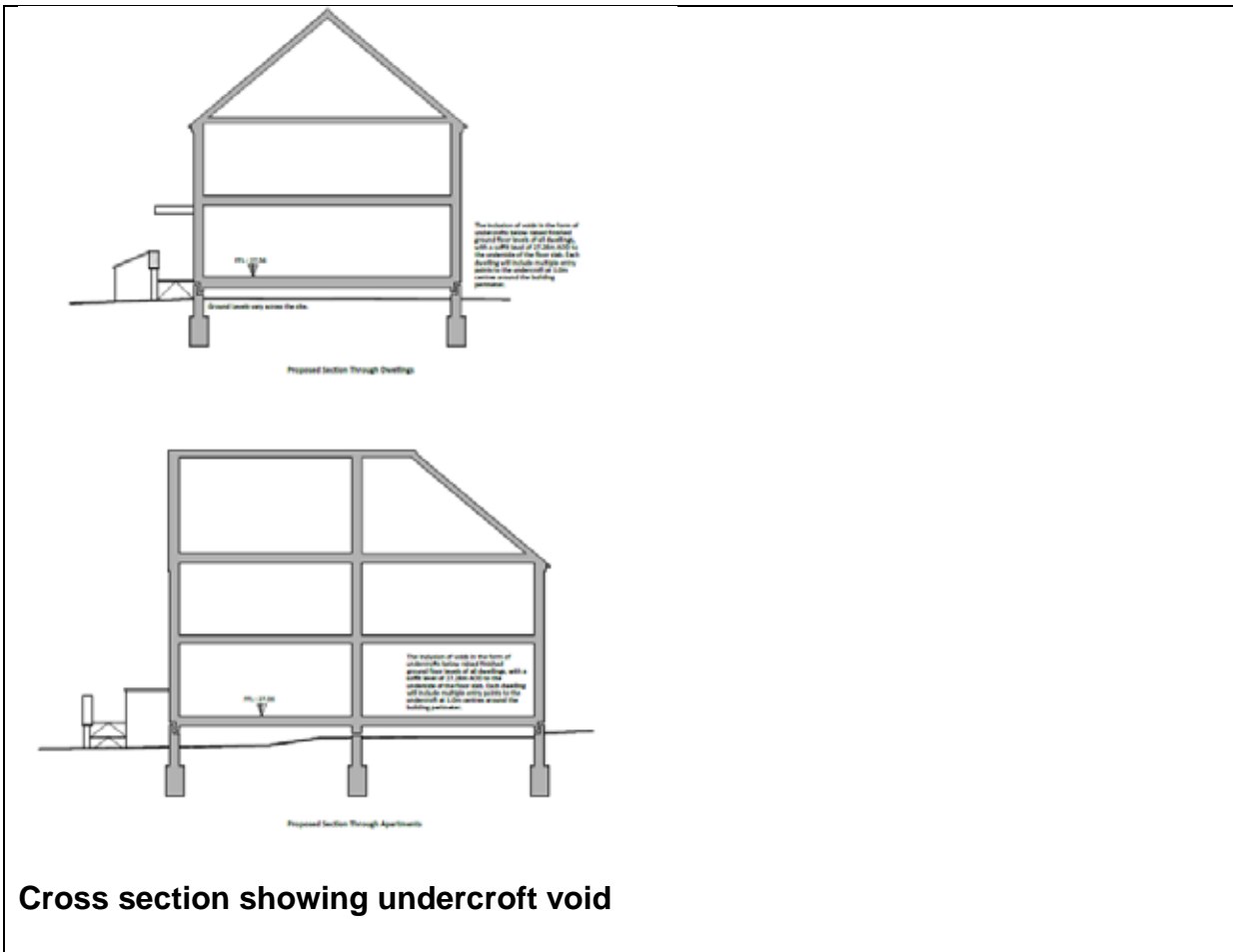


Proposed Front Elevation & Street Scene Elevation



Proposed Ground Floor Plan

Proposed elevations and ground floor layout – Plots 51-58



BROXTOWE BOROUGH COUNCIL DEVELOPMENT CONTROL – PLANNING & COMMUNITY DEVELOPMENT

**PLANNING APPLICATIONS DEALT WITH FROM
19 December 2020 TO 15 January 2021**

CONTENTS

Planning applications dealt with under Delegated Powers

Please note: This list is now prepared in WARD order (alphabetically)

