



Tuesday, 12 May 2020

Dear Sir/Madam

A meeting of the Planning Committee will be held on Wednesday, 20 May 2020 (to be held virtually, via Microsoft Teams) commencing at 2.30pm.

Should you require advice on declaring an interest in any item on the agenda, please contact Legal Services 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  
C M Tideswell  
D K Watts (Chair)  
R D Willimott

## A G E N D A

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 - 4)

The Committee is asked to confirm as a correct record the minutes of the meeting held on 22 April 2020 and 4 May 2020.

4. NOTIFICATION OF LOBBYING

5. DEVELOPMENT CONTROL

5.1 19/00816/REM (Pages 5 - 44)

Construct 132 apartments (Class C3) and flexible use commercial unit (retail / financial and professional services / restaurant / bar / takeaway / assembly and leisure - Classes A1- A5 and D2) with car parking and landscaping (reserved matters relating to planning permission reference 18/00360/FUL)

Land South East Of B & M, Styring Street & Station Road, Beeston

5.2 19/00779/FUL (Pages 45 - 54)

Change of use from Former Dyeworks (Class B2) to storage and distribution (Class B8) for a temporary period of 3 years  
Former Dyeworks Site, West End Street, Stapleford, NG9 7DA

5.3 20/00059/FUL (Pages 55 - 62)

Construct first floor side extension and rear dormer (revised scheme)  
88 Abbey Road Beeston Nottinghamshire NG9 2HP

5.4 20/00081/FUL (Pages 63 - 76)

Construct 10 dwellings, together with associated infrastructure and public open space  
Land off west side Newmanleys Road, Eastwood, Nottinghamshire

5.5 20/00043/FUL (Pages 77 - 94)

Construct 4 dwellings and garages  
3 Swingate, Kimberley, Nottinghamshire, NG16 2PG

5.6 20/00165/FUL (Pages 95 - 108)

Construct industrial units (Class B2) including associated hard surfacing  
Midland Industrial Designers, Common Lane, Watnall, Nottinghamshire NG16 1HD

5.7     20/00127/FUL     (Pages 109 - 120)

Construct two storey rear/side and single storey rear  
extensions and raised decking  
1A Trevor Road, Beeston, Nottinghamshire, NG9 1GR

6.     INFORMATION ITEMS

6.1     APPEAL DECISIONS     (Pages 121 - 122)

6.2     DELEGATED DECISIONS     (Pages 123 - 128)

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## **PLANNING COMMITTEE**

**WEDNESDAY, 22 APRIL 2020**

Present: Councillor D K Watts, Chair

Councillors: L A Ball BEM  
S J Carr (substitute)  
T A Cullen  
M Handley  
R I Jackson  
J McGrath  
P J Owen  
D D Pringle  
R Radulovic MBE (substitute)  
H Skinner (substitute)  
R Willimott

Apologies for absence were received from Councillor D Bagshaw, D Grindell and R D MacRae.

### 78 **DECLARATIONS OF INTEREST**

Councillor J W McGrath declared a non-pecuniary interest as the applicant was known to him, minute number 81.1 refers.

### 79 **MINUTES**

The minutes of the meeting held on 18 March 2020 were approved as a correct record.

### 80 **NOTIFICATION OF LOBBYING**

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

### 81 **DEVELOPMENT CONTROL**

#### 81.1 19/00816/FUL

Construct 132 apartments (Class C3) and flexible use commercial unit (retail/financial and professional services/restaurant /bar/takeaway/assembly and leisure - Classes A1- A5 and D2) with car parking and landscaping (reserved matters relating to planning permission reference 18/00360/FUL)  
Land South East of B & M, Styring Street & Station Road, Beeston

This application sought planning permission to construct 132 apartments and flexible use commercial units with car parking and landscaping.

It was proposed by Councillor M Radulovic MBE and seconded by Councillor D K Watts that the meeting be postponed due to technical difficulties. On being put to the meeting the proposal was carried.

## **PLANNING COMMITTEE**

**WEDNESDAY, 4 MAY 2020**

Present: Councillor D K Watts, Chair

Councillors: D Bagshaw  
L A Ball  
S J Carr (ex-officio)  
T A Cullen  
D Grindell  
M Handley  
R I Jackson  
J W McGrath  
R S Robinson (substitute)  
P J Owen  
D D Pringle  
P D Simpson (substitute)  
C M Tideswell

Apologies for absence were received from Councillors R D MacRae and R D Willimott.

### 82 **DECLARATIONS OF INTEREST**

Councillors S J Carr and R I Jackson declared a non-pecuniary interest in item 4.1 due to being members of the Beeston Town Centre Board, minute number 84.1 refers.

Councillor McGrath declared a non-pecuniary interest in item 4.1 due to being involved with the Stapleford Town Board, minute number 84.1 refers

### 83 **NOTIFICATION OF LOBBYING**

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

### 84 **DEVELOPMENT CONTROL**

#### 84.1 **19/00816/REM**

Construct 132 apartments (Class C3) and flexible use commercial unit (retail/financial and professional services/restaurant /bar/takeaway/assembly and leisure - Classes A1- A5 and D2) with car parking and landscaping (reserved matters relating to planning permission reference 18/00360/FUL)  
Land South East of B & M, Styring Street & Station Road, Beeston

This application sought planning permission to construct 132 apartments and flexible use commercial units with car parking and landscaping and was deferred from the meeting 22 April 2020.

Members considered the late items for the application which included additional objections from Beeston District Civic Society. Concerns were raised over the design, refuse, privacy and highways. The amended plans were not considered adequate.

Mr S Craven (objector) submitted a formal written representation that was read to members of the Committee, Mr I Jowett (applicant) submitted a formal written representation that was read to members of the Committee.

Members debated the application and the following comments were amongst those noted:

- Room sizes were too small.
- The Highways objection by Nottinghamshire County Council.
- Police concerns over design and crime prevention.
- A vital opportunity for Beeston offering much needed accommodation.

It was confirmed that S106 money could not be requested at this stage in the process.

It was proposed by Councillor P J Owen and seconded by Councillor R I Jackson that the application be deferred to allow further discussions about access and design. However, it was deferral could only be sought on limited grounds which included access routes but not highways.

**RESOLVED that the application be deferred to allow further discussions about access and design.**

## 85 INFORMATION ITEMS

### 85.1 APPEAL STATISTICS

The Committee noted that the position remained unchanged from that reported at its meeting on 4 September 2019. The Council was not therefore currently at risk of special measures.

### 85.2 DELEGATED DECISIONS

The delegated decisions were noted.

## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>19/00816/REM</b>
<b>LOCATION:</b>	<b>LAND SOUTH EAST OF B &amp; M, STYRING STREET &amp; STATION ROAD, BEESTON</b>
<b>PROPOSAL:</b>	<b>CONSTRUCT 132 APARTMENTS (CLASS C3) AND FLEXIBLE USE COMMERCIAL UNIT (RETAIL / FINANCIAL AND PROFESSIONAL SERVICES / RESTAURANT /BAR / TAKEAWAY / ASSEMBLY AND LEISURE - CLASSES A1- A5 AND D2) WITH CAR PARKING AND LANDSCAPING (RESERVED MATTERS RELATING TO PLANNING PERMISSION REFERENCE 18/00360/FUL)</b>

### 1 Background

- 1.1 The item was due to be considered by a virtual Planning Committee on 22 April 2020 but this meeting was deferred following technical issues. The application was then deferred from the meeting on 4 May 2020 to enable further discussions with the applicant about the access position and design issues. The 4 May report is attached as an appendix to this report.

### 2 Additional information/consultations

- 2.1 Following the publication of the 22 April report, the applicant's highway consultant submitted a response to the objection from County Highways, summarised as follows:
- Only 2 additional parking spaces proposed compared to number of spaces in existing car park on site
  - Access proposed is only circa 20m closer to the Middle Street/Station Road junction than existing car park access
  - Visibility plays are within the required standards
  - Net proposed increase in evening peak of circa 11 two-way trips - existing car park generates approximately 30 two-way trips in both morning and evening peak hours, with high turnover of cars throughout day due to provision of one hour free parking. Proposed development would generate 30 two-way trips in the morning peak and 41 two-way trips in the evening peak and likely net reduction in movements during off peak periods of day.
  - Access will operate in same way as existing car park access with similar traffic generation but with likely reduction during day, reducing likelihood of conflicting movements.
  - Assessment of Personal Injury Accident (PIA) records at existing car park access found that in last five years, there have been two 'slight injury' PIAs on the west arm of the junction, neither involved vehicles turning into or out of the existing access.
  - Vehicles travel along Station Road at low speed because are either approaching or have just negotiated Middle Street/Station Road junction

- Proposed access cannot be located elsewhere due to level difference and tram tracks – access provided centrally between Middle Street/Station Road junction and pedestrian crossing on Station Road
  - Providing no parking on site as suggested by County could cause highway safety/inconvenience issues
  - Servicing the site by exiting onto Styring Street as suggested by County is unviable due to the level differences and interaction with the tram
  - Service bays have been accepted beside the cinema development and Birds (to north west on Station Road)
  - Loading restrictions can be used to limit use of proposed lay-by
  - Provision of internal servicing was considered but discounted as it would severely compromise the ground floor layout and car parking provision
  - Refuse collection will be undertaken by a commercial operator and accordingly, servicing hours can be agreed/contracted to be outside the peak hours.
- 2.2 Nottinghamshire County Council as Highway Authority disagree with the highway consultant's report conclusions and maintain their objection to scheme. Following the 4 May meeting, the Highway Authority have confirmed that they would only remove their objection to the scheme if no car parking was proposed on site (as the access would not be required).
- 2.3 Nottinghamshire County Council as Lead Local Flood Authority (LLFA) requested a surface water drainage condition be included. This is not proposed to be included as drainage details were submitted at the time application reference 18/00360/FUL was considered and the LLFA raised no objection to the information submitted at that time so no drainage condition was necessary.
- 2.4 The Force Designing out Crime Officer, Nottinghamshire Police submitted comments about the development which the agent responded to with further details about proposed security measures. Following receipt of this additional information and discussion with the agent, the Force Designing out Crime Officer has no objection to the proposal as the building will be managed by a single landlord. A note to applicant will be used advising that contact should be made with the police for further guidance about the security specification for the development.
- 2.5 Beeston & District Civic Society sent comments to all members of the Planning Committee objecting to the development for the following summarised reasons:
- Welcome the attempt to break down the overall mass of the proposed development with different sized blocks and to provide town centre residential accommodation. However, scheme fails overall in design terms and does not integrate with its surroundings.
  - Fails to reflect or take inspiration from any neighbouring buildings other than the future cinema so is aggressively monolithic.
  - Flat and monotonous rectangular facades lacking visual interest.
  - The proposed metal bolt on balconies do not enhance the design nor ensure a good level of privacy, usable space or amenity for occupants.
  - The block facing Station Road will be higher and longer than the Anglo Scotian Mills on Wollaton Rd but without any attempt made to ameliorate its

visual dominance and impact on the street scene or to express human scale at ground level.

- The verticality and height could be minimised e.g. by horizontal detailing, setting elements of the building forwards or backwards, incorporating curves, or brickwork detailing to add shadow and depth.
- The upper floors of the Station Rd block should be set back to lessen the visual impact of height.
- The proposed design makes no attempt to provide an attractive active frontage to Station Road and misses an opportunity to design a residents' entrance which would establish a strong residential identity which could contribute positively to the street scene.
- Question whether this proposal for residential accommodation so close to the town centre should be seen as standalone - it should be seen as integral to all of its surroundings as a whole.
- Wasted opportunity to create a sympathetically designed and impressive "gateway building" at the Middle Street junction
- The tallest block will be a dominant feature on the skyline from both the adjacent conservation areas and many other parts of Beeston.
- Will create a micro climate - wind tunnel and down draught effect at street level
- Will overshadow the proposed public realm between the Interchange and Station Rd for large parts of the day.
- No affordable housing proposed
- Bin collection arrangements are a concern
- Question impact of providing only 50 car parking spaces for 132 flats
- Minimal landscaping provided on Styring Street and Middle Street
- Lack of privacy and light for some residents
- A better, more sympathetic design should be sought.

### 3. Assessment

#### 3.1 **Highways**

- 3.1.1 Members raised concern that the County Council as highway authority had raised highway safety issues with the proposed access position on Station Road. The applicant has submitted a statement confirming that this is the only position the access can be located. Styring Street cannot be used because of the location of the tram stop and level differences, Middle Street cannot be used because of the location of the tram tracks, land to the north west of the site cannot be used because this is the location of the public realm between this development and the cinema building (having an access through here would severely compromise the provision of the public realm) and the access cannot be located elsewhere on Station Road because of the need to achieve an acceptable overall design to the building in terms of providing an attractive and human scale relatable development at the Middle Street/Station Road junction and providing an active frontage to the public realm/Station Road corner of the building. The location of the existing substation also restricts where the access can be located. The access has been located as far away from the Middle Street/Station Road junction as possible. The only position for the proposed access is as shown on the submitted plans.

- 3.1.2 At the time the outline application (18/00360/FUL) was considered, the only realistic access position was on Station Road. The County Council as highway authority raised some concerns about the indicative access position at outline stage but they did not object or advise that having an access on Station Road was unacceptable.
- 3.1.3 The proposed car park will only have two more spaces than the existing car park on site and there will be less vehicle movements throughout the day (off peak hours) as a result of the proposed development (albeit a nominal net increase overall). Station Road is straight at the access point, providing good visibility to the north west and south east, albeit larger vehicles using the service lay by could restrict visibility but an additional condition (8) is proposed that restricts use of the lay-by by refuse vehicles to off peak hours only. In addition, the concern of NCC that drivers waiting to turn right into the site could be shunted from behind by another vehicle not expecting them to turn right into the car park but at the signal controlled junction, could occur now but no accidents have been recorded as a result. The speed of vehicles on Station Road will be low because of the signal controlled junction and pedestrian crossing but also because of the town centre location and associated activity.

### **3.2 Design**

- 3.2.1 Members raised concerns about the design of the scheme in terms of the sustainability measures proposed, flat sizes and the late objection from the Police's Designing out Crime Officer. Condition 5 has been amended to give more certainty that environmental measures will be provided (within six months of first occupation of the building) and the applicant has set out that they are committed to providing environmental measures. 10 Electric Vehicle Charging points will also be provided.
- 3.2.2 A mixture of flat sizes has been provided, with all meeting the minimum standards and 90 per cent exceeding the minimum standards. Increasing the apartment sizes further would take the building beyond the massing parameters agreed at outline and affect the viability of the project through increased build costs.
- 3.2.3 The building will be secure and it is considered that security measures have been sufficiently integrated into the design of the building with secure doors, secure access arrangements for visitors, secure post arrangements and secure cycle storage. In addition, the Designing out Crime Officer now has no objection to the development.

### **3.3 Conclusion**

- 3.3.1 There is no alternative access position. The benefits of the scheme (including provision of housing, commercial space and jobs and the redevelopment of a prominent vacant site in the town centre) are considered to outweigh the highway safety issue raised by the County Council. The applicant has provided more certainty regarding the provision of the environmental measures and condition 5 has been amended to ensure that such measures are provided. Flat sizes cannot be increased without a re-design of the entire scheme and viability implications. The development is considered to be well designed and secure.



- 3.3.2 The committee is asked to resolve that the reserved matters be approved subject to the conditions outlined below.

<b><u>Recommendation</u></b>	
<b>The Committee is asked to RESOLVE that reserved matters be approved subject to the following conditions.</b>	
<b>1.</b>	<p>The development hereby permitted shall be carried out in accordance with drawings referenced:  Red Line Overall Development Rev A; Proposed Block Plan Rev A; Proposed Section AA &amp; BB Rev A;  Proposed Section CC &amp; DD Rev B;  Ground Level Landscape General Arrangement Plan Rev S4/P04;  Site sections S4/P01;  01 Level Podium Garden Hard and Soft Landscape Proposals Rev S4/P01;  03 Level Roof Terrace Hard and Soft Landscape Proposals Rev S4/P01;  Proposed East and West Elevations Rev C;  Proposed North and South Elevations Rev B;  Proposed Plan – Level 00 Rev B;  Proposed Plan – Level 00 Mezzanine Rev B;  Proposed Plan – Level 01 Rev C;  Proposed Plan – Level 02 Rev C;  Proposed Plan – Level 03 Rev C;  Proposed Plan – Level 04 Rev C;  Proposed Plan – Level 05 Rev C;  Proposed Plan – Level 06 Rev C;  Proposed Roof Plan Rev B;  Proposed Section EE &amp; FF and  Proposed Section GG.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
<b>2.</b>	<p>No development shall commence until a 1m square sample panel of each proposed brick type, indicating brick bonding, mortar colour and pointing technique, has been constructed on site and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p> <p><i>Reason: In the interests of the appearance of the development and surrounding area, which includes conservation areas, and given the scale of the building, in accordance with the aims of Policies 11, 17 and 23 of the Part 2 Local Plan (2019).</i></p>
<b>3.</b>	<p>No development above slab level shall commence until details of the numbers, types and locations of bat and bird boxes have been submitted to and approved in writing by the Local Planning Authority. The bat and bird boxes shall be installed in</p>

	<p>accordance with the agreed details prior to first occupation of the respective block.</p> <p><i>Reason: To secure the provision of such features in the interests of biodiversity and in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014) and Policies 17 and 31 of the Part 2 Local Plan (2019).</i></p>
4.	<p>No development above slab level shall commence until details of the numbers, species and sizes of proposed shrubs and trees and planting of other soft landscaped areas has been submitted to and approved in writing by the Local Planning Authority. The planting shall take place in accordance with the agreed details.</p> <p><i>Reason: Insufficient details were submitted and to ensure appropriate planting occurs, in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014) and Policies 11 and 17 of the Part 2 Local Plan (2019).</i></p>
5.	<p>PV panels will be installed, in accordance with details which shall first have been submitted to and agreed in writing by the Local Planning Authority, within 6 months of first occupation of the building unless details of alternative environmental measures have been submitted to and agreed in writing by the Local Planning Authority. If alternative environmental measures have been agreed, these shall be installed within 6 months of first occupation of the building.</p> <p><i>Reason: No such details were submitted and to ensure environmental measures are incorporated within the scheme, in accordance with the aims of Policy 1 of the Aligned Core Strategy (2014).</i></p>
6.	<p>The Station Road lay-by shall be provided in accordance with the Proposed Plan – Level 00 Rev B (or other such drawing as may be agreed) before any apartment or commercial unit hereby approved is first occupied and thereafter retained in the approved form for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety to ensure the development can be serviced and in accordance with the aims of Policy 17 of the Part 2 Local Plan 2019.</i></p>
7.	<p>No later than 12 months following first occupation of the hereby approved buildings beside Styring Street, any measures to facilitate the fixing of NET equipment to the Styring Street elevations of the buildings shall have been implemented in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority.</p>

	<b><i>Reason: To minimise clutter in the footpath and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019).</i></b>
8.	No refuse collections shall be made from the service lay-by between the hours of 07:30-09:30 and 16:30-18:30 Monday-Friday.  <b><i>Reason: To restrict use of the lay-by by large vehicles during peak hours in the interests of highway safety and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019).</i></b>
	<b>NOTES TO APPLICANT</b>
1.	The Council has acted positively and proactively in the determination of this application by working with the agent to amend the design of the scheme.
2.	The conditions on 18/00360/FUL remain applicable to this development.
3.	The developer will need to maintain close liaison with the tram operator, Nottingham Trams, during construction works and with regard to the technical requirements for the installation of the fixings, Tel: 0115 8246060, email: info@thetram.net. It is not permitted for any vehicles to obstruct the tramway at any time.
4.	In order to carry out off-site works, 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 under Section 278 of the Act. The applicant is advised to contact the County Council Highways team for details on Tel: 0115 9772210.
5.	The provision for refuse and recycling does not comply with the Council's requirements and has been accepted on the basis that a private company will be responsible for refuse/recycling collection.
6.	Ventilation and filtration equipment may require planning permission.
7.	The applicant is advised to contact Western Power before works commence on site in relation to the substation on site.
8.	The applicant is advised to contact Nottinghamshire Police to discuss the security specification of the building before commencing development.

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## APPENDIX

## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>19/00816/REM</b>
<b>LOCATION:</b>	<b>Land South East Of B &amp; M, Styring Street &amp; Station Road, Beeston</b>
<b>PROPOSAL:</b>	<b>Construct 132 apartments (Class C3) and flexible use commercial unit (retail / financial and professional services / restaurant /bar / takeaway / assembly and leisure - Classes A1-A5 and D2) with car parking and landscaping (reserved matters relating to planning permission reference 18/00360/FUL)</b>

The application is brought to the Committee as the Council is the landowner.

1 Executive Summary

- 1.1 The application contains the “reserved matters” relating to the appearance, layout and scale of the development of 132 apartments and ground floor commercial unit (Classes A1-A5 and D2), including associated landscaping details relating to proposed soft landscaped areas at ground level and two roof gardens and access details. Vehicular access to the site would be taken from Station Road. 50 parking spaces are proposed in a two storey car park. The principle of the development has been established by the grant of outline planning permission as part of a hybrid application (reference 18/00360/FUL).
- 1.2 All apartments meet the minimum sizes as set out in the DCLG Technical Housing Standards – nationally described space standard. The proposed development will comprise four flat roofed blocks, each of a different height and brick type.
- 1.3 The main issues relate to the design of the development, particularly its height, and the impact on amenity and highway safety.
- 1.4 The design and height of the development are considered to be appropriate and acceptable in this town centre location. No harm to heritage assets would result. There is considered to be no adverse impact on neighbour amenity and it is considered the residents of the proposed apartments will have a sufficient standard of amenity. In relation to highway safety, the County Council as highway authority object to the proposal as they consider visibility for drivers exiting the site access will be restricted by vehicles stationed in the adjacent lay-by, resulting in an increased likelihood of danger to other users of the public highway. In addition, the slowing down and turning of vehicles on Station Road will adversely affect the free flow and safety of vehicles on the public highway. However, the traffic associated with the proposed 50 car parking spaces and servicing of the building using the layby is considered to be not so significant as to warrant refusal of the application.

- 1.5 The Committee is asked to resolve that the reserved matters be approved subject to the conditions outlined in the appendix.

## APPENDIX

### 1 Details of the Application

- 1.1 The application contains the “reserved matters” relating to the appearance, layout and scale of the development of 132 apartments and ground floor commercial unit (Classes A1-A5 and D2), including associated landscaping details relating to proposed soft landscaped areas at ground level and two roof gardens and access details. Vehicular access to the site would be taken from Station Road. 50 parking spaces are proposed in a two storey car park within the centre of the site. Five of these spaces will have electronic vehicle charging points and three will be disabled spaces. Pedestrian access points for residents are proposed from Station Road, Middle Street and Styring Street. The commercial unit would be accessed from the new public realm to the north west of the site, with a service layby proposed beside Station Road to serve both elements of the development. Cycle (48) and motorcycle (10) parking and bin storage is proposed within the building.
- 1.2 40 of the proposed apartments will have one bedroom and 92 will have two bedrooms. All apartments meet the minimum sizes as set out in the DCLG Technical Housing Standards – nationally described space standard.
- 1.3 There is a substation on site beside Middle Street which has to be retained and has been incorporated within the proposed development and enclosed by aluminium mesh panels.
- 1.4 The proposed development will comprise four flat roofed blocks, each of a different height and brick type. Beside Station Road, the block will be eight storeys high. There will be a five storey block to the south east of the cinema development, with the ground floor being the commercial unit. A four storey block is proposed beside the tram tracks fronting Styring Street. Between the four and eight storey blocks and projecting towards Middle Street, will be a two storey block. Roof gardens are proposed above the two and four storey blocks. An indicative zone for PV panels has been shown on the roof of the tallest block beside Station Road.
- 1.5 The building will have chamfered corners beside the public realm to the north west, with brick pillars supporting the overhanging structure on each of these two corners and also the overhang beside the Middle Street/Station Road junction. Floor to ceiling glazing is proposed to be used in the commercial unit. The proposed apartments will all have full height windows and some will have balconies, decked areas or small patios.
- 1.6 Amended plans were submitted during the course of the application to add more interest to the Station Road elevation, to provide additional clarity on window

recesses/projections and proposed materials, to make some changes to proposed terracing, to realign the walls of ground and first floor apartments beside the plant room to re-orientate windows to face south east, to provide full 'internal' courtyard elevations and to include previously omitted windows. Additional visuals of the proposed development were also provided.

## 2 Site and surroundings

- 2.1 The site has an area of 0.36 hectare and is located within Beeston town centre. 1.8m high black mesh fencing surrounds the majority of the site. The land slopes down across the site from north west to south east by approximately 1.4m (along Station Road). It was formerly occupied by a fire station and some commercial units, all now demolished. Part of the site was used as a compound by NET during the construction of the tram tracks. Two council car parks are located towards the north west of the site, both accessed from a single access on Station Road. The south eastern portion of the site is vacant. Hardstanding covers the majority of the site. There is a substation on the site beside Station Road. Vehicular access to the site is only possible from Station Road. A cinema with commercial units at ground floor is under construction on the adjacent site to the north west.
- 2.2 To the immediate south west of the site is the bus and tram interchange on Styring Street with four-five storey apartments beyond, some of which are located within the Beeston West End Conservation Area. Beyond these apartments, to the north west, is St John the Baptist's church (Grade II listed) and churchyard. There are two other Grade II listed buildings within this area – the Crimean war memorial and Village Cross (both located on Church Street). St John's Grove Conservation Area is located to the immediate north west of the West End Conservation Area.
- 2.3 The north western site boundary with the cinema construction site is temporary fencing, with retail/commercial units in Beeston town centre beyond the cinema development site. Station Road adjoins the north eastern site boundary, with the two storey brick and timber clad Tesco store, with adjacent car park, on the opposite side of the road. To the south east and south of the site, there are commercial and residential properties (two-three storey) fronting Middle Street.

## 3 Relevant Planning History

- 3.1 In 2017, planning permission (reference 17/00498/FUL) was granted to use the site (together with the cinema site to the north west) for outdoor events of more than 28 days duration (e.g. Beeston Beach), including installation of temporary structures. This permission includes a condition which restricts the hours when works in association with an event e.g. construction and dismantling of buildings, commercial deliveries etc can take place (08:00 – 22:00) and restricts the hours when events are open to the public to 09:00-22:00.
- 3.2 A Design Review of the proposed development of the wider site took place in March 2018. The Design Review Panel comprised experts from the built environment sector, chaired by an architect, who provided impartial advice on the proposed development. A site visit was undertaken by the panel and then a

discussion was held by the panel with the Council and the architect. After the panel session was held, a letter containing the comments and recommendations of the panel was provided.

- 3.3 A hybrid planning application (reference 18/00360/FUL) was determined in September 2018 which gave full permission for a cinema and commercial units (Classes A1-A5) on the adjoining land to the north west and outline permission for a mixed use development to include residential dwellings (an indicative number of 132 dwellings was proposed) with car parking, commercial units (Class A1 - A5) and assembly and leisure units (Class D2) with associated ancillary areas (plant and bin stores etc.) with all matters reserved on the application site. A 10m wide public realm between the two sites, between Styring Street and Station Road, was approved as part of the full permission.

