

Report of the Chief Executive

APPLICATION NUMBER:	21/00092/FUL
LOCATION:	129-131 High Road Beeston NG9 2LL
PROPOSAL:	Construct 3 and 4 storey building comprising 9 apartments (Use Class C4) and provision of parking area.

The application is brought to the Committee at the request of Councillor S J Carr

1 Executive Summary

- 1.1 The application seeks permission for the construction of a three and four storey building comprising of nine apartments (Use Class C4) and the provision of parking, cycle and bin store areas.
- 1.2 The site is currently occupied by a two storey retail unit which has been extensively extended such that it now fills the whole of the site curtilage. The extensions to the rear are varied in height but mostly flat roofed and brick built. The retail unit is currently vacant and is just outside the Beeston Town Centre boundary.
- 1.3 The main issues relate to whether the proposed use as residential (Use Class C4) is acceptable; whether the design and layout is acceptable; whether the proposal would have an unacceptable impact on highway safety; and whether there would be an unacceptable impact on neighbour amenity.
- 1.4 The benefits of the proposal are that the accommodation would provide purpose built accommodation suitable for occupiers who wish to share, and would in turn allow for less pressure on C3 dwellings to be occupied as a C4 use (which is currently permitted development); it would be in a sustainable location with good access to public transport and to facilities such as retail, leisure, health and education, reducing reliance on private vehicles; and would provide a good standard of living for the future occupiers. The development would be in accordance with the policies contained within the development plan. This is given significant weight. There would be an impact on the local road network and on neighbour amenity but this is outweighed by the benefits of the scheme.
- 1.5 The committee is asked to resolve that planning permission be granted subject to the conditions outlined in the appendix.

APPENDIX

1 Details of the Application

- 1.1 The existing buildings on the site would be demolished. The proposed development would consist of a three and four storey brick built building in an L shape which would wrap around the frontages of the site, with a four storey element to the corner. A parking court of eight spaces would be provided to the rear, accessed via an undercroft off Marlborough Road, and the building would incorporate a cycle store for 22 cycles and a bin storage area at the ground floor level.
- 1.2 The building would have a flat roof throughout. The corner four storey block would have a feature window at second floor level on the Marlborough Street elevation. The building has a chamfered edge to the corner.
- 1.3 The three storey elements would have the third storey set back from the front and rear elevation, and would have windows with projecting frames, set in a cladded mansard style roof, and similarly the fourth storey to the corner would reflect this style.

2 Site and surroundings

- 2.1 The site is currently occupied by a two storey retail unit which has been extensively extended such that it now fills the whole of the site curtilage. The extensions to the rear are varied in height but mostly flat roofed and brick built. The retail unit is currently vacant and is just outside the Beeston Town Centre boundary.
- 2.2 The site occupies a corner site, to the north east of the junction of High Road and Marlborough Road. Beeston town centre boundary is to the south west of this junction and as such the site falls outside of the centre.
- 2.3 To the north east of the site is 133 and 135 High Road, a pair of semi-detached properties which are in retail use. The existing building is built directly abutting no. 133, and there is one small window, which serves a bathroom, at first floor level in this elevation. There is a single storey flat roof extension to the rear of 133 and 135. Beyond this, and to the corner of Cedar Avenue, there is a car sales business.
- 2.4 To the north west of the site is 2 Marlborough Road, a two storey Victorian semi-detached dwelling which has a two storey off-shoot to the rear. There are no windows in the main gable elevation, although there is a window at ground and first floor level in the facing elevation of the rear off-shoot. Further windows at both ground and first floor are in the rear elevation. The common boundary of this property runs along the side of the site to the full length.
- 2.5 To the north of the site, to the rear of 2 Marlborough Road, there is a pair of two storey semi-detached dwellings, 1 and 3 Cedar Avenue, the rear elevations of which face the site.

- 2.6 To the south east of the site, on the opposite corner of Marlborough Road, there is a two storey building in retail use at ground floor with residential above. More retail units are to the south east, on the opposite side of High Road.
- 2.7 Broadgate House, a three and four storey office building, is located to the east of the site, opposite the car sales business, and on the corner of Broadgate and Humber Road.
- 2.8 Generally, the character of the area, when viewed from the south west, is one of mainly retail which then turns to residential the further north east past the site. Marlborough Road, and Cedar Avenue, which runs parallel to this, are both residential in character.