BROXTOWE BOROUGH COUNCIL
DEVELOPMENT CONTROL – PLANNING & COMMUNITY DEVELOPMENT

**PLANNING APPLICATIONS DETERMINED BY
DEVELOPMENT CONTROL**

ATTENBOROUGH & CHILWELL EAST WARD

Applicant : Mr S Repton 20/00720/FUL
Site Address : 2 Kelsey Close Attenborough Nottinghamshire NG9 6BA
Proposal : **Construct front extension**
Decision : **Conditional Permission**

Applicant : Mr I McCann 20/00736/FUL
Site Address : 24 Clarkes Lane Chilwell Nottinghamshire NG9 5BL
Proposal : **Construct single storey side extension, conversion of garage into habitable space including replacement of flat roof with pitched roof and replace car port with garage**
Decision : **Conditional Permission**

AWSWORTH, COSSALL & TROWELL WARD

Applicant : Mr Richard Lymbery 20/00636/FUL
Site Address : 92 Church Lane Cossall Nottinghamshire NG16 2RW
Proposal : **Extend dropped kerb**
Decision : **Conditional Permission**

Applicant : Rattam 20/00738/FUL
Site Address : Land Adjacent 203 Stapleford Road Trowell Nottinghamshire NG9 3QE
Proposal : **Construct dwelling with dropped kerb and boundary wall, gates and fencing (revised scheme)**
Decision : **Conditional Permission**

BEESTON CENTRAL WARD

Applicant : Mr Anthony Ward 20/00501/FUL
Site Address : 9 Melrose Avenue Beeston Nottinghamshire NG9 1HW
Proposal : **Construct fence**
Decision : **Conditional Permission**

Applicant : Mr Mark Buckingham 20/00700/FUL
Site Address : Apartment 1A Humber Buildings Humber Road Beeston Nottinghamshire NG9 2ET
Proposal : **Construct second floor flat over existing flat**
Decision : **Conditional Permission**

Applicant : The Directors JDR Holdings Ltd 20/00794/PNH
Site Address : 46 Queens Road East Beeston Nottinghamshire NG9 2GS
Proposal : **Construct single storey rear extension, extending beyond the rear wall of the original dwelling by 6.00 metres, with a maximum height of 3.00 metres, and an eaves height of 2.74 metres**
Decision : **PNH Approval Not Required**

BEESTON NORTH WARD

Applicant : C Burton 20/00751/FUL
Site Address : 74 Abbey Road Beeston Nottinghamshire NG9 2QH
Proposal : **Change of use from HMO for 3 occupants (Class C4) to 8 bed HMO**
Decision : **Conditional Permission**

Applicant : Mr James Roberts 20/00780/CLUP
Site Address : 74 Marlborough Road Beeston Nottinghamshire NG9 2HL
Proposal : **Certificate of Lawfulness for change of use from dwellinghouse (Class C3) to HMO (Class C4) and construct a loft conversion incorporating a rear dormer**
Decision : **Approval - CLU**

BEESTON RYLANDS WARD

Applicant : Mr Mark Churchill Howden Joinery Properties Limited 20/00795/ADV
Site Address : 15 Beeston Business Park Technology Drive Beeston Nottinghamshire NG9 1DA
Proposal : **Display 1 illuminated sign and 1 non-illuminated sign**
Decision : **Conditional Permission**

BEESTON WEST WARD

Applicant : Mr C Thorley & Ms P Burchell 20/00539/FUL
Site Address : 89 Bramcote Drive West Beeston Nottinghamshire NG9 1DU
Proposal : **Construct single storey rear extension with veranda, garage, front porch, front dormer and extend rear dormer**
Decision : **Conditional Permission**

Applicant : Mr Xu Xuemin 20/00676/FUL
Site Address : The Durham Ox And The Pink Wing 83 High Road Beeston Nottinghamshire NG9 2LE
Proposal : **Construct rear extension and external stairs and install windows to ground floor front elevation**
Decision : **Conditional Permission**

Applicant : Mr B Bourne Ellis Fermor and Negus Solicitors 20/00688/FUL
Site Address : 2 Devonshire Avenue Beeston Nottinghamshire NG9 1BS
Proposal : **Construct cabin**
Decision : **Conditional Permission**