#### **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 6: Role of Town and Local Centres
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 11: Historic Environment
- Policy 14: Managing Travel Demand
- Policy 18: Infrastructure
- Policy 19: Developer Contributions

##### **4.2 Part 2 Local Plan 2019:**

- 4.2.1 The Council adopted the Part 2 Local Plan on 16 October 2019.

- Policy 10: Town Centre and District Centre Uses
- Policy 11: The Square Beeston
- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, Design and Amenities
- Policy 19: Pollution, Hazardous Substances and Ground Conditions
- Policy 20: Air Quality
- Policy 23: Proposals affecting Designated and Non-Designated Heritage Assets
- Policy 24: The Health and Wellbeing Impacts of Development
- Policy 26: Travel Plans
- 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 7 – Ensuring the vitality of town centres.
- Section 8 – Promoting healthy and safe communities.
- Section 9 – Promoting sustainable transport.
- Section 11 – Making effective use of land.
- Section 12 – Achieving well-designed places.
- Section 16 – Conserving and enhancing the historic environment.

## 5 Consultations

- 5.1 **The County Council as Highway Authority:** first set of comments, request deferral pending receipt of further information: right turn manoeuvres (in and out of the site) need be catered for to avoid shunting as people speed up to avoid red traffic lights and to avoid obstructing northbound traffic if there are queues at the junction. Right turning out of the site will also result in crossing three lanes of traffic which is a safety concern. The proposed lay-by results in vehicles on the footway and insufficient room to pass and obstruction of visibility for those using the site access. It is suggested servicing takes place within the site (resulting in the loss of two parking spaces) and that the bin store is repositioned adjacent to the through route to avoid refuse vehicles blocking Middle Street.
- 5.1.1 **The County Council as Highway Authority:** Second set of comments, objection: Visibility for drivers exiting the site access will be restricted by vehicles stationed in the adjacent lay-by, resulting in an increased likelihood of danger to other users of the public highway. The slowing down and turning of vehicles on Station Road will adversely affect the free flow and safety of vehicles on the public highway.
- 5.1.2 The proposed access has been justified by the presence of the existing car park access but the two locations are not comparable. Whilst there are other access points located within the overall extents of the Middle Street/Station Road junction along Middle Street, they do not serve the scale of the development proposed by this application and so again, are not comparable.
- 5.1.3 With regards to refuse collection via the proposed lay-by, this type of arrangement has reluctantly been accepted at two other locations along Station Road. On this occasion, a level threshold would need to be provided to ensure bin wagons can reach the lay-by in a safe and controlled manner. This would however encourage other drivers to station their vehicles within it, and could potentially restrict a refuse wagon access if parked up. Amending the Traffic Regulation Order to permit loading/unloading would be necessary, but it would not be able to restrict the loading bay for the sole use of service vehicles ancillary to the site which increases the likelihood of it being occupied by other legitimate users.
- 5.1.4 Road Safety have requested a safety audit to determine the feasibility of yellow box junction markings beside the proposed access but have informally advised that it would likely attract concerns.

- 5.1.5 The concerns regarding servicing may be resolved if bin wagons were able to utilise the pedestrianised area between Station Road and Styring Street but they would need to be able to exit onto Styring Street without hindrance.
- 5.1.6 It is considered the access arrangement to the residential element remains a safety issue that cannot be resolved. However, there would be no objection if this access was removed and nil parking spaces were provided.
- 5.2 **The County Council as Lead Local Flood Authority:** no objection. Note that the surface water management condition on the outline approval will still require discharging.
- 5.3 **The County Council Planning Policy team:** no further comments to make.
- 5.4 **Nottingham Express Transit:** No objection but development will require close liaison with Nottingham Trams Ltd throughout construction to ensure works can be carried out safely. Measures will be needed to ensure no degradation of tram signal, minimisation of dust and noise and construction access should be taken from Station Road. No concerns regarding proposed car park access on Station Road. One of the ground floor doors needs revising as blocked by pole on Middle Street. It should be conditioned that building fixings are attached to the west elevation of the building for the support of tram overhead lines to enable the removal of poles from the Styring Street footway.
- 5.5 **Severn Trent Ltd:** No objection subject to conditioning drainage plans for the disposal of surface water and foul sewage.
- 5.6 **Nottingham West Clinical Commissioning Group:** Request a contribution of £62,640.75 towards enhancing capacity/infrastructure within local GP practices (The Manor Surgery, The Oaks Medical Centre and Abbey Medical Centre).
- 5.7 **Council's Conservation Adviser** (comments relate to original plans): notes site is not located within a Conservation Area, but that the proposal will alter the character of the area, which is in close proximity to the Beeston West End Conservation Area which includes a number of Local Interest Buildings, and statutory Listed Buildings. The most relevant is the Grade II church of St John the Baptist with regards to views of the building, and one of its significant features, the height of its tower. It is considered that the proposed development will not have a direct visual impact or affect the interpretation of Listed assets in close proximity to the development, as each building can still be viewed in isolation, and there would not be an impact to their significance. The long distant views to the church may be affected, as it will not be significantly higher than those around it. However, the height of the church is such that it is not sufficiently high enough to be a tall landmark building in the existing town centre long distance views. The setting of the church was altered in the 1960s when Middle Street was extended. More recent road alterations to accommodate the tram system have provided the church with a clearly defined setting which will not be affected significantly by the proposed development.
- 5.7.1 Considers the Middle Street-Station Road ground and first floor elevation is not particularly visually interesting for a principal entrance to the Town Centre. A

more active frontage is needed throughout the development at ground floor level, as predominantly residential at ground floor level will affect the character of this commercial area. The graphics do not make it clear how the building directly relates to Tesco if approaching from Station Road, and no visuals are provided from the junction of Wollaton Road/The Square. The visual that is provided shows only the Middle Street/Station Road junction at an angle to focus on the four lane junction, rather than the reality of it being two lanes prior to the junction. The two storey element on Middle Street looks to give the building interest in some of the visuals, but in others looks out of scale, and lacking interest - more could be done with this element of the design. The protruding service area on Station Road feels tacked on and affects a key elevation. The contemporary design would appear to suit the colour and material palette. Many of the examples provided in the Supporting Documents include designs with more brick detailing or recess detail than is apparent in the proposal. Over complicating the design should be avoided, but there is scope for more architectural detailing. Further detailing of the large expanses of glazing is needed as a glazed 'curtain' requires the handling of floors and its impact can be compromised by blanked out sections.

- 5.7.2 **Council's Conservation Adviser:** Comments on amended plans: Accepts that the two storey block fronting Middle Street needs to be this height to ensure light reaches the central area of the development. Notes there are numerous different materials and styles (which will give interest to the individual blocks), and that a material sample 900x900 is offered, which would be useful prior to start (all examples, not per block), so that each palette can be view against each other. Supports the variety of recesses and projection and considers that there is a good variety in texture and style, whilst maintaining a clear architectural uniformity.
- 5.7.3 Also notes that consideration has been given to the Station Road elevation to focus on the visual interest - it is beneficial that the lower two levels are contrasting to the upper sections, helping to define the street scene level and tie in the two storey block to the rest of the scheme.
- 5.8 **Council's Environmental Health Officer:** no objection as all outstanding environmental health requirements are covered by conditions attached to the hybrid permission 18/00360/FUL.
- 5.9 **Council's Business & Projects Manager (Environment):** landscaping concept is acceptable but more details will be required at a later stage of proposed plant species, planting sizes and planting densities.
- 5.10 **Council's Environment Technician:** notes that all refuse and recycling collections are to be undertaken by private contractors on a weekly basis. If it is proposed to use the Council service, bin capacity is insufficient. No capacity shown for trade waste recycling.
- 5.11 **Beeston and District Civic Society:** OBJECT: whilst the attempt to break down the overall mass of the development and the provision of town centre residential accommodation are welcomed, the development fails overall in design terms and does not integrate with its surroundings. It fails to reflect or take inspiration from neighbouring buildings (except the cinema) and is aggressively monolithic. The design lacks visual interest with flat and monotonous rectangular facades. The

proposed metal bolt on balconies do not enhance the design and do not offer privacy, useable space or amenity for occupants. No attempt has been made to ameliorate the visual dominance and impact on the street scene or to express human scale at ground level of what will be the tallest building in the town centre. Horizontal detailing, setting elements of the building back or forward, incorporating curves or brickwork detailing could be used to minimise the verticality and height of the building. The proposed design makes no attempt to provide an attractive active frontage to Station Road and misses the opportunity to design a residents' entrance which could positively contribute to the street scene. The proposal should be seen as integral to its surroundings as a whole – wasted opportunity to create a gateway building. It is considered the tallest block will be a dominant skyline feature in both adjacent conservation areas and other parts of Beeston. Express concern that a microclimate and wind tunnel effect at street level will be created and the development will overshadow the public realm to the north west for large parts of the day. The lack of affordable housing proposed conflicts with Policy 15 of the P2LP. Advise that the impact of only providing 50 parking spaces should be considered. The proposed landscaped areas are considered to be insubstantial and only visible to some of the residents – more planting, all over and adjacent to the building, should occur.

5.11.1 **Beeston and District Civic Society:** Maintain objection to amended plans as these do not address the massing, scale and design of the Station Road facing block and that this elevation still has a service road appearance. They remain concerned regarding the wind tunnel effect.

5.12 275 properties surrounding the site were consulted by letter and three site notices were displayed in relation to the initial submission. 91 responses were received comprising: 52 objections, 3 in support and raising no objection, 20 in support, 6 with no objection and 10 with observations.

The objections raise the following concerns:

#### Design

- Unexciting, unimaginative and mediocre design
- Station Road elevation is bland
- Design too modern
- Scale, mass and height excessive, overpowering and out of keeping/proportion with Beeston
- Development will be an eyesore - 1960's style monstrosity
- Building does not integrate into surroundings
- Lack of landmark features
- Opportunity lost to create inspiring, landmark building – generic design
- Building lacks distinction and fails to respond to Beeston's identity – town not a city
- Red brick should be used
- Over development
- Urban building in suburban setting
- Repetitive fenestration prison-like and bland
- No sensitivity to street scape/human scale
- Buildings right up to pavement – canyon effect created

- Adds service yard feel to area
- Queried whether independent assessment of proposal by architectural consultant will be carried out
- Will dominate skyline
- Many details unclear

#### S106

- No s106 contributions/affordable housing proposed
- Developer should pay to improve capacity of Middle Street/Station Road junction

#### Landscaping/environmental considerations

- Minimal/tokenistic green space and visual linkage with parish church yard
- Landscaped areas not accessible to non-residents
- Landscaping species non-native or monoculture
- London Plane trees inappropriate as too large, their leaves cause disposal problems and their seeds cause respiratory problems (NB these trees were proposed on public realm to north west and beyond the site boundary – a revised species has been approved)
- Use of decking - maintenance concern, attract vermin and use of chemicals will destroy invertebrate/insect habitats
- Insufficient biodiversity features/habitats – opportunities for swift and bat boxes, green roofs etc not been taken
- Lack of environmental considerations e.g. more PV panels could be used, insufficient EVCs
- Garden on corner of Middle Street needs more thought
- Gardens areas are not linked with other green areas
- Insufficient green spaces/landscaping/trees proposed
- Street trees should be provided on surrounding streets by developer including on Station Road/Middle Street corner to create landmark
- Development should be carbon neutral

#### Highway safety and parking

- Detrimental impact on traffic flow
- Traffic light controlled access to car park will cause problems
- Lack of parking (in conjunction with no parking for cinema)
- If service layby in use, this will block visibility for those exiting site
- Insufficient parking proposed will cause pressure and safety issues on nearby streets
- Service lay-by too small and does not align with bin store
- Bins will have to be moved over footway
- Glare for drivers from the proposed reflective materials
- Bus stop should be provided outside Tesco on Station Road/Middle Street to avoid having to wait at the junction

#### Amenity

- Loss of light and overlooking of flats to south west
- Overshadowing - permanent shadow on north side of building
- Loss of view

- Glass balconies will not provide sufficient amenity for occupants and will be screened with other means e.g. willow fencing etc.
- Apartments are too small – should have larger open plan living, dining rooms and kitchens to appeal to wider professional market
- Small size of apartments will lead to transient population
- Lack of sunlight for eastern side apartment residents
- Fewer, larger apartments should be provided
- Air pollution for proposed residents from Station Road/Middle Street junction
- Adverse psychological effects caused by size of building making town centre feel oppressive

#### Other

- Interchange will be closed in, unsafe and lack winter sunlight
- Station Road will be unattractive, overshadowed, narrow corridor for pedestrians
- Insufficient sewerage system
- Interrupted electricity supply
- Insufficient capacity for extra passengers at the interchange
- Will create tunnel effect on Station Road
- No need for more shops/bars/restaurants/takeaways/student accommodation
- Need affordable family housing or social housing
- Queried whether civic society have been consulted.

#### 5.12.1 The observations can be summarised as follows:

- Positive to increase population of town centre
- Development will dominate town
- Scale and materials need to fit in
- Lack of a top to the building
- Some bedrooms lack windows
- Size of apartments should meet national standards
- Doors not compliant with building regulations
- Plans need careful consideration
- No drawings including existing buildings to show perspective
- Lack of kitchens
- No consideration for families
- Building will dominate landscape
- Footpath beside B & M should be kept open
- Public conveniences should be provided
- Use of phrase 'where feasible' in relation to environmental policies in ACS is a concern
- Council should insist on incorporation of range of 'green' features within development
- Green walls should be used
- Scale of building not been accurately presented
- Building should be student lets at lower levels and executive lets/freehold at upper floors

- Blocks should be staggered to include more roof gardens
- Public viewing platform should be included.

5.12.2 The letters of support include the following summarised comments:

- Extra footfall welcomed to support local businesses
- Tall building appropriate
- Sustainable location next to Beeson facilities and transport options
- More residents will support the night time economy
- Will be an asset to Beeston
- Good for young people and those wanting to get on the property ladder
- Good size apartments
- Building outwards rather than upwards creates urban sprawl and adds to journey times
- Should focus on maximising brownfield sites such as this
- Well designed development.

5.12.3 In relation to the amended plans, these were received following the implementation of changed notification procedures following the Coronavirus pandemic so all those who had provided an email address were notified by email (86 respondents) and three site notices were posted around the site. No re-consultation letters were sent out in the post (i.e. those who did not provide an email address with their comments and those who did not comment and were consulted originally were not sent letters in line with the Council's amended procedures). 11 representations have been received of which 4 are objections and 7 are observations. The following new issues are raised:

- Material palette has improved
- Columns of corners of tallest block are not an elegant solution and spoil the effect of the floating residential block above
- The ground floor appears more appealing but the upper floors have an outdated appearance
- Questioned whether use of private bin collection firm means standards do not have to be met
- Two sets of doors to access cycle store makes use more difficult
- Management company information submitted is irrelevant.
- Disruption during construction
- Location of coffee lounge and gym queried
- Highway objections should be considered.

## 6 Assessment

6.1 The main issues for consideration are the design of the scheme (including the impact on heritage assets), the impact on neighbour amenity and highway safety.

### 6.2 **Principle**

6.2.1 Policy 11 of the Broxtowe Part 2 Local Plan requires the provision of a minimum of 132 homes, active frontages at ground floor level and landmark buildings providing a gateway into Beeston from the south and tram/bus terminus to the south west. The principle of the residential development with ground floor commercial use has been established by the grant of the outline permission (as

part of the hybrid application reference 18/00360/FUL). This reserved matters application provides the detail of the access, appearance, landscaping, layout and scale of the development.

### 6.3 Design

6.3.1 The design of the development is in accordance with the principles of the Design Code submitted at outline stage, with monolithic blocks of different heights proposed. It is recognised that part of the building will be the tallest structure in the town. The proposed building will have a maximum height of 30.6m (beside Station Road). The approved cinema building will be 19.6m high. The Lace Mill on Wollaton Road is approximately 21m tall, the Council Offices are 13.6m tall and the Tesco store on the opposite side of Station Road to the site has a maximum height of approximately 10m. However, the development will take place on a prominent town centre site which is considered to be capable of accommodating a building of the height proposed without detriment to the character of the area or neighbour amenity, particularly given the wide roads separating the site from neighbouring buildings. The site is a brownfield site in a highly sustainable location, the P2LP policy requires a minimum of 132 dwellings to be provided on the site and in order to achieve this number of dwellings, a tall building is required as part of the development. There will be four blocks of accommodation and only the block beside Station Road will be eight storeys high at circa 30m high. This part of the development will create a landmark building and act as a wayfinding point from Beeston station to the south. Station Road varies in width from two lanes of traffic beside the north western part of the site to four lanes beside the south eastern part, with a wide footpath on both sides of the road. Accordingly, it is considered that having the tallest part of the development beside this road is appropriate. The main block beside Styring Street will be four storeys in height which is comparable to the height of the development to the south west. Styring Street is a wide road so it is considered the development will have no adverse impact on the openness of the transport interchange. The chamfered corner of the block to the south east of the cinema development will open up the public realm area to those using the interchange. In addition, the full height glazing of the commercial unit adds interest at ground level and is relatable to pedestrians. This block will be of a comparable height to the cinema building. The lowest block is towards the centre of the site, fronting Middle Street and will have two storeys. This provides a contrast in scale to the tallest part of the building and provides a sense of space between the north eastern and south western blocks.

6.3.2 Amendments have been made to the plans during the course of the application, including the incorporation of horizontal brickwork detailing between the ground floor windows of the Middle Street and Station Road corner of the building. A white/cream brick is proposed for the lower levels on this corner. The existing substation beside Station Road is proposed to be screened by metal 'weave effect' mesh rather than incorporating it as part of a larger projecting element as originally proposed. It is considered that these amendments have improved the appearance of the building, particularly from Station Road and give the building a relatable human scale at the lower levels.



- 6.3.3 All four blocks have a vertical emphasis with tall windows and the proposed balconies add to this verticality. The placement of the windows gives a rhythm to the development. Inset areas of curtain wall glazing help to break up the overall mass of the building. Each block will have different window detailing: the block beside Styring Street will have brick reveals with metal modesty panels set into the window units; the Station Road block will have brick reveals with fully glazed window units; the block beside the cinema building will have projecting metal frames and reveals with metal modesty panels set into the window units and the lowest block beside Middle Street will have metal reveals to openings with metal modesty panels set into the window units. This variety of window treatment will add interest to the appearance of the building.
- 6.3.4 The Design Review Panel (April 2018 letter) commented as follows regarding the proposed architectural approach: *the Panel considered the proposal to locate the leisure/cinema to the north of the site and the residential to the south of the site to be an appropriate response. In terms of the architectural treatment, the proposals were broadly welcomed, albeit further justification concerning proposed materials would be beneficial, to ensure a truly contextual response.* Brick will be the main external material used with a different brick proposed for each of the four blocks. The tallest block will be a cream/brown flashed multi brick with white/cream brick at the two lower levels, continuing round to Middle Street and also used on the two storey block. Beside Styring Street, the block will be mottled red brick and opposite the cinema building, the block will be a red multi brick. The use of brick is considered to be appropriate and will ensure the building relates to surrounding development and also that the four blocks interrelate. Sample panels will be conditioned to ensure appropriate bricks are used.
- 6.3.5 In terms of environmental considerations, the scheme incorporates two roof gardens with 10 bug hotels and soft landscaping at ground level beside Middle Street and Station Road. The corner beside Middle Street/Styring Street is also shown as being soft landscaped but this is currently not within the applicant's ownership. However, Heads of Terms have been agreed with the landowner. The proposed soft landscaped areas are considered to have been well designed. Additional details of proposed shrub and other planting will be conditioned. 10 of the parking spaces will have electric vehicle charging points, with the building designed for more to be included if electrical network capacity permits. The scheme has been designed with the necessary infrastructure to support photovoltaic (PV) panels on the roof of the block beside Station Road and these will be installed where the technical and commercial requirements of the local network can be met. Details of such measures will be conditioned to be submitted. Bat and bird boxes are proposed to be incorporated and the details of these will be conditioned to secure provision.
- 6.3.6 To conclude, the design and scale of the proposed development is considered to relate well to its town centre location and sufficient environmental measures are considered to have been incorporated within the design.

## 6.4 Heritage

- 6.4.1 Although the site itself contains no designated heritage assets, there are heritage assets in the surrounding area, notably those located to the north west of the site,

including the Beeston West End Conservation Area (and St John's Grove Conservation Area beyond to the north west) and three listed buildings (Church of St John the Baptist, the Village Cross and Crimean War Memorial). Of these, the setting of the cross and memorial would not be affected by the development due to intervening development and the limited nature of the setting of these structures. Other listed buildings in the locality would also not be affected due to separation distances and intervening development. As such, the church (grade II) is identified as the only protected building that could potentially be affected. The height of the church is such that it is not sufficiently high enough to be a tall landmark building in the existing town centre long distance views.

- 6.4.2 In relation to the setting of the church, road alterations to accommodate the tram system have provided the church with a clearly defined setting which it is considered will not be affected significantly by the proposed development.
- 6.4.3 The current appearance of the application site is considered to detract from the adjacent West End Conservation Area as it is visible on approaching the town centre with the Conservation Area as a backdrop. As the development will remove the gap site, it is considered it will be of benefit to the appearance of the Conservation Area. It is considered the proposal will be a visually cohesive and high quality development. The area has a number of multi storey buildings and the scale of the development is considered to respond to these. Although the scheme would introduce a taller building than any of the existing buildings, the massing of the different blocks should ensure it will not be overly dominant or overbearing. Furthermore, as Styring Street is wide, this will ensure adequate separation distance remains and allow views of the buildings forming the boundary of the Conservation Area. It is therefore considered the proposal will not be harmful to the character or appearance of the West End Conservation Area.
- 6.4.4 The Council's Conservation Advisor has raised no objection to the application. Overall, it is considered the proposed development will not harm any heritage assets.

## 6.5 **Amenity**

- 6.5.1 The Manor Centre development is comprised of four-five storey buildings fronting Styring Street to the south west of the site, with Middleton House on the corner of Styring Street and Middle Street being a three-four storey building. There is a distance of over 30m between the site and the nearest residential neighbours on the Manor Centre development. Although the residential/commercial properties to the south east of the site on Middle Street are located at a lower level than the site, there is a separation distance of over 35m between the site boundary and the nearest property on this road. Given these separation distances and as the site has roads on three sides and on the fourth side adjoins the cinema development site, it is considered the proposed development will not be overbearing or cause any significant loss of light or privacy to nearby residents.
- 6.5.2 The site is located in the town centre beside the tram/bus interchange and the commercial unit proposed on the site is therefore considered to be acceptable in terms of residential amenity given the level of noise created in such a location.

- 6.5.3 The density of the development is high at 366 dwellings per hectare but it is considered the residents of the proposed development would have sufficient standard of amenity. All bedrooms have a window, as do all living areas. Some of the apartments will have patios or decked areas and some will have balconies. It is proposed that balconies will be aluminium, railing style which it is considered will afford a sufficient level of privacy for occupants. All residents will be able to utilise the garden terraces. All apartments meet the minimum sizes as set out in the DCLG Technical Housing Standards – nationally described space standard which are 39m<sup>2</sup> for a 1 bedroom, 1 person dwelling and 61m<sup>2</sup> for a 2 bedroom, 3 person dwelling.
- 6.5.4 In terms of air pollution, Environmental Health have not raised this as an issue and the site is not within or near an Air Quality Management Area. The beneficial impacts of the development with regard to air quality include the provision of high density housing in a town centre location well served by train, tram and bus availability, giving new residents the opportunity to travel by sustainable modes of transport, and therefore reducing the number of more polluting trips by car.
- 6.5.5 To conclude on amenity, it is considered the proposed development will have no significant impact on neighbour amenity and future occupants will have a sufficient standard of amenity.

## 6.6 Access and highway safety

- 6.6.1 It is proposed to provide vehicular access to the site from Station Road. A traffic light controlled 50 space car park is proposed across two levels within the site. To enable servicing to take place, a lay-by is proposed beside Station Road, to the north west of the proposed vehicular access.
- 6.6.2 The proposed access point will be located 36m north west of the Middle Street/Station Road crossroads. This is circa 20m south east of the existing car park access point.
- 6.6.3 County Highways object to the proposal as they consider that if vehicles are parked in the lay-by, this will restrict visibility for drivers exiting the site access. In addition, they are concerned that vehicles entering and exiting the access will disrupt the free flow of traffic on Station Road.
- 6.6.4 Paragraph 109 of the NPPF states *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*
- 6.6.5 The use of the layby is unlikely to be constant and drivers exiting the site will need to be travelling at low speeds and be able to see traffic approaching from the south east clearly. If they are turning right on exiting the site, they will need to do so with due care and attention. It is therefore considered there is adequate visibility for the site access point in this context.

- 6.6.6 There are a total of 48 spaces in the two current Council car parks that both utilise the same access to the north west of the proposed access point for the development. Given 50 spaces are proposed within the development, it is considered that moving the access position circa 20m, albeit closer to the Middle Street/Station Road junction, will not create unacceptable highway safety issues or disrupt the free flow of traffic to any significant degree.
- 6.6.7 The service lay-by does not align with the bin store but a private refuse company will be responsible for collecting the bins associated with the development and the lay-by is as close to the bin store as it can be given the constrained nature of the site.
- 6.6.8 Concern has been raised that 50 parking spaces are insufficient for the proposed development. Bicycle and motorcycle parking will also be provided within the development. The site is in a highly sustainable location immediately adjacent to the tram and bus interchange and within walking distance of the train station. There may be additional pressure for on-street parking on nearby residential streets but it is not considered that the development would lead to a rise in nuisance or dangerous parking in the area, particularly given the likely levels of car ownership associated with the one and two bedroom apartments proposed.
- 6.6.9 In conclusion, it is considered the proposed development would not have an unacceptable impact on highway safety.

## 6.7 Other issues

- 6.7.1 In terms of issues raised about the lack of s106 contributions, such matters were considered when the hybrid application was determined and no contributions were sought as the scheme would have been unviable.
- 6.7.2 It is considered no significant wind tunnel effect will be created as a result of the development given the width of the surrounding roads. In addition, south westerly is the predominant wind direction in England. The blocks beside Styring Street and Station Road are orientated north west/south east which is perpendicular to the prevailing wind direction thus minimising wind at street level.
- 6.7.3 Loss of view, the need for the development and the proposed tenure of the apartments are not material planning considerations.
- 6.7.4 The provision of public conveniences, additional bus stop and maintaining the path beside B & M are beyond the scope of this reserved matters application.
- 6.7.5 The applicant has agreed to attach the tram cables to the new building to facilitate the removal of poles from the footpath, subject to formal agreement being in place with NET. This will be conditioned. In addition, the plans have been amended so the layout does not conflict with the OLE pole on Middle Street.
- 6.7.6 The landscaped areas will not be accessible to the general public as it is a private development but the public will have the benefit of the landscaped public realm to

the north west of the building and the soft landscaping beside Middle Street and Station Road will also be visible and enhance the local environment.

- 6.7.7 A viewing platform is not deemed necessary given it is a private development.
- 6.7.8 The management company information was submitted for information purposes.
- 6.7.9 The development will need to comply with the Building Regulations. In addition, Severn Trent Water Ltd and Western Power are aware of the planning application and will need to ensure sufficient capacity is available to service the development.
- 6.7.10 The adjacent interchange is considered to have the capacity to cope with the additional demand created by residents of the development.
- 6.7.11 All the apartments have their own kitchen.
- 6.7.12 Existing buildings have been shown on the submitted elevations and visuals but the height/scale is indicative only using spot levels taken from Ordnance Survey information. It would not be reasonable to expect exact heights of all neighbouring buildings to be provided but the information which has been submitted is considered to be sufficient to provide an accurate context for the proposed development.
- 6.7.13 It is considered no undue glare will result from the proposed materials which are predominantly brick and glazing.
- 6.7.14 The landscaping proposed for the site is considered to be appropriate for this town centre location. Tree planting will occur in the public realm to the immediate north west of the site which will provide a green link through to the churchyard.