3 Relevant Planning History

- 3.1 Previous planning history on this site relate to the operation of the building, which is to be demolished, as a retail unit, with the last application being in 2012 which was for alterations to windows and to cladding on the elevations, granted planning permission in May 2012. Reference 12/00181/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 14: Managing Travel Demand

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

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 Highway Authority:** No objections, subject to conditions in respect of provision of visibility splays prior to occupation; access and parking spaces to be of bound material and designed so as to prevent the unregulated

discharge of surface water; parking and access to be provided prior to occupation and retained for the life of the development; and no occupation prior to redundant kerbs being reinstated. Note to applicant in respect of works to the highway.

- 5.2 **Council's Environmental Health Officer:** No objections, subject to conditions in respect of a noise report, a Demolition and Construction Method Statement and a report to identify and for the safe removal of asbestos containing material, all to be submitted and agreed prior to above ground works; regulatory condition in respect of hours of construction; and a Note to Applicant in respect of burning of waste.
- 5.3 **Council's Private Sector Housing Officer:** No objections in principle, subject to the rooms meeting the Broxtowe HMO Standards.
- 5.4 **Council's Waste and Recycling Officer:** Developer to purchase bins first time, if using Broxtowe Borough Council as waste contractor. The building will be allocated communal bins but suggest that the bin store is built to accommodate any additional bins if required in the future. The bin store needs to be accessible at all times and no more than 10m from the adopted highway.
- 5.5 **Council's Town Centre Manager:** No objection. Considers that as the building is outside of the centre, and on the periphery of it, the only other option (besides the proposal) would be to split into smaller retail units and allow residential above, so in support of returning the site to fully residential. The developer would struggle to let the commercial units and in any case, goes against the intentions to re-position the Beeston Town Centre with the cinema area as the focal point. The proposal meets aspirations to contract the town centre and reduce edge of centre, not fit for purpose commercial.
- 5.6 **Notts Wildlife Trust:** Have been made aware that the structure supports house martins and as such would expect an ecology survey to be carried out, which should focus on roosting bats and breeding birds.
- 5.7 **Cadent:** There are Cadent/National Grid apparatus in proximity to the development site and as such the developer should contact Plant Protection before any works are carried out. The developer has been made aware of this.
- 5.8 Twelve properties either adjoining or opposite the site were consulted and a site notice was displayed. 83 responses were received, (one observation) objecting on the following grounds (which have been categorised on subject for ease of reference):

Principle / use of the site:

- Proposal looks like a halls of residence with no aesthetic link to the surrounding properties and does not stand out. Not in keeping with surrounding properties, would only be suitable for a mid-century development or an industrial area, having zero architectural merit
- If the site is to be residential, then family homes which are affordable and sustainable are what is needed – a terrace of three storey homes with parking and gardens will be more appropriate and keep the density at a sensible level

- Welcome the vibrancy that students bring to Beeston, but feel that the town has its own identity and that do not need to simply be a dormitory for the university
- There are already large amounts of student flats available nearby at Broadgate Park, and many houses in the vicinity devoted to student living. These types of student accommodation do not help with housing shortages for professionals or families
- There is no garden space in the development, which will result in Broadgate Park being used for barbecues/parties in the spring/summer, and as elderly residents neighbour the park, doubt if this will be popular. Also, smokers will be forced out onto the narrow street
- There is enough student accommodation, every time a property becomes empty it is turned into student housing, leaving nothing left for young people to buy at a reasonable price. Soon there will be more students than actual residents in Beeston
- Destroying (allowing the demolition of) a character building which is pleasing to the eye even in its current state
- A smaller development would fit in better with the housing in the surrounding area
- Future occupiers would find the building to be too far from campus (university)
- Can't imagine demand is high given the recently completed accommodation on the university site, and additionally given the pandemic it will be a while until demand will be high enough to warrant the need for an additional 54 bedrooms
- Should be looking at building family homes in the centre of Beeston instead of too close to our nature reserves
- The building would be better being put to hospitality or retail sector use, bring in more footfall and be more exciting than flats
- Purpose built accommodation is welcome over HMO's that have blighted areas such as Lenton
- These are not apartments, they are dormitories
- Consideration should be given to having a community based venue on this site
- The development would have an adverse impact on local infrastructure and services
- The site should be developed so as to create more jobs, or for somewhere for the students to come and spend their money
- The Council should ensure that they support the local community by providing more jobs and opportunities and to build a community that is beautiful and supportive
- Parts of Beeston are being completely consumed by student housing and the balance is tipping so far this way that without intervention parts of Beeston will be lost and the healthy mix of students, professionals and families will be lost forever
- The university needs to consider building on their own campus if they continue to increase the student intake as it is not reasonable to expect the local town to bear the brunt
- Whilst the council are looking to introduce an Article 4 direction to limit the number of HMOs, feel that it is a race against time to get as many properties and plots under their belts before the restrictions come into place
- The number of units should be reduced