Applicant : Mr Guy Surfleet Everards 20/00709/FUL
Site Address : Crown Inn 20 Church Street Beeston Nottinghamshire NG9 1FY
Proposal : **Retain marquee in car park**
Decision : **Conditional Permission**

Applicant : Mr Hinsley A Hinsley Ltd 20/00724/FUL
Site Address : 43 Fellows Road Beeston Nottinghamshire NG9 1AQ
Proposal : **Construct two dwellings with associated outbuildings and driveways following demolition of bungalow**
Decision : **Conditional Permission**

Applicant : Mr James Miller 20/00729/FUL
Site Address : 8A Ireton Street Beeston Nottinghamshire NG9 1FD
Proposal : **Construct first floor extension, porch, attached garage and external alterations including render**
Decision : **Conditional Permission**

Applicant : Mrs Emma Griffiths Open Design Studio 20/00737/FUL
Site Address : 5 Elm Avenue Beeston Nottinghamshire NG9 1BU
Proposal : **Replacing existing windows and external door to the rear and side elevation of existing extension**
Decision : **Conditional Permission**

Applicant : Munro 20/00757/FUL
Site Address : 22 Park Street Beeston Nottinghamshire NG9 1DF
Proposal : **Construct two storey side extension**
Decision : **Conditional Permission**

BRAMCOTE WARD

Applicant : Jayne Lewin 20/00531/FUL
Site Address : 69 Town Street Bramcote Nottinghamshire NG9 3HL
Proposal : **Construct single storey side extension**
Decision : **Conditional Permission**

Applicant : Mrs S Bond 20/00576/CLUP
Site Address : 61 Thoresby Road Bramcote Nottinghamshire NG9 3EP
Proposal : **Certificate of lawful development to construct single storey rear (side) extension**
Decision : **Withdrawn**

Applicant : Mr Gareth Smith 20/00603/FUL
Site Address : 34 Sandy Lane Bramcote Nottinghamshire NG9 3GS
Proposal : **Construct single/two storey side and rear extensions and front porch (revised scheme)**
Decision : **Refusal**

Applicant : Mr Nick Chan 20/00763/FUL
Site Address : 148 Ewe Lamb Lane Bramcote Nottinghamshire NG9 3JW
Proposal : **Construct single storey front extension (following demolition of porch)**
Decision : **Conditional Permission**

Applicant : Mr M Hobbs 20/00767/FUL
Site Address : 39 Thoresby Road Bramcote Nottinghamshire NG9 3EN
Proposal : **Construct single storey rear extension**
Decision : **Conditional Permission**

CHILWELL WEST WARD

Applicant : Mr A S Chahal Chilwell Minimarket 20/00601/FUL
Site Address : 18 Ulldale Court Chilwell Nottinghamshire NG9 5NG
Proposal : **Construct rear, first and second floor extensions to shop to create 3 apartments**
Decision : **Conditional Permission**

GREASLEY WARD

Applicant : Jo Hubbard 20/00620/FUL
Site Address : 84 Baker Road Newthorpe Nottinghamshire NG16 2DP
Proposal : **Construct gable roof, including loft conversion, dormers, single storey side extension, with loft conversion over and a single storey rear extension**
Decision : **Conditional Permission**

Applicant : Mr N Austin 20/00662/FUL
Site Address : 2 Main Street Newthorpe Nottinghamshire NG16 2ET
Proposal : **Construct two storey side extension**
Decision : **Conditional Permission**

Applicant : Mrs Sally Hind 20/00692/FUL
Site Address : Newlands Farm 201A Main Street Newthorpe NG16 2DL
Proposal : **Construct replacement agricultural barn**
Decision : **Conditional Permission**

Applicant : MS LORI BERRY 20/00717/FUL
Site Address : Land Adjacent 23 Moorgreen Newthorpe Nottinghamshire NG16 2FD
Proposal : **Construct detached dwelling**
Decision : **Conditional Permission**

Applicant : Mr Kevin Draper 20/00740/FUL
Site Address : 90 Smithurst Road Giltbrook Nottinghamshire NG16 2UP
Proposal : **Construct single storey side and rear extension**
Decision : **Conditional Permission**

KIMBERLEY WARD

Applicant : Mr Steve Rapley 20/00557/FUL
Site Address : 1 Eve Mews Church Hill Kimberley Nottinghamshire NG16 2HY
Proposal : **Construct annex**
Decision : **Conditional Permission**