## **7 Planning Balance**

- 7.1 The benefits of the proposal are the provision of 132 dwellings and additional commercial space in the town centre on a brownfield site, the highly sustainable location of the site, the construction jobs that the scheme will create in the short term and the development of a vacant plot in a highly visible location. Whilst it is acknowledged there will be some impact created in relation to on-street parking on surrounding streets and the County Council as highway authority objects to the access and servicing arrangements, it is considered the benefits of the scheme outweigh these negatives.

## **8 Conclusion**

- 8.1 It is considered the proposed development will have no significant impact on existing residential amenity and the proposed occupants will have an appropriate standard of amenity. The design of the development is considered to be acceptable. Although there will be some impact on highway safety as a result of the proposed Station Road access and layby, this impact is not considered to be so severe as to warrant refusal of the application. All other matters raised in representations have been considered and it is concluded that these matters do

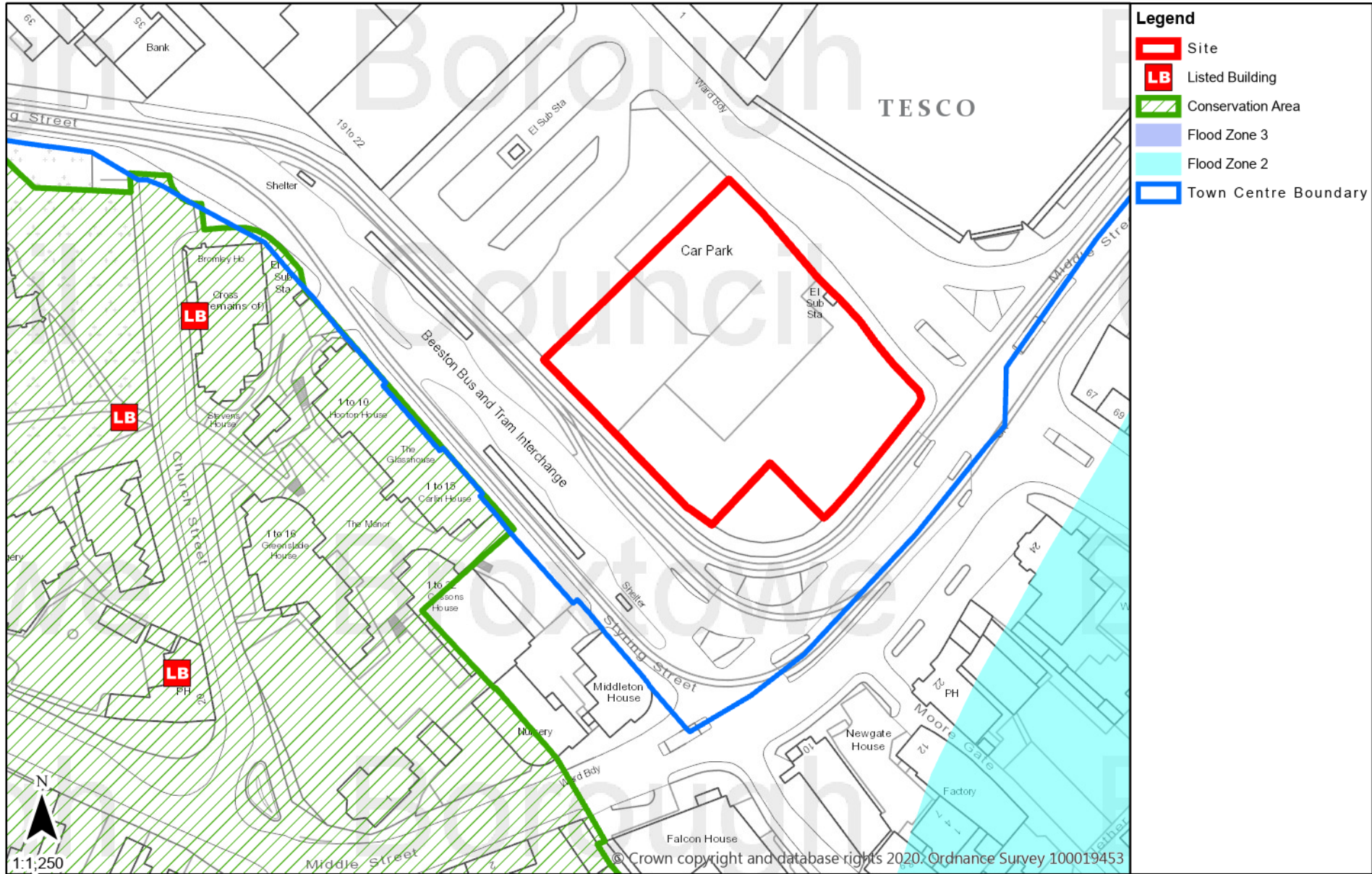
not lead to a change to the recommendation. The provision of 132 dwellings will make a significant contribution to the delivery of housing in the borough.

<b><u>Recommendation</u></b>	
<b>The Committee is asked to RESOLVE that the reserved matters be approved subject to the following conditions.</b>	
<b>1.</b>	<p>The development hereby permitted shall be carried out in accordance with drawings referenced:  Red Line Overall Development Rev A;  Proposed Block Plan Rev A;  Proposed Section AA &amp; BB Rev A;  Proposed Section CC &amp; DD Rev B;  Ground Level Landscape General Arrangement Plan Rev S4/P04;  Site sections S4/P01;  01 Level Podium Garden Hard and Soft Landscape Proposals Rev S4/P01;  03 Level Roof Terrace Hard and Soft Landscape Proposals Rev S4/P01;  Proposed East and West Elevations Rev C;  Proposed North and South Elevations Rev B;  Proposed Plan – Level 00 Rev B;  Proposed Plan – Level 00 Mezzanine Rev B;  Proposed Plan – Level 01 Rev C;  Proposed Plan – Level 02 Rev C;  Proposed Plan – Level 03 Rev C;  Proposed Plan – Level 04 Rev C;  Proposed Plan – Level 05 Rev C;  Proposed Plan – Level 06 Rev C;  Proposed Roof Plan Rev B;  Proposed Section EE &amp; FF and  Proposed Section GG.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
<b>2.</b>	<p>No development shall commence until a 1m square sample panel of each proposed brick type, indicating brick bonding, mortar colour and pointing technique, has been constructed on site and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p> <p><i>Reason: In the interests of the appearance of the development and surrounding area, which includes conservation areas, and given the scale of the building, in accordance with the aims of Policies 11, 17 and 23 of the Part 2 Local Plan (2019).</i></p>
<b>3.</b>	<p>No development above slab level shall commence until details of the numbers, types and locations of bat and bird boxes have been</p>

	<p>submitted to and approved in writing by the Local Planning Authority. The bat and bird boxes shall be installed in accordance with the agreed details prior to first occupation of the respective block.</p> <p><i>Reason: To secure the provision of such features in the interests of biodiversity and in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014) and Policies 17 and 31 of the Part 2 Local Plan (2019).</i></p>
4.	<p>No development above slab level shall commence until details of the numbers, species and sizes of proposed shrubs and trees and planting of other soft landscaped areas has been submitted to and approved in writing by the Local Planning Authority. The planting shall take place in accordance with the agreed details.</p> <p><i>Reason: Insufficient details were submitted and to ensure appropriate planting occurs, in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014) and Policies 11 and 17 of the Part 2 Local Plan (2019).</i></p>
5.	<p>No development above slab level shall commence until precise details of environmental measures, including the number and position of any PV panels, have been submitted to and approved in writing by the Local Planning Authority. The development shall take place in accordance with the agreed details.</p> <p><i>Reason: No such details were submitted and to ensure environmental measures are incorporated within the scheme, in accordance with the aims of Policy 1 of the Aligned Core Strategy (2014).</i></p>
6.	<p>The Station Road lay-by shall be provided in accordance with the Proposed Plan – Level 00 Rev B before any apartment or commercial unit hereby approved is first occupied and thereafter retained in the approved form for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety to ensure the development can be serviced and in accordance with the aims of Policy 17 of the Part 2 Local Plan 2019.</i></p>
7.	<p>No later than 12 months following first occupation of the hereby approved buildings beside Styring Street, any measures to facilitate the fixing of NET equipment to the Styring Street elevations of the buildings shall have been implemented in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: To minimise clutter in the footpath and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019).</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 conditions on 18/00360/FUL remain applicable to this development.
3.	The developer will need to maintain close liaison with the tram operator, Nottingham Trams, during construction works and with regard to the technical requirements for the installation of the fixings, Tel: 0115 8246060, email: info@thetram.net. It is not permitted for any vehicles to obstruct the tramway at any time.
4.	In order to carry out off-site works, 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 under Section 278 of the Act. The applicant is advised to contact the County Council Highways team for details on Tel: 0115 9772210.
5.	The provision for refuse and recycling does not comply with the Council's requirements and has been accepted on the basis that a private company will be responsible for refuse/recycling collection.
6.	Ventilation and filtration equipment may require planning permission.
7.	The applicant is advised to contact Western Power before works commence on site in relation to the substation on site.





Photographs



Middle Street/Styring Street corner



Styring Street – Manors Centre development and transport interchange





Site viewed from Middle Street with cinema building under construction



Site viewed from Station Road to south east



Site viewed from Middle Street to north east



Site viewed from Station Road to north east





View from existing car park access towards Middle Street/Station Road crossroads



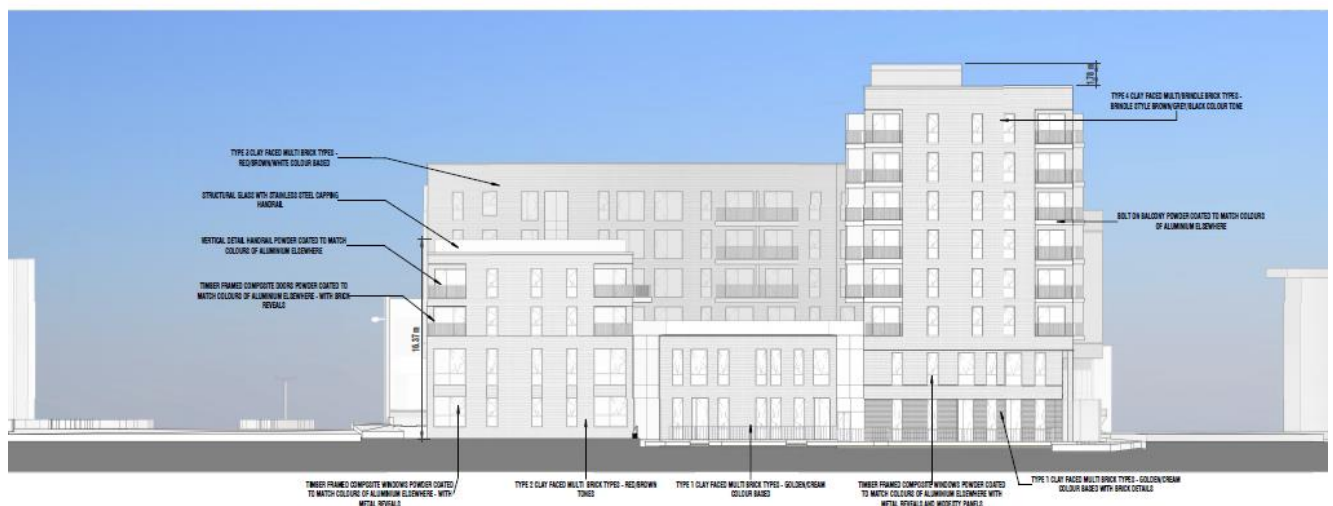
View from Station Road looking towards site and Middle Street



View from Styring Street to north west of site with residential building on RHS in West End Conservation Area and edge of churchyard visible

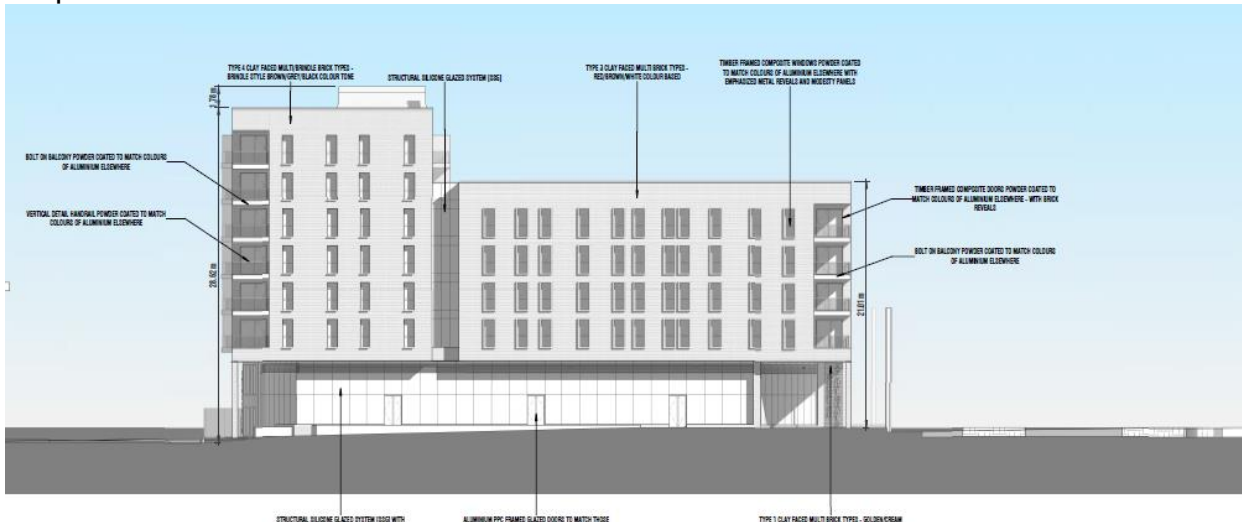
## Plans (not to scale)

Proposed south elevation

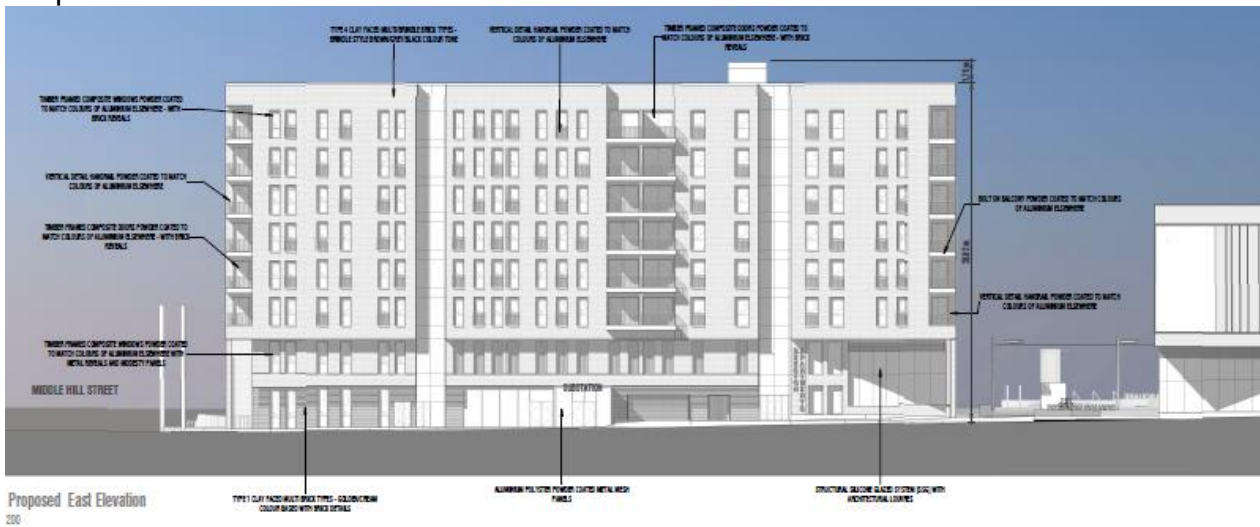




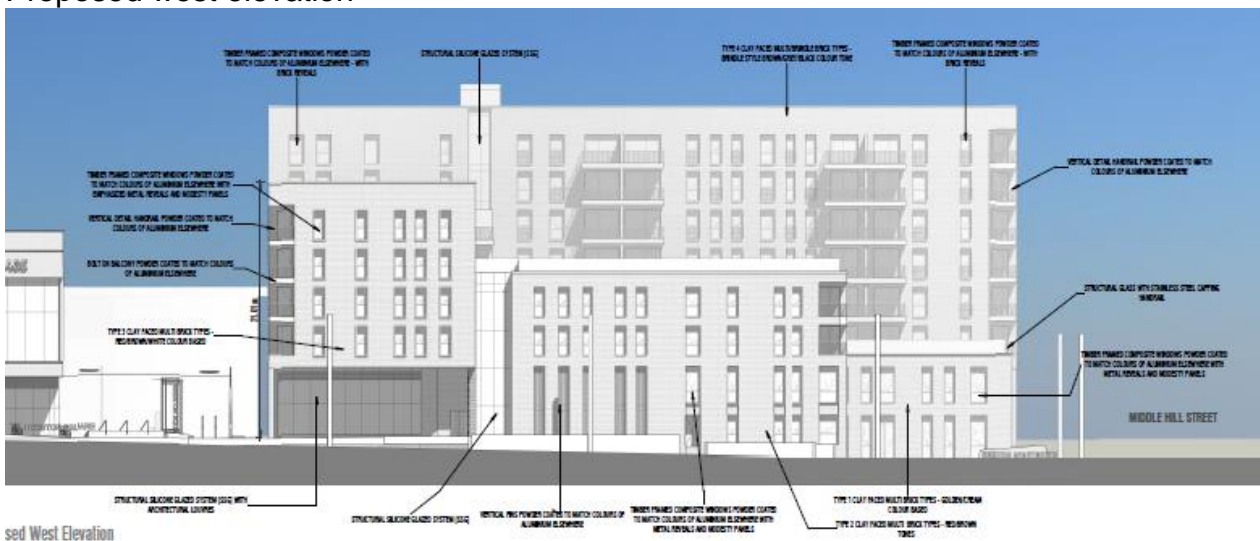
Proposed north elevation



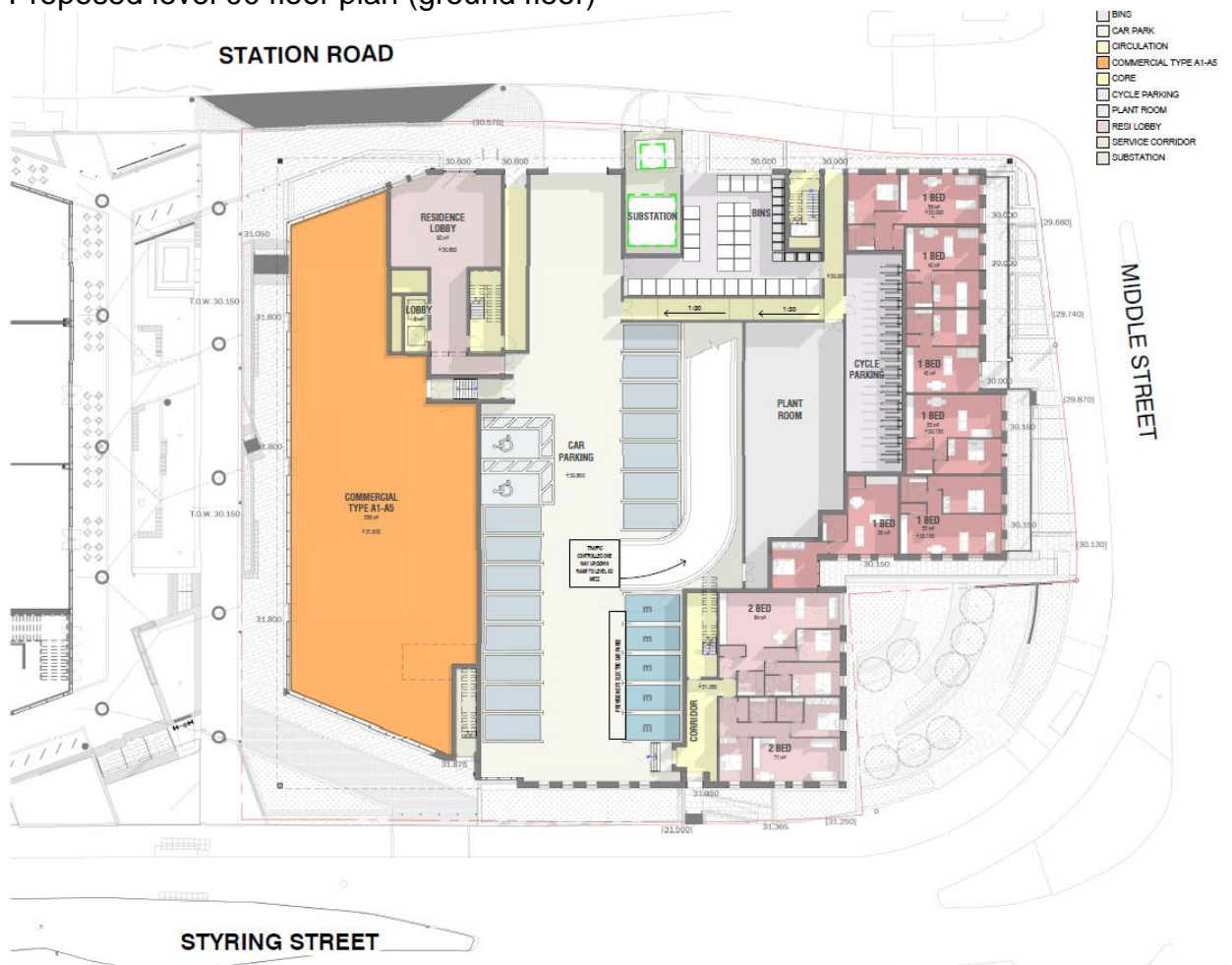
Proposed east elevation



Proposed west elevation



Proposed level 00 floor plan (ground floor)



Proposed level 01 floor plan (second floor)





Proposed level 03 floor plan (fourth floor)



Proposed level 06 floor plan (seventh floor – top storey)



Visual from Middle Street/Station Road



Visual from Middle Street/Styring Street





Visual from Styring Street



Visual from Station Road



Visual from Station Road



## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>19/00779/FUL</b>
<b>LOCATION:</b>	<b>FORMER DYEWORKS SITE, WEST END STREET, STAPLEFORD, NG9 7DA</b>
<b>PROPOSAL:</b>	<b>CHANGE OF USE FROM FORMER DYEWORKS (CLASS B2) TO STORAGE AND DISTRIBUTION (CLASS B8) FOR A TEMPORARY PERIOD OF 3 YEARS</b>

Councillor R D MacRae has requested this application be determined by Planning Committee.

### 1 Executive Summary

- 1.1 The application seeks permission to change the use of the land from Class B2 to a storage and distribution use (Class B8) for a temporary period of three years. The proposed delivery and collection hours by commercial vehicles to the site are 08:00 – 17:00 hours Monday to Friday, 08:00 – 13:00 hours on Saturday and closed on Sundays and bank holidays.
- 1.2 Planning permission was previously granted for seven industrial units and an office block (reference 13/00609/FUL). Although this permission was lawfully implemented (see history section), the land is now included within the designated safeguarding zone for HS2 meaning it is highly unlikely that these units will be constructed. The land is largely vacant apart from a two storey flat roof building, some building materials and storage containers on site.
- 1.3 The main issues relate to whether the principle of the change of use would be acceptable, the proximity with a railway line and the HS2 safeguarding zone, flood risk and highway safety and whether there will be an unacceptable impact on neighbour amenity.
- 1.4 It is considered that the application is acceptable in these regards and 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 application seeks permission to change the use of the land from Class B2 to a storage and distribution use (Class B8) for a temporary period of three years. The intention is for the land to be rented out to businesses to store portable cabins and portaloos (but not for these to be repaired, maintained or cleaned on site), building materials (but nothing perishable) and a maximum of five steel containers. The portable buildings will not be stacked on site.
- 1.2 The proposed delivery and collection hours by commercial vehicles to the site are 08:00 – 17:00 hours Monday to Friday, 08:00 – 13:00 hours on Saturday and closed on Sundays and bank holidays.
- 1.3 Planning permission was previously granted for seven industrial units and an office block (reference 13/00609/FUL). Although this permission was lawfully implemented (see history section), the land is now included within the designated safeguarding zone for HS2 meaning it is highly unlikely that these units will be constructed. The land is largely vacant apart from some building materials and storage containers on site.

**2 Site and surroundings**

- 2.1 The site is predominantly open with the exception of the north east corner where there is a two storey building. The site rises from north to south and the site is accessed from West End Street. The site was historically used as a dye works and the Palace Cinema (now demolished) fronted onto Derby Road.
- 2.2 Beyond the north boundary there is a vacant site which was previously used for industry. The building has since been demolished. To the west of the site there is the railway line and to the south is Derby Road. It is noted that nos. 242, 244, 248, 250, 252, & 254 Derby Road to the south east of the site are vacant buildings which were previously occupied for residential/commercial uses. An application is pending consideration for 11 apartments, external alterations and rear extensions to these buildings.
- 2.3 The northern part of the site lies within Flood Zone 3 (high probability of flooding). The central part of the site lies within Flood Zone 2 (medium probability of flooding) and the southern part of the site lies within Flood Zone 1 (low probability of flooding).
- 2.4 The site is within the HS2 Safeguarding Zone.

**3 Relevant Planning History**

- 3.1 Planning permission (ref 13/00609/FUL) was granted in 2014 to construct 7 industrial units (Class B2), an office block, 2 bin stores and a new access to Derby Road.

3.2 A Certificate of Lawfulness (17/00523/CLUE) was issued to confirm that the planning permission had been implemented for 13/00609/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 10: Design and Enhancing Local Identity
- Policy 15: Transport Infrastructure Priorities

##### 4.2 **Part 2 Local Plan**

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

- Policy 1: Flood Risk
- Policy 9: Retention of Good Quality Existing Employment Sites
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions

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

- Section 2 – Achieving Sustainable Development
- Section 4 – Decision-making
- Section 11 – Making Effective Use of Land

#### 5 Consultations

5.1 **Council's Environmental Health Officer:** no objection subject to the premises only operating between: 07:30 – 18:00 Monday to Saturday and at no time on Sundays, bank holidays and other public holidays. Deliveries by commercial vehicles should not be made outside of these hours.

5.2 **Nottinghamshire County Council as Highways Authority:** raises no objection due to there being an estimated 10 trips per day which is considered to be minimal.

5.3 **Network Rail:** no objection.

5.4 **HS2 Ltd:** raise no objection but recommend an advisory in respect of the land being compulsory purchased for the construction of the Phase 2b line.

5.5 **Stapleford Town Council:** Incorrect flood risk assessment submitted, vibrations will have a negative impact on the structure of properties fronting the highway and concerns in relation to the size of vehicles using a narrow street.