- We need to house long term residents who will bring economic stimulation to the local economy throughout the year, compared against students who only reside here for six months of the year
- The number of proposed bedrooms is on a par with a hotel. Concerned that the use be conveniently changed over time to accommodate the desire of the commercial entities that are behind the build.

Design:

- The building will visually dominate the high street with its' imposing size
- The four storey is higher than any of the surrounding buildings and will result in the development blocking out light
- No justification for the four storey height other than to maximise profit
- Design not in keeping with the area, should be more in keeping with neighbouring properties
- The building should be set back into the plot to allow for landscaping to the frontage. The current proposal will greatly detract from the open feel and low skylines of this area
- Building materials should match the surroundings, i.e. not buff brick but red and the anthracite roof and windows at least make it in keeping and then would begin to contribute to the surroundings
- No landscaping proposed
- Unfair comparison of height of proposed building to height of Broadgate House (to the east of the site) as the fourth storey of Broadgate House is set back from the edge of the building
- Disagree with statement that the cantilevered corner softens the frontage as the treatment is very harsh. Considers that the corner design is the weak point in the whole design
- The modern design will age poorly
- There is mention of the building being a sustainable build – if this is the case then why are they not proposing a true green build rather than proposing token efforts in order to tick a box
- Greater separation between the building and those on High Road would reduce the jarring change in height

Highway Safety / Parking:

- Existing problems of congestion, lack of parking and overpopulation (from students) on a narrow residential road not designed for the volume of traffic, the proposal would add to these problems
- The location, for the accommodation of 54 young people, on the corner of a residential street will result in constant disruptions to residents and make Marlborough Road impassable at times due to the extra traffic
- 8 parking spaces is insufficient to serve a 54 bed building and overspill will be onto the surrounding streets
- There is no accessible drop off/loading area for the property, the High Road and this part of Marlborough Road already suffer from constant illegal parking, blocking the road

- Increased parking on the street would hamper access by emergency vehicles
- The occupiers should not be permitted to have a vehicle on site or a vehicle parked in any other location within a defined distance from the site as a condition of the tenancy
- The footway width should preserve an accessible frontage and accommodate pedestrians including wheelchair users and those entering / exiting the building. Pedestrian visibility splays should be assessed on the corner of Marlborough Road and High Road
- The bin store is not located with easy access from the road and would result in refuse vehicles waiting on the road in close proximity to the junction, creating a road safety hazard
- If the development is allowed, fresh consideration must be made to a residents parking scheme for Marlborough Road, to protect existing residents
- The scheme will unnecessarily cause further traffic pollution.

Amenity:

- The four storey element is higher than any of the surrounding buildings and will result in the development blocking out light
- Students would bring anti-social behaviour
- The proposal for 54 bedrooms is over-intensive and concern raised about the size of the rooms and amenities including bathrooms
- Concerns that bathroom window on the side elevation of existing building will be blocked
- Residents would be subject to noise pollution from this building and surrounding student oriented businesses until the early hours
- Concern regarding impact on adjacent businesses while construction takes place
- The development would block out the sun
- Crime will rise across Beeston as criminals target student properties
- Feeling hemmed in by all the surrounding HMO/student accommodation
- The development would block out light to garden and would be overlooked thereby losing privacy
- Would lose a large chunk of the sky and instead be looking at a 3 or 4 storey building
- Would be directly in line of sight from our property
- Would like assurance that the accommodation would comply with national space standards
- A control over noise generated by the student occupiers should be controlled by a condition on this permission
- 24 access to the rear of the site (as opposed to the existing use, which operates only during the day) would have an impact on security for the properties on Cedar Avenue
- The 1.5m high boundary at the rear would add to the feeling of loss of security, and noise from people using the rear courtyard would result in disturbance to neighbours, due to the height of the boundary
- Overlooking into habitable rooms of 1 Cedar Avenue

