

Report of the Chief Executive

APPLICATION NUMBER:	20/00538/FUL
LOCATION:	232 Queens Road, Beeston, Nottinghamshire, NG9 2BN
PROPOSAL:	Construct three storey side extension, rear dormer, first floor rear extension and convert existing house to create 7 apartments, demolish garage, external alterations, new vehicular and pedestrian access, 6 car parking spaces and bin and cycle stores (revised scheme)

Councillors P Lally and L A Lally have requested this application be determined by Planning Committee.

1 Executive Summary

- 1.1 The application seeks planning permission to construct a three storey side extension and to convert the existing house to create seven, self-contained apartments which are not HMO's (House in Multiple Occupancy). A three storey, partially glazed link with a pitched and flat roof will connect the main property and extension. The existing garage will be demolished and the existing two storey rear extension will be increased in width by 2m. It will project at single storey a further 3m to the north west. Three flat roof dormers will be constructed in the rear roof slopes. A vehicular and pedestrian access will be created and provision for six car parking spaces and a cycle store will be included.
- 1.2 The main property is a traditional style, three storey, semi-detached property on a corner plot. It has ground and first floor bay windows and an attached flat roof single storey rear extension and garage projecting to the side. The roof slopes down to the rear from three storeys to two storeys and has a two storey rear projecting element with mono-pitched roof.
- 1.3 This is a revised application following the refusal of an application (19/00610/FUL) for seven apartments at Planning Committee in December 2019. An application (19/00272/FUL) for nine apartments was refused at Planning Committee in July 2019 (see relevant planning history).
- 1.4 With regard to the possibility of refusing the application, the National Planning Practice Guidance (NPPG) gives advice on the types of behaviour that may give rise to a substantive award (of costs) against the Local Planning Authority which includes:

'Persisting in objection to a scheme or elements of a scheme which the Secretary of State or an Inspector has previously indicated to be acceptable.'

- 1.5 The applicant has amended the scheme in line with the Inspectors comments stated within the 19/00610/FUL appeal decision at appendix 2, therefore, it is considered the scheme is acceptable and should be approved.
- 1.6 The main issues relate to whether the principle of converting and extending the property to create seven apartments would be acceptable, if the development is acceptable in terms of flood risk, parking issues and whether there will be an unacceptable impact on neighbour amenity.
- 1.7 The benefits of the proposal would mean six additional homes within a sustainable, urban location with access to regular sustainable transport links which would be in accordance with policies contained within the development plan which is given significant weight. The proposed works would contribute to the local economy by providing jobs during the construction process. There would be some impact on neighbour amenity and available parking but these matters are considered to be outweighed by the benefits of the scheme.

1 Details of the Application

1.1 The application seeks planning permission to construct a three storey side extension and to convert the existing house to create seven, self-contained apartments which are not HMO's (House in Multiple Occupancy). A three storey, partially glazed link with a pitched and flat roof will connect the main property and extension. The existing garage will be demolished and the existing two storey rear extension will be increased in width by 2m. It will project at single storey a further 3m to the north west. Three flat roof dormers will be constructed in the rear roof slopes. A vehicular and pedestrian access will be created and provision for six car parking spaces and a cycle store will be included.

1.2 The main differences between this application and the previously refused application (19/00610/FUL) are as follows:

- Two additional rear dormers
- Dormer in rear roof slope of main house reduced in size
- Reduction in width of building so it doesn't project beyond the front elevation of no. 6 Dagmar Grove
- Insertion of a ground and first floor window in the south west (side) elevation
- Reduction in size of single storey rear extension (serving duplex 3)
- Removal of over-sailing roof to the rear
- Internal configuration amended
- Reduction in parking spaces from 7 to 6
- Bin and cycle store repositioned.

19/00610/FUL Refused scheme

20/00538/FUL Proposed scheme



19/00610/FUL Refused scheme

20/00538/FUL Proposed scheme



Proposed Front Elevation
Scale 1:100 @ A1



Proposed Front Elevation - Queens Road
Scale 1:100 @ A1



Proposed Rear Elevation
Scale 1:100 @ A1



Proposed Side Elevation
Scale 1:100 @ A1



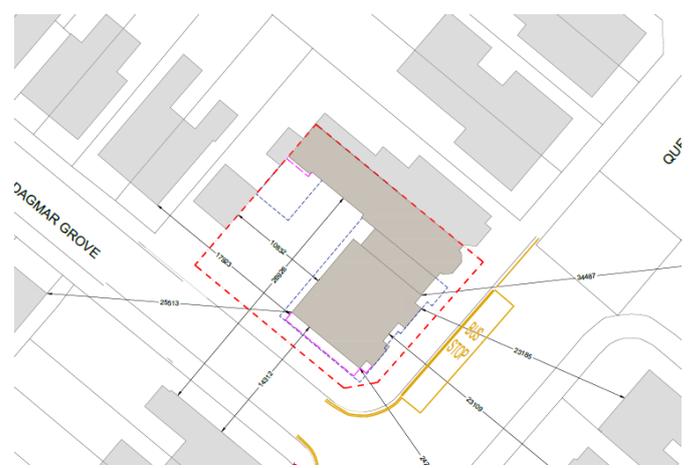
Proposed Side Elevation - Dagma Grove
Scale 1:100 @ A1



Proposed Side Elevation - Dagma Grove
Scale 1:100 @ A1



Block Plan



Block Plan

1.2 The proposed seven apartments will consist of four, two bedroom apartments and three, one bedroom apartments. In addition to the bedrooms, each

apartment will have a kitchen/living/dining area and bathrooms and/or en-suites. Six parking spaces are proposed to the rear of the three storey extension (accessed from Dagmar Grove). The cycle store will be within the lobby area and the bin store will be positioned next to the south west (side) elevation of the building with Dagmar Grove.

1.3 The Inspector specifically outlines the reasons in dismissing the 19/00610/FUL appeal were based on the character and appearance in relation to the following points:

- the side of the extension projects beyond the front elevation of the properties along Dagmar Grove
- the rear cantilevered roof and
- the rear dormer in the main roof slope.

1.4 The Inspector considered the 19/00610/FUL appeal was acceptable in relation to neighbours' living conditions, outlook and privacy, noise and disturbance, parking and standard of accommodation (future occupants). The Inspector did not determine that any other factors that would deem the application unacceptable other than those set out in section 1.3 above.