5.6 33 neighbouring properties were consulted and two responses were received, one raising an objection and one raising observations which can be summarised as follows:

- Questions if the site will have restricted hours
- Noise disturbance late at night and early mornings
- Noise from loading/unloading vehicles
- Lorries, vans and cars access the site all hours of the day and night and can be noisy when parked on West End Street
- Object to unsocial hours for access, loading and unloading
- Object to large vehicles and machinery
- Cars being repaired on site at night
- Questions raised in regards to operational hours, types of storage material, weight of vehicles and businesses that will use the land
- Damage to car from vehicles associated with the site.

## 6 Assessment

6.1 The main considerations relate to whether the principle of the development is acceptable, with particular regard to the impact on the HS2 safeguarded zone, if there will be an unacceptable loss of amenity to any neighbours, if the development is acceptable in terms of flood risk and if there will be any unacceptable highways impact as a result of the development.

### 6.2 **Principle**

6.2.1 Policy 15 of the Aligned Core Strategy refers to any development allowing for adequate provision for the construction of the HS2 route and the NPPF refers to the need for any significant impacts from the development on the transport network being able to be mitigated to an acceptable degree. As the permission is for a temporary change of use of the land for storage only and HS2 Ltd has not objected to the application, it is considered the granting of this application would not restrict the growth of Phase 2b of HS2.

6.2.2 Planning permission (reference 13/00609/FUL) was previously granted to construct 7 Industrial Units (Class B2) light industry, an office block, 2 bin stores and a new access to Derby Road. This permission has been implemented and therefore could be constructed in full; however, this is highly unlikely given the site now falls within the Safeguarding Directions for Phase 2b of HS2. As part of this application, HS2 Ltd did not object as a decision regarding the route had not yet been finalised. However, they did highlight that the site may in future be required by HS2 Ltd to construct and/or operate the railway. A previous application (reference 18/00308/FUL) was refused due to HS2 Ltd objecting as a substantial part of the site is now established as being located within land subject to the Safeguarding Directions for Phase 2b of HS2.

6.2.3 It should also be acknowledged that the site is identified as a viable employment site for B Class employment uses within Policy 9 the Part 2 Local Plan (2019).



- 6.2.4 Given the extant planning permission which proposed a more intensive use of the site, it is considered the principle of the site being used for storage for a temporary period of three years is acceptable. Furthermore, conditioning the delivery and collection by commercial vehicles between the hours of 08:00 – 17:00 Monday to Friday, 08:00 – 13:00 on Saturday and no deliveries/collections on Sundays and bank holidays, is considered to be acceptable and would control the number of movements associated with the site within a reasonable timeframe.
- 6.2.5 As HS2, Network Rail, Environmental Health and the Highways Authority have not objected to the application, it is considered the principle of the temporary change of use for the land to be used as storage is acceptable.

### **6.3 Amenity**

- 6.3.1 It is evident from the responses received there are concerns in relation to the operational hours of the site and the noise and disturbance created from vehicles travelling up and down West End Street.
- 6.3.2. The previous planning permission (13/00609/FUL) to construct 7 industrial units (Class B2 – light industry) light industry, an office block, 2 bin stores and a new access to Derby Road has been implemented; however, the site largely remains vacant. Although it is unlikely this permission will be implemented in full due to the site being located in the HS2 safeguarding zone, the principle of a significantly more intensive scheme has already been established. Although the access from West End Street would have been made redundant, the noise and disturbance created from seven industrial units with associated parking (close to residential properties) would likely be greater than the noise and disturbance created from using the land for storage.
- 6.3.3 The supporting statement outlines that the amount of trips associated with the site will likely be 10 a day. The Highways Authority has raised no objection and consider the amount of trips to be minimal. It is likely that the proposed change of use will not generate a significant amount of trip movements (that is dissimilar to what is already experienced with the site) given the nature of the site being used to store materials.
- 6.3.4 As the previous permission 13/00609/FUL has been implemented, the delivery and collection hours for commercial vehicles for the site are between 07:30 - 21:00 Monday to Friday, 08:00 - 18:00 Saturday and at no time on Sundays, bank holidays and other public holidays. The proposed hours for this application are more condensed which largely fall within normal weekday working hours and Saturday morning to early afternoon. Therefore, the site will be conditioned to prevent deliveries and collections by commercial vehicles outside of the following hours: 08:00 - 17:00 hours Monday to Friday, 08:00 - 13:00 hours on Saturday and at no time on Sundays, bank holidays and other public holidays. By granting approval for this temporary permission, the site will have more restrictive hours for commercial vehicles and therefore could be an improvement to the current situation.

6.3.5 It is considered the impact of this temporary change of use will not be detrimental to the amenity of the future occupants of the 11 apartments to the south east of the site should this scheme be granted permission and implemented.

6.3.6 To conclude, the Highways Authority and Environmental Health have not objected, the proposed delivery and collection hours will be more restrictive than the current hours and the permission is temporary, therefore, it is considered the proposed change of use is acceptable and there will not be a detrimental impact on the amenity of surrounding neighbours.

#### 6.4 Flood Risk

6.4.1 Parts of the site lie within Flood Zones 2 and 3. An incorrect Flood Risk Assessment (FRA) was submitted with the application; however, a new FRA was submitted.

6.4.2 The site relates to a change of use of the land to storage and distribution and is classified as being 'less vulnerable,' therefore, the Environment Agency classify this as being acceptable for development.

6.4.3 The FRA states the following: *"The proposal does not entail the construction of any new buildings within the site, therefore the potential to increase or decrease localised flooding will remain neutral as the volume within the flood plain will not be affected within the locality. There will be no change in the impermeable areas within the site nor is it intended to alter the local surface water drainage system."*

6.4.4 No employees will be based on the site but any staff associated with the site will be provided with a flood management plan. The applicant will sign up to the Environment Agency Flood 'early warning system.'

6.4.5 To conclude, it is considered that the change of use of the site is acceptable in terms of flood risk, given the fact this is for storage and distribution, no employees will work on site and those associated with the site will be made aware of flooding risks by the site owner.

#### 6.5 Other

6.5.1 There is no requirement for the applicant to provide details of the weight of vehicles accessing the site and in any case, this is a matter that would be dealt with by the Highways Authority.

6.5.2 An incorrect FRA was submitted with the application for a neighbouring site but still contained some relevant flooding information. An additional FRA was submitted specifically for this site.

6.5.3 It is considered the commercial vehicles accessing the site would not cause significant enough vibrations to impact on the structures of neighbouring buildings and properties.

6.5.4 The possibility of cars being repaired on site is subject to a separate complaint.

- 6.5.5 Damage to cars from commercial vehicles is a matter that should be addressed directly with the site owner.

## 7 Planning Balance

- 7.1 The benefits of the proposal are that it would provide the applicant with a temporary use to maximise the profitability of the site whilst reducing the delivery and collection hours by commercial vehicles from the previous permission (13/00609/FUL). Whilst it is acknowledged there will be some impact on the neighbouring properties, it is considered this will not be detrimental given the reduced hours and low number of vehicle movements associated with the use. Therefore, on balance, it is considered the temporary change of use is considered to be acceptable and should be approved.

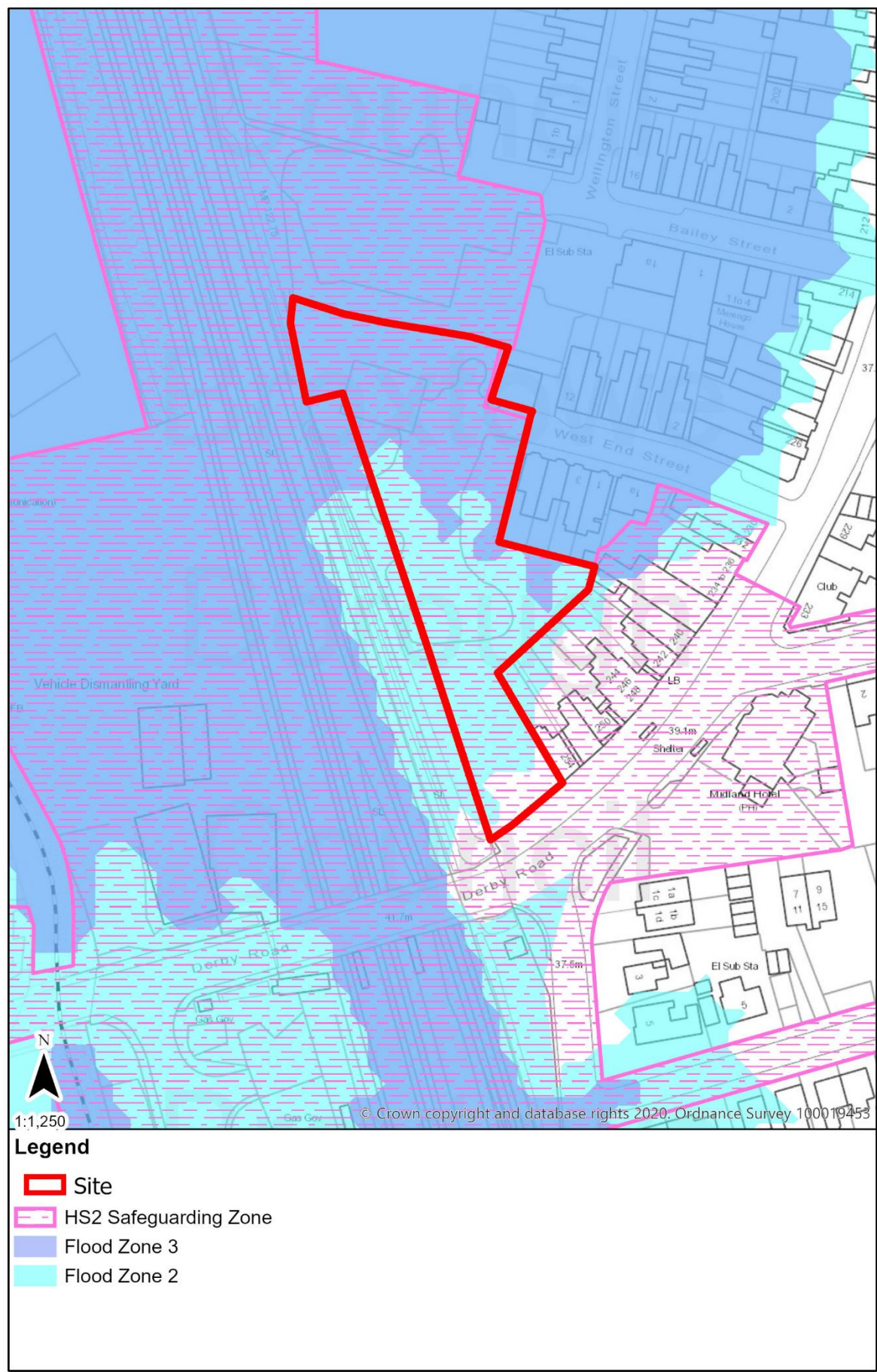
## 8 Conclusion

- 8.1 To conclude, it is considered the temporary change of use is acceptable, especially given the reduction in the delivery and collection hours by commercial vehicles to the site and the anticipated trips being estimated at no more than 10 a day.

<b><u>Recommendation</u></b>	
<b>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</b>	
<b>1.</b>	<p><b>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</b></p> <p><b><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></b></p>
<b>2.</b>	<p><b>The development hereby permitted shall be carried out in accordance with the Site Location Plan (1:1250) received by the Local Planning Authority on 6 December 2019 and drawing number DB/MF/010/012/100 received by the Local Planning Authority on 12 December 2019.</b></p> <p><b><i>Reason: For the avoidance of doubt.</i></b></p>
<b>3.</b>	<p><b>Deliveries and collections by commercial vehicles shall only be made to or from the site between 08:00 - 17:00 hours Monday to Friday, 08:00 - 13:00 hours on Saturday and at no time on Sundays, bank holidays and other public holidays.</b></p> <p><b><i>Reason: To protect the immediate residents from excessive operational noise.</i></b></p>
<b>NOTES TO APPLICANT</b>	

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 site falls within land that may be required to construct and/or operate Phase 2b of a high speed rail line known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament. As a result, the application site may be compulsory purchased. Please visit <a href="https://www.gov.uk/government/organisations/high-speed-two-limited">https://www.gov.uk/government/organisations/high-speed-two-limited</a> for more information.
3.	The site owner should register to receive flood warnings and inform those associated with the site.

Map





Photographs



View of entrance from West End Street facing east



Two storey building to the north of the site



View of site facing north



View of site facing west



View of site facing south west



View of site facing south

## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>20/00059/FUL</b>
<b>LOCATION:</b>	<b>88 ABBEY ROAD BEESTON NOTTINGHAMSHIRE NG9 2HP</b>
<b>PROPOSAL:</b>	<b>CONSTRUCT FIRST FLOOR SIDE EXTENSION AND REAR DORMER (REVISED SCHEME)</b>

The application is brought to the Committee as requested by Councillor S J Carr.

### 1 Executive Summary

- 1.1 The application is a revised scheme to seek planning permission to construct a first floor side extension with a gable roof and rear dormer. The property is a semi-detached two storey dwelling with a flat-roofed single storey rear extension and a hipped roof.
- 1.2 The main issues relate to the design and scale of the extension and the impact on neighbour amenity.
- 1.3 The benefits of the proposal are that it would be an extension to an existing residential dwelling and would not have a significant negative impact on neighbour amenity. The negative impact is the size and design of the extension, due to the large gable roof, would dominate the existing building and appear over-prominent in the street scene and would therefore not be in accordance with the policies contained within the development plan. It is considered that this issue is not outweighed by the benefits of the scheme.
- 1.4 The Committee is asked to resolve that planning permission be refused for the reason outlined in the appendix.

## APPENDIX

1 Details of the Application

- 1.1 The application is a revised scheme to seek planning permission to construct a first floor side extension and a flat-roofed rear dormer. The extension would be 4.5m wide at the front and would have a gable roof with a total height of 8.2m (0.2m setdown from the ridge). It would be setback 0.4m from the front elevation and flush at the rear elevation. Pillars would support the extension at ground floor. The rear elevation would have a flat roofed rear dormer.

2 Site and surroundings

- 2.1 The application property is a semi-detached two storey dwelling with a flat roofed single storey rear extension. The dwelling has red bricks and red plain tiles. The front boundary with Abbey Road is a 1.5m high fence and the side boundary is a shared garage with no. 86 Abbey Road. There is a shared outbuilding with no. 109 Peveril Road along the rear boundary.
- 2.2 Abbey Road is a residential street of predominately semi-detached two storey dwellings. No. 86 Abbey Road has a first floor side elevation window. No. 109 Peveril Road, the adjoining dwelling, has single storey rear and side extensions and front and rear dormers with hipped roofs (98/00008/FUL and 05/01034/FUL). In terms of similar development, no. 84 Abbey Road has a two storey side extension with a hipped roof (99/00725/FUL). No. 102 Peveril Road has a two storey side extension with a hipped roof (07/00042/FUL).

3 Relevant Planning History

- 3.1 Planning permission was granted to construct a single storey rear extension and retain the store/shed and fence (14/00479/FUL). Prior approval was also not required to construct a single storey rear extension extending 5m from the rear wall (16/00605/PNH).
- 3.2 Planning permission was granted for a first floor side extension (19/00407/FUL). This development was setback 1m from the rear elevation (instead of flush) and had a hipped roof with a 0.4m setdown (instead of 0.2m).

4 Relevant Policies and Guidance4.1 **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 10: Design and Enhancing Local Identity

4.2 **Part 2 Local Plan 2019**

- 4.2.1 The Council adopted the Part 2 Local Plan on 16 October 2019.

- 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 Five neighbours were consulted. One response has been received which raises no objection.

#### 6 Assessment

- 6.1 The main issues for consideration are the design and scale of the extension and the impact on neighbour amenity.

#### 6.2 **Design**

- 6.2.1 The proposed first floor side extension has a similar footprint to the previously approved scheme (19/00407/FUL). Whilst the development is unusual because it is a first floor side extension with brick supports, rather than a more conventional two storey side extension, given the previously approved scheme it is considered the open ground floor with brick supports is an acceptable part of the overall scheme.

- 6.2.2 The revised application proposes a gable roof, which differs to the hipped roof of the main dwelling and the previously approved scheme. The proposed gable roof is large (4.5m wide at the front), in order to provide living space within the roof, and only has a 0.2m setdown from the original ridge. This results in a bulky and prominent roof which is considered to dominate the existing building and appear over-prominent in the street scene of Abbey Road by virtue of its massing and scale.

- 6.2.3 The agent has highlighted other properties throughout Beeston who have received planning permission for hip to gable roof extensions and rear dormers. Whilst similar developments are a material planning consideration, these developments are considered to be materially different because they are alterations to the original roof rather than side extensions with gable roofs.

- 6.2.4 The proposal includes a flat-roofed rear dormer. Although the dormer has a box-like design due to the flat roof, given it only occupies part of the extension roof and does not extend across the original rear roofslope, it is considered not significant enough to be a reason for refusal in itself.

#### 6.3 **Amenity**

- 6.3.1 The extension would be 0.3m from the boundary with no. 86 Abbey Road at its closest point. The proposal includes a window within the gable end which is labelled as obscurely glazed. If the scheme was recommended for approval, it would be conditioned that this window must be retained as obscurely glazed with any opening sections 1.7m above the floor level for the lifetime of the

development. There is also a Juliet balcony and dormer on the rear elevation. But given there are existing first floor rear elevation windows, it is considered the dormer and Juliet balcony would not have a significant negative impact on no. 86 Abbey Road, compared to the existing situation and the previously approved scheme.

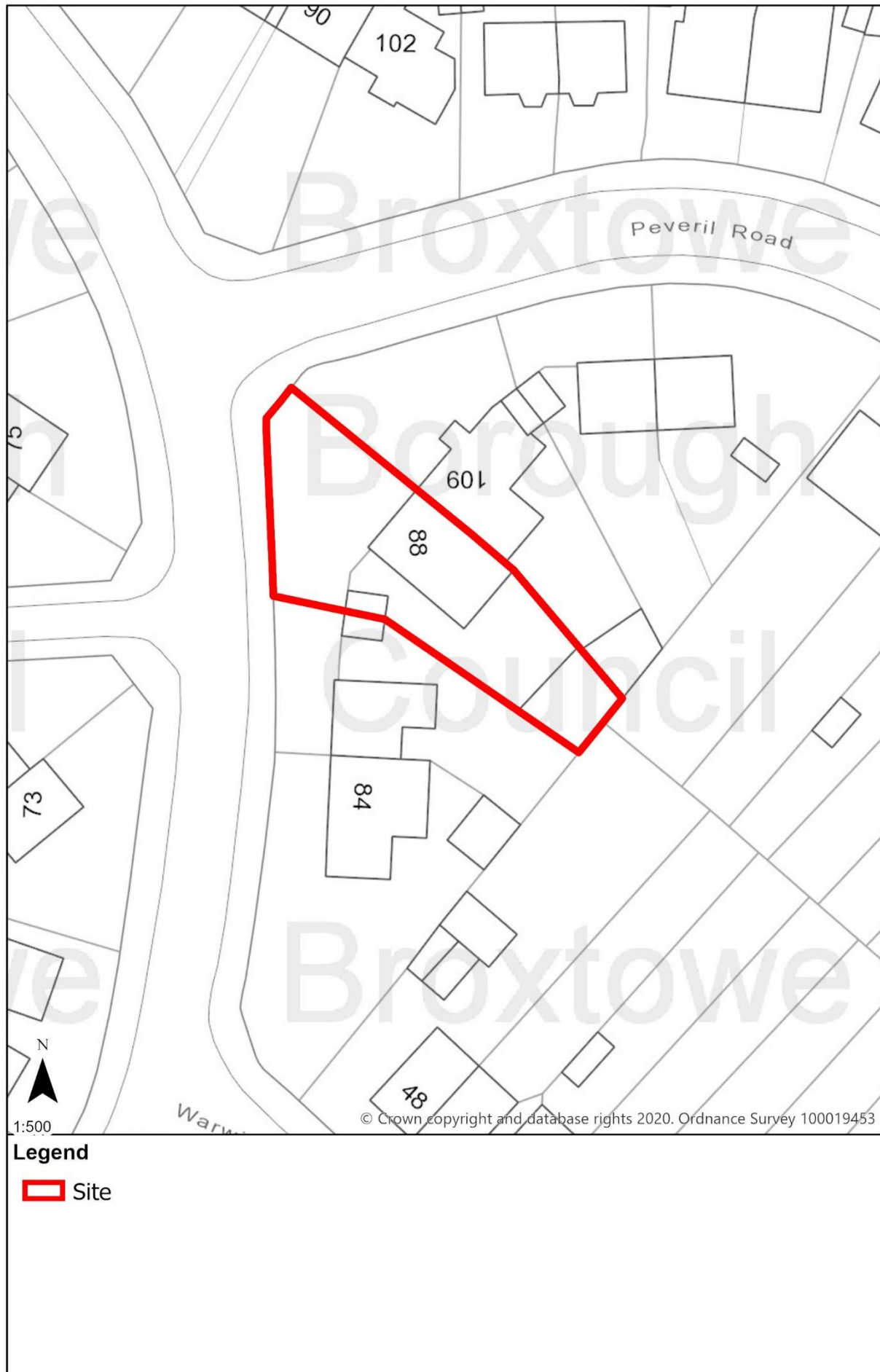
## 7 Planning Balance

- 7.1 The benefits of the proposal are it would extend an existing residential dwelling, the footprint of the extension is similar to the previously approved scheme and the development would not have a significant negative impact on neighbour amenity.
- 7.2 The negative impact is the design and scale of the gable roof would dominate the existing building and appear over-prominent in the street scene. On balance it is considered that this issue is not outweighed by the benefits of the scheme.

## 8 Conclusion

- 8.1 The proposed development is considered to be unacceptable and dominate the existing building and appear over-prominent in the street scene of Abbey Road.

<b><u>Recommendation</u></b>	
<b>The Committee is asked to RESOLVE that planning permission be refused for the following reason.</b>	
<b>1.</b>	<b>The first floor side extension, by virtue of the gable roof, would unduly dominate the existing building due to its massing and scale. The size and design of the roof would appear over-prominent in the street scene of Abbey Road and would fail 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 Part 2 Local Plan (2019).</b>
<b>NOTES TO APPLICANT</b>	
<b>1.</b>	<b>The Council has acted positively and proactively in the determination of this application by seeking amendments to try and achieve an acceptable design.</b>



## A photograph of a two-story brick house with a white front door and a paved driveway. A wooden fence is in the foreground, and a timestamp '07/02/2020 15:14' is visible in the bottom right corner.

**Health and Safety Notes:**

**Section Notes:**

1. All existing structures to be retained as shown.
2. Do not scale.
3. All existing structures shown in different colors and patterns showing any variations and areas appropriate to be retained in the original structure.
4. Copyright reserved. This drawing may only be used for the stated and intended purpose. It is not to be used for any other purpose without the prior written consent of the designer.
5. This drawing is not to be used for any other purpose without the prior written consent of the designer.

**SECTION A-A (1:10)**

47x195 C24 first floor joists fixed to timber plate via joist hangers (typical)

Joist hangers

Class B Solid Engineering Brick

C24 timber plate bolted to UB via M12 through bolts at 400mm

Cathic C24 Lintel or GS L11 Lintel

Solid Brickwork pier with concrete padstone

**SECTION B-B (1:10)**

47x195 Floor Joists

180 x 75 x 20PPC

2 Courses of Brick to be Cut

Class B Solid Engineering Brick

**Ground Floor Plan**

SECTION A-A

SECTION B-B

CONCRETE LEVEL

86 Abbey Road

**First Floor Plan**

SECTION A-A

SECTION B-B

CONCRETE LEVEL

86 Abbey Road

**Section A-A (1:10)**

NEW WALL TO BE RETAINED INTO EXISTING WALL

NEW WALL TO BE RETAINED INTO EXISTING WALL

CONCRETE FOUNDATION

86 Abbey Road

**Section B-B (1:10)**

NEW WALL TO BE RETAINED INTO EXISTING WALL

CONCRETE FOUNDATION

86 Abbey Road

**Ground Floor Plan**

SECTION A-A

SECTION B-B

CONCRETE LEVEL

86 Abbey Road

**First Floor Plan**

SECTION A-A

SECTION B-B

CONCRETE LEVEL

86 Abbey Road

**Section A-A (1:10)**

NEW WALL TO BE RETAINED INTO EXISTING WALL

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CONCRETE FOUNDATION

86 Abbey Road

**Section B-B (1:10)**

NEW WALL TO BE RETAINED INTO EXISTING WALL

CONCRETE FOUNDATION

86 Abbey Road

**Ground Floor Plan**

SECTION A-A

SECTION B-B

CONCRETE LEVEL

86 Abbey Road

**First Floor Plan**

SECTION A-A

SECTION B-B

CONCRETE LEVEL

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**Section B-B (1:10)**

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**Ground Floor Plan**

SECTION A-A

SECTION B-B

CONCRETE LEVEL

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SECTION A-A

SECTION B-B

CONCRETE LEVEL

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**Section B-B (1:10)**

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SECTION A-A

SECTION B-B

CONCRETE LEVEL

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SECTION B-B

CONCRETE LEVEL

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**Section B-B (1:10)**

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**Ground Floor Plan**

SECTION A-A

SECTION B-B

CONCRETE LEVEL

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SECTION A-A

SECTION B-B

CONCRETE LEVEL

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SECTION B-B

CONCRETE LEVEL

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SECTION B-B

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SECTION B-B

CONCRETE LEVEL

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SECTION B-B

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**Ground Floor Plan**

**Floor plans and elevations approved under 19/00407/FUL**

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## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>20/00081/FUL</b>
<b>LOCATION:</b>	<b>LAND OFF WEST SIDE NEWMANLEYS ROAD, EASTWOOD , NOTTINGHAMSHIRE</b>
<b>PROPOSAL:</b>	<b>CONSTRUCT 10 DWELLINGS, TOGETHER WITH ASSOCIATED INFRASTRUCTURE AND PUBLIC OPEN SPACE</b>

This item needs to be determined by committee due to the request for an Education Contribution from the County Council.

### 1 Executive Summary

- 1.1 The application seeks permission for the erection of 10 dwellings and the formation of an area of open space. These 10 dwellings are proposed immediately to the north of a scheme for 40 dwellings, which was already approved under planning reference 18/00358/REM.
- 1.2 Planning permission, in outline, was granted for 190 dwellings across both sides of Newmanleys Road in Eastwood, in 2015. Since that date there have been several detailed applications which have been approved for housing schemes across both sides of the site. This application is the final detailed scheme for housing on the western side of Newmanleys Road.
- 1.3 The principle of developing this site has already been established and therefore the main issues relate to layout and design of the scheme, neighbour amenity and the small uplift in housing numbers from the outline planning permission.
- 1.4 It is considered that the application is acceptable in all these regards and the Committee is asked to resolve that planning permission be granted subject to conditions outlined in the appendix.

### 2 Details of the Application

- 2.1 Following the approval of a reserved matters application for 40 dwellings, and a previous outline planning approval on this wider site, a segment of land to the north was left undeveloped. This application seeks full planning permission to erect 10 dwellings on this area. The main access road into the site from Newmanleys Road has already been approved, and the 10 units proposed as part of this application will front the northern edge of this access. Four three bed houses are proposed, with 6 maisonettes of which four are two bed and two are one bed. The houses are interrupted by a play area that would be created, again north of the main access road.
- 2.2 All the houses will be provided with two back to back off street car parking bays, that are accessed directly from the access road. The houses are designed in a way that blends in with the existing approved development for 40 houses.