Other Matters:

- The development would put additional pressure on dated and barely adequate waste infrastructure
- The proposal would reduce the value of my home
- There are martins/swallows with permanent nests on the building which have been there for many years. Any work should take place outside of the nesting season, or alternatively keep the frontage of the building
- Concern as to whether the existing doctors/dentists can cope
- The proposed roof should ensure that rainwater does not overflow onto the adjacent property
- With the increase in the student population in the area, have noted the increase in large amounts of rubbish and discarded items lying in the street, particularly at the end of the academic year

5.9 One letter of observation was received, with the following points:

- Elevational treatment to Marlborough Road and High Road with its' mansard roof is a smart addition to the street scene, however the corner element doesn't feel like it relates to the rest of the block and is an overbearing monoculture of brick. A review of hierarchy of materials to break up the façade is needed.

5.10 Amended plans have been received on 11.06.21, relating to the design, and re-consultation will have been carried out prior to the Committee meeting. Any further responses to this re-consultation will be reported as late items prior to the meeting.

6 Assessment

6.1 The main issues for consideration are the principle of the development, including the proposed use; design and layout; amenity; and impact on highway safety / parking.

6.2 **Principle**

6.2.1 The existing building is currently vacant, and is outside of the defined Town Centre boundary. The Town Centre Manager is in support of the proposal, as it is considered that the building is unlikely to return to commercial use as the units would be difficult to let. The proposal also meets the aspirations to contract the town centre to re-position and have the new cinema as the focal point, through reducing edge of centre, not fit for purpose units.

6.2.2 Whilst there are a mix of uses in the immediate area, including retail, food outlets, offices and car sales, the site is located on the High Road/Marlborough Road junction, with Marlborough Road being residential in character. The further north east along Broadgate, the more residential the character becomes and as such it is considered that a residential use of the site is acceptable.

6.2.3 The proposed building would provide 9 apartments, intended for C4 use. The building would therefore be purpose built, and could accommodate occupiers who could otherwise occupy C3 dwellings, to the detriment of the wider community, as

this would represent the loss of accommodation that would be more suited to families and other longer term residents. The application site is considered to be a good location for a purpose built accommodation, being close to a wide range of amenities including to the university campus, and to the centre of Beeston (as opposed to amidst a predominately housing area) and is close to a wide range of sustainable transport options such as the well served public transport route immediately outside the site on High Road, the frequent tram service on Middle Street, and to walking and cycling routes. For this reason, it is considered that the use of the site as residential and as C4 use, is acceptable.

6.3 Design and Layout

- 6.3.1 In terms of the scale of the development, which sees the three storey (third storey forming the roof level) being similar in height to the neighbouring properties on Marlborough Road and High Road, and a four storey element to the corner of the two roads, it is considered that the scale and form is appropriate and reflects the character of the area.
- 6.3.2 The design is contemporary, with a mansard roof to the top floor. The corner block, which has been redesigned, has feature windows and brick corbelling to each elevation. The corner block, which was initially to project out from each elevation and which was to have a flat roof, has now been amended to show the fourth floor set back, thereby reducing the scale and massing on this corner. The mansard roof is now shown to be of standing seam material in a neutral colour in order to reduce the prominence of the corner. A chamfered corner would now extend to all floors. The window arrangement has also been amended so as to ensure that the building presents an active frontage to both Marlborough Road and High Road.
- 6.3.3 The building would be set away from the back edge of the pavement, which would reduce the impact of the building on the visual amenity of the street scene, given the sites' prominent position. This would also ensure that adequate space is provided for pedestrians and that visibility around the corner is not restricted, as is the existing situation.
- 6.3.4 The building is proposed to be constructed using brick to the elevations, a metal standing seam material to the mansard roof detail at the topmost floor level, and powder coated aluminium frames to the window surrounds. Details of the materials will be the subject of a condition.
- 6.3.5 The layout of the development is considered to be acceptable. The parking is to the rear of the building, accessed via a gated entrance off Marlborough Road, which would provide security to both the future residents and the existing. The bin store is considered to be within a reasonable and convenient distance to the public highway.