2 Site and surroundings

2.1 The site contains a three storey, semi-detached house with rear extensions positioned on a corner plot. The house is constructed from red brick and grey clay tiles. A two storey extension with mono-pitched roof extends to the rear and adjoins a small single storey flat roof extension and a flat roof garage. There is parking for two cars on site (one space in garage) which is accessed from Dagmar Grove. The site is enclosed by a 2m high fence to the south west which extends across part of the north west boundary. The north west boundary is enclosed by the garage on site and adjoining garage belonging to no. 230. No. 230's garden extends in an L-shape to the north west of the site and two outbuildings in this garden are positioned along the boundary with the site. A 2m high rendered wall and curved top fence extends across the south east boundary of the site (beside Queens Road).

2.2 The main house adjoins no. 230 to the north east which is relatively similar in style and scale. No. 6 Dagmar Grove is positioned to the north west of the site and is a semi-detached house with a first floor blank south east (side) elevation with a garden that projects to the north east. No. 234 is a three storey end terrace property positioned on a corner plot to the south west. Nos. 231 and 233 are detached properties positioned to the south east.

2.3 The site lies within a predominantly residential area with some commercial units. The site is within walking distance of Beeston town centre with a regular tram service. A bus stop is positioned directly to the north east of the site on Queens Road, served by a regular bus service. The site is within a reasonable proximity to Beeston train station. The site is relatively flat and is located within Flood Zone 3 which is land with a high probability (between 1 in 100 or greater) of river flooding.

3 Relevant Planning History

- 3.1 An application for a garage and shower room (77/00444/FUL) was granted permission in July 1977.
- 3.2 An application for a three storey side extension and to convert the existing house to create nine apartments with a first floor garage extension, dormers, external alterations, new vehicular and pedestrian access, 6 car parking spaces and cycle store (19/00272/FUL) was refused permission in July 2019 for the following reason: *“The proposed development would be over-intensive with insufficient parking and the extension would not appear subservient to the existing building. A significant loss of neighbour amenity would result from the proposal. Accordingly, the proposal would be contrary to Policies H4, H7 and T11 of the Broxtowe Local Plan (2004), Policy 10 of the Aligned Core Strategy (2014) and Policy 17 of the Draft Part 2 Local Plan (2018).”* This was dismissed at appeal based on the unacceptable impact on the character and appearance of the area.
- 3.3 An application for a three storey side extension and to convert the existing house to create seven apartments with a rear dormer, first floor extension, demolition of the garage, external alterations, new vehicular and pedestrian access, seven car parking spaces and bin and cycle stores (19/00610/FUL) was refused permission in December 2019 for the following reason: *The proposed development would be over-intensive with insufficient parking and the extension would not appear subservient to the existing building. A significant loss of neighbour amenity would result from the proposal. Accordingly, the proposal would be contrary to Policy 17 of the Part 2 Local Plan (2019), Policy 10 of the Broxtowe Aligned Core Strategy (2014) and the National Planning Policy Framework (2019).*
- 3.4 The 19/00610/FUL application was dismissed at appeal. The Inspector concluded that due to the significant size and massing of the extension in a prominent location, the adverse visual impact of the undercroft element, dormer window and the constrained car parking layout that the appeal should be dismissed. It was concluded that the proposal would be excessive in scale for its site and unduly dominant in the street scene of Dagmar Grove and would detract from the prevailing character of traditional semi-detached and terrace dwellings. The particular causes for concern that the Inspector refers to is the side of the extension projecting beyond the front elevation of the properties along Dagmar Grove, the rear cantilevered roof and the rear dormer in the main roof slope. The Inspector determined that the scheme did not result in harm to the living conditions of neighbouring occupants (including no. 230 or any overlooking/ loss of privacy to any neighbours), did not result in an increase in on-street parking demand to such an extent to demonstrably harm living conditions of neighbouring occupants

4 Relevant Policies and Guidance

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

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

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1: Climate Change
- Policy 2: The Spatial Strategy
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 14: Managing Travel Demand
- Policy 20: Air Quality

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 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 5 – Delivering a Sufficient Supply of Homes
- Section 11 – Making Effective Use of Land
- Section 12 – Achieving Well-designed Places
- Section 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change

5 Consultations

5.1 **Council’s Environmental Health Officer:** raises no objection subject to a condition requiring implementation of noise mitigation measures prior to development commencing. An advisory in respect of working hours and prohibiting burning waste on site are advised.

5.2 **Council’s Waste and Recycling Officer:** raises no objection and advises bin requirements.

5.3 **Environment Agency (EA):** Initially objected due to the Flood Risk Assessment (FRA) not complying with planning practice guidance.

The FRA was amended in accordance with the EA’s comments and they now raise no objection to the scheme subject to the following conditions: They have advised that the finished floor level of the proposed extension (and bedroom within Apartment 2) should be set no lower than 27.52m AOD (Above Ordnance Datum). The remaining ground floor within the existing building should be set no lower than 26.92m AOD (all as stated in section 2.5.2 of the amended FRA dated November 2020). Flood resilience measures to be implemented on all ground floors to a height no lower than 27.82m AOD as stated within 6.1.2 of the FRA.

Advisories in respect of the building owner/occupants registering for flood warning service and incorporating flood resistant and resilience measures.

5.4 **Nottinghamshire County Council as Highways Authority:** no objection subject to conditions relating to the dropped vehicular footway being appropriately constructed and amended for the access, the parking area is surfaced with a hard, bound material and bays clearly delineated and the cycle parking is available for use before the development is occupied. The spaces are sufficient to serve the site and space 01 has a 0.5m separation distance with the wall to allow drivers to exit their vehicle.