Applicant : Mr D Shaw Brickcraft Developments 20/00642/ROC
Site Address : Former Brewery Building And Land On Junction Of Brewery Street And Hardy Street
Brewery Street Kimberley Nottinghamshire
Proposal : **Variation of condition 2 (site plan) and 3 (car parking spaces) of reference
17/00021/FUL**
Decision : **Conditional Permission**

NUTHALL EAST & STRELLEY WARD

Applicant : Mr & Mrs Kaushal N/A 20/00611/FUL
Site Address : The Gables Strelley Lane Strelley NG8 6PF
Proposal : **Construct first floor extension above flat roof extension with covered gable balcony
with additional steel frame balcony to side.
Extend previously proposed plant room.**
Decision : **Withdrawn**

Applicant : Mr & Mrs Marsh 20/00747/CLUP
Site Address : 35 Roland Avenue Nuthall Nottinghamshire NG16 1BB
Proposal : **Certificate of Lawfulness for a proposed single storey side extension**
Decision : **Approval - CLU**

Applicant : Mr Ashley Brandy 20/00813/FUL
Site Address : 11 Northolt Drive Nuthall Nottinghamshire NG16 1QX
Proposal : **Construct two storey side extension**
Decision : **Conditional Permission**

STAPLEFORD NORTH WARD

Applicant : Mr John Cole 20/00640/FUL
Site Address : 28 Northwood Street Stapleford Nottinghamshire NG9 8GH
Proposal : **Construct single storey rear extension**
Decision : **Conditional Permission**

Applicant : Mr Stephen Broddel 20/00701/FUL
Site Address : 32 Hobart Drive Stapleford Nottinghamshire NG9 8PX
Proposal : **Erect fence**
Decision : **Conditional Permission**

STAPLEFORD SOUTH EAST WARD

Applicant : Mr D Tinsley 20/00643/FUL
Site Address : 52 Valmont Road Bramcote Nottinghamshire NG9 3JB
Proposal : **Construct two storey side and single storey rear extensions**
Decision : **Conditional Permission**

Applicant : One Stop Stores Ltd 20/00708/ADV
Site Address : Sainsbury's Local 49 - 49A Central Avenue Stapleford Nottinghamshire NG9 8PU
Proposal : **Display 2 illuminated fascia signs, 15 panel signs and 4 poster cases**
Decision : **Conditional Permission**

Applicant : Prof N Royan 20/00719/FUL
Site Address : 49 Sherwin Road Stapleford Nottinghamshire NG9 8PP
Proposal : **Construct two storey side and rear extension**
Decision : **Conditional Permission**

STAPLEFORD SOUTH WEST WARD

Applicant : Mr Steven Beardsley 20/00715/FUL
Site Address : 17 Park Street Stapleford Nottinghamshire NG9 8EU
Proposal : **Construct single storey side and rear extension and detached double width garage with games room in the roof space.**
Decision : **Conditional Permission**

TOTON & CHILWELL MEADOWS WARD

Applicant : Shelly & Gillan Edwards & Ross 20/00456/FUL
Site Address : 3 Old Mill Close Toton Nottinghamshire NG9 6EU
Proposal : **Construct single storey rear extension**
Decision : **Conditional Permission**

Applicant : Mr S Bakewell 20/00673/FUL
Site Address : 24 Hampton Close Toton Nottinghamshire NG9 6LL
Proposal : **Construct single storey side extension**
Decision : **Conditional Permission**

Applicant : Mr Jiagying Haung 20/00885/PNH
Site Address : 83 Seaburn Road Toton Nottinghamshire NG9 6HN
Proposal : **Construct single storey rear extension, extending beyond the rear wall of the original dwelling by 5.953 metres, with a maximum height of 3.0 metres, and an eaves height of 0 metres**
Decision : **Withdrawn**

WATNALL & NUTHALL WEST WARD

Applicant : Mr & Mrs Taylor 20/00722/FUL
Site Address : Vergewood Kimberley Road Nuthall Nottinghamshire NG16 1DD
Proposal : **Extension of detached garage**
Decision : **Refusal**

Applicant : Mr N Priest 20/00776/FUL
Site Address : 54 Larkfield Road Nuthall Nottinghamshire NG16 1ET
Proposal : **Construct single storey front and side extension**
Decision : **Conditional Permission**