6.4 Amenity

- 6.4.1 2 Marlborough Road directly abuts the site, to the north west. This is a two storey semi-detached dwelling with a two storey annex to the rear, and is side on to the site. There are no windows in the main side elevation, but has two small windows in the side elevation of the annex, which is set back from the boundary. Whilst the

proposed building would be built on the common boundary, and at three storey in height, this elevation would have a length of 15m and as such it is considered that as the existing building, which is to the full length of the common boundary, would result in no greater impact than the existing building, in terms of loss of light and outlook. No windows are proposed on the facing elevation and as such it is considered that there would be no significant impact on privacy for these occupiers.

- 6.4.2 133 High Road directly abuts the site, to the north east. This is a two storey building which is occupied as a retail unit to the ground floor with accommodation at first floor. There is a bathroom window at first floor level in the side elevation of 133 facing the site, and directly on the common boundary. The proposed building has been designed to have a small inset of 1.2m to set it off the boundary, avoiding the adjacent window. The existing building is two storeys in height along this boundary and whilst the proposed building is three storeys where it is adjacent to 133, it would not be to the length of the existing, being 5m shorter and thus affording a betterment in terms of access to light and outlook from the first floor of 133. It is considered that the proposed building would not have a significant impact in terms of loss of light, outlook or privacy for the occupiers of no. 133.
- 6.4.3 1 and 3 Cedar Avenue are a pair of two storey semi-detached dwellings which are to the north/north east of the site and whose rear elevations face toward the site. No. 1 is the closer of the two to the site, and there is a distance of 18m between the rear elevation and the rear boundary of the site. There would be a minimum of 32m from the rear elevation of 1 and 3 Cedar Avenue and the facing elevation of the proposed building, which is a relationship typical between properties on Cedar Avenue and those on Marlborough Road. Whilst the main elements of the proposed building would be three storey in height, the third floor, at roof level, would be set in from the building edge, and, given the distances between the building and the rear elevations of these semis, it is considered that there would be no significant impact on the amenities of the occupiers of the dwellings in terms of loss of outlook, light or on privacy.
- 6.4.4 To the south west of the site, on the opposite side of the road, is 1 and 1A Marlborough Road, a commercial/retail unit which is two storey in height, and 129 A and B, which is a two storey unit located at the corner of High Road. The latter building is occupied as retail to the ground floor, and residential above at first floor. It is considered that the proposed building would not have a significant impact on the amenities of the occupiers of this building, due to the distances between and the presence of the road.
- 6.4.5 To the south and south east of the site, on the opposite side of High Road, there are a range of retail units, most of which are single storey. 156 and 158 High Road, to the end of this run and at the junction of Humber Road, are two storey and have residential accommodation at first floor. It is considered that the proposed building would not have a significant impact on the amenities of the occupiers of this building, due to the distances between and the presence of the road.
- 6.4.6 With regard to the internal layout of the building, the accommodation would provide each bedroom with access to natural light and to an outlook, and each resident would have access to shared communal space, in the form of a kitchen/living/dining area. Each bedroom would have its own bathroom, and all bedrooms would exceed

the 8 square metres minimum as set out in the Council's House in Multiple Occupation (HMO) Property Standards.