5.5 62 properties (neighbours and those who commented on the previous application) were consulted and a site notice was displayed. 28 objections and 1 observation were received and can be summarised as follows:

- Noise and disturbance and from visitors
- No proposals to minimise construction disturbance
- Reduction in daylight and sunlight
- No mention of sound proofing walls
- Overdevelopment
- Out of proportion with corner plot
- Overshadows and dominates original building
- Not subservient
- Does not integrate with surroundings
- Out of keeping with Victorian style house
- Minimal changes to design
- Artists impression shows a spacious site which is misleading and is further supported by the apartment sizes against national space standards
- Walls would be better than fencing
- Insufficient parking which will impact on Dagmar Grove and surrounding roads
- Traffic and pedestrian generation
- Unable to park outside home
- Parking spaces are too tight
- Skylink is the only bus service on Queens Road
- Cars will block pavements
- Potential increase in accidents from traffic and parking
- Students have cars
- Loss of trees and replacement with buildings and concrete surfaces
- Removal of trees results in negative impact on biodiversity
- Increase in air pollution
- A full landscaping scheme should be submitted
- Devalue property
- Too many HMO's in Beeston already
- Economic benefits to the developer
- Increase in infection from multiple increased occupancy in one building
- Will not benefit public transport as this service will likely reduce with pandemic
- Minimal changes to previous application
- No significant change to grant permission

- Questions where vehicles access the site and will road/path access to Dagmar Grove remain
- Doesn't comply with policies
- Unacceptable as adjoins a semi-detached family home
- Not everyone will have facilities to provide comments due to pandemic
- Broxtowe already has a five-year housing land supply
- Potentially up to 22 people residing in the building
- Knock on effect for Broxtowe from the Article 4 direction in place to restrict student houses in Nottingham
- Impact on existing drains
- Increase in flooding
- Increase in surface water run-off
- Does not meet building for life criteria
- Refuse vehicles struggle to access roads
- Reduce quality of life for existing residents
- Loss of community from students
- Short-term tenants will not invest in area
- Applicant should not be allowed to submit multiple applications.

6 Assessment

6.1 The main issues for consideration are whether the proposed development is acceptable in flood risk terms, represents an acceptable design and layout, has sufficient parking, has an acceptable relationship with neighbouring properties and provides an acceptable standard of amenity for future occupants.

6.2 **Principle**

6.2.1 The site is within an existing residential area and provides an opportunity to provide additional housing outside of the Green Belt. There is also a need to boost housing supply which sites such as this can help deliver. The provision of seven apartments is considered to be a benefit in terms of the provision of homes.

6.2.2 Policy 8 encourages a mix of housing tenures, types and sizes. It is considered that the emphasis of the policy is on promoting housing mix rather than preserving the existing character of the street. Queens Road is characterised by varying styles and sizes of properties including houses and flats. This development would add to the housing mix and it is considered that the character of the area would not be harmed to an extent which would justify refusing planning permission.

6.2.3 To conclude, the site is located within an urban location and weight must be given to the need to boost housing supply. It will also provide an additional six residential units within an existing settlement in a highly sustainable location, close to Beeston town centre and public transport links. It is considered the proposed apartments will not have an adverse effect on neighbour amenity and amendments to the design mean the massing, scale and appearance are considered to be acceptable (as detailed below). The principle of the development is therefore considered to be acceptable.

6.3 Flood Risk

- 6.3.1 The site lies within Flood Zone 3 which is land with a high probability (1 in 100 or greater) of river flooding. A Flood Risk Assessment has been submitted with the application. Paragraphs 155 – 158 of the NPPF state that inappropriate development in areas of high risk of flooding should be avoided but where it is necessary, should be undertaken without increasing flood risk elsewhere. All plans should apply a sequential, risk-based approach to the location of development in order to steer new development to areas with the lowest risk of flooding.
- 6.3.2 Within Beeston there are substantial areas which are within Flood Zones 2 and 3 but have a high degree of protection against flooding due to the Nottingham Trent Left Bank Flood Alleviation Scheme. Some of these sites may bring forward the opportunity to provide housing in areas of substantial need. Sequentially, it is considered the site is acceptable and it is considered a positive that this location minimises additional development in the Green Belt in Broxtowe. Therefore, when assessing whether other sites are 'reasonably available', this site can be viewed as a 'sustainability benefit' and the Green Belt must be treated as a major constraint.
- 6.3.3 The Environment Agency has raised no objection subject to the finished floor level of the proposed extension (and bedroom within Apartment 2) being set no lower than 27.52m AOD (Above Ordnance Datum). The remaining ground floor within the existing building should be set no lower than 26.92m AOD (all as stated in section 2.5.2 of the amended FRA dated November 2020). Flood resilience measures to be implemented on all ground floors to a height no lower than 27.82m AOD as stated within 6.1.2 of the FRA. An advisory will be recommended in regards to the building owner/occupants registering to receive flood warning alerts and the information in respect of incorporating flood resistant and resilience measures has been shared with the applicant.
- 6.3.4 To conclude, within Beeston there are substantial areas which are within Flood Zone 3 but have a high degree of protection against flooding due to the Nottingham Trent Left Bank Flood Alleviation Scheme. A failure to permit residential development on sites such as this which are protected by good quality flood defences, and have a site specific FRA demonstrating the development is acceptable on flood risk grounds, will lead to alternative locations being required in less sustainable locations, including the Green Belt. Subject to a suitable condition, it is considered that the development would be compliant with the requirements of the NPPF in relation to flood risk.

6.4 Amenity, Design and Layout

- 6.4.1 It is acknowledged that no. 230, the adjoining semi-detached house positioned to the north east, will be one of the properties most affected by this proposal. However, it is considered that the scheme would not result in a detrimental impact on this neighbouring property which is further supported by the Inspector of both previous appeals. The dormer in the roof slope of the main house has been reduced in size which is considered to reflect a more proportional design

to the main roof and reduce the perception of feeling overlooked by no. 230. In addition to this, the existing extensions of both buildings will partially obscure this from view. In respect of the scheme as a whole, the main bulk of the extension extends to the south west and is similar to that of a semi-detached house which will not have direct views over no. 230's garden. The extensions along the rear/side boundary with no. 230, will be largely obscured from view by their own extensions.

