

Report of the Chief Executive

APPLICATION NUMBER:	20/00478/FUL
LOCATION:	Site of The Magpie, Toton Lane, Stapleford NG9 7JD
PROPOSAL:	Construct 78 bed residential care home with associated parking

The application is brought to the Committee at the request of Councillor J W McGrath.

1 Executive Summary

- 1.1 The application seeks planning permission for the erection of a 78 bed residential care home on the site of the former Magpie Public House, now demolished, located to the east side of Toton Lane.
- 1.2 The main issues relate to whether the principle of the provision of the residential accommodation would be acceptable, whether the design and layout of the proposed development would be harmful to the character and appearance of the street scene, whether the use would result in an unacceptable impact on highway safety and whether there will be an unacceptable impact on neighbour amenity.
- 1.3 The benefits of the proposal are that it would return the site back into residential use, contributing to the provision of a mix of accommodation for the local community, would provide opportunities for employment in the local area, and would be in accordance with policies contained within the development plan. This is given significant weight. The building would be close to residential properties and thereby have an impact on the amenities of the occupiers of neighbouring properties, however for the reasons set out in the report, this is outweighed by the benefits of the scheme.
- 1.4 The Committee is asked to resolve that planning permission be granted subject to conditions outlined in the appendix, and to the prior signing of a Section 106 Agreement.

APPENDIX

1 Details of the Application

- 1.1 A three storey purpose built 78 bed residential care home facility (the third storey being accommodated in the roof, which is hipped in design) arranged around a central enclosed courtyard garden, providing private secure space for the intended residents is proposed. Soft landscaping is proposed around the building and to the area between the access and the common boundary with 193 Toton Lane. The building would have the main entrance to the south west corner, adjacent to the vehicle access. A path is proposed parallel to Darkey Lane, giving the residents access to the landscaped gardens. The ground floor layout shows a communal café, for use by visitors and a hairdressers and cinema, for the residents. The kitchen and communal dining space is also located on this floor. A lounge is located on each floor. All 78 bedrooms will have an en-suite.
- 1.2 The existing vehicular access, off Toton Lane, will be retained. 18 vehicle parking spaces are to be provided, as well as 6 covered and secure cycle spaces. A bin storage area is proposed to be located adjacent to the east boundary. The existing timber fences to Darkey Lane and to the common boundaries with neighbouring properties are proposed to be retained, as is the low Bulwell stone wall to the frontage.

2 Site and surroundings

- 2.1 The site is to the south east of the junction with Darkey Lane, and was formerly occupied by a two storey building used as a public house, which had single storey extensions to the front and side. A detached brick built coach house was to the rear. All buildings on the site have now been demolished, and the site left clear. Vehicular access is from Toton Lane, adjacent to no. 193. Part of the site extends to the rear of 193, 195 and 197 Toton Lane. The site is currently enclosed by close boarded timber fencing along Darkey Lane elevation, and between the site and neighbouring plots. There is a low Bulwell stone wall to the Toton Lane elevation, and there are areas of hedging, grass and small trees to this elevation. There are self-set trees and shrubbery along the boundaries to the car park areas.
- 2.2 Whilst Toton Lane at this point is a busy road linking the A52 with Stapleford town centre, the immediate area is predominantly residential in character, with the exception of a fuel filling station and convenience store, to the north side of the junction.
- 2.3 To the south of the site there are two storey dwellings, these being 193, 195, 197 and 199 Toton Lane. 193 is the dwelling immediately adjacent to the south boundary, and has its side elevation facing the site which contains a small window, serving a landing, at first floor level. The site boundary forms the common boundary to the rear gardens of 193, 195 and 197, and forms the common boundary with the side of the rear garden of 199.
- 2.4 The east boundary of the site shares the common boundary with rear gardens of 7, 9, 11 and 15 Brunswick Drive. 7 and 9 are two storey detached dwellings, and

11 and 15 are detached bungalows, the rear elevations of which face the site. 14 Darkey Lane, to the north east, is side on to the site. This is a detached bungalow.