6.5 Access and Highway Safety

- 6.5.1 The building would have a gated vehicular and pedestrian access from Marlborough Road which would lead to the eight parking spaces. The Highway Authority have no objection to the amount of parking proposed, or to the visibility splay provided into the parking area from Marlborough Road. Condition to ensure that the visibility splay, and that parking spaces are appropriately surfaced and provided prior to first occupation would be imposed.
- 6.5.2 It is noted from the consultation responses that the immediate area already experiences problems in respect of lack of on-street parking and amount of through traffic. In assessing the highway impacts of a proposal, paragraph 109 of the NPPF states that development should only be refused on transport grounds where the residual cumulative impacts are severe. Paragraph 105 provides a list of factors which should be taken into account, which includes the availability of and opportunities for public transport, and the type, mix and use of the development. Policy 10 of the ACS states that development should be designed so as to reduce the dominance of motor vehicles.
- 6.5.3 As previously outlined in paragraph 6.2.3 above, the site is considered to be a good location for a purpose built accommodation, being close to a wide range of amenities including to the university campus, and to the centre of Beeston (as opposed to amidst a predominately housing area) and is close to a wide range of sustainable transport options such as the well served public transport route immediately outside the site on High Road, the frequent tram service on Middle Street, and to walking and cycling routes. In addition, a cycle storage area for 22 cycles would be provided, which would encourage the use of sustainable modes of travel, and reduce the reliance on the private motor car. It is therefore considered that the proposal would not have a significant impact on highway safety or to a significant increase in demand for on-street parking.

6.6 Noise

- 6.6.1 As the building would contain bedrooms which would be located adjacent to a busy road, and is close to the town centre with night time uses nearby, details of a report to ensure that the occupants would not be unduly affected by noise would need to be submitted and agreed prior to the commencement of any above ground works. Any measures approved would need to be implemented prior to first occupation.
- 6.6.2 Concerns have been raised in respect of noise during construction and demolition. A regulatory condition to restrict hours of construction would be imposed as recommended.
- 6.6.3 Concerns have also been raised in regard to noise emanating from the use of the building (by the occupiers). It is considered that as the rear of the building would be functional (for vehicle parking and for access to the bin/cycle store) and has no outdoor amenity space, and that the main resident access is from the entrance on High Road, the level of noise would not be significantly higher than would be

expected for a residential use in an edge of town location. In addition, the occupants would have access to formal open space, such as Broadgate Park, close to the development.

6.7 Other Matters

- 6.7.1 The development would need to be built to the Building Regulations in force at the time of the build, in regard to the provision of adequate drainage (both foul and surface water). This is a matter that is separate to planning.
- 6.7.2 The concern that the development may affect the value of nearby property is noted, however this is not a material planning consideration.
- 6.7.3 Should nesting birds or bats be found on building or within the site, then the onus will be on the developer to ensure that they take all reasonable measures to safeguard any protected species, as it would be a legal requirement.
- 6.7.4 It would be difficult to attribute the increase in litter and rubbish to any one particular building or group of households. It is considered that adequate provision is proposed within the site to accommodate any waste or rubbish generated by the development.
- 6.7.5 A concern has been raised as to whether the doctors and dentists can cope. No further explanation has been given, however it is assumed that this is in terms of additional pressure on infrastructure due to the numbers of occupation. The proposed development is not classed as a major and as such there is no requirement for a financial contribution to be sought for the provision of additional facilities within the primary health care setting.

7 Planning Balance

- 7.1 The benefits of the proposal are that the development would provide a good standard of purpose built shared accommodation, in a highly sustainable location, and which could contribute to the freeing up of dwelling houses which are suitable for long term residents.
- 7.2 The negative impacts are the loss of the existing buildings, impact on local road network and impact on neighbour amenity.
- 7.3 On balance, it is considered that the negative impacts would be outweighed by the benefits of the scheme, which is considered to be in accordance with the policies contained within the development plan. This is given significant weight.

8 Conclusion

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

<u>Recommendation</u>	
<p>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</p>	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with the site location plan and drawing numbers 2310/10 rev C, 2310/11 rev C, 2310/12 rev C, 2310/13 rev C, 2310/14 rev C, 2310/15 rev B, 2310/20 rev C and 2310/21 rev C received by the Local Planning Authority on 11.06.21.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>No development shall take place until details of a noise report, which shall be prepared in accordance with the provisions of the DoT Calculation of Road Traffic Noise and BS8233 to predict noise levels at and within the nearest noise sensitive location has been submitted to and approved in writing by the Local Planning Authority. The report shall set out; a large scale plan of the proposed development; noise sources and measurements/prediction points marked on plan; a list of noise sources; a list of assumed noise emission levels; details of noise mitigation measures; description of noise calculation procedures; noise levels at a representative sample of noise sensitive locations; a comparison of noise level with appropriate current criteria. Where current criteria are exceeded at any location the applicant shall explain why that excess is immaterial or what further mitigation will be undertaken to ensure that criteria will be met.</p> <p>Mitigation measures approved as part of the submitted details shall be installed prior to first occupation of the development and retained for the lifetime of the development.</p> <p><i>Reason: In the interests of public health and safety and in accordance with Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
4.	<p>No development shall take place until a Demolition and Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall include:</p> <p>a) The means of access for construction traffic;</p>