- 6.4.2 The Inspector stated in relation to no. 230 in relation to impact on amenity: *"I viewed the appeal site from No 230 at my visit. The L-shaped garden of this property means that the proposed extension would be visible from the rear, although the covered seating area and the existing massing of No 232 mean that the proposed flats would not have direct views over the majority of the garden, including those parts closest to the dwelling itself and most likely to be used for outdoor activities... I also agree with the conclusions of the previous Inspector that views from the proposed dormer to the rear of No 232 would take in adjoining rear gardens, but that it would not be close enough or able to see parts of the gardens closest to the dwellings where expectations of privacy are greatest, and therefore I find this element would not be harmful to neighbours' privacy."* It is therefore considered the extensions are an acceptable size and scale that they will not have a detrimental impact on the neighbour of no. 230.
- 6.4.3 In relation to noise and disturbance, the flats will adjoin no. 230 and the Inspector stated the following *"The plans show three flats would share the party wall with the appeal site, but that two of those would be duplex units with living space on the ground floor and bedrooms to the first floor, which would reduce the likelihood of conflicting uses taking place across the party wall... In these respects, I am satisfied that the proposal would not harm living conditions for occupants of No 230"*
- 6.4.4 No. 6 Dagmar Grove is a semi-detached house positioned to the north west of the application site which is the other property that will also be most affected by the proposal. No. 6 Dagmar Grove does not directly adjoin the site and is separated by no. 230's garage and garden. It has a first floor blank south east (side) elevation and a door and two windows at ground floor level. The Inspector concluded the following in respect of the impact on amenity for this property *"given the distance, angle of view and intervening structures, there would not be significant opportunities for direct overlooking of this garden. Moreover, the separation distance of the extension means that, whilst it would be partially visible from both gardens (no. 230) above the existing structures, I am not of the view that it would be close enough to cause a harmful overbearing effect."*
- 6.4.5 It is considered the proposed extension and alterations are a sufficient distance from other neighbouring properties that there will not be a detrimental impact on their amenity.
- 6.4.6 To conclude, the Inspector determined within the appeal decision for 19/00610/FUL that the impact on no. 230 and any other neighbour would be acceptable, *"I am satisfied that the proposal would not result in demonstrable harm to the living conditions of neighbouring occupants in terms of outlook or*

loss of privacy.” This was further supported by the Inspector in respect of noise and disturbance. Therefore, any refusal based on amenity grounds could incur costs being awarded against the Council (should a costs appeal be submitted if the application is refused).

- 6.4.7 The apartments are considered to be an acceptable size with each providing sufficient internal space to provide living/kitchen/dining rooms and bedrooms. Furthermore, each apartment has appropriately positioned windows to provide an outlook from each bedroom. Although the internal layout of the flats has been amended, the smallest apartment in this scheme is 38.5m² and within the previous scheme (19/00610/FUL) it was 35m² which is an increase of 3.5m². The Inspector stated in the appeal for 19/00610/FUL *“The proposed flats, for the most part, would be reasonably spacious units with suitable layouts, light and outlook... Therefore, I am satisfied that this flat would provide light and outlook to a satisfactory standard... I agree with the previous Inspector that the rear duplex unit would be satisfactory despite the shortfall in space relative to the Nationally Described Space Standard (NDSS).”* The Government’s Technical Housing Standards are a guide to assess the size of dwellings and are not within Broxtowe’s adopted policies. The Inspector has previously considered the apartments to be an acceptable size and layout and it is considered this is replicated in this application. Therefore, any refusal based on amenity grounds of future occupants could incur costs being awarded against the Council (should a costs appeal be submitted if the application is refused).
- 6.4.8 The overall style of the property reflects a contemporary appearance which is considered to be an acceptable design approach. Although the extension is considered to be large, the design is not dissimilar to a pair of semi-detached dwellings on this spacious corner plot and therefore, it is considered to some extent it retains the appearance of a residential family home. Furthermore, a contemporary design is a widely accepted design approach in Broxtowe Borough and the surrounding properties are considered not to be of an architectural merit that this building would detract therefrom.
- 6.4.9 The layout of the three storey extension aligns with the front bay window and main rear elevation of the host dwelling meaning the extension will not be visually overbearing. Whilst it is acknowledged the three storey extension is significantly wider than the host dwelling, the extension could be read as a pair of semi-detached properties as the host dwelling and no. 230 are, and that a degree of symmetry is reflected between these properties. The extension has been set in at the south west (side) so it does not project beyond the front elevations of the properties along Dagmar Grove which was highlighted by the Inspector as being a reason the 19/00610/FUL was dismissed. This is shown below by the purple dashed line which outlines the 19/00610/FUL application in comparison to this application. In addition to this, the single storey extension has been reduced in footprint. The courtyard to the rear will retain an element of openness to the scheme when viewed from Dagmar Grove which is a considered to be a positive element of the scheme.

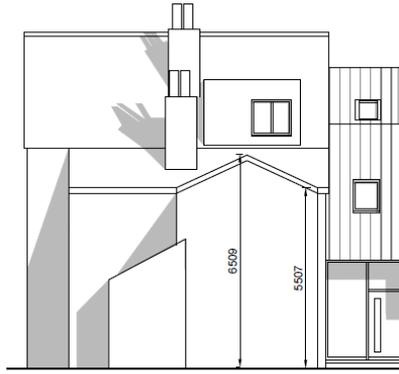


Block Plan

6.4.10 The Inspector stated the following about the dormer in the 19/00610/FUL appeal: *“a flat roofed rear dormer is still proposed on the existing building, narrower in width than one considered by my colleague to be ‘overly large, bulky and dominating’, with its impact found to be exacerbated by its visibility from Dagmar Grove. Though narrower, the dormer would retain the flat roofed form and visibility from the street. Moreover, it would have an oddly offset window within the rear facing elevation which would appear discordant and draw undue attention to its presence. I accept that other flat roofed dormer windows exist on nearby dwellings, though some are not readily visible from the public realm. Nonetheless, from my own observations, the proposed dormer would be a harmful addition to the existing building which would fail to respect its traditional character.”* As shown below, the dormer has been reduced in size and the window realigned and is therefore considered to now be acceptable in relation to design.