2.5 To the north of the site, and on the opposite side of Darkey Lane, are nos. 1, 5, 7, 9 and 11. These are all two storey dwellings. To the west of no. 1 is the filling station/ shop, which is at an angle to the road, facing the junction. It has in and out accesses to Darkey Lane and to Toton Lane.

2.6 To the west of the site, and on the opposite side of Toton Lane, are 196, 198, 200, 202, and 204. These are all two storey and are set back from the highway.

3 Relevant Planning History

3.1 There have been several planning applications submitted and granted planning permission which relate to the use of the site as a public house. Demolition of the public house and associated outbuildings was granted in 2019, and these were demolished shortly after. Planning reference 19/00268/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 2: The Spatial Strategy
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 19: Developer Contributions

4.2 **Part 2 Local Plan 2019:**

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

- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions
- Policy 20: Air Quality
- Policy 24: The Health and Wellbeing Impacts of Development
- 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 12 – Achieving well-designed places.

5 Consultations

- 5.1 **County Council as Local Lead Flooding Authority:** General recommendations in respect of: the development not to increase risk of flood to existing properties or put the development at risk; surface water discharge should consider infiltration as the priority; SUDS should be considered where feasible; and where a development proposes to alter an ordinary watercourse in a manner that would have a detrimental effect on the flow of water, this must first be discussed with the Flood Risk Management Team at NCC.
- 5.2 **County Council Planning Policy:** No objections, subject to a financial contribution of £5000 towards improvements to bus stop infrastructure, which can be secured by a Section 106 Agreement.
- 5.3 **County Council as Highway Authority:** Would require a visibility splay, confirmation of width of access and a swept path to demonstrate vehicles such as an ambulance can turn within the site, to be submitted and agreed. Considers the amount of car parking spaces to be on the low side and as such, details of staffing levels and a travel plan would be required in order to assess whether the ratio of parking spaces is acceptable. Details of the access, swept path and parking levels / travel plan have been submitted and additional comments from the Highway Authority received. There are still concerns in regard to the parking provision and whether this is sufficient, however as a compromise and in order to minimise any potential for vehicles to be dispersed onto the public highway, require the developer to apply for a Traffic Regulation Order in respect of restrictions on Darkey Lane. Also note that the bin store should be located within 15m of the public highway should the development be served by the Local Authority Waste and Recycling team.
- 5.4 **Council's Waste and Recycling Officer:** Developer to agree trade waste contract with the authority and a bin store constructed to enable communal trade bins to be accommodated, which should be within 10m of the collection point (adopted highway). The road would need to be wide enough to accommodate a refuse vehicle, assuming the road would be adopted, however access over private land can be agreed between the authority and the developer.
- 5.5 **Council's Environmental Health Officer:** No objections, subject to conditions in respect of: submission of a contaminated land report; installation of noise mitigation measures; details of ventilation and filtration equipment; and hours of work during construction. Notes to applicant in regard to burning of waste on site and to registration of premises in respect of food safety requirements.
- 5.6 **Council's Tree Officer:** No objections. None of the trees on site are the subject of or worthy of a Tree Preservation Order. Recommends removal of self-set trees on the Darkey Lane boundary as these are or have the potential to cause problems such as damage to existing telegraph pole, and removal of self-set trees to the east boundary. The hedges to the boundaries can be cut back to form a neat hedge but will require regular maintenance.
- 5.7 **Council's Parks and Environment Officer:** Given the nature of the proposal, there is no requirement for a financial contribution towards the provision of or

maintenance of off-site public open space. The landscaping as proposed is acceptable in principle subject to details in respect of species and plant sizes, to be agreed.