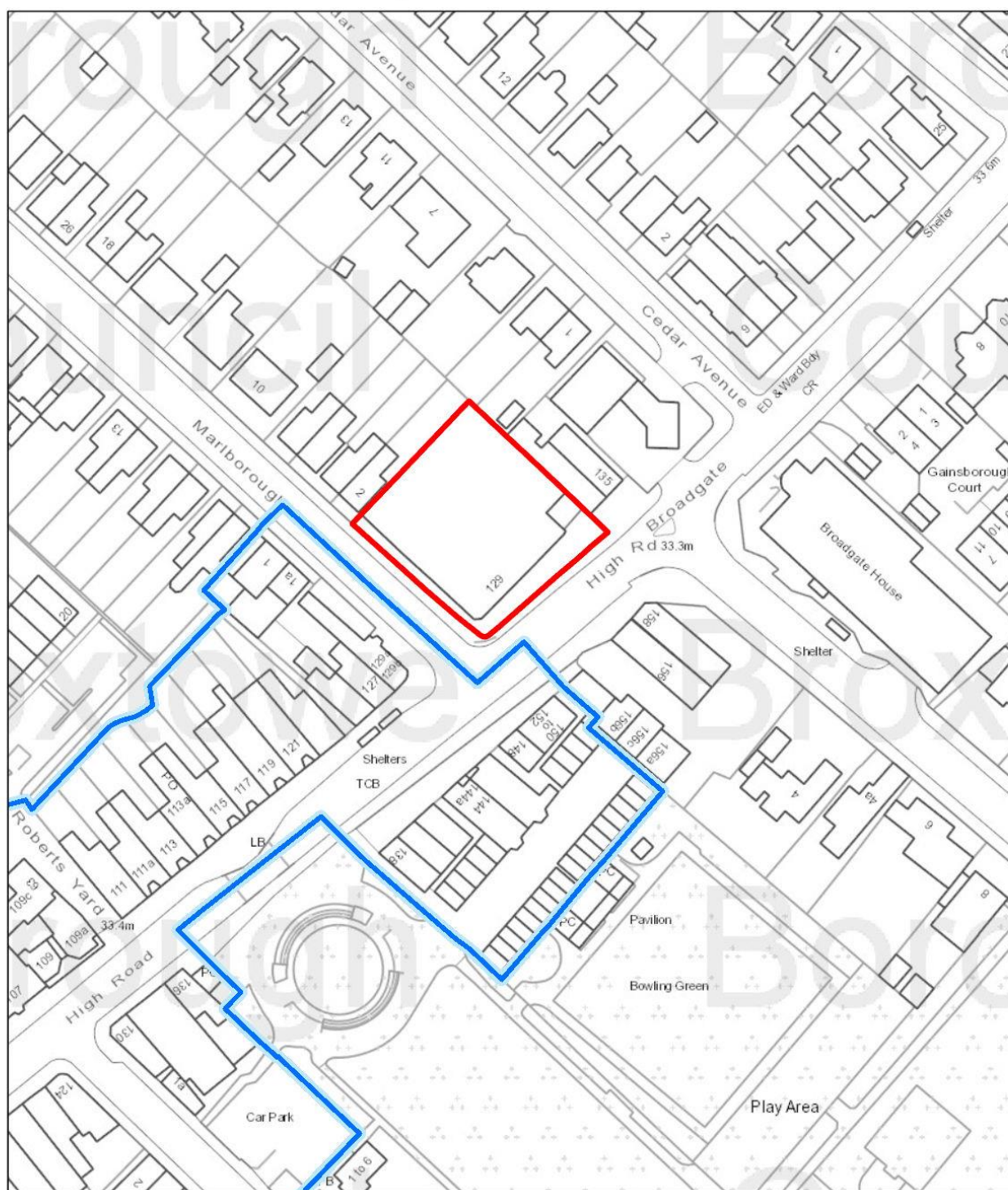
	<p>b) Parking provision for site operatives and visitors; c) The loading and unloading of plant and materials; d) The storage of plant and materials used in the construction of the development; e) A scheme for the recycling/disposal of waste resulting from construction works; and f) Details of dust and noise suppression to be used during the construction phase.</p> <p>The statement as approved shall be implemented throughout the construction and demolition period.</p> <p><i>Reason: In the interests of public health and safety and in accordance with Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
5.	<p>No demolition shall take place, in connection with the development, until a report in line with current Health and Safety guidance for the identification and safe removal of asbestos containing material has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the findings of the report.</p> <p><i>Reason: In the interests of public health and safety and in accordance with Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
6.	<p>No above ground works shall be carried out until details of the manufacturer, type and colour of the bricks, cladding and window frames to be used in facing 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>
7.	<p>No above ground works shall take place until a landscaping scheme has been submitted to and approved by the Local Planning Authority. This scheme shall include the following details:</p> <p>(a) numbers, types, sizes and positions of proposed shrubs and other soft landscape areas (b) proposed boundary treatments (c) proposed hard surfacing treatment (d) proposed lighting details.</p>