19/00610/FUL Refused scheme

20/00538/FUL Proposed scheme



Proposed Rear Elevation

Scale 1:100 @ A1



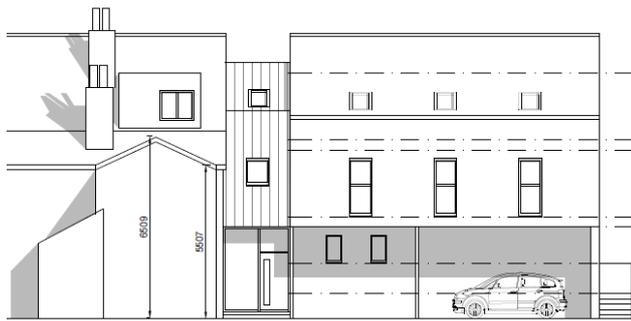
Proposed Side Elevation

Scale 1:100 @ A1

6.4.11 In respect of the over-sailing roof to the rear, the Inspector stated that the over-sailing roof to the rear has an adverse visual impact and that the void at ground floor would be still be visible from the street scene even with tall boundary treatments. The over-sailing roof to the rear has been reduced as shown below:

19/00610/FUL Refused scheme

20/00538/FUL Proposed scheme



Proposed Rear Elevation
Scale 1:100 @ A1



Proposed Side Elevation
Scale 1:100 @ A1

- 6.4.12 The materials have not been stated on the plans and therefore a condition will be included to ensure that details and samples are provided in advance of building works commencing.
- 6.4.13 It is considered the application has an acceptable footprint, scale and number of apartments that the amenity of surrounding neighbours will not be significantly compromised.
- 6.4.14 The site is not in an Air Quality Management Area. In addition, the approval of residential developments that are within walking distance of tram, train and bus provision is considered to have a positive benefit on wider air quality issues by encouraging public transport use and therefore reducing the need to travel by private car.
- 6.4.15 Policy 10 of the Aligned Core Strategy states that development should be assessed in relation to its massing and scale, materials, design and impact on the amenity of nearby residents. It is considered the design of the property, whilst contemporary, relates to the massing of the host dwelling and no. 230 with a matching eaves and ridge height and reflecting a degree of symmetry. The development has been reduced in scale and is considered to not be dissimilar to the size of a pair of semi-detached dwellings. It is considered the design is acceptable overall.
- 6.4.16 To conclude, the proposed extension is positioned on a spacious corner plot and the proposal to extend the existing property and subdivide this into seven apartments is considered to be acceptable. Furthermore, it is considered the scheme has incorporated sufficient amendments in line with the Inspector's advice following the appeal decision based on 19/00610/FUL. Although the style would be contemporary, it is considered this is an acceptable design approach and the architectural style of the surrounding dwellings is not of such merit that there. Should the application be refused on matters the Inspector has concluded as being acceptable, there is a possibility the Council could incur costs (should a costs appeal be submitted if the application is refused).

6.5 Parking

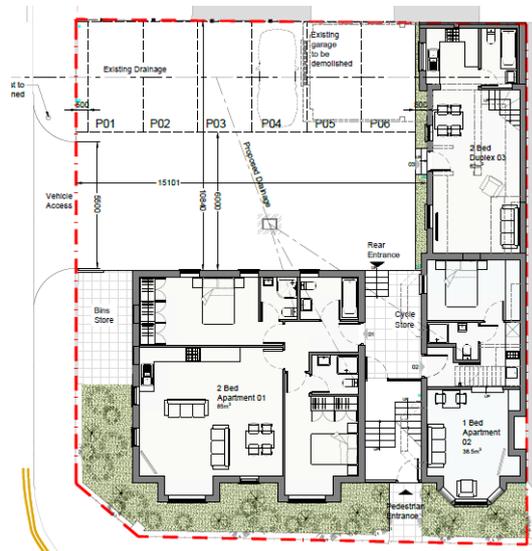
- 6.5.1 It is evident within the consultation responses that there is concern that the development does not include sufficient parking provision and that this will lead to increased demand for on-street parking which would be detrimental to the area. However, whilst it is acknowledged that there is one less space proposed in this scheme than the 19/00610/FUL application, it is still considered the amount of parking proposed (six spaces) is acceptable, especially due to a lack of objection from the Highways Authority and the sustainable location. Therefore, it is considered the development is acceptable in regards to parking and highway safety.
- 6.5.2 In relation to assessing the highway impacts of a proposal, paragraph 109 of the National Planning Policy Framework states that development should only be refused on transport grounds where the residual cumulative impacts are severe. Whilst paragraph 105 refers to the setting of local parking standards rather than the determination of planning applications, it provides a list of factors which should be taken into account, including the availability of and opportunities for public transport and the type, mix and use of the development. Policy 10 of the Aligned Core Strategy states that development should be designed to reduce the dominance of motor vehicles.
- 6.5.3 The site lies within a sustainable location with access to regular bus services along Queens Road (with a bus stop being positioned directly in front of the site) and within walking distance of Beeston town centre which provides access to a regular tram service. It is acknowledged that the properties on Dagmar Grove do not have off-street parking and the main concern would be that there would be an increase in on-street parking along this road. However, six car parking spaces have been provided and the Highways Authority have not raised any objection in relation to the development, especially considering its sustainable location. It is considered likely that car ownership associated with the apartments will be low. However, it is acknowledged that there could be an increase in parking in the surrounding area but for the reasons set out above, it is considered this would not be detrimental to parking, traffic or highway safety. Therefore, it is considered that a pragmatic approach needs to be taken in respect of developing the site for residential development.
- 6.5.4 The Inspector stated in the 19/00610/FUL appeal that the car parking layout was constrained and would lead to convoluted manoeuvres. Space P01 has been moved off the boundary to provide more manoeuvrability and space P07 has been removed. Whilst it is acknowledged this results in one less space, the parking arrangement is more suitable for the site and more likely to be used. The Inspector specifically addressed parking in relation to the layout and design of the site and not in relation to parking demand or highways safety.
- 6.5.5 In respect of parking demand, the Inspector stated in the 19/00610/FUL appeal *“No objection was raised by the Local Highway Authority to the level of parking proposed and it also represents an increase in parking relative to the previous scheme where six spaces were provided for nine units, which the Inspector found would be acceptable in light of the site’s proximity to Beeston town centre and the availability of public transport on Queens Road.”* The Inspector

recognised that Dagmar Road was used heavily for parking but concluded that due to the location of the site to Beeston by foot and central Nottingham by bus or tram, that this would have an effect on the level of car ownership by future occupants. The Inspector therefore stated *“I conclude that the proposal would not result in an increase in on-street parking demand to such an extent as to demonstrably harm living conditions of neighbouring occupants.”*

19/00610/FUL Refused scheme



20/00538/FUL Proposed scheme



6.5.6 To conclude, it is acknowledged that parking has been reduced by one space from the 19/00610/FUL scheme but the layout within this scheme would result in an improved accessibility for future occupants. The Inspector in the 19/00272/FUL appeal did not raise any concerns with a ratio of six spaces to nine apartments which is echoed by the Inspector in the 19/00610/FUL decision. The Highway Authority has not objected to the application and has stated that the six spaces serve the site with space 01 being amended to allow room for the driver to exit the vehicle. Therefore, should the application be refused on insufficient parking there is a possibility the Council could incur costs (should a costs appeal be submitted if the application is refused).