- 5.8 **Nottinghamshire Wildlife Trust:** Support the details as set out in the Ecology and Protected Species Report (IEL Inspired Ecology, 2019) in principle, however, it is recommended that the report be reviewed and updated should work have not taken place after 12 months. Recommend that the hedgerows and trees should be retained where possible as they provide the potential for nesting bird species. Any clearance of vegetation should take place outside of the active nesting season, and if taking place during breeding season, a search for nests should first be undertaken. Welcome enhancements in regard to nest boxes. Welcome the recommendation to install two bat roost units 'in the renovated buildings' (It should be noted that no buildings remain on site). Also welcome the plans for biodiversity enhancements on and around the development site.
- 5.9 **NHS Nottingham and Nottinghamshire CCG:** As the facility will have an impact on the resources for existing health care providers (GP surgeries) in the area, a financial contribution of £16,906.50 is requested, to be secured by way of a Section 106 Agreement.
- 5.10 **NHS University NHS Trust:** Consider that the development would generate the need for additional services at the NUH, for example, accident and emergency services, acute care etc. A financial contribution of £30,280.00 is requested, to be secured by way of a Section 106 Agreement.
- 5.11 **Cadent:** Identify that there is apparatus in the vicinity of the site, which may be affected by the development. The agent has been made aware.
- 5.12 **Stapleford Town Council:** Concerned in regard to the lack of parking on the site and potential impact on surrounding streets. Toton Lane is a busy road leading down to the A52 Bardills Island, and any parking on this road will cause significant hazards for other road users.
- 5.13 21 properties either adjoining or opposite the site were consulted by the applicant due to Coronavirus, three site notices were displayed and a press advert was published. Three responses were received, one with observations and two objections:

Observation:

- Reservations regarding traffic – with 78 beds / staff etc., consideration should be given to the installation of proper traffic lights at the junctions of New Eaton Road and Darkey Lane, as getting out of these junctions is difficult, with a lot of accidents there in the past 2 to 3 years, and to traffic calming measures, with traffic speeds at well over 30mph, it may only be a matter of time before there is a fatality.

Objections:

- Insufficient parking (only 16 spaces) for a 78 bed facility. Already a parking issue on the surrounding streets due to the secondary school nearby. Also, where will staff members park at shift change times, if spaces already occupied.

Whilst there is the potential to park at the Toton tram park and ride, it is unlikely to be utilised

- Construction traffic will have a detrimental impact on neighbouring properties and traffic flow for a considerable period
- Perhaps the size of the building can be reduced so as to increase the amount of parking available on site.

6 Assessment

6.1 The main issues for consideration are the principle, design and layout of the development, impact on neighbours, and impact on the public highway.

6.2 **Principle**

6.2.1 The predominant character of the area is residential, and the site has not been allocated for any specific purpose in the Part 2 Local Plan. As the proposed use as a care home, by its nature, is a residential use, then the principle of the development is acceptable, subject to the matters below.

6.3 **Design and Layout, including Bin Storage**

6.3.1 Whilst it is acknowledged that the proposed development would have a significantly larger footprint than the now demolished public house, the scale of the proposed building, at three storeys (the third storey within the hipped roof), is comparable with the height of the existing two storey dwellings adjacent to the site. The main elevations to Toton Lane and to Darkey Lane will provide an active frontage, with windows to all floors overlooking the street. The building is of a traditional design, having a hipped tiled roof and of brick to the elevations. Details of materials are to be agreed prior to the commencement of the development, and this will be secured by condition. It is considered that the scale and design of the development is acceptable.

6.3.2 The layout of the site, which sees the building positioned toward the northern boundary and utilisation of the existing access off Toton Lane, is considered to make best use of the site and allows for a separation of the development from the adjacent properties. The internal courtyard provides for a safe, private area of outdoor space for the residents, and other landscaped areas are to be provided to the north, east and west boundaries of the site. The layout plan indicates that the existing hedges and shrubs on these boundaries will be retained. Notwithstanding this, details of landscaping would be secured by condition, to ensure that the development presents an acceptable appearance within the street scene.

6.3.3 A parking area is proposed to the area to the rear of 193, 195 and 197 Toton Lane, and 7 and 9 Brunswick Drive. A bin storage area and a covered secure cycle shelter are proposed to the rear of 11 and 15 Brunswick Drive. Details of these will be secured by condition. The bin storage area would need to be able to accommodate the requirements set out by the Waste and Recycling Officer.