### 3 Site and surroundings

- 3.1 The majority of the site is undeveloped paddock land with previous industrial uses (now demolished) covering a small part of the site, to the east. The paddock land to the south and west of this site now forms part of the approved housing scheme for 40 dwellings, under planning reference 18/00358/REM. A substantial food processing factory formerly occupied by Belwood Foods forms part of the northern boundary, though this use has now ceased and schemes for redeveloping this site are currently being discussed with outline planning approval already obtained.
- 3.2 This site would be accessed off a road taken from a roundabout which has already been constructed on Newnmanleys Road, which ensures traffic arriving off the A610 trunk road, to the south of the wider site, reduces speed.

### 4 Relevant Planning History

- 4.1 Outline planning permission for 40 dwellings, access and associated works was approved under planning reference 14/00334/OUT. Subsequently a reserved matters application to construct 40 dwellings, the formation of a primary access to the site, infrastructure, open space provision and surface water attenuation (approval of reserved matters relating to planning reference 14/00334/OUT), was approved under reference 18/00358/REM.

### 5 Relevant Policies and Guidance

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

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

- Policy A: Presumption in Favour of Sustainable Development
- Policy 7: Regeneration
- Policy 8: Housing Size , Mix and Choice.
- Policy 10: Design and Enhancing Local Identity

#### 5.2 **Part 2 Local Plan**

- 5.2.1 The Council adopted the Part 2 Local Plan on 16 October 2019.

- Policy 1: Flood Risk
- Policy 15: Housing
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions

#### 5.3 **National Planning Policy Framework (NPPF) 2019:**

- Section 2 – Achieving Sustainable Development
- Section 4 – Decision-making
- Section 5 - Delivering a Sufficient Supply of Homes.
- Section 11 – Making Effective Use of Land



- Section 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change.

6 Consultations

6.1 **Council's Councillors & Parish/Town Councils:**

Councillor D Bagshaw – no comments received  
Councillor M Hannah - no comments received  
Eastwood Town Council – no comments received.

6.2 **Coal Authority:**

Raise no objection to the scheme and suggest standing advice.

6.3 **Nottinghamshire County Council:**

Flooding – as Lead Local Flood Authority they have requested a surface water drainage strategy be submitted to them prior to any development commencing on site. They have specified the usual raft of criteria to be included within the survey.

- 6.3.1. Made reference to the need to consult the Coal Authority (see above) and that other than the possibility of education no further S106 contributions were being sought.

6.4 **Education**

No primary school places sought though they have requested £47 750 as part of the secondary school provision.

6.5 **Highways**

Initially raised several minor concerns about the layout and a few minor issues within it, which the applicant resolved by updating plans throughout. Following the submission of updated plans, the highways authority raises no objections and recommends standard conditions.

6.6 **Broxtowe Borough Council:**

Environmental Health:

- 6.7 Noise – Raises no objections to the proposal and makes reference to the loss of the Bellwood Foods factory air conditioning units, which was one of the main noise sources.

- 6.8 Contamination - raised a few minor issues about the reports submitted with particular regard to the clean cover needed on the area of open space. However once these issues had been overcome, then raised no objections but suggested standard conditions.

6.9 **Parks and Recreation:**

Happy with the landscaping plans proposed and was encouraged that comments previously taken on board and incorporated within the latest scheme.

6.10 **Housing:**

Raises no objections to the development and outlines the housing need within the local area.

**6.11 Waste Management**

Raise no objection to the development but outline the procedure with regards to the provision of bins and that the roads must be adopted to a size suitable for a refuse vehicle.

**6.12 Neighbours**

3 neighbours were consulted on the application but no comments have been received.

**7 Assessment****7.1 Principle**

This wider site was subject to an outline planning application in 2015 which granted approval for housing development across this area and the area to the south. This application essentially established the principle of developing this site for housing, albeit for 40 homes to the north west of Newmanleys Road. Due to a variety of different reasons and the site ownership changing hands, the wider outline planning permission for 40 was never developed in exactly this way. Instead, and following discussions with the planning department, a more intensive development of the wider site was suggested. Consequently, a reserved matters application for 40 dwellings covering the majority of the wider site was submitted, and subsequently approved, leaving only an area to the north, without any detailed permission. This planning application seeks full planning permission for the construction of 10 dwellings on this area of the site.

**7.2 Design**

Seven of the units are proposed to be located at the western end of the site, with three units close to the main roundabout, and the area of open space in the middle. There is slight variation between dwelling sizes with a 3 bed property and two 1 bed dwellings on the eastern side and four 2 bed dwellings and the remaining three 3 bed dwellings on the west. The houses and layout are deliberately designed, and work well, with the approved scheme for 40 houses, and as such this development is complimentary to the detailed scheme already permitted and now under construction.

7.3 The houses are simple in their design, but with small variations throughout which differentiate the house types proposed. Most of the properties have small storm porches, and there are slight variations in the brick detailing between the different houses and the centrally located four house 2 bed block has two varieties of timber cladding. When these features are combined it creates some variety to the properties throughout and adds visual interest to the street scene. The centrally located four house block is designed to have some design stimulation on all sides, which ensures no blank frontages visible from the street scene. These houses are appropriately designed for the locality and similar to those proposed as part of the earlier approval for 40 dwellings to the south of the site, which ensures a consistent character throughout.

7.4 The landscaping proposed as part of the development is considered acceptable, and contains a suitable mix of trees and shrubs, to complement the areas of hard standing. The Parks and Environment Manager has raised no objection to the

landscaping and was pleased to note that improvements suggested from the previous landscaping scheme have been incorporated.

**7.5 Amenity**

The layout proposed does not impact on the amenity of the dwellings within the scheme already approved for 40 dwellings, under planning reference 18/00358/REM.

7.6 On the north western corner of the site, the rear gardens of plots 41-43 back onto the rear gardens of dwellings serving Sycamore Gardens. The separation distances, and the orientation of the new plots, ensure that there are no amenity issues here. The same is true with regard to plot 50, where the orientation of the existing and proposed plots ensure no detrimental amenity issues are created. Plots 44-47 and 48/49 will have rear elevations and gardens abutting the former Belwood Food Factory to the north, which had approval for outline planning for housing. Nevertheless, the proposed layout for this development does not create any significant overlooking impact that would be detrimental to that adjacent development, and vice versa. Furthermore, the applicants developing the layout for the site above are aware of this development and have been asked to design their scheme accordingly.

7.7 The amenity provision for the dwellings themselves is considered acceptable for the size of the dwellings proposed with adequate outdoor amenity area and the relationships between the properties themselves is also considered acceptable.

**7.8 Access**

The main access road these dwellings are served off has already been approved as part of the 18/00358/REM application, and the roundabout this is served off has already been constructed. There are no objections from the highway authority regarding an additional ten dwellings and therefore the main highway safety issues relate to access arrangements to the individual plots and parking provision.

7.9 All of the dwellings are served directly from the road and there is suitable visibility both ways to ensure these turning manoeuvres can take place safely. All of the plots have adequate parking provision either to the side or rear of their properties with two spaces each regardless of bedroom number. There has been no objection from highways and a standard condition requested relating to parking and driveway surfacing only.

7.10 Environmental Matters:  
Contamination:

7.10.1 No significant issues or likely sources outlined on the site, but due to the proximity to the former Belwood Foods factory to the north and the possibility of ground contaminants arising therefrom, suitable additional 'clean cover' soil is required. Therefore, the housing plots, and more importantly the area of open space proposed immediately to the south of the site, have suitable conditions proposed to mitigate this issue.

7.10.2 With regard to flooding the site lies in Flood Zone 1, which is the area least likely to flood and there are no significant sources of flooding in close proximity to the

site. Sustainable Urban Drainage Systems (SUDS) have been suggested on site the Environment Agency has no objection to the drainage approach proposed.

7.10.3 The Lead Local Flood Authority has raised no objection to the scheme but requests a condition relating to incorporating sustainable drainage measures on site. The same condition is attached to the scheme for 40 dwellings, to which this scheme will immediately abut, and therefore this should ensure flooding is not an issue across the site. It is not considered therefore that flooding is an issue that would prevent development on this site.

7.11 **S106:**

The outline planning applications submitted in 2014, on the west and east of Newmanleys Road, were accompanied by a viability assessment. It was outlined that because the larger site to the east, bordered a former landfill site, significant remediation issues would need to be incorporated into any development to deal with any potential gassing or leaching issues from the former tip. The abnormal costs of dealing with the gassing issue of the larger site made developing both sites challenging, to the point where it would be unviable, without a reduction in the usual level of obligations. The viability assessment submitted was considered by the Councils main decision making body at the time, Cabinet.

7.12 The Councils' Cabinet determined that a reduced fee of £910k in S106 payments was acceptable, and that this should all be spent on affordable housing provision. The affordable housing fee of £910k, equated to the provision of 7 dwellings. Following this meeting a S106 legal agreement was drawn up, with 'triggers' in place that essentially prevented more than 50% of the development on the eastern side taking place until the affordable housing had been provided. This £910k can be in housing units, monetary provision or land. The S106 agreement relating to the outline development still 'bites' and is still relevant for this wider development overall. Whilst this application relates to a small uplift in the housing numbers overall, the site specific viability appraisal already undertaken demonstrated the borderline viability of the site. More recent viability evidence to support the Part 2 Local Plan is that viability remains fragile in Eastwood. These viability issues are exacerbated by the remediation issues referred to above. It is therefore considered that the evidence in place is sufficient to demonstrate that there is no realistic prospect of securing the education contribution requested by the County Council, whilst maintaining the overall viability of the scheme.

8 Planning Balance

8.1 This scheme would enable 10 houses to be constructed on a currently vacant site, which would both enhance the environmental quality of the area, and reduce pressure for housing development elsewhere. The scheme complements the existing built form of the area, and the development proposed to the north and south, without impinging on amenity of those residents currently bordering the site. There are no significant constraints to developing this site that cannot be addressed by conditions, and on balance therefore, it is considered the scheme is acceptable.

9 Conclusion

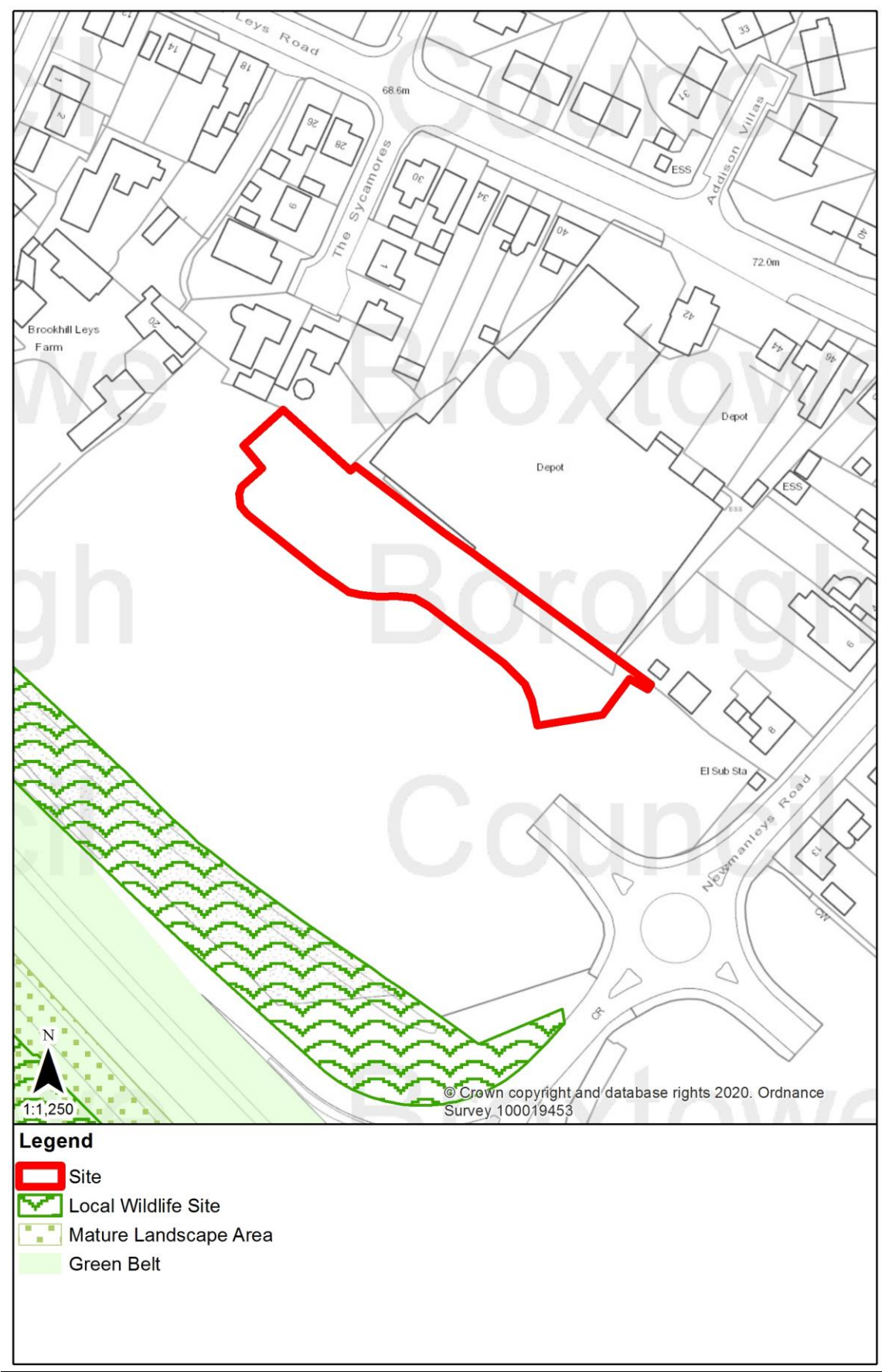
- 9.1 It is concluded that, having regard to the relevant policies of the Local Plan, national planning guidance and to all other material considerations including the Public Sector Equality Duty, the development is acceptable and that there are no circumstances which otherwise would justify the refusal of permission.

<b><u>Recommendation</u></b>	
<b>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</b>	
<b>1.</b>	<p><b>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</b></p> <p><b><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></b></p>
<b>2.</b>	<p><b>The development hereby permitted shall be carried out in accordance with the following plans:</b></p> <p><b>Site Location Plan – R9089-RLA-20-XX-DR-A-2101</b>  <b>Existing Site Layout Plan – R9089-RLA-20-XX-DR-A-2102</b>  <b>Proposed Site Layout Plan – R9089-RLA-20-XX-DR-A-2103 B</b>  <b>Proposed Boundaries Plan – R9089-RLA-20-XX-DR-A-2104</b>  <b>Proposed Material Plan – R9089-RLA-20-XX-DR-A-2105</b>  <b>Proposed Building Heights Plan – R9089-RLA-20-XX-DR-A-2107</b>  <b>Proposed Site Sections – R9089-RLA-20-XX-DR-A-2121</b>  <b>Proposed Street Elevation – R9089-RLA-19-XX-DR-A-2123</b>  <b>House Type 18A-S-471/599 – R9089-RLA-18-ZZ-DR-A-2130</b>  <b>House Type 18A-NS-670/758 – R9089-RLA-19-ZZ-DR-A-2131 A</b>  <b>House Type 18A-S-838 – R9089-RLA-18-ZZ-DR-A-2132</b>  <b>House Type 18A-S-838 V1 – R9089-RLA-18-ZZ-DR-A-2133</b>  <b>Levels and Drainage Appraisal – 12734-HYD-XX-XX-DR-C-2001 P01</b>  <b>Tree Protection Plan – 19-79-04</b>  <b>Detailed Soft Landscape Proposals - 19-079-075</b></p> <p><b>Received by the LPA on the 3rd and 6th February 2020.</b></p> <p><b><i>Reason: For the avoidance of doubt.</i></b></p>
<b>3.</b>	<p><b>The dwellings hereby approved shall not be first occupied until their driveways and parking areas are surfaced in a hard, bound material (not loose gravel) for a minimum of 5.5 metres behind the highway boundary and constructed so as to prevent the unregulated discharge of surface water onto the highway. The surfaced drive shall then be maintained in such hard bound material for the life of the development.</b></p> <p><b><i>Reasons: In the interests of highway safety and in accordance with Policy 17 of the Part 2 Local Plan (2019).</i></b></p>

4	<p>No building to be erected pursuant to this permission shall be occupied or brought into use until: -</p> <p>(i) All necessary remedial measures have been completed in accordance with details approved in writing by the local planning authority; and</p> <p>(ii) It has been certified to the satisfaction of the local planning authority that necessary remedial measures have been implemented in full and that they have rendered the site free from risk to human health from the contaminants identified.</p> <p><i>Reason: In the interest of public health and safety.</i></p>
5.	<p>Prior to being first brought into use the Public Open Space hereby permitted shall have a minimum of 600mm clean cover (nominally 150mm topsoil and 450mm subsoil) over a basal anti-dig membrane. The details of which shall have first been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: In the interests of public health and safety.</i></p>
6.	<p>The open space shall be managed by a private management company and a detailed landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority, prior to the occupation of any development. This arrangement shall be in place for the lifetime of the development.</p> <p><i>Reason: To ensure the site is suitably landscaped and this is maintained for the life of the development.</i></p>
7.	<p>This development shall not begin until a surface water drainage scheme for that phase, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before that phase of development is completed. The scheme to be submitted shall demonstrate:</p> <p>(a) The utilization of holding sustainable drainage techniques;</p> <p>(b) Any outflow from the site must be limited to the maximum allowable rate with a minimum 30% reduction on existing.</p> <p>(c) The ability to accommodate surface water run-off on-site up to the critical 1 in 100-year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and</p> <p>(d) Responsibility for the future maintenance of drainage features.</p>

	<b><i>Reason: To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures in accordance with Policy 1 of the Broxtowe Aligned Core Strategy.</i></b>
	<b>NOTES TO APPLICANT</b>
<b>1.</b>	<b>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</b>
<b>2.</b>	<b>The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. For further information, please see:</b> <b><a href="https://www.broxtowe.gov.uk/for-you/planning/development-in-former-coal-mining-areas">https://www.broxtowe.gov.uk/for-you/planning/development-in-former-coal-mining-areas</a>.</b>
<b>3.</b>	<b>The Council will not adopt or be responsible for the ongoing maintenance of the open space on site.</b>
<b>4.</b>	<b>The applicant should note that notwithstanding any planning permission, 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.</b>  <b>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.</b>  <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 essential 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.</b>





**Photographs**



Views of the northern edge of the site and the former Bellwood Foods factory

## Site Plan



Street Scene (illustrative)



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## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>20/00043/FUL</b>
<b>LOCATION:</b>	<b>3 SWINGATE, KIMBERLEY, NOTTINGHAMSHIRE, NG16 2PG</b>
<b>PROPOSAL:</b>	<b>CONSTRUCT 4 DWELLINGS AND GARAGES</b>

### 1 Executive Summary

- 1.1 This application seeks permission to construct 4 new residential dwellings. The proposed development will be accessed from Swingate and consist of 1 x 3 bedroom bungalow with detached garage, and 3 x 3 bedroom detached dwellings with garages. The original scheme proposed 4 x 3 bedroom detached dwellings, but following the public consultation and a discussion with the applicant this was amended to reduce the impact on existing neighbouring properties.
- 1.2 The application site is set within an existing built up area, in a sustainable location close to local services in Kimberley town centre. It is not covered by any site specific planning policy and therefore the principle of development is considered acceptable.
- 1.3 The design of the proposal is considered to be in keeping with the character of the surrounding area and whilst it will result in a change of outlook for many neighbouring properties, it is considered that it will not have an unacceptable impact on the amenity of any of these neighbouring properties.
- 1.4 The proposed development will be served from a private road, off an existing access. The private road has been designed in accordance with the standard as set by the Highways Authority to ensure it will not have an unacceptable impact on highway safety.
- 1.5 Overall it is considered that the proposal is acceptable and that planning permission should be granted pursuant to the recommendation contained in the appendix.



## APPENDIX

1 Details of the Application

- 1.1 This application seeks permission to construct 4 new residential dwellings. The proposed development will be accessed from Swingate and consist of 1 x 3 bedroom bungalow with detached garage, and 3 x 3 bedroom detached dwellings with garages.
- 1.2 The original scheme proposed to develop 4 x 3 bedroom detached dwellings. Due to concerns regarding the impact of a 2 storey dwelling at Plot 1 on the neighbouring dwellings to the north, this was changed to a single storey dwelling. It was also requested that the proposed dwelling at Plot 4 was brought forward within the plot to move it as far away from the rear boundary of the site as possible. Amended plans were submitted to take these changes into account, and a re-consultation on the amended scheme was carried out.

2 Site and surroundings

- 2.1 The application site currently forms the majority of the garden for No. 3 Swingate, which is a semi-detached residential dwelling located in a residential location. The north boundary of the site is made up of a combination of a fence circa 1.8m high, and hedging, with dwellings along Angus Close backing on to the boundary. The east boundary of the site is made up of fencing, circa 1.5m – 1.8m high, with dwellings along Clive Crescent backing on to this boundary. A public footpath runs along the south boundary of the site, which is also made up of a combination of fencing and hedges. The west boundary of the site is largely made up of fencing, circa 1.8m high, with dwellings along Swingate backing on to this boundary.
- 2.2 There is an existing access to the site from Swingate, which will serve the proposed development. The land level of the application site slopes up from west to east, up towards the dwellings on Clive Crescent, which stand at a significantly higher level than those on Swingate. The land is bordered by mature hedging in many areas, and there is a row of conifers running through the middle of the site. None of these trees or hedges are protected or considered to be worthy of protection.

3 Relevant Planning History

- 3.1 There is no relevant planning history for the application site.

4 Relevant Policies and Guidance4.1 **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 2: The Spatial Strategy
  - Policy 8: Housing Size, Mix and Choice
  - Policy 10: Design and Enhancing Local Identity



**4.2 Part 2 Local Plan 2019**

- 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 objection subject to condition requiring investigative survey of the site prior to development.

**5.2 Nottinghamshire County Council Highways Authority:**

No objection so long as the proposal complies with the Highways Authority Standing Advice.

**5.3 Council's Tree Officer:**

Raises no objection to the removal of the line of conifers in the application site none of these trees are protected and the site is not within a Conservation Area.

**5.4 The Coal Authority:**

Part of the site falls marginally within the defined Development High Risk Area. However, the part of the site where development is proposed lies outside of the defined High Risk Area and therefore The Coal Authority does not consider that a Coal Mining Risk Assessment is necessary and they do not object to this planning application.

**5.5 Rights of Way Officer:**

No objection to the proposal as the public footpath appears unaffected. Requests an Informative Note to Applicant.

**5.6 Severn Trent:**

No objection. Requests an Informative Note to Applicant.

**5.7** 23 properties either adjoining or opposite the site were consulted and a site notice was displayed. 12 responses were received to the initial consultation, 10 of which raised objections, 1 of which supported the proposal, and 1 which raised general observations. The main reasons for objections can be summarised as follows:

- Increased traffic generation.
- Loss of privacy.
- Noise generation.
- Poor layout and design.
- Overbearing impact on neighbouring properties.
- Unsafe access.
- Loss of daylight/sunlight
- Impact on environment due to loss of trees and wildlife.
- Sense of enclosure.
- Drainage issues.

5.8 A 7 day re-consultation was carried out for the amended plans, and a further 3 objections have been received. The reasons highlighted can be summarised as follows:

- The site is still too small for 4 houses.
- Access issues and traffic generation.
- Noise generation due to cars and building work.
- Whilst one house has been changed to a bungalow there will still be a loss of privacy caused by the other proposed dwellings.
- The proposed bungalow is too close to the boundary.

## 6 Assessment

6.1 The main issues for consideration are the principle of the residential development in this location, the design and appearance of the proposal, the impact on neighbouring amenity, and any highway safety impacts of the proposal.

### 6.2 **Principle**

6.2.1 The application site is not covered by any site specific planning policy. The site is within an existing built up location and in reasonably close proximity to Kimberley town centre which provides a range of local services. It is therefore considered that the proposed scheme would be in a sustainable location where residential development can be supported.

6.2.2 Policy 17 of the Broxtowe Part 2 Local Plan (2019). Policy 17 sets out an array of criteria which all new development should meet in order for it to be considered acceptable. For a development of the size proposed, the key considerations will be with regard to the impact of the development on neighbouring amenity, the provision of adequate amenity for the future occupiers of the development, the design and appearance of the proposed development, and the impact of the proposed development on highway safety.

### 6.3 **Design and Appearance**

6.3.1 The application site currently forms a large rear garden to No. 3 Swingate. It is considered that the development proposed is proportionate to the size of the site, with the scale and type of dwellings proposed designed to respect the character of the surrounding area. It is considered that there is sufficient separation between the

dwellings within the development, and the existing dwellings around it to ensure that the development will not result in a cramped appearance that would be out of keeping with the character of the area.

- 6.3.2 There are 3 house types proposed to make up the development, including 1 x 3 bedroom bungalow, 2 x 3 bedroom dwellings which are attached by their garages, and 1 x 3 bedroom detached dwelling. The proposed dwelling types all demonstrate reasonably traditional designs, without unnecessarily complicated features. The dwellings with larger footprints, being House Type A and House Type C, use features such as front porches and drops in the roof line, to break up the front elevations, avoiding overly bulky appearances that would be out keeping with the character of the area.
- 6.3.3 The area surrounding the application site has a mix of dwelling types, sizes and styles. The dwellings along Swingate include a mix of traditional semi-detached dwellings, with larger dwellings to the rear of the site along Clive Crescent. The dwellings along Angus Close to the north demonstrate a larger, detached style of property, developed in the late 1980s. Taking into account this broad mix of dwellings it is considered that the dwellings styles proposed would not be out of keeping with the character of the surrounding area. The dwellings will be accessed from a private road, off Swingate, and set back from the existing highway. It is therefore considered that whilst the dwellings will be visible in the street scene, they will not be overly prominent and will not have a harmful impact on the street scene.
- 6.3.4 To ensure a satisfactory standard of appearance is achieved it will be important to use high quality materials that take into account the appearance of the dwellings in the surrounding area. As no details of materials to be used have been provided it is considered appropriate to condition that samples are to be submitted for approval prior to any above ground works being carried out.
- 6.3.5 The site plan provided indicates that tree planting, landscaping and boundary treatments will be implemented around the site to ensure an acceptable standard of appearance is achieved. However, as few specific details have been provided it is considered appropriate to condition that further details are submitted for approval prior to any above ground works being carried out.
- 6.3.6 Whilst the development will significantly reduce the size of the rear garden at No. 3, the size of the garden retained will not be significantly different to those at No. 1 and 5 Swingate. The change to the size of plot 3 is therefore not considered to be harmful to the character of the surrounding area.
- 6.3.7 Subject to the proposed conditions set out above, it is considered that a satisfactory standard of design has been achieved.