6.6 Other issues

6.6.1 A number of concerns have been raised within the consultation process which will be addressed within this section.

6.6.2 Trees have been removed from site but as they were not protected by Tree Preservation Orders and the site is not located within a conservation area, consent would not have been required.

6.6.3 A degree of noise and disturbance is to be expected from the construction process.

6.6.4 Sound proofing walls is dealt within the Building Regulations process.

- 6.6.5 The artist's impression is a guide to provide a 3D image of what the development could look like. The assessment is made on the plans and the 3D visual is not conditioned.
- 6.6.6 Any potential obstruction of the footpaths by works on-site should be reported to Nottinghamshire County Council as Highway Authority.
- 6.6.7 If the application is financially motivated and affecting the value of surrounding houses are not planning matters that can be taken into consideration with this application.
- 6.6.8 Although the Council has allocated land for housing within the Part 2 Local Plan, it is considered the proposal is acceptable on this site for the reasons stated in the report. Furthermore, this site is located outside the Green Belt in a highly sustainable area which is considered a benefit of the scheme.
- 6.6.9 The apartments are not specifically targeted at one demographic. The Design and Access Statement states that the different mixture of one and two bedroom apartments could accommodate varied types of residents. It is therefore considered this development is compliant with Policy 8 of the Aligned Core Strategy which highlights that residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes. Furthermore, the justification of this policy recognises that the projection of smaller households is likely to continue to grow. Therefore, it is considered, developments such as this can cater for this growing need for smaller dwellings.
- 6.6.10 The proposal is for self-contained apartments and not for HMO accommodation.
- 6.6.11 The Environment Agency has determined this application is acceptable in relation to flooding. Drainage matters should be dealt with via Severn Trent Waters.
- 6.6.12 There is no restriction of the amount of applications that can be submitted for a site.

7 Planning Balance

- 7.1 The benefits of the proposal are that it would provide six additional homes within an existing urban area and would support short term benefits such as jobs during the construction of the proposed dwellings and would be in accordance with policies contained within the development plan. Whilst it is acknowledged there will be some impact on the amenity of neighbours and on-street parking, this is outweighed by the benefits of the scheme and due to its location within a highly sustainable area.

8 Conclusion

8.1 To conclude, it is considered the proposed extensions and alterations are of an acceptable size, scale and design that there will not be an adverse effect on neighbour amenity and provide an acceptable standard of amenity for future occupants of the apartments. The proposed apartments are considered to be an acceptable design as the height of the extension relates to the host property and the contemporary design is considered to be acceptable.

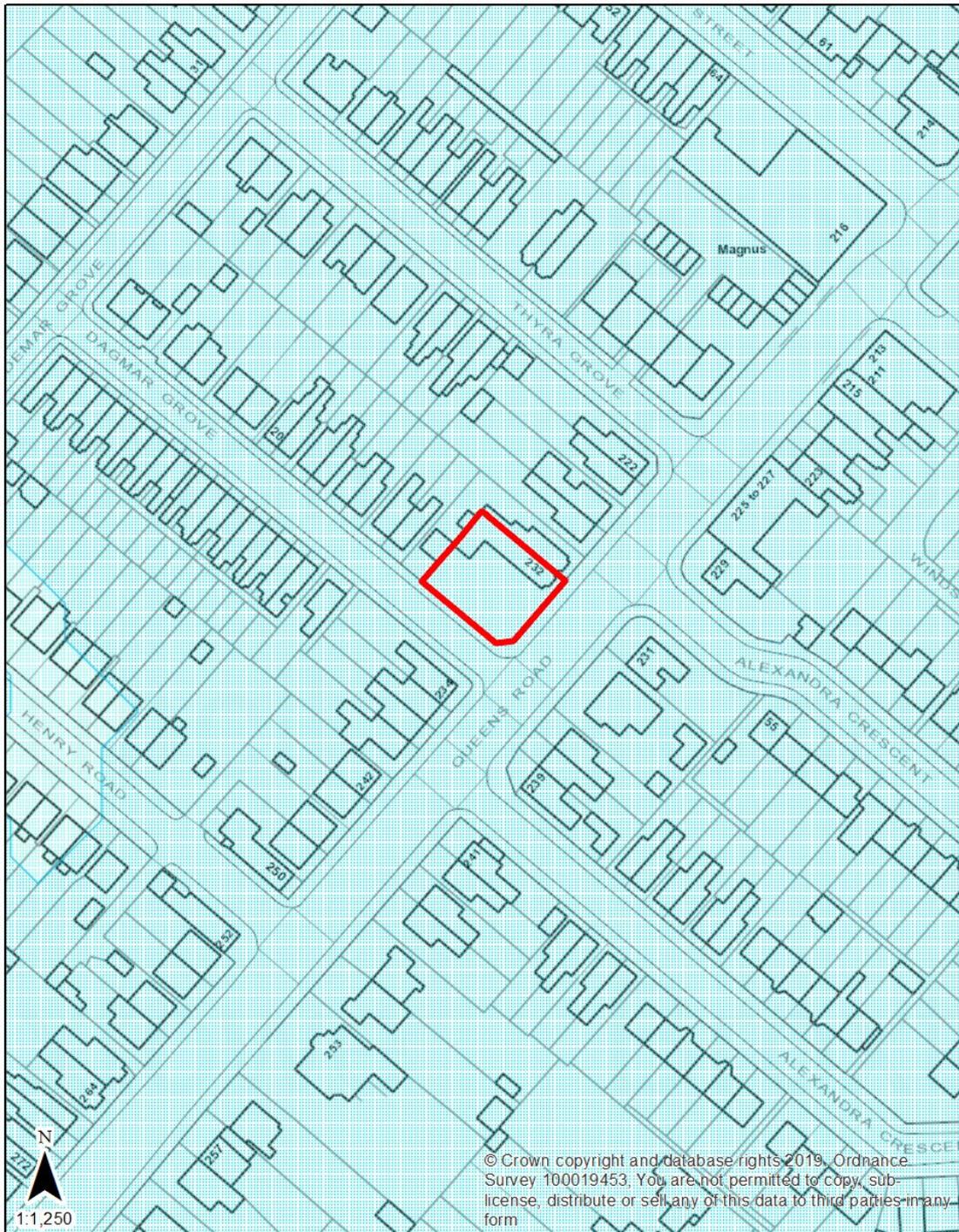
<u>Recommendation</u>	
<p>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</p>	
<p>1.</p>	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: 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>
<p>2.</p>	<p>The development hereby permitted shall be carried out in accordance with drawing numbers: 232-19-2002 Rev P07 and 232-19-001 Rev P01 received by the Local Planning Authority on 14 August 2020 and 232-19-2001 Rev P07 and 232-19-3001 Rev P13 received by the Local Planning Authority on 16 November 2020.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
<p>3.</p>	<p>No part of the development hereby approved shall be commenced until a noise report, prepared in accordance with the provisions of DoT Calculation of Road Traffic Noise to predict noise levels at the nearest noise sensitive location has been submitted to and approved in writing by the Local Planning Authority. Predictions shall be contained in a report which sets out a large scale plan of the proposed development, noise sources and measurement/prediction points marked on plan, a list of noise sources, a list of assumed noise emission levels, details of noise mitigation measures, a description of noise calculation procedures, noise levels at a representative sample of noise sensitive locations and a comparison of noise level with appropriate current criteria. Mitigation measures should be implemented where criteria is exceeded at any location.</p> <p>The dwellings shall not be occupied until all necessary mitigation measures have been implemented.</p>