6.4 Amenity

- 6.4.1 The proposed building has been designed such that it is set off all common boundaries. The main entrance has been sited toward the front of the building, facing Toton Lane. The side elevation of 193 Toton Lane is, at the closest point, 9.9m away, with the vehicular access separating the building from the boundary. The rear elevations of 193, 195 and 197 Toton Lane and 7 and 9 Brunswick Drive would overlook the parking area, as would 199 Toton Lane. The rear elevations of 11 and 15 Brunswick Drive would look toward the bin and cycle store and the east elevation of the building. The building reduces in height on this elevation to a single storey. A distance of 22.5m is between the rear elevations of 11 and 15 to the two storey eastern elevation, with a minimum of 5.3m between the single storey element and the common boundary. 14 Darkey Lane is side on to the site, and is separated from the common boundary by a drive. It is considered that the design and layout of the development would not have a significant impact on the amenities of the occupiers of the properties directly adjacent to the site in respect of loss of light, outlook or privacy. The use, being residential, is considered to be compatible with the surrounding area.
- 6.4.2 Nos. 1, 5, 7, 9 and 11 Darkey Lane, which are to the north of and opposite the site, would be no closer than 21.9m to the proposed building, and due to the presence of the road between, it is considered that this relationship is acceptable and would not have a significant impact on the amenities of the occupiers of these properties.
- 6.4.3 Similarly, as there would be a minimum distance of 29m between the closest point of the west elevation and dwellings to the west on the opposite side of Toton Lane, and due to the presence of the road between, it is considered that the relationship between the proposed development and these dwellings is acceptable.
- 6.4.4 A condition in regard to hours of work during the construction phase, recommended by the Environmental Health team, would safeguard the amenities of the occupiers of nearby property.
- 6.4.5 In regard to the future occupants of the care home, each room is of an acceptable size and have access to natural light and to an outlook. The facility would provide communal areas such as lounges and dining areas, and a café which visitors would have access to. The occupiers would also have access to the private courtyard and other external areas. It is considered that the amenities provided for the occupiers of the facility are acceptable.
- 6.4.6 A condition requiring a contaminated land survey to be submitted, and for the implementation of the measures set out in the noise report, will be imposed and would safeguard the future health and wellbeing of the occupants.

6.5 Access and Impact on Highway Safety

- 6.5.1 The existing vehicular access off Toton Lane will be retained, and the principle of this is acceptable. 18 parking spaces, which include two accessible spaces, are to be provided for use by staff and visitors. A turning area / delivery space is also proposed between the bin store and the kitchen area. Information has been submitted which demonstrates that the turning area / delivery space is of a

satisfactory standard to enable larger vehicles such as refuse vehicles and ambulances to safely enter and exit the site in a forward gear. It is considered that the ratio of parking provision to staffing levels is acceptable, as outlined in the Travel Plan, as the location of the care home is accessible by a range of sustainable means of travel including by walking, cycling, and by public transport (the tram terminus is close by). The proposed care home would not have a significant impact on highway safety or result in an unacceptable increase in demand for on-street parking spaces. It is noted that the previous use of the site, as a public house, would have generated high levels of vehicle movements, throughout the day, and as such is considered to be comparable to the proposed use, in terms of traffic generation. The County Council as Highway Authority have not recommended any improvements or changes to the highway network, such as the provision of traffic calming measures or to the installation of new traffic lights at the Darkey Lane / New Eaton Road junctions, but have requested that the developer submit an application for a Traffic Regulation Order to control on-street parking along Darkey Lane. This will be secured by condition.