#### 6.4 **Amenity**

- 6.4.1 Plot 1 will accommodate House Type A, which will be a 3 bedroom bungalow. The dwelling will have a maximum height of circa 4.6m, with a height to eaves of 2.25m. At its closest point it will be approximately 0.8m from the boundary with No. 2 and 3 Angus Close, although to the west side of the dwelling it will be approximately 3m from the

boundary with No. 2. The rear elevation of No. 2 is approximately 5.7m from the boundary with the application site at its closest point, and approximately 11.8m from the rear boundary to the west of the site. The separation distance between the proposed dwelling, and No. 2 Angus Close is therefore approximately 9.8m at its closest point, and 13m at its furthest point. Taking into account the single storey design of the proposed dwelling, with the roof pitching away from the neighbouring property, it is considered that this will not result in an unacceptable loss of light or sense of enclosure for the residents of the neighbouring properties at No. 2 and No. 3 Angus Close.

- 6.4.2 A garage is proposed in the north west corner of Plot 1. Whilst this will be positioned on the boundary with No. 2 Angus Close, it is not directly in line with the rear elevation of the main dwelling, and taking into account its limited height is not considered to result in an unacceptable loss of light or sense of enclosure for the residents at No. 2. It will also be set away from the main dwelling at Plot 1, providing a break in the built form, ensuring the cumulative impact of the garage and dwelling will not be overbearing on the neighbouring property.
- 6.4.3 The dwelling at Plot 1 will be single storey, and the existing boundary treatment along the north of the site is relatively high. There is also just one window proposed on the rear elevation of the proposed dwelling, serving a bathroom. Taking this into account it is therefore considered that the proposal will not result in an unacceptable loss of privacy for the residents at No. 2 and 3 Angus Close. Whilst the size of the proposed dwelling and the pitch of the roof makes it unlikely that any dormer windows or roof lights will be inserted into the dwelling in the future, due to the potential loss of privacy this could result in for the residents of the neighbouring property, it is considered appropriate to remove permitted development rights for this dwelling, by way of a condition.
- 6.4.4 The proposed dwelling at Plot 2 will be approximately 1m from the boundary with No. 4 and 5 Angus Close. There will be a separation distance of approximately 12m between the conservatory at No. 5, and the side elevation of the proposed dwelling, which is considered sufficient to ensure the proposal will not result in an unacceptable sense of enclosure or loss of light for the residents of the neighbouring property.
- 6.4.5 There are 2 first floor windows on the side elevation of the dwelling at Plot 2, although these are relatively small openings and serve a staircase and en suite. It is considered appropriate to condition that these windows are obscurely glazed and non-opening up to 1.7m above floor level. Subject to this it is considered that these openings will not result in an unacceptable loss of privacy for the residents of the neighbouring properties to the north.
- 6.4.6 The dwellings at Plots 2 and 3 will have rear gardens that are approximately 11m in length. The rear boundary of these properties will adjoin the rear boundary of No. 31 and 33 Clive Crescent, both of which have reasonably large rear gardens. As such, the separation distance for Plot 2 will be approximately 27.8m, and for Plot 3 will be approximately 32.7m. 31 and 33 Clive Crescent are both at a higher level than the application site, and taking into account the separation distances it is considered that these dwellings will not result in an unacceptable loss of amenity for the neighbouring dwellings to the rear.

- 6.4.7 The dwelling at Plot 4 will be approximately 1m from the west boundary of the site, adjoining No. 11a Swingate. No. 11a has a long rear garden, approximately 19m in length, and it is therefore considered that the proposed dwelling will not result in an unacceptable loss of light or sense of enclosure for the residents of this dwelling. There is one first floor window proposed on the side elevation facing towards No. 11a. However, as this serves a staircase it is considered it will not result in an unacceptable loss of privacy for the residents of the neighbouring property. Notwithstanding this it is considered appropriate to condition that this window is obscurely glazed and non-opening up to 1.7m above the floor level.
- 6.4.8 Plot 4 will have a relatively short rear garden, although due to the intervening footpath it will be approximately 11m from the boundary of No. 15 Swingate to the south. The dwelling at No. 15 is set away from the proposed development by its long rear garden. Whilst position of the dwelling may result in some overlooking, this would be to the very end part of the garden at No. 15, and away from the most commonly used area of outdoor amenity space. It is therefore considered that this will not result in an unacceptable loss of amenity for the residents at No. 15.
- 6.4.9 The proposed dwellings all have considered layouts, providing adequate living space and bedroom sizes, with sufficient provision for natural light. The dwellings are sited to ensure they do not suffer from unacceptable overlooking from existing dwellings around the site, and other dwellings within the development. Plots 2 and 3 have good size rear gardens, approximately 11m and 12m in length respectively, providing adequate outdoor amenity space for the future occupiers of these properties. Plot 1 has a somewhat smaller rear garden, although taking into account the style of dwelling and the likely demographic of the future occupier, this is considered acceptable in this instance. The garden to Plot 4 is reasonably limited in terms of its length, at approximately 5m. However, the plot is wide at approximately 15m, with the garden wrapping around the rear and side of the dwelling. It is therefore considered that the plot provides sufficient outdoor amenity space for the future occupiers of this dwelling.
- 6.4.9 No. 3 Swingate currently has a very large garden, the majority of which will be replaced with the proposed residential development. However, taking into account the size and style of the dwelling at No. 3 it is considered that sufficient outdoor amenity space will be retained to ensure a satisfactory degree of amenity for the residents of this property.
- 6.4.10 Overall, it is considered that the proposal will not result in an unacceptable loss of amenity for any neighbouring dwellings, and that it will provide a sufficient standard of amenity for the future occupiers of the site.

## 6.5 Access and Highway Safety

- 6.5.1 The Highways Authority states that as the development is for less than 5 dwellings, and will be served off an unclassified road which is subject to a 30mph speed limit that it is classed as a minor development which is subject to the Highways Authority Standing Advice, which consists of a range of measures to determine whether or not the proposal is acceptable.

- 6.5.2 The proposed development will be served off an existing access, that will lead to a private road, serving not more than 5 dwellings. The access will be at least 4.8m wide for a minimum of 8m from the edge of the boundary, and it will be conditioned that the road will be surfaced in a hard bound material and it will be drained to prevent the discharge of surface water onto the public highway. Swingate is a long, relatively straight road, with a speed limit of 30mph, and it is therefore considered that the visibility splays are acceptable to ensure safe access and egress to the proposed development. The development has been designed to allow for sufficient manoeuvring space within it, and the private drive will have a gradient that does not exceed 1 in 20. The proposal therefore complies with the Highways Authority Standing Advice.
- 6.5.3 Whilst the proposed development will inevitably result in an increase in journeys to and from the location, the addition of 4 dwellings is considered to be relatively minor in terms of its overall impact on traffic generation in the surrounding area. The dwellings will all have sufficient off street parking and therefore it is considered that it will not result in an unacceptable addition to on street parking.
- 6.5.4 Overall it is considered that the proposal will not result in an unacceptable impact on highway safety in the surrounding area.

## **6.6 Other Considerations**

- 6.6.1 The proposed development will be served from a private road, which as per Council policy will not be accessed by a Broxtowe Borough Council refuse vehicle. In this instance it is usual for a bin collection point to be provided within 15m of the edge of the highway for the residents of the dwellings to bring their bins to on collection day. However, the dwellings at Plots 2, 3 and 4, will be in excess of 60m from the edge of the highway, and as such further than it is considered reasonable to require residents to drag their bins to the collection point. As such it has been agreed with the applicant that a private service for the collection of householder waste and recycling will be arranged. To ensure this is carried out the establishment of a management company, which will detail this arrangement will be conditioned as part of any permission granted.
- 6.6.2 There is a row of conifers running through the middle of the site which will need to be removed as part of the development. The Tree Officer has been consulted and he raises no objection to the removal of the trees.

## **7 Planning Balance**

- 7.1 The proposed development will contribute towards the Council's housing supply, in a sustainable, built up area. The proposed development will not be harmful to the character of the area, and is not considered to have an unacceptable impact on the amenity of any neighbouring properties or highway safety.
- 7.2 Whilst the proposed development will alter the outlook for some existing residents in the surrounding area, it is located in an existing built up area, close to services and not in a greenfield location which extends out into the countryside. Measures have also been taken in the design of the scheme to minimise any potential impact on existing properties in the surrounding area. There will be an increase in the number of

journeys to and from the site, although this is considered to be a relatively small increase in the context of the surrounding area.

- 7.3 On balance it is therefore considered that the overall benefits of the proposal outweigh the relatively small level of potential harm arising from it.

## 8 Conclusion

- 8.1 It is considered that the proposal has been designed to be in keeping with the character of the surrounding area, and that it will not have an unacceptable impact on the amenity of any neighbouring properties or highway safety. It is therefore considered that the proposal is acceptable and that planning permission should be granted.

<b><u>Recommendation</u></b>	
<b>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</b>	
<b>1.</b>	<p><b>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</b></p> <p><b><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></b></p>
<b>2.</b>	<p><b>The development hereby permitted shall be carried out in accordance with the Site Location Plan (1:1250), and drawings numbered JK-SL-1a (1:200), JK-HT-4a (1:50, 1:100), JK-HT-5a (1:50, 1:100), JK-HT-6a (1:50, 1:100), JRD-G-7a (1:50); received by the Local Planning Authority on 23 January 2020, 9 April 2020 and 1 May 2020.</b></p> <p><b><i>Reason: For the avoidance of doubt.</i></b></p>
<b>3.</b>	<p><b>No above ground works shall commence until full details of the colour, finish and texture of external facing materials has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed only in accordance with the approved details.</b></p> <p><b><i>Reason: To ensure a satisfactory standard of external appearance in accordance with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></b></p>
<b>4.</b>	<p><b>No above ground works shall be carried out until details of a landscaping scheme, including boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme for each plot shall be implemented prior to the occupation of that plot.</b></p>

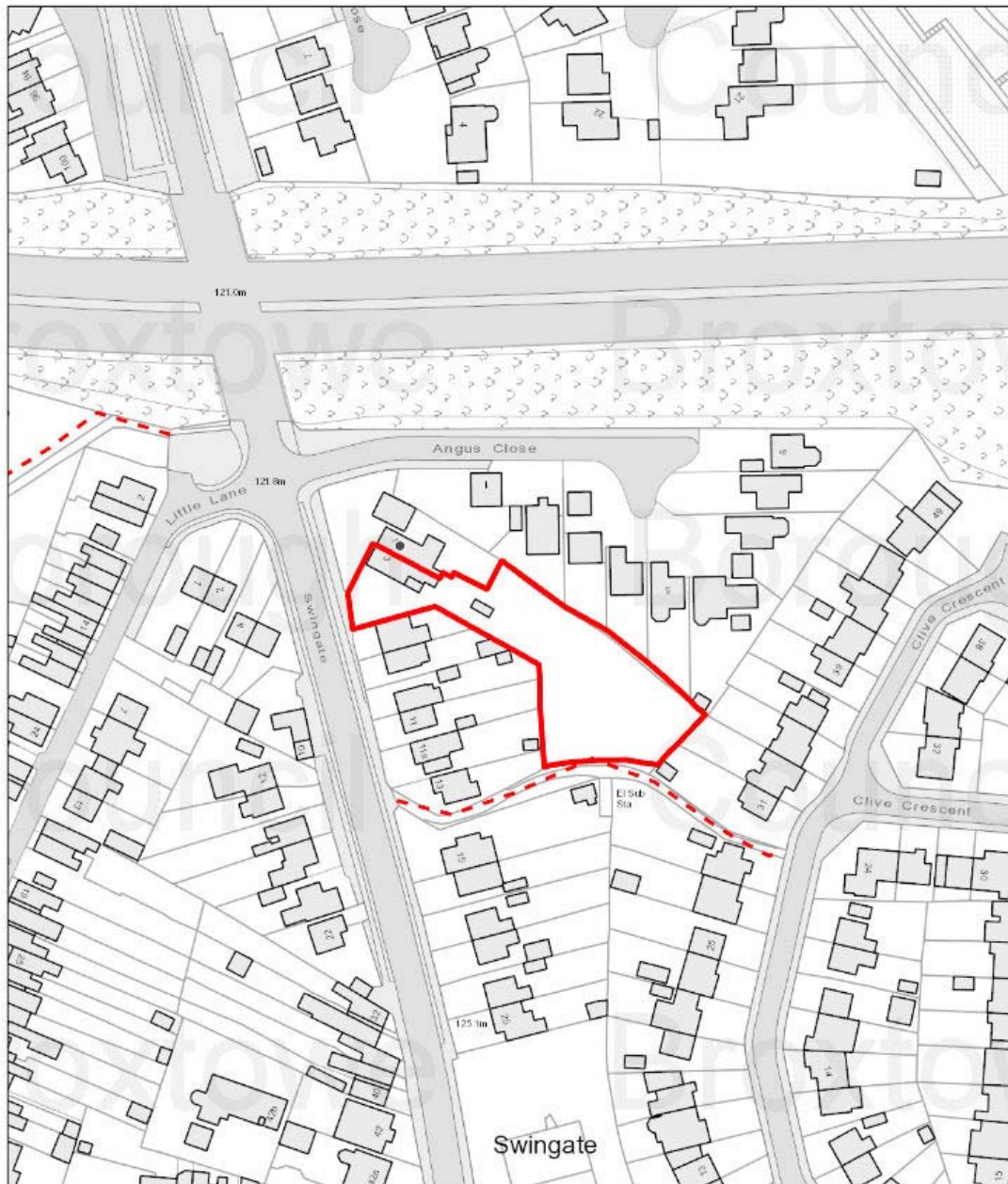


	<b><i>Reason: To ensure a satisfactory standard of external appearance in accordance with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></b>
5.	<p>The first floor windows on the north side elevation of the dwelling at Plot 2 and at first floor level on the west side elevation of Plot 4 shall be obscurely glazed to Pilkington Level 4 or 5 and non-opening to 1.7m above floor level, and shall be retained as such for the lifetime of the development.</p> <p><b><i>Reason: To protect the privacy of the residents in the neighbouring properties, in accordance with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></b></p>
6.	<p>a) No part of the development hereby approved shall 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.</p> <p>b) No building to be erected pursuant to this permission shall be occupied or brought into use until:-</p> <p style="padding-left: 40px;">(i) All necessary remedial measures have been completed in accordance with details approved in writing by the local planning authority; and</p> <p style="padding-left: 40px;">(ii) It has been certified to the satisfaction of the local planning authority that necessary remedial measures have been implemented in full and that they have rendered the site free from risk to human health from the contaminants identified.</p> <p><b><i>Reason: In the interest of public health and safety.</i></b></p>
7.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking or re-enacting this order, no roof alterations shall be carried out to the new dwelling at Plot 1 hereby approved which come within Class B or C of Schedule 2 Part 1 of the Order without the prior written permission of the Local Planning Authority by way of a formal planning permission.</p> <p><b><i>Reason: To protect the privacy of the residents in the neighbouring properties, in accordance with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></b></p>
8.	No part of the development hereby approved shall be first occupied until a management company has been established, setting out

	<p>details for the private collection of household waste and recycling for the site. These details shall be submitted to the Local Planning Authority for approval.</p> <p><i>Reasons: The dwellings will be accessed from a private road which cannot be accessed by the Council's waste vehicles, and the dwellings within the development are too far from the edge of the highway for future occupiers to drag their bins to.</i></p>
9.	<p>No part of the development hereby permitted shall be brought into use until the drive and any parking or turning areas are surfaced in a hard bound material (not loose gravel) for a minimum of 5m behind the highways boundary and constructed with provision to prevent the unregulated discharge of surface water onto the public highway. The surfaced drive and any parking or turning areas shall then be maintained as such of the life of the development.</p> <p><i>Reason: To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.) and to ensure surface water from the site is not deposited on the public highway causing dangers to road users.</i></p>
	<b>NOTES TO APPLICANT</b>
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: <a href="http://www.gov.uk/coalauthority">www.gov.uk/coalauthority</a>
3.	Contractors should 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. Bonfires are not permitted on site at any time.
4.	Severn Trent Water advise that although their statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under, The Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building.

5.	<ul style="list-style-type: none"><li>• Footpath 39 running along the south of the site should remain open, unobstructed and be kept on its legal alignment at all times. Vehicles should not be parked on the RoW or materials unloaded or stored on the RoW so as to obstruct the path.</li><li>• There should be no disturbance to the surface of the footpath without prior authorisation the Rights of Way team.</li><li>• The safety of the public using the path should be observed at all times. A Temporary Closure of the Footpath may be granted to facilitate public safety during the construction phase subject to certain conditions. Further information and costs may be obtained by contacting the Rights of Way section. The applicant should be made aware that at least 5 weeks' notice is required to process the closure and an alternative route on should be provided if possible.</li><li>• If the route is to be fenced, ensure that the appropriate width is given to the path and that the fence is low level and open aspect to meet good design principles.</li><li>• If a structure is to be built adjacent to the public footpath, the width of the right of way is not to be encroached upon.</li><li>• Structures cannot be constructed on the line of the right of way without the prior authorisation of the Rights of way team. It should be noted that structures can only be authorised under certain criteria and such permission is not guaranteed.</li><li>• The existing boundary hedge/tree line directly bordering the development/boundary etc is the responsibility of the current owner/occupier of the land. On the assumption that this boundary is to be retained it should be made clear to all new property owners that they are responsible for the maintenance of that boundary, including the hedge/tree line ensuing that it is cut back so as not to interfere with right of way.</li><li>• Should scaffold be required on or over the RoW then the applicant should apply for a license and ensure that the scaffold is constructed so as to allow the public use without interruption.</li></ul> <p><a href="http://www.nottinghamshire.gov.uk/transport/licences-and-permits/scaffolding-hoarding-and-advertising-boards">http://www.nottinghamshire.gov.uk/transport/licences-and-permits/scaffolding-hoarding-and-advertising-boards</a></p> <p>If this is not possible then an application to temporarily close the path for the duration should also be applied for (6 weeks' notice is required), email <a href="mailto:countryside.access@nottsc.gov.uk">countryside.access@nottsc.gov.uk</a></p>
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20/00043/FUL - 3 Swingate, Kimberley



5/5/2020, 11:15:00 AM

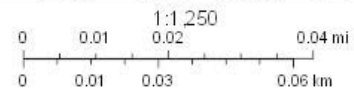
Public Rights of Way

Byway open to all traffic

Bridleway

Footpath

Site



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Photographs



Site access.



Conifers through the middle of the site, to be removed.



North boundary with properties on Angus Close.



South east end of site looking towards Clive Crescent.



Application site looking west towards properties on Swingate.



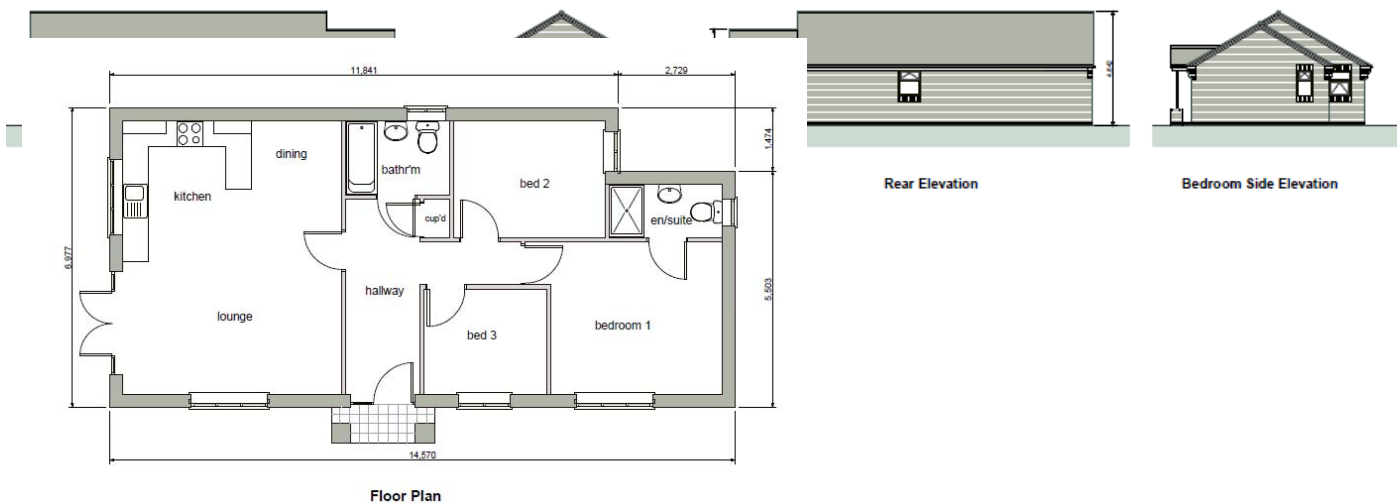
West boundary with properties on Swingate.

**Plans (not to scale)**

**Site Plan**



**House Type A**



House Type B



**Rear Elevation**

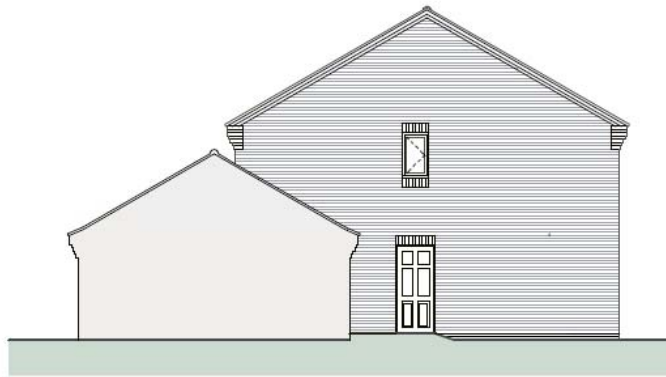


**Staircase Side Elevation**

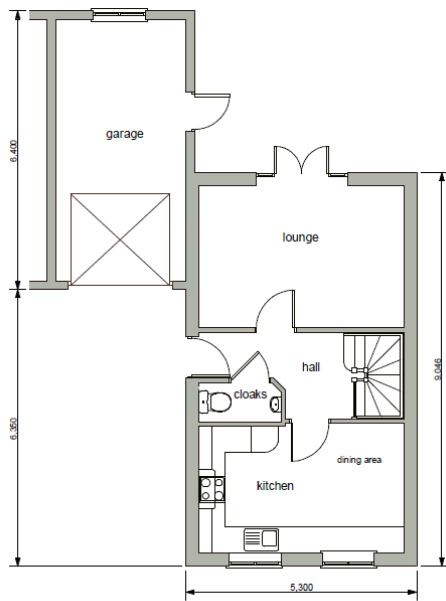




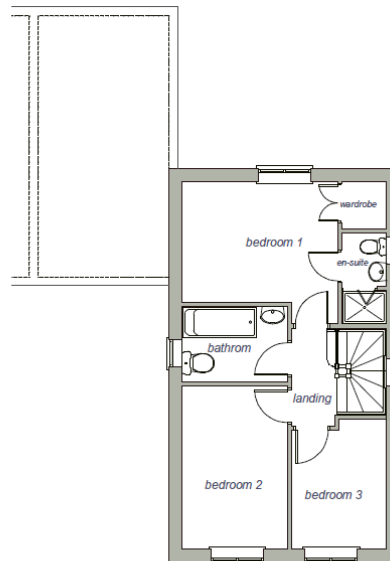
Front Elevation



Attached Side Elevation



Ground Floor Plan

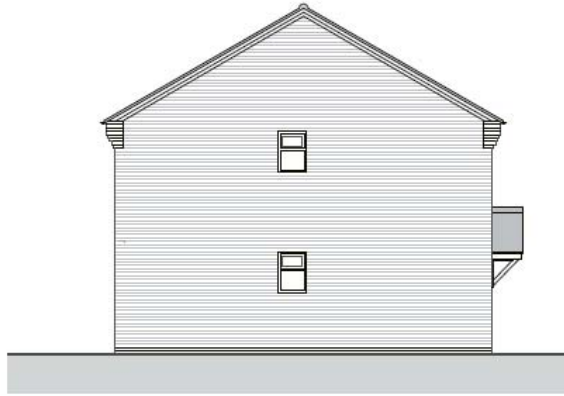


First Floor Plan

House Type C



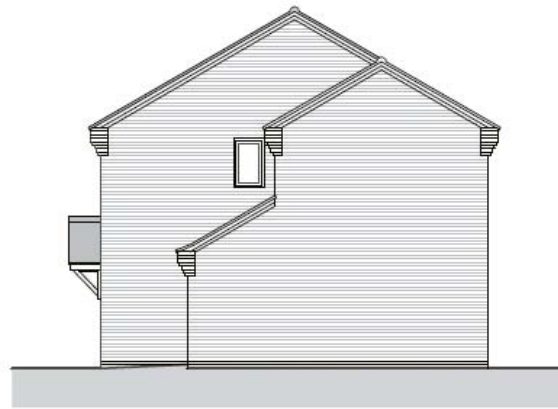
Front Side Elevation



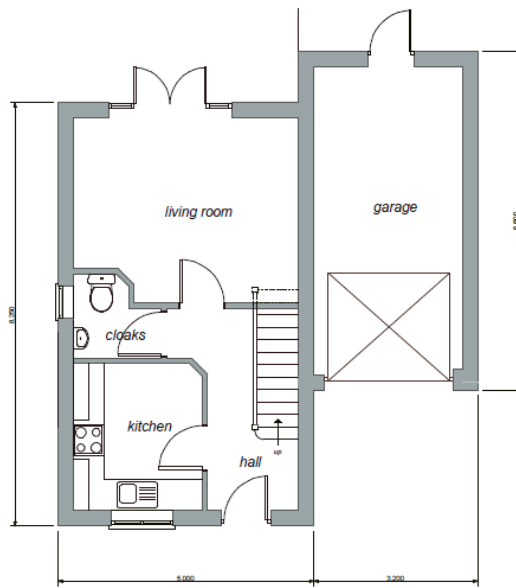
Kitchen Side Elevation



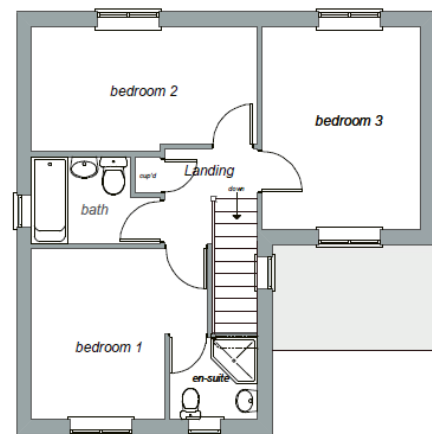
Rear Elevation



Garage Side Elevation



Ground Floor Plan



First Floor Plan

## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>20/00165/FUL</b>
<b>LOCATION:</b>	<b>MIDLAND INDUSTRIAL DESIGNERS, COMMON LANE, WATNALL, NOTTINGHAMSHIRE NG16 1HD</b>
<b>PROPOSAL:</b>	<b>CONSTRUCT INDUSTRIAL UNITS (CLASS B2) INCLUDING ASSOCIATED HARD SURFACING</b>

### 1 Executive Summary

- 1.1 This application seeks permission to construct 2 new industrial units, at this existing industrial site. The proposed units will be to the rear of the existing building with associated car parking provided to the side. The buildings will have reasonably traditional designs for buildings of this form, with plastisol coated sheeting used for the elevations and roof. The proposals include the removal of the existing single storey units to the rear of the site, as well as the removal of the containers.
- 1.2 The application site forms part of a designated existing employment site. Part of the application site on the east side is within the Nottinghamshire Green Belt and as such in accordance with Paragraph 143 of the NPPF the proposal is inappropriate development that should not be approved except in very special circumstances.
- 1.3 Policy 9 of the Broxtowe Part 2 Local Plan states that planning permission for the expansion of existing employment sites will be granted permission, subject to a number of requirements, all of which the proposal would comply with. The proposal will support the growth of a local business within an established industrial site, providing jobs for the local area. The site is well screened to the north and east by extensive vegetation, and the position of Common Lane to the east will protect against the unrestricted expansion of the site into the Green Belt. It is therefore considered that very special circumstances have been demonstrated that outweigh the harm to the openness of the Green Belt.
- 1.4 The proposed units are not considered to be harmful to the character of the surrounding area, or have an unacceptable impact on neighbouring amenity or highway safety.
- 1.5 Overall, it is considered that the proposal is acceptable and that planning permission should be granted in line with the resolution contained in the appendix.