	<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>
8.	<p>The development hereby permitted shall not be brought into use until the visibility splays as shown on drawing 2310/15 rev A have been provided, and shall thereafter be kept free of all obstructions, structures or erections, for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
9.	<p>The development hereby permitted shall not be brought into use until the access drive and parking spaces (which shall be delineated in accordance with drawing number 2310/15 rev A) have been surfaced in a hard bound material (not loose gravel) and shall thereafter be maintained in hard bound material for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
10.	<p>The development hereby permitted shall not be brought into use until the access drive and parking spaces have been constructed with provision to prevent the unregulated discharge of surface water from the driveway to the public highway. The provision to prevent the unregulated discharge of surface water shall thereafter be retained for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
11.	<p>The development hereby permitted shall not be brought into use until the two existing site accesses/redundant kerbs (one each on High Road and Marlborough Road) are made permanently closed and access crossings re-instated as footway and full height kerbs, to the satisfaction of the Local Planning Authority.</p> <p><i>Reason: In the interests of highway safety in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>

12.	<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>
13.	<p>No construction or preparation work in association with this permission shall be undertaken outside the hours of 08.00-18.00 Monday to Friday, 08.00-13.00 Saturdays and at no time on Sundays or Bank Holidays.</p> <p><i>Reason: In the interests of public health and safety and in accordance with Policy 19 of the Broxtowe 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.	<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.</p> <p>Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority</p>
3.	<p>As this permission relates to the creation of new units, please contact the Council's Street Naming and Numbering team: 3015snn@broxtowe.gov.uk to ensure addresses 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>
4.	Burning of 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.

5.	The developer is reminded of his legal obligation to stop work immediately should any bats be encountered during the building of the proposed extension. The Bat Conservation Trust should be contacted on 08451300228 for further advice in the event of bats or bat roosts being found.
6.	Demolition works should also take place outside of the bird breeding season (March to September). Further information is available: https://www.gov.uk/guidance/wild-birds-protection-surveys-and-licences
7.	The development makes it necessary to reinstate redundant accesses and dropped vehicular crossings over the footways of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. Works will be subject to a design check and site inspection for which a fee will be payable. The application process can be found at: https://www.nottinghamshire.gov.uk/transport/licences-permits/temporary-activities

129-131 High Road Beeston NG9 2LL



5/7/2021, 2:36:05 PM

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Site

Town Centre Boundaries

1:1,000

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Photographs



The site, with Marlborough Road to the left of the photo



View from entrance to Broadgate Park, looking toward the site (beyond bus stops)



The site, to the left, with 133 and 135 High Road, to the right



View of the site, in the middle of the photo, looking toward the town centre, from Broadgate/Humber Road junction



Side elevation of 133 High Road



Broadgate House, to the junction of Humber Road and Broadgate, to the east