6.6 Developer Contributions

- 6.6.1 The NPPF requires planning obligations to be necessary, directly related and fairly and reasonably related in scale and kind to the development. There is no requirement for a financial contribution toward education or to open space.
- 6.6.2 A contribution of £19,906.50 has been requested by NHS CCG to go toward the finance of resources for local health services (GP surgeries etc), and a contribution of £30,280.00 toward the provision of additional services at NHS NUH Trust. Whilst the contribution toward local services is deemed to be a justifiable request which will be secured by the prior signing of a Section 106 Agreement, the contribution requested by the NHS NUH Trust is considered not to be justified, since the development is required in order to meet a housing need figure included in the Development Plan, which has been consulted upon with relevant health providers at the time of production, and which was subject to Public Examination.
- 6.6.3 £5,000 towards improvements to bus stop infrastructure is sought by the County Council and this contribution is considered to meet the tests of the NPPF.

6.7 Other Matters

- 6.7.1 A request was made to the applicant to consider the provision of a publically accessible defibrillator within the site, as there was previously one located outside the pub prior to its demolition. The applicant is amenable to this, and the provision of the defibrillator would be arranged outside of the planning process.
- 6.7.2 Air Quality – As the proposed building would be in excess of 1000 square metres in floorspace, there is a requirement for the development to provide Electric Vehicle charging points within the site. The Transport Technical Note, submitted as part of the application, states that a total of four parking spaces would be provided with Electric Vehicle charging points, and infrastructure be installed for a further four parking spaces to have EVC's installed at a later date, should demand arise.

6.7.3 A Health Impact Assessment has been submitted. Out of the 25 points on the checklist, 17 would result in a positive health impact and 8 are neutral. It is considered that the development would, overall, have a positive impact on health for the future users and occupants of the facility and the upon the local area.

7 Planning Balance

7.1 The benefits of the proposal are the re-use and development of a currently unsightly site and the provision of specialist residential accommodation for the wider community. The proposed development would also generate a number of employment opportunities.

7.2 The negative impacts are the potential impact on the amenities of neighbouring occupiers.

7.3 On balance, the proposal to develop the site for a residential use to the benefit of the community and the re-use of the site outweighs the potential impact on the amenities of the occupiers of nearby property.

8 Conclusion

8.1 For the reasons set out above, and subject to the conditions set out below, the proposed development accords with Broxtowe Aligned Core Strategy Policies 2, 8, 10 and 19, Broxtowe Part 2 Local Plan Policies 15, 17 and 32, and the relevant sections of the NPPF.

Recommendation

The Committee is asked to RESOLVE that the Interim Head of Planning and Economic Development be given delegated authority to grant planning permission subject to:

(i) prior completion of an agreement under Section 106 of the Town and Country Planning Act 1990 to secure appropriate contributions and

(ii) the following conditions:

1.	The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission. <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>
2.	The development hereby permitted shall be carried out in accordance with the site location plan and drawings numbered: 2621(08)201 rev C, 2621(08)301 rev B, 2621(08)901 rev A,

	<p>2621(08)902, 2621(08)E02 rev A, 2621(08)S01 rev A and 2621(08)S02 rev A, received by the Local Planning Authority on 23.07.20, drawings numbered: 2621(08)101 rev C and 2621(08)E01 rev B received by the Local Planning Authority on 07.08.20, and drawing number 2621(08) G01 rev F, ADC2521-DR-001-P1, ADC2521-DR-051-P1, ADC2521-DR-052-P1, Technical note and Travel Plan Statement received by the Local Planning Authority on 15.10.20.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
<p>3.</p>	<p>No above ground works shall be carried out until details of the manufacturer, type and colour of the bricks and tiles to be used in all elevations have been submitted to and approved in writing by the Local Planning Authority, and the development shall be constructed only in accordance with those details.</p> <p><i>Reason: Limited details were submitted and to ensure the development presents a satisfactory standard of external appearance, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>4.</p>	<p>The development shall not be commenced until an investigative survey of the site has been carried out and a report submitted to and approved in writing by the Local Planning Authority. The survey must have regard for any potential ground and water contamination, the potential for gas emissions and any associated risk to the public, buildings and / or the environment. The report shall include details of any necessary remedial measures to be taken to address contamination or other identified problems. The building shall not be occupied or brought into use until all necessary measures have been implemented in accordance with the approved details.</p> <p><i>Reason: In the interests of public safety, in accordance with Policy 19 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>5.</p>	<p>No above ground works shall be commenced until details of the proposed bin storage area and cycle store have been submitted to and approved in writing by the Local Planning Authority. The stores shall be installed in accordance with the approved details, prior to the first use of the building, and retained for the lifetime of the development.</p> <p><i>Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>