## APPENDIX

1 Details of the Application

- 1.1 This application seeks permission to construct 2 new industrial units, at this existing industrial site. The proposed units will be to the rear of the existing building with associated car parking provided to the side. The buildings will take on reasonably traditional forms for buildings of this style, with plastisol coated sheeting to be used for the elevations and roof. The proposal includes the removal of the existing single storey units to the rear of the site, as well as the removal of the containers within this area.

2 Site and surroundings

- 2.1 The application site is located at the Common Lane Industrial Estate, and is the last site to the east end of this estate. The site is made up of the main building which is used principally for manufacturing purposes, with some associated offices. To the rear of the site is a smaller industrial building and containers, which are all to be removed. The site is boarded by stainless steel security fencing which is circa 2m high.
- 2.2 To the west of the site are similar industrial units, with the newly expanded Aerofabrications site to the north. To the east of the site are open fields, with the access road to the site being to the south. The application site is an existing employment site, and a small section of the east of the site is within the Nottinghamshire Green Belt.

3 Relevant Planning History

- 3.1 The planning history for the application site shows it has only been used for industrial purposes. In 1986, planning permission 86/00272/FUL was granted for the construction of an additional manufacturing building within the site. Since this time there has been no relevant planning applications.

4 Relevant Policies and Guidance4.1 **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 2: The Spatial Strategy
- Policy 4: Employment Provision and Economic Development
- Policy 10: Design and Enhancing Local Identity

4.2 **Part 2 Local Plan 2019**

- Policy 8: Development in the Green Belt
- Policy 9: Retention of Good Quality Existing Employment Sites
- 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 13 – Protecting Green Belt Land

**5 Consultations**

**5.1 Council's Economic Regeneration Manager:**

No objection.

**5.2 Council's Environmental Health Officer:**

No objection subject to condition regarding site surveys for contaminated land.

**5.3 Cadent**

No objection.

**5.4 Highways Authority:**

No objection subject to conditions relating to car parking.

5.5 Four properties either adjoining or opposite the site were consulted and a site notice was displayed. One response was received with no objections raised.

**6 Assessment**

6.1 The main issues for consideration are whether or not the principle of development is acceptable in the Green Belt, the design and appearance of the proposal, impact on neighbouring amenity and any impact on highway safety.

**6.2 Principle**

6.2.1 The east part of the application site is located in the Nottinghamshire Green Belt, which covers approximately a quarter of the total area of the site. Paragraph 143 of the NPPF states that inappropriate development is by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 144 states that when considering any application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very Special

Circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other proposals.

6.2.2 Paragraph 145 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. The paragraph goes on to identify a number of exceptions, although the development proposed as part of this application is not covered by any of these exceptions. Therefore, the proposal is inappropriate development in the Green Belt, and whether or not it is acceptable will depend on whether any Very Special Circumstances that outweigh the harm of the development can be demonstrated.

6.2.3 The Broxtowe Part 2 Local Plan designated the entire application site for employment, including the part of the site which lies within the Green Belt. Policy 9 of the Part 2 Local Plan states that permission will be granted for the expansion, conversion or redevelopment of land and premises for employment purposes on allocated and protected employment sites provided:

- a) The employment use is within Use Class B1 – B8 or sui generis use of a similar nature; and*
- b) The redevelopment provides the necessary quality of design, landscaping, parking and amenity in accordance with other policies in this Local Plan, having regard to the local environment and in particular the amenity of nearby and adjoining occupiers.*

The existing use at the application site, and the proposed use for the new units is B2 (General Industrial), and therefore the proposal satisfies part a) of Policy 9. An assessment against part b) of this policy will be made in conjunction with Policy 17 of the Part 2 Local Plan, and this will be assessed later in this report.

6.2.4 The third part of Policy 9 specifically relates to development in the Green Belt. The policy states: *3. For sites located in the Green Belt permission will only be granted under parts 1 and 2 (above) provided:*

- a) It would not have a greater impact on the openness of the Green Belt; or*
- b) It does not conflict with the purpose of including land within the Green Belt*

An assessment therefore needs to be made having regard to openness and the purposes of including land in the Green Belt.

6.2.5 The proposed buildings will be sited within the boundary of the existing site, which is currently used for manufacturing. The site is bordered by security fencing, and predominantly hard surfaced around the existing buildings. The proposed buildings will be identified in the context of the existing building within the application site and the industrial buildings

that form part of the wider estate to the west. The height and style of the buildings proposed will be in keeping with these surrounding properties. The Green Belt does not cover the entirety of the site, but a relatively small section at the east end of the site” to “The Green Belt does not cover the entirety of the site, but a relatively small section at the east end of the site, which makes up approximately a quarter of the site’s total area. Taking this into account along with the fact that the design of the building will be in keeping with the character of the wider industrial estate, it is considered that the proposal will not have a more harmful impact on the openness of the Green Belt.

6.2.6 Paragraph 134 of the NPPF identifies the five purposes of the Green Belt:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

To comply with Policy 9 of the Part 2 Local Plan, the proposal must not conflict with any of these purposes.

6.2.7 The application site is to the end of an established industrial estate. The site is bordered by metal security fencing, with a clear and definitive boundary to the east provided by Common Lane and the screening provided by the vegetation to the east and north. In particular, the position of Common Lane to the east forms a clear defensible barrier to check the unrestricted sprawl of the site further into the Green Belt to the east. As previously noted, the Green Belt covers only a quarter of the site, with the majority of the site falling outside of the Green Belt boundary. Given the limited extent of the development in the Green Belt, the extent of the screening and the lack of clear visibility to or from any built up areas to the east, there will be no noticeable merging of towns/settlements. It is therefore considered that the proposal will not conflict with purposes a)-c) of paragraph 134.

6.2.8 The application site is not set within or on the edge of a historic town, and therefore will not conflict with purpose d). With respect to purpose e), the application site is an existing employment site, and therefore whilst it is not in an urban area, it will make efficient use of currently derelict land within this established site.

6.2.9 Overall it is therefore considered that the proposal is in accordance with Policy 9 of the Broxtowe Part 2 Local Plan. Notwithstanding this, in accordance with Policy 8, and paragraph 143 of the NPPF, Very Special Circumstances need to be demonstrated to ensure the principle of development is acceptable in the Green Belt.



6.2.10 The entire application site forms part of a designated, and established employment site. As detailed above the proposal is in accordance with Policy 9 of the Broxtowe Part 2 Local Plan, which supports the expansion of employment sites. The proposal will potentially result in job creation and retention and supports an existing local business. The applicant is currently limited in their production capacity by the amount of space available for machinery and assembly. They state that they can only just cope with their current turnover with the space they have, and have been increasing their turnover steadily for the last 20 years. They rent an additional unit in Ilkeston for assembly, but this is a 15 minute drive away and having a split site comes with significant challenges. The proposed units will enable them to move all their production to one site, to the benefit of the long term prospects for the business and their local employees. Taking into account the position of the application site, the siting of the proposed industrial units, and the extent of the site which is within the Green Belt, it is considered that there would be very limited harm to the openness of the Green Belt, and it will not conflict with the purposes of including land in the Green Belt.

6.2.11 Taking the above into account it is considered that the Very Special Circumstances demonstrated outweigh the limited harm of the proposal to the openness of the Green Belt. As such it is considered that the principle of development is acceptable, subject to an assessment of the design of the proposal and its impact on the occupiers of any neighbouring properties.

### 6.3 Design

6.3.1 The proposed industrial units will be positioned to the rear of the existing unit within the application site. Whilst the buildings cover a large footprint relative to the existing building, the height is in keeping with the existing building in the site and the other units within the industrial estate to the west of the site. Furthermore, the application site is reasonably large compared to the footprint of the existing building and therefore it is considered that it can withstand the scale of development proposed without resulting in a cramped effect that would be out of keeping with the character of the area. The proposal will also result in the removal of a smaller building to the rear of the main building, and some containers to the rear of the site, which could arguable improve the appearance of the site.

6.3.2 Whilst the application site is to the east end of the industrial estate, adjoining open countryside, there is a clear and definitive boundary to the site formed by a combination of the existing security fencing, vegetation to the east and north of the site, and Common Lane running to the east of the site. It is considered that the siting and style of the proposed units will have a clear relationship to the existing site and the adjacent industrial sites, and therefore not have a harmful impact on the open countryside to the east.

6.3.3 No details regarding materials have been included on the drawings submitted, although within the application form it is stated that the units will be constructed using a facing brickwork plinth, with plastisol coated sheeting above and on the roof. It is not considered this will be out of keeping with the character of the area.

6.3.4 Overall it is considered that a satisfactory standard of design has been achieved.

#### **6.4 Amenity**

6.4.1 The application site is not within close proximity to any residential dwellings. There are properties to the west and south of the site, both with industrial uses. The unit to the south of the site is a considerable distance from the proposed unit and will therefore not be affected. Whilst the unit to the west is in relatively close proximity to the boundary with the application site, the proposed units will be set away from the boundary by the proposed car parking. The neighbouring unit is also designed to address Common Lane, and it is therefore considered that it will not be significantly affected by the proposal. There are no neighbouring properties to the north and east that would be affected by the proposal.

6.4.2 Overall it is considered that the proposal will not have a harmful impact on the amenity of the occupiers of any neighbouring properties.

#### **6.5 Highway Safety**

6.5.1 The Highways Authority does not raise any objection to the proposal. Whilst there is a slight shortfall in parking spaces than what would usually be required for a scheme of this size, it is not considered that this will cause road safety concerns. The proposed parking will exceed that which is currently provided, and considering the proposed units will accommodate the expansion of an existing business as oppose to forming a new site in itself, it is considered that this is acceptable.

### **7 Planning Balance**

7.1 The benefits of the proposal are that it will utilise an existing, designated employment site to expand a local business in an established industrial estate. Whilst part of the site is set within the Green Belt and therefore the proposal is inappropriate development, it complies with local planning policy regarding the expansion of existing employment sites. Furthermore, the siting and scale of the proposed development is not considered to be overly harmful to the openness of the Green Belt, taking into account the clearly defined boundary of the site to the east due to substantial vegetation and Common Lane running along the east boundary. As such it is considered that very special circumstances can be demonstrated that outweigh any potential harm to the openness of the Green Belt.

7.2 On balance it is therefore considered that the benefits of the proposal outweigh the harm.

8 Conclusion

8.1 The proposed development will not be out of keeping with the character of the area or result in an unacceptable loss of amenity for the occupiers of any neighbouring properties. The principle of the development is considered acceptable and as such it is recommended that planning permission is granted.

**Recommendation**

**The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.**

**1. The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.**

***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.***

**2. The development hereby permitted shall be carried out in accordance with the drawings numbered N7667-101 (1:1250), N7667-100 (1:200), and N7667-01A (1:100, 1:500); received by the Local Planning Authority on 12 March and 17 April 2020.**

***Reason: For the avoidance of doubt.***

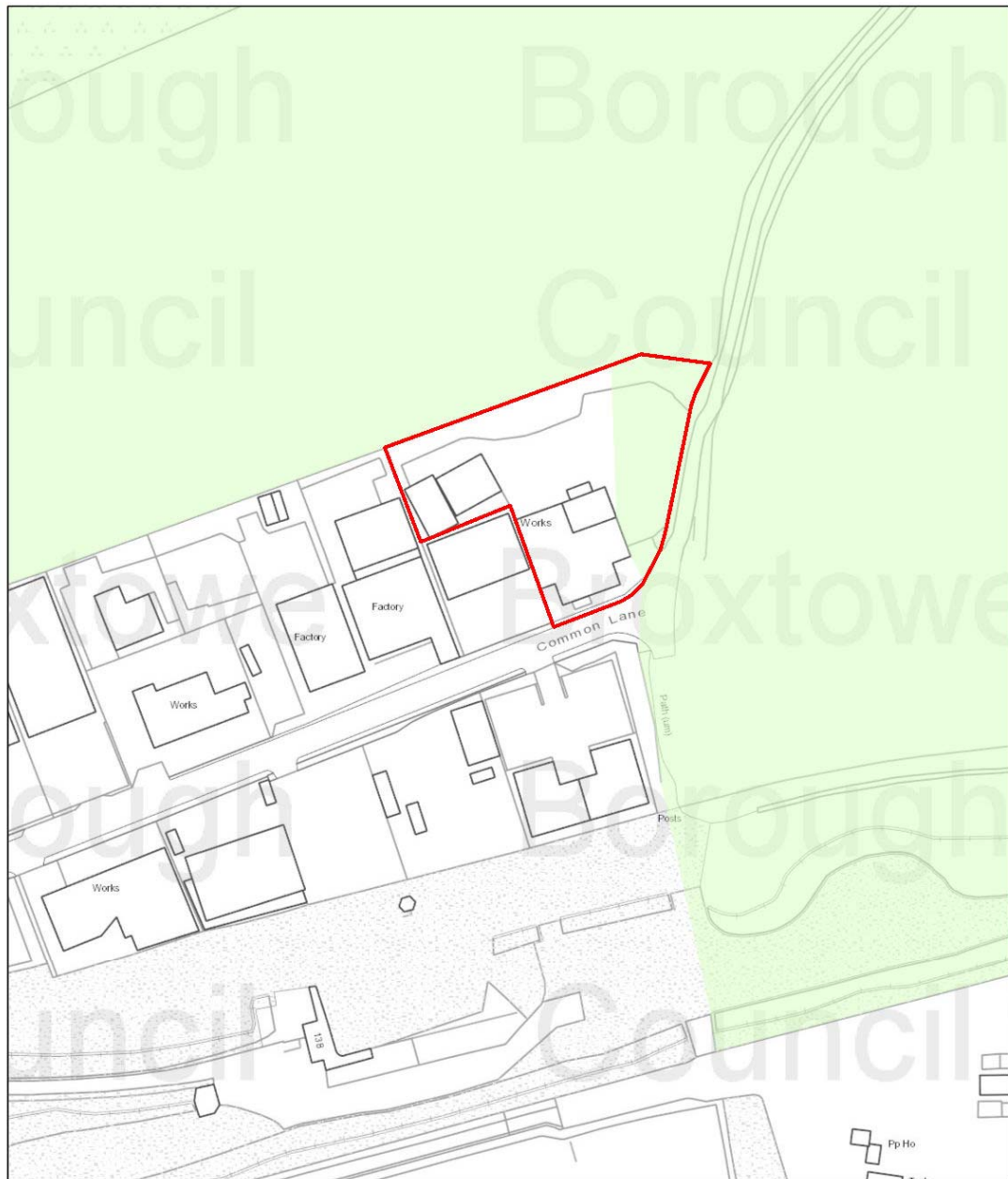
**3. No part of the development hereby permitted shall be brought into use until the parking, turning and servicing areas are surfaced in a bound material with the parking bays clearly delineated in accordance with drawing number N7667 -01. The parking, turning and servicing areas shall be maintained in the bound material for the life of the development and shall not be used for any purpose other than the parking, turning and loading and unloading of vehicles.**

***Reason: To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking in the area.***

4.	<p>a) No part of the development hereby approved shall 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.</p> <p>b) No building to be erected pursuant to this permission shall be occupied or brought into use until:-</p> <p>(i) All necessary remedial measures have been completed in accordance with details approved in writing by the local planning authority; and</p> <p>(ii) It has been certified to the satisfaction of the local planning authority that necessary remedial measures have been implemented in full and that they have rendered the site free from risk to human health from the contaminants identified.</p> <p><i>Reason: In the interest of public health and safety.</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.	<p>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:</p> <p><a href="http://www.gov.uk/government/organisations/the-coal-authority">www.gov.uk/government/organisations/the-coal-authority</a></p>
3.	Due to the proximity of the site to residential properties it is recommended 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.
4.	Burning of commercial waste is a prosecutable offence. It also causes unnecessary nuisance to those in the

	locality. All waste should be removed by an appropriately licensed carrier.
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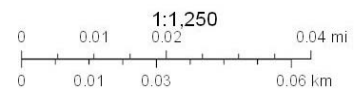
20/00165/FUL - Midland Industrial Designers, Common Lane, Watnall



5/11/2020, 9:56:41 AM

INTERNAL: PCO Applications

Green Belt



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Ordnance Survey 100019453

**Photographs**



Front elevation of existing building.



East end of site.



Location of proposed units, looking east.



Location of proposed units, looking west.



Buildings to be removed



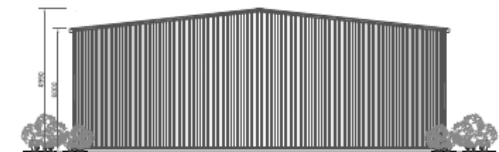
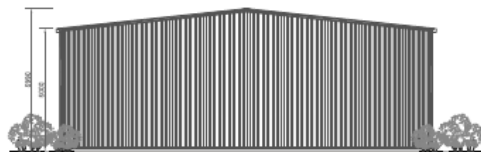
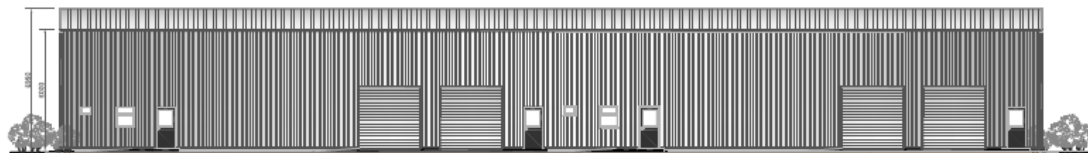
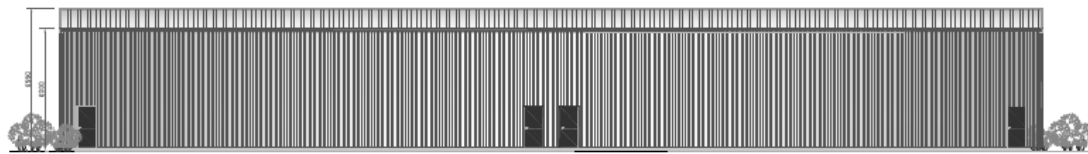
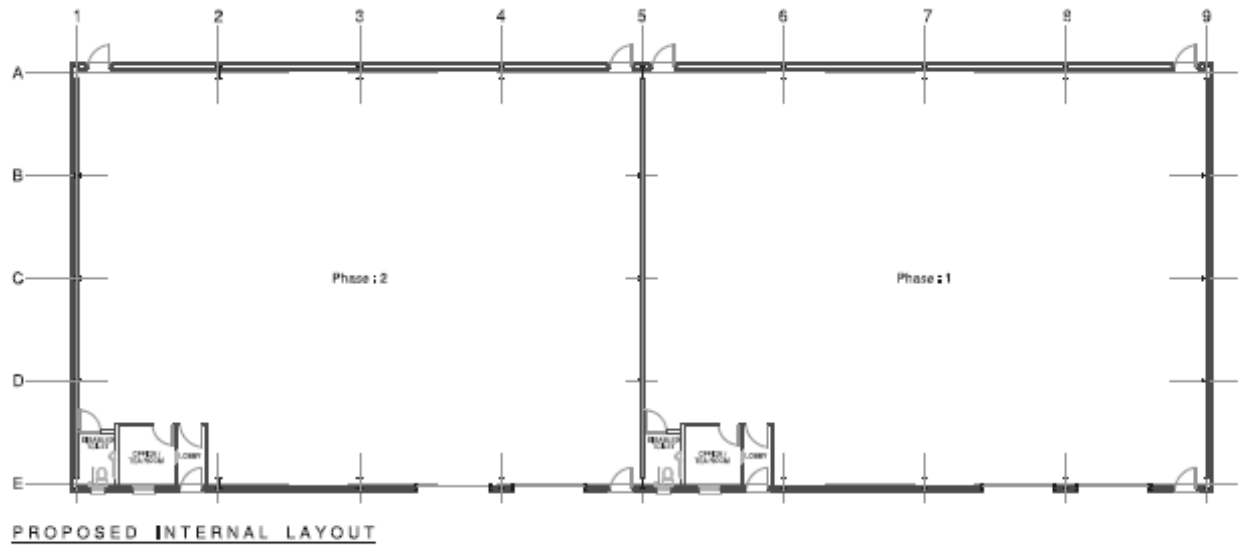
Containers to be removed



**Plans (not to scale)**



Site Plan



## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>20/00127/FUL</b>
<b>LOCATION:</b>	<b>1A TREVOR ROAD BEESTON NOTTINGHAMSHIRE NG9 1GR</b>
<b>PROPOSAL:</b>	<b>CONSTRUCT TWO STOREY REAR/SIDE AND SINGLE STOREY REAR EXTENSIONS AND RAISED DECKING</b>

Councillor G Marshall has requested that the application is determined by the Planning Committee.

### 1 Executive Summary

- 1.1 This application seeks planning permission for a two storey side/rear extension, a single storey rear extension and raised decking.
- 1.2 The proposed extensions are not considered to be harmful to the appearance of the host dwelling or out of keeping with the character of the surrounding area.
- 1.3 It is considered that the proposal will not result in an unacceptable loss of amenity for any neighbouring properties.
- 1.4 The benefits of the proposal are that it would be an extension to an existing residential dwelling, would have an acceptable design, would not have a significant negative impact on neighbour amenity and would be in accordance with the policies contained within the development plan. The negative impacts would be the loss of part of the garden to development (but that is a paved area) and the minimal impact on light to no. 1, but these matters are considered to be 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.

**Appendix 1****1 Details of the Application**

- 1.1 The proposal is for a two storey side/rear extension, a single storey rear extension and raised decking. At the side, the extension would have a catslide roof, with an eaves height of 4.2m towards the (north east) boundary with no. 1. At the rear, the two storey roof would be hipped with an eaves height of 4.8m. The side extension would be set back from the front elevation by 4.3m and be set off the boundary with no. 1 by 0.8m at its closest point, angled away from the north east boundary to a maximum separation distance of 2.3m (where no. 1's detached garage is located beside the boundary). The roof would have a ridge height of 7.3m, which is set down 1m from the main ridge height. The rear single storey extension would extend for the full width of the extended property and have a flat roof with a height of 3.2m.
- 1.2 Fenestration on the side facing no. 1 would be a door (replacing a current door), a ground floor window and a rooflight (serving a bathroom). At the rear, on the first floor there would be a window and on the ground floor there would be glazed doors and a window. The side facing no. 316 Queens Road (south west) would be blank.
- 1.3 A raised decking area is proposed adjacent to the rear extension, set 0.6m below the highest ground level adjacent to the house, with steps proposed to access the side of the property and rear extension. There would be further steps to access the rear garden which is located 0.5m lower than the proposed decking. A 1.1m high screen is proposed to the rear of the decked area and 1.8m high screens to the sides.
- 1.4 During the course of the application, amendments were made to the scheme which included lowering the height of the rear decking, a reduction in length of the first floor part of the rear extension and changing the rear gable roof to a hipped roof.

**2 Site and Surroundings**

- 2.1 The property is a detached house with a hipped roof, front bay window and gable feature and a single storey rear lean-to element (to be removed) and raised patio. The building is brown brick with a red plain tiled roof. The front boundary is partially open with a 0.6m high wall, and the frontage is block paved. On south west side boundary, there is a 1.4m high hedge towards the front and a 1m high wire mesh fence and hedge to the rear and on the north east side and rear boundaries, there is a 1m high fence. No.1 is at a lower level than the site and has a 0.4m-0.8m high retaining wall below the boundary fence.
- 2.2 There is a slope up from the highway, with no. 1a being located at a higher ground level than both no. 316 Queens Road and no. 1 Trevor Road. The highest point is the rear patio which is 1.1m above no. 316 Queens Road and 0.8m above no. 1. There are then five steps down into the rear garden, whereupon all three properties have gardens which are at the same level. The property is situated adjacent but halfway along the rear garden of no. 316 Queens

Road (the rear of no. 316 faces towards the south west side elevation of the application property), and beside but at an angle to no. 1 (the north east side elevation is angled away from the boundary).

- 2.3 The site is located in flood zones 2 and 3. Trevor Road is a residential street of predominantly 1930's semi-detached housing – though no. 1a is detached and there are some terraced properties to the north east. There are mature trees and a green space beyond the front of the site, forming part of Dovecote Lane Recreation Ground. No. 1 has one first floor south west side window and two ground floor (one obscurely glazed) windows. It has a garage next to the site boundary, to the rear of the house. There are trees to the rear of no. 316 Queens Road and it has a mono-pitched outbuilding between its rear elevation and the south west side elevation of no. 1a. Many properties along Trevor Road have off-road parking for one car (including no. 1) and a narrow side access to a detached garage in the rear garden.

### 3 Relevant Planning History

- 3.1 There is no relevant planning history for the application property.

### 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 10: Design and Enhancing Local Identity

#### 4.2 **Part 2 Local Plan**

- 4.2.1 The Council adopted the Part 2 Local Plan on 16 October 2019.

- Policy 1: Flood Risk
- 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 Consultation

- 5.1 Four neighbouring properties were consulted on the original proposal, with four responses received all objecting to the proposal. Two further objections were received in relation to two re-consultations on amended plans (one objection to each re-consultation).
- 5.2 The reasons for objections can be summarised as follows:

- Loss of daylight/sunlight
- Overshadowing of garden
- Sense of enclosure
- Loss of privacy
- Extension will be constructed on flood plain and will cause flooding of adjacent properties
- Single storey extension too close to boundary
- The site has a narrow frontage and poor access to the rear
- No off-street parking provision, resulting in vehicles being parked outside other properties
- Extension too high and too big
- Out of character with area.

## 6 Assessment

6.1 The main issues for consideration are the design of the extension, the impact on neighbour amenity, access and flooding.

### 6.2 **Design**

6.2.1 In terms of mass and scale, it is considered that the extensions do not represent a disproportionate addition as the side extension has a catslide roof and is a modest width (1.1m). The two storey side/rear extension is set back 4.3m from the front of the property and set down 1m from the main ridge height making it clearly subservient to the main building and no terracing effect will occur. The rear extension has a flat roof, is single storey and replaces a smaller rear element.

6.2.2 The design is considered to be in keeping with the existing house, the size of the extension will not dominate the existing building and it is considered that the design has been carefully thought through. There is currently no direct access from the rear elevation to the rear garden. The proposal will create direct access to the rear garden which will potentially reduce use of the side door and the privacy issues with no. 1 that use of this side door may create. The proposal would also create a modern and improved layout to the home in a relatively constrained space. It is considered that the proposed extensions will not result in an over intensive development of the site, or have a cramped effect that would be out of keeping with the character of the area.