	<p><i>Reason: To protect future occupiers from excessive environmental noise and in accordance with Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>4.</p>	<p>No above ground works, including site clearance, shall take place 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"> • numbers, types, sizes and positions of proposed trees and shrubs • details of boundary treatments; • proposed hard surfacing treatment; • planting, seeding/turfing of other soft landscape areas and • a timetable for implementation of the scheme. <p>The approved scheme shall be carried out strictly in accordance with the approved details and shall be carried out not later than the first planting season following the substantial completion of the development 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: No such details were submitted with the application and to ensure the development presents a satisfactory standard of external appearance to the area and in accordance with the aims of Policy 10 of the Broxtowe Aligned Core Strategy (2014) and Policy 17 of the Part 2 Local Plan (2019).</i></p>
<p>5.</p>	<p>No above ground works shall commence until samples of external facing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed only in accordance with the approved details.</p> <p><i>Reason: No such details were submitted with the application and in the interests of the appearance of the development and in accordance with the aims of Policy 10 of the Broxtowe Aligned Core Strategy (2014) and Policy 17 of the Part 2 Local Plan (2019).</i></p>
<p>6.</p>	<p>Prior to the first occupation of the apartments hereby approved, the development shall be constructed in accordance with the submitted Flood Risk Assessment dated November 2020 received by the Local Planning Authority on 5 November 2020.</p>

	<p>The following mitigation measures shall be incorporated into the scheme:</p> <ul style="list-style-type: none"> • ground floor finished floor levels of the proposed extension set no lower than 27.52m Above Ordnance Datum (AOD); • the ground floor finished floor level of the bedroom within Apartment 02 shall be set no lower than 27.52m AOD; • the ground floor level within the existing building shall be set no lower than 26.92m AOD and • flood resilience measures shall be implemented on all ground floors to a height no lower than 27.82m AOD as stated within section 6.1.2 of the FRA dated November 2020 <p>These mitigation measures shall be maintained and retained for the lifetime of the development.</p> <p><i>Reason: To reduce the risk of flooding and in accordance with the aims of Policy 1 of the Broxtowe Aligned Core Strategy (2014) and Policy 1 of the Part 2 Local Plan (2019).</i></p>
7.	<p>The development hereby approved shall not be brought into use until:</p> <ul style="list-style-type: none"> • dropped vehicular footway crossing has been provided and existing dropped vehicular footway has been made redundant in accordance with the Highway Authority’s specification • the parking area has been surfaced in a hard, bound material and each space has been clearly delineated as shown on drawing 232-19-2001 Rev P07 • the cycle parking and bin store has been provided and is available for use. <p>These measures shall be maintained for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety and in accordance with the aims of Policy 14 of the Aligned Core Strategy (2014) and Policy 17 of the Part 2 Local Plan (2019).</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>The building owner/occupants should register to receive flood</p>

	warnings https://www.gov.uk/sign-up-for-flood-warnings
3.	The applicant is advised to contact the Council's Waste and Recycling Section (0115 917 7777) to discuss waste and refuse collection requirements.
4.	Contractors should limit construction and demolition works to between 07:30 and 18:00 Monday to Friday, 08:00 and 13:30 on Saturdays and at no times on Sundays and bank holidays. No waste from the development shall be burnt on site at any time.
5.	The development makes it necessary to construct a vehicular crossing over a footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact the County Council's Customer Services for on telephone 0300 500 80 80 to arrange for these works to be carried out.

Map



Legend

-  Site
-  Flood Zone 3
-  Flood Zone 2

Photographs

South west (side) elevation of main house



South west (side) elevation of main house



View of no. 230 and application site from rear garden of no. 6 Dagmar Grove



South east (front) elevation of site and main house and no. 230



View of no. 234 Queens Road and entrance to Dagmar Grove



South east (front) elevation of main house and side garden



Plans (not to scale)

20/00538/FUL - Proposed



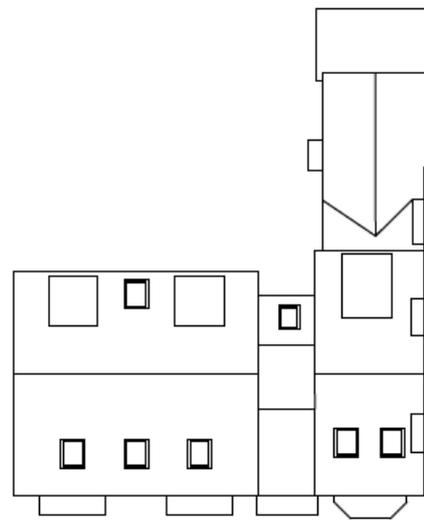
Proposed Front Elevation - Queens Road
Scale 1:100 @ A1