<p>6.</p>	<p>No development above slab level shall commence until an application for a Traffic Regulation Order to control on-street parking along Darkey Lane has been made.</p> <p><i>Reason: In the interests of highway safety to ensure access and egress at the junction of Darkey Lane and Toton Lane is not hindered by parked vehicles and in accordance with the aims of aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).</i></p>
<p>7.</p>	<p>The residential care home shall not be brought into use until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following details:</p> <ul style="list-style-type: none"> (a) numbers, types, sizes and positions of proposed trees and shrubs (b) proposed hard surfacing treatment (c) proposed lighting details (d) planting, seeding/turfing of other soft landscape areas <p>The approved scheme shall be carried out strictly in accordance with the agreed details.</p> <p><i>Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>8.</p>	<p>The building shall not be occupied until details of ventilation and filtration equipment, required to suppress and disperse odour created from food preparation on the premises, have been submitted to and approved in writing by the Local Planning Authority. The approved equipment shall be installed prior to first use of the premises, and shall be effectively operated and maintained for the lifetime of the development.</p> <p><i>Reason: In the interest of the amenities of nearby residents and in accordance with the aims of Policy 19 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>9.</p>	<p>The building shall not be occupied or otherwise be brought into use until the noise mitigation measures as detailed in section 4 of the Noise Assessment report, reference 13016.01 v1 dated June 20, have been implemented. The measures shall thereafter be retained for the lifetime of the development.</p> <p><i>Reason: In the interests of the amenities of future residents and in accordance with the aims of Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>

10.	<p>The building shall not be occupied or otherwise brought into use until the parking and turning area, and the electric vehicle charging points have been installed / completed in accordance with the approved details.</p> <p><i>Reason: In the interests of highway safety and in accordance with Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
11.	<p>The approved landscaping shall be carried out not later than the first planting season following the substantial completion of the development or occupation of the building(s), whichever is the sooner and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p><i>Reason: To ensure the development presents a more pleasant appearance in the locality and in accordance with Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
	<p>NOTES TO APPLICANT</p>
1.	<p>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</p>
2.	<p>As this permission relates to the creation of a new unit(s), please contact the Council's Street Naming and Numbering team: 3015snn@broxtowe.gov.uk to ensure an address(es) is(are) created. This can take several weeks and it is advised to make contact as soon as possible after the development commences. A copy of the decision notice, elevations, internal plans and a block plan are required. For larger sites, a detailed site plan of the whole development will also be required.</p>
3.	<p>Given the proximity of residential properties, it is advised that contractors limit noisy works to between 08.00 and 18.00 hours Monday to Friday, 08.00 and 13.00 hours on Saturdays and no noisy works on Sundays and Bank Holidays. There should also be no bonfires on site at any time.</p>
4.	<p>The applicant is advised to contact the Food and Occupational Safety Section of Broxtowe Borough Council on 0115 9173435 to ensure that the premises complies with current Food Safety requirements.</p>



Legend

 Site Outline

Photographs



The Magpie PH, following closure and prior to demolition



Existing access from Toton Lane, 193 can be seen to the right



Access onto the site



View along Darkey Lane, toward Toton Lane, with boundary to the site on the left



14 Darkey Lane, to the north of the site



View across the site from Darkey Lane



The rear elevations of 193, 195 and 197 Toton Lane



Rear boundary (east) to common boundary with dwellings on Brunswick Drive



Piece of land between 193 – 197 Toton Lane and 7 and 9 Brunswick Drive, which will be allocated for parking

Plans (not to scale)



Proposed elevations



Proposed ground floor and block plan



Proposed street scene elevations