6.2.3 Brickwork and roof tiles are proposed to be similar to existing materials.

6.2.4 The development would be to the side and rear of the property and would be visible from Trevor Road and from a distance, Queens Road. From Queens Road, due to the position of the site, there would be limited sight of the rear extension and decking viewed beyond the rear of no. 316 Queens Road so it is considered to have no significant impact on the street scene. The side extension is set back from the front, has a catslide roof and has a modest width so it is considered to have no significant impact on the street scene.

- 6.2.5 Overall, it is considered that an acceptable standard of design has been achieved and that the proposal would maintain the character of the property and have no significant visual impact on the surrounding area.

### 6.3 Amenity

- 6.3.1 The height of the raised decking has been reduced during the course of this application. Screening has also been proposed on three sides. The current decking is visually prominent from neighbouring properties and lacks screening, providing views to the rear and to both sides (with only no. 1's garage providing screening). Therefore, it is considered that the proposed decking and screening would significantly improve the current situation, being at a lower level in relation to the neighbours than the existing patio and boundary screening.
- 6.3.2 The rear extension and decking would be at an angle to No. 316 Queens Road. The south west (side) elevation of the application property forms part of the rear garden boundary of the Queens Road property, the garden of no. 316 then continues in-line with the site's rear garden to border the gardens of properties on Georgina Road. No. 316 has an outbuilding and off-street parking in the rear garden between its rear elevation and the site. Due to these factors, no. 316 would only be able to see the rear extension from their rear elevation, with views of the rest of the development from the rear of their garden. The distance from no. 316's rear elevation to the proposed rear extension would be 18m and as this part of the proposal is single storey, it is considered that the development would have no significant impact on the amenity of this neighbour.
- 6.3.3 The immediate neighbour to the north east is no. 1. This property has three windows in the south west side (one first floor and two ground floor - one obscurely glazed), with the main windows being to the front of the property (south east facing), and the rear (north west facing). As these side windows are secondary windows and already impacted by no. 1a to a certain extent, it is considered the proposed extension will not have a significant impact on the light they receive. The positioning of the properties means that the distance between the rear of the properties (5m) is greater than at the front (3m). No. 1 also has a detached garage to the rear on the boundary with the site. Due to the higher ground level of the site, no. 1 is 0.8m below the site.
- 6.3.4 The proposal would be noticeable from no. 1 as the side extension would be two storeys, but it would be built between 0.8m and 2.3m off the north east boundary thereby mitigating any sense of enclosure. The side extension would be a modest width (1.1m), with a catslide roof to minimise the height towards the boundary and a side door maintained, albeit 1m closer but in a similar position to the existing and a side ground floor window proposed. The rear single/two storey extension would extend beyond no. 1's rear elevation and away from no. 1's garage. There would be steps down from the rear extension to the decking area (located 0.5m above no. 1's ground level) with a 1.8m high screen to the north east side. It is considered that the height and style of the extension has been designed to minimise the impact on no. 1 and the narrowing of the side access, the lower rear decked area, the proposed screen and the partial screening



afforded by no. 1's garage will improve the level of privacy for no. 1. The main amenity space for the application property will be moved lower and further to the rear. It is considered that the amended design of the extension with the reduced mass of the roof (from gable to hip) and reduced size of the first floor rear extension mean there will be no significant impact on the light received by no.1.

- 6.3.5 The site is bounded to the rear by the rear gardens of properties on Georgina Road. The proposed development would be visible from these rear neighbours, albeit at a distance of 10.1m from the rear boundary of no. 19 Georgina Road's garden to the decked area and 13.3m to the rear extension (which is single storey). Therefore, due to the distance, it is considered that the proposal would have no significant impact on the neighbours on Georgina Road.

#### 6.4 Access

- 6.4.1 The property does not have off-road parking provision and is situated at a curve in the road towards the southern end of Trevor Road. The proposal would increase the number of bedrooms at the property from three to four. Surrounding properties generally have some form of off-road parking and to the eastern side of no. 316 Queens Road, there is space for on-street parking. Therefore, it is considered that the proposal would have no significant impact on current parking provision.

#### 6.5 Flooding

- 6.5.1 The site is located within Flood Zone 2 and 3. A Flood Risk Assessment has been submitted which confirms that floor levels will be set no lower than existing and the development will receive flood proofing where appropriate. It is considered that flood risk issues have been adequately considered and that the development will not increase flood risk. In regards to comments made in the neighbour responses, the proposed development would be constructed on current hard-standing, with only the decking built on a lawn area.

### 7 Planning Balance

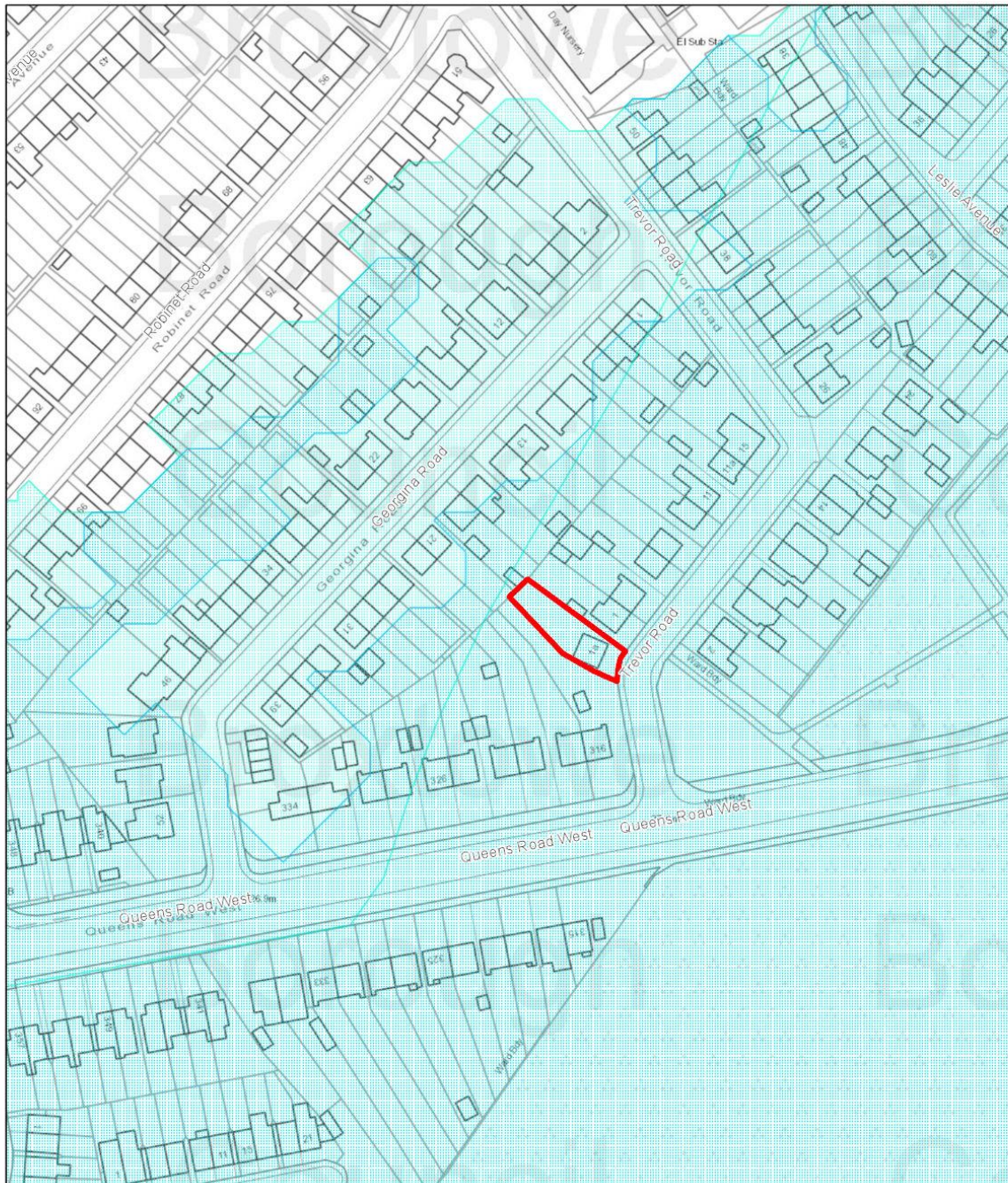
- 7.1 The benefits of the proposal are that it would be an extension to an existing residential dwelling, would have an acceptable design, would not have a significant negative impact on neighbour amenity and would be in accordance with the policies contained within the development plan. The negative impacts would be the loss of part of the garden to development (but that is a paved area) and the minimal impact on light to no. 1, but these matters are considered to be outweighed by the benefits of the scheme.

### 8 Conclusion

- 8.1 Overall, it is considered that the proposal is acceptable and that planning permission should be granted.

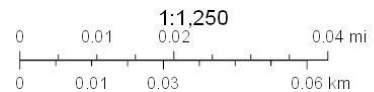
<b><u>Recommendation</u></b>	
The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: To comply 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 drawing numbers 2001OS Rev A and 2001p02 Rev B received by the Local Planning Authority on 31 March 2020.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
	<b>NOTES TO APPLICANT</b>
1.	The Council has acted positively and proactively in the determination of this application by working to determine it within the extended determination timescale.

# 1a Trevor Road



5/5/2020, 4:05:01 PM

- Flood Zone 2
- Flood Zone 3
- Site



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Photographs



Front (south east) elevation.



Rear (north west) elevation.



Rear boundary with no. 316 Queens Road.



Rear boundary with properties on Georgina Road.



Boundary and distance between nos. 1 and 1a.



Side boundary with no. 1.



Street scene facing north.

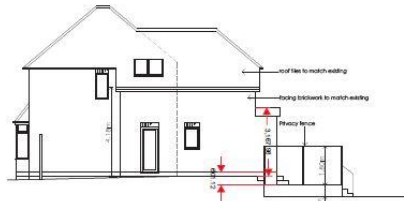
**Plans (not to scale)**







Front (se) elevation



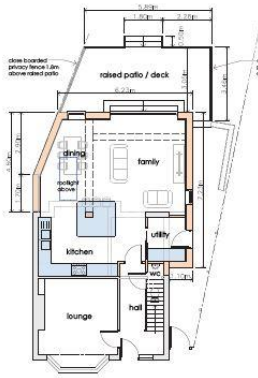
Side (ne) elevation



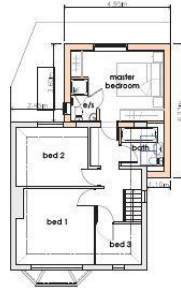
Rear (nw) elevation



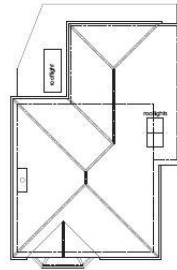
Rear (nw) elevation  
garden level



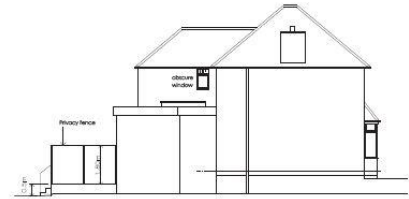
Ground floor plan



first floor plan



roof plan



Side (sw) elevation



**BHA** Beck Haynes Associates  
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28 Orange Avenue Beeston Nottingham NG9 1QJ  
Phone: 1A Trevor Road, Beeston, Nottingham, NG9 1GR.

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## Report of the Chief Executive

## APPEAL DECISION

<b>APPLICATION NUMBER:</b>	<b>19/00294/FUL</b>
<b>LOCATION:</b>	<b>24 LOWER ROAD BEESTON NOTTINGHAMSHIRE NG9 2GL</b>
<b>PROPOSAL:</b>	<b>CHANGE OF USE FROM HMO WITHIN USE CLASS C4 TO 7 BED HMO</b>

### APPEAL ALLOWED

The application was refused at Planning Committee on 9 September 2019 as it was considered that the development, by virtue of the intensity of occupation, would have a detrimental impact on the amenity of residents of the proposed development and neighbour amenity in terms of noise and disturbance.

The Inspector considered the three main issues to be the effect of the proposal on the living conditions of neighbouring residents with particular regard to noise and disturbance; and whether the proposal would provide acceptable living conditions for its occupants with particular regard to adequacy of space.

The Inspector considered that the proposed development, which saw an increase in occupancy from six residents to seven, would provide acceptable living conditions for its occupants and would not be harmful to the living conditions of neighbouring occupants having regard to the existing relationship between properties.



## **BROXTOWE BOROUGH COUNCIL DEVELOPMENT CONTROL – PLANNING & COMMUNITY DEVELOPMENT**

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**PLANNING APPLICATIONS DEALT WITH FROM  
04 APRIL 2020 TO 01 MAY 2020**

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### **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

### P L A N N I N G   A P P L I C A T I O N S   D E T E R M I N E D   B Y D E V E L O P M E N T   C O N T R O L

#### ATTENBOROUGH & CHILWELL EAST WARD

Applicant	:	Mrs Christine Ball Chilwell Memorial Institute	19/00579/FUL
Site Address	:	Chilwell Memorial Institute 129 High Road Chilwell Nottingham NG9 4AT	
Proposal	:	<b>Replace grass with artificial playing surface and install floodlights on court 3 (revised scheme)</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr Craig Deaton Basfords Ltd	19/00685/ADV
Site Address	:	Basfords Ltd Nottingham Road Attenborough Nottinghamshire NG9 6DP	
Proposal	:	<b>Retain hoarding</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr Ralph Groombridge	19/00712/FUL
Site Address	:	40 Long Lane Attenborough Nottinghamshire NG9 6BG	
Proposal	:	<b>Construct two storey and single storey side extensions (following demolition of single storey elements), single storey rear extension and raise roof to existing rear dormer, erect detached summerhouse and form new vehicular access and installation of new gates</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr R Fergusson	20/00121/FUL
Site Address	:	24 Kingsbridge Way Bramcote Nottinghamshire NG9 3LW	
Proposal	:	<b>Construct infill single storey extension</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr & Mrs Shailinder Jit Singh	20/00125/FUL
Site Address	:	2 Kingsbridge Way Bramcote Nottinghamshire NG9 3LW	
Proposal	:	<b>Construct two storey rear extension</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr M Swinscoe	20/00144/FUL
Site Address	:	72 Charles Avenue Chilwell Nottinghamshire NG9 5ED	
Proposal	:	<b>Construct two storey side extension and single storey front and rear extensions</b>	
Decision	:	<b>Conditional Permission</b>	

#### AWSWORTH, COSSALL & TROWELL WARD

Applicant	:	Mr D Pugh Horizon Care & Education Group Ltd	19/00806/CLUP
Site Address	:	The Vicarage The Lane Awsworth NG16 2QP	
Proposal	:	<b>Certificate of proposed development for use of the property by not more than 6 persons living together as a single household (Class C3)</b>	
Decision	:	<b>Withdrawn</b>	

Applicant	:	Mr Aaron Johnson	20/00083/ADV
Site Address	:	Mobility Care Ltd Unit 3 - 4 Cossall Industrial Estate Soloman Road Cossall Nottinghamshire	
Proposal	:	<b>Retain non illuminated hoarding</b>	
Decision	:	<b>Refusal</b>	

Applicant	:	Mrs Nina Graham	20/00109/FUL
Site Address	:	57 The Glebe Cossall Nottinghamshire NG16 2SH	
Proposal	:	<b>Construct single storey extension to form annex</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr Mike Jones	20/00139/FUL
Site Address	:	93 Ilkeston Road Trowell Nottinghamshire NG9 3PY	
Proposal	:	<b>Construct driveway access including dropped kerb</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mrs A Ward	20/00182/FUL
Site Address	:	7 Tennyson Square Awsworth Nottinghamshire NG16 2SP	
Proposal	:	<b>Retain covered veranda</b>	
Decision	:	<b>Conditional Permission</b>	

#### BEESTON CENTRAL WARD

Applicant	:	White Sail Estates Ltd	19/00799/FUL
Site Address	:	1 Queens Road East Beeston Nottinghamshire NG9 2GN	
Proposal	:	<b>Construction of student accommodation building (providing 32 bedrooms) following demolition of bungalow and single storey extension (at 3 Queens Road East) (revised scheme)</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr C Burton	20/00157/PNH
Site Address	:	8 Clarkson Drive Beeston Nottinghamshire NG9 2WA	
Proposal	:	<b>Construct single storey rear extension, extending beyond the rear wall of the original dwelling by 5.5 metres, with a maximum height of 3 metres , and an eaves height of 3 metres</b>	
Decision	:	<b>PNH Approval Not Required</b>	

Applicant	:	Ms J Yang ONETT Property Ltd	20/00173/CLUE
Site Address	:	59 Pelham Crescent Beeston Nottingham NG9 2ER	
Proposal	:	<b>Certificate of Lawfulness for an existing use as a HMO within Use Class C4</b>	
Decision	:	<b>Approval - CLU</b>	

#### BEESTON NORTH WARD

Applicant	:	Mr S S Gill	20/00120/FUL
Site Address	:	40A Derby Road Beeston Nottinghamshire NG9 2TG	
Proposal	:	<b>Construct extensions, raise ridge heights and external alterations</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Dr A S & Mrs S Ghattaora	20/00162/FUL
Site Address	:	36 Magnolia Court Beeston Nottinghamshire NG9 3LG	
Proposal	:	<b>Construct single storey rear extension</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr M Ram	20/00200/PNH
Site Address	:	21 Warwick Avenue Beeston Nottinghamshire NG9 2HQ	
Proposal	:	<b>Construct single storey rear extension, extending beyond the rear wall of the original dwelling by 6.5 metres, with a maximum height of 3.8 metres, and an eaves height of 2.8 metres</b>	
Decision	:	<b>PNH Approval Not Required</b>	

Applicant	:	Mrs C Weston	20/00197/PNH
Site Address	:	15 Brook Road Beeston Nottinghamshire NG9 2RA	
Proposal	:	<b>Construct single storey rear extension, extending beyond the rear wall of the original dwelling by 4 metres, with a maximum height of 3.5 metres and an eaves height of 2.9 metres</b>	
Decision	:	<b>PNH Approval Not Required</b>	

#### BEESTON RYLANDS WARD

Applicant	:	Mr Dave Tongue	20/00169/FUL
Site Address	:	8 Acaster Close Beeston Nottingham NG9 1NF	
Proposal	:	<b>Construct single storey side and rear extension and create patio (revised scheme)</b>	
Decision	:	<b>Conditional Permission</b>	

#### BEESTON WEST WARD

Applicant	:	Mr & Mrs Baker	19/00402/FUL
Site Address	:	9 Glebe Street Beeston Nottinghamshire NG9 1BZ	
Proposal	:	<b>Construct two storey and single storey extensions, including new roof, gated access and external alterations</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr Thomas Marsden	20/00074/FUL
Site Address	:	12 North Street Beeston Nottinghamshire NG9 1FF	
Proposal	:	<b>Retain single storey rear and side extension</b>	
Decision	:	<b>Conditional Permission</b>	



Applicant	:	Ms R Pearson	20/00076/FUL
Site Address	:	30 Enfield Street Beeston Nottinghamshire NG9 1DN	
Proposal	:	<b>Construct single storey side and rear extension</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr And Mrs Kendall	20/00082/FUL
Site Address	:	27 Elm Avenue Beeston Nottinghamshire NG9 1BU	
Proposal	:	<b>Construct two storey side and single/two storey rear extensions and install solar roof panels and front gates</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Ms T Hennessy	20/00095/FUL
Site Address	:	17 Newton Street Beeston Nottinghamshire NG9 1FL	
Proposal	:	<b>Construct single storey rear extension</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr SIMON BRITTLE	20/00097/FUL
Site Address	:	85 Park Road Chilwell Nottingham NG9 4DE	
Proposal	:	<b>Construct single storey side extension</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mrs Nataliya Cahoon-Dutta Stoyanovi Properties Ltd	20/00105/FUL
Site Address	:	1 Harcourt Street Beeston Nottinghamshire NG9 1EY	
Proposal	:	<b>Change of use of garage into dwelling and construct pitched roof</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr & Mrs Chatten	20/00123/FUL
Site Address	:	1 Rookwood Close Beeston Nottinghamshire NG9 1FS	
Proposal	:	<b>Constructed single storey rear and two storey front extensions</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr A Farmer	20/00151/FUL
Site Address	:	16 Winchester Avenue Beeston Nottinghamshire NG9 1AU	
Proposal	:	<b>Construct detached dwelling</b>	
Decision	:	<b>Refusal</b>	
<b>BRAMCOTE WARD</b>			
Applicant	:	Mr Hart	20/00159/FUL
Site Address	:	110 Balmoral Drive Bramcote Nottingham NG9 3FT	
Proposal	:	<b>Construct single storey extension to front of dwelling</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr Peter Hillier Bramcote Old Church Tower Trust	20/00166/FUL
Site Address	:	Remains Of Church Tower Town Street Bramcote NG9 3NF	
Proposal	:	<b>Construct handrail</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr Peter Hillier Bramcote Old Church Tower Trust	20/00167/LBC
Site Address	:	Remains Of Church Tower Town Street Bramcote NG9 3NF	
Proposal	:	<b>Construct handrail</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Ms J Yang ONETT Property Ltd	20/00174/CLUE
Site Address	:	205 Derby Road Beeston NG9 3AP	
Proposal	:	<b>Certificate of Lawfulness for an existing use as a HMO within Use Class C4</b>	
Decision	:	<b>Approval - CLU</b>	
<b>CHILWELL WEST WARD</b>			
Applicant	:	Mr & Mrs Taylor	20/00119/FUL
Site Address	:	45 Penrhyn Crescent Chilwell Nottinghamshire NG9 5NZ	
Proposal	:	<b>Construct first floor side and single storey rear extension with balcony above</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr & Mrs John Braithwaite	20/00133/FUL
Site Address	:	56 Haddon Crescent Chilwell Nottinghamshire NG9 5JT	
Proposal	:	<b>Construct two storey side extension and single storey front and rear extensions</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr A Broutta	20/00156/FUL
Site Address	:	56 Chetwynd Road Chilwell Nottinghamshire NG9 5GD	
Proposal	:	<b>Construct first floor rear extension, two storey side extension, porch and boundary fence/gates</b>	
Decision	:	<b>Conditional Permission</b>	
<b>EASTWOOD HALL WARD</b>			
Applicant	:	Mr Simon Jenkins Panattoni	20/00146/FUL
Site Address	:	Land Off Oyster Road Eastwood Nottinghamshire	
Proposal	:	<b>Construct 2 gatehouses</b>	
Decision	:	<b>Conditional Permission</b>	
<b>GREASLEY WARD</b>			
Applicant	:	Mr C Gunn	20/00021/FUL
Site Address	:	42 Moorgreen Newthorpe Nottinghamshire NG16 2FB	
Proposal	:	<b>Retain dwelling and garage and proposed rear extension and front porch</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr Craig Mucznik	20/00102/FUL
Site Address	:	6 Bacon Close Giltbrook Nottinghamshire NG16 2UW	
Proposal	:	<b>Construct two storey extension</b>	
Decision	:	<b>Conditional Permission</b>	
<b>NUTHALL EAST &amp; STRELLEY WARD</b>			
Applicant	:	Jasmin Howell Concept Architecture	20/00086/FUL
Site Address	:	39 Cedarland Crescent Nuthall Nottinghamshire NG16 1AG	
Proposal	:	<b>Construct two storey side / rear and single storey rear extensions, including raised ridge height</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr David Peck	20/00108/FUL
Site Address	:	7 Gunnersbury Way Nuthall Nottinghamshire NG16 1QD	
Proposal	:	<b>Construct first floor extension</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr C Pearce	20/00138/FUL
Site Address	:	3 Whetstone Close Nuthall Nottinghamshire NG16 1QW	
Proposal	:	<b>Construct first floor extension</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr & Mrs Blount	20/00155/FUL
Site Address	:	27 Gloucester Avenue Nuthall Nottinghamshire NG16 1AL	
Proposal	:	<b>Construct single storey rear extension</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr & Mrs Langon	20/00161/FUL
Site Address	:	16 Cedar Avenue Nuthall Nottinghamshire NG16 1AF	
Proposal	:	<b>Construct single storey rear and side first floor extensions</b>	
Decision	:	<b>Conditional Permission</b>	
<b>STAPLEFORD NORTH WARD</b>			
Applicant	:	Hecklin Ltd	19/00774/ROC
Site Address	:	135 Pasture Road Stapleford Nottinghamshire NG9 8HZ	
Proposal	:	<b>Variation of condition 3 of planning ref: 08/00347/FUL to extend delivery and collection hours</b>	
Decision	:	<b>Conditional Permission</b>	
Applicant	:	Mr Jeremy Perry	20/00112/FUL
Site Address	:	108 Moorbridge Lane Stapleford Nottinghamshire NG9 8GT	
Proposal	:	<b>Subdivide dwelling to form 2 flats</b>	
Decision	:	<b>Refusal</b>	
<b>STAPLEFORD SOUTH EAST WARD</b>			
Applicant	:	Mr Sanjay Vara	20/00160/FUL
Site Address	:	184 Nottingham Road Stapleford Nottingham NG9 8BJ	
Proposal	:	<b>Retain outbuilding for use as beauty therapy laser hair removal (sui generis)</b>	
Decision	:	<b>Conditional Permission</b>	



## STAPLEFORD SOUTH WEST WARD

Applicant	:	Mr Tim Sinclair CADPLAN	20/00044/PIAPA
Site Address	:	168 Brookhill Street Stapleford Nottinghamshire NG9 7GN	
Proposal	:	<b>Prior notification under class M for change of use from retail (Class A1) to dwelling (Class C3) including external alterations</b>	
Decision	:	<b>Prior Approval Not Required</b>	

Applicant	:	Mr John Hicking	20/00098/FUL
Site Address	:	30 Rossell Drive Stapleford Nottinghamshire NG9 7EJ	
Proposal	:	<b>Construct single storey side extension</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr Aarron Webster	20/00103/FUL
Site Address	:	Works Bailey Street Stapleford Nottinghamshire	
Proposal	:	<b>Construct detached dwelling (revised scheme)</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr Richard Clarke	20/00134/FUL
Site Address	:	32A New Eaton Road Stapleford Nottingham NG9 7EF	
Proposal	:	<b>Construct single storey rear extension with roof terrace and cladding to the main house</b>	
Decision	:	<b>Conditional Permission</b>	

## TOTON & CHILWELL MEADOWS WARD

Applicant	:	Mr Dickens	20/00131/FUL
Site Address	:	73 Portland Road Toton Nottinghamshire NG9 6EW	
Proposal	:	<b>Construct two storey side and rear extension</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr & Mrs Knox	20/00132/FUL
Site Address	:	71 Chetwynd Road Toton Nottinghamshire NG9 6FW	
Proposal	:	<b>Construct single storey rear extension (conservatory)</b>	
Decision	:	<b>Conditional Permission</b>	

## WATNALL & NUTHALL WEST WARD

Applicant	:	Mr & Mrs Dean & Louise Walster Trade Partners International Ltd	20/00150/FUL
Site Address	:	12 Rolleston Crescent Watnall Nottingham NG16 1JU	
Proposal	:	<b>Construct first floor side and single storey rear extension</b>	
Decision	:	<b>Conditional Permission</b>	

Applicant	:	Mr M Shelton	20/00207/PNH
Site Address	:	2 Omer Court Watnall Nottinghamshire NG16 1HX	
Proposal	:	<b>Construct single storey rear extension, extending beyond the rear wall of the original dwelling by 5 metres, with a maximum height of 3.5 metres, and an eaves height of 3 metres</b>	
Decision	:	<b>PNH Approval Not Required</b>	