Proposed Side Elevation
Scale 1:100 @ A1



Proposed Side Elevation - Dagma Grove
Scale 1:100 @ A1



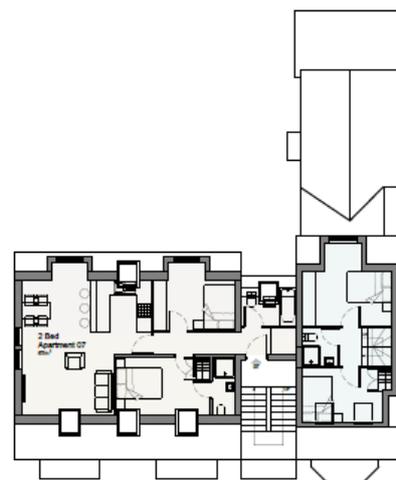
Proposed Roof Plan
Scale 1:100 @ A1



Proposed GF Plan
Scale 1:100 @ A1



Proposed 1F Plan
Scale 1:100 @ A1



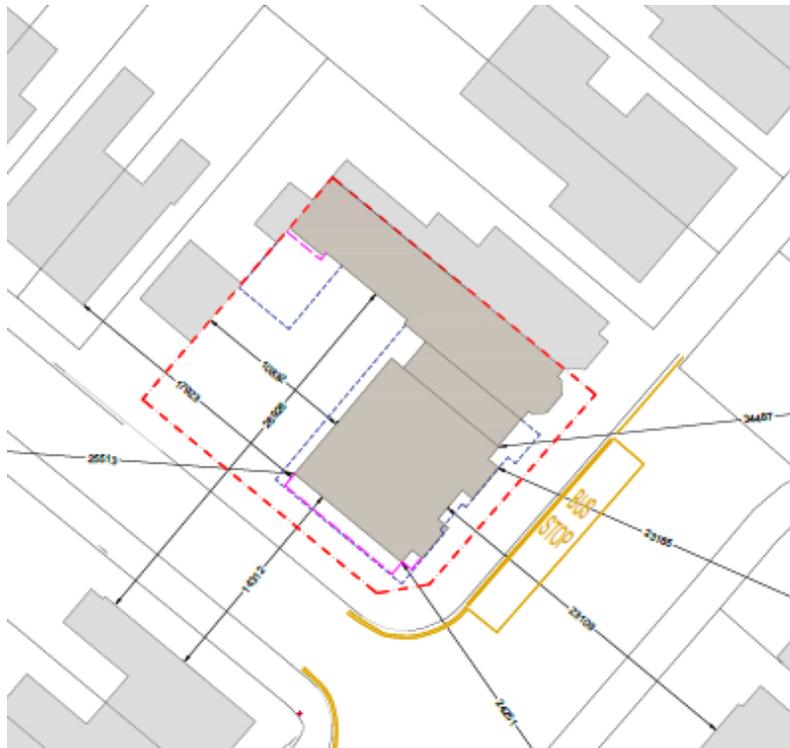
Proposed 2F Plan
Scale 1:100 @ A1

Plans (not to scale)

20/00538/FUL - Proposed



Site Plan



- Proposed Building Footprint
Previous Planning Submission
19/00610/FUL - 25.09.2019
- Proposed Building Footprint
Previous Planning Submission
19/00272/FUL - 25.04.2019

Block Plan

Plans (not to scale)

19/00610/FUL – Previously refused



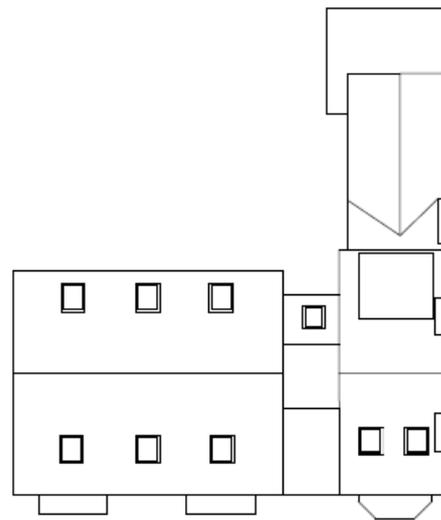
Proposed Front Elevation
Scale 1:100 @ A1



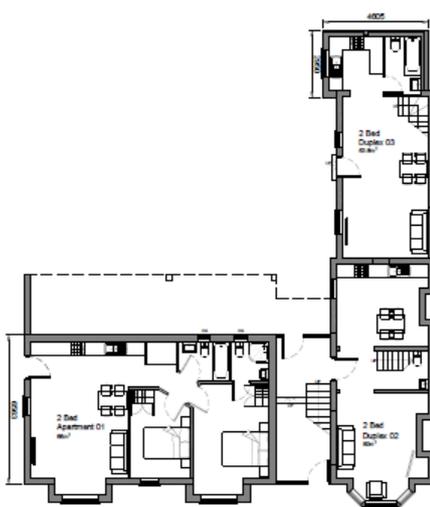
Proposed Rear Elevation
Scale 1:100 @ A1



Proposed Side Elevation - Dagma Grove
Scale 1:100 @ A1



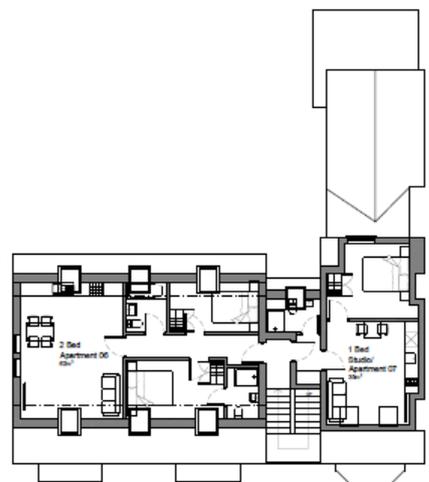
Proposed Roof Plan
Scale 1:100 @ A1



Proposed GF Plan
Scale 1:100 @ A1



Proposed 1F Plan
Scale 1:100 @ A1



Proposed 2F Plan
Scale 1:100 @ A1

Plans (not to scale)

19/00610/FUL – Previously refused



Site Plan



Block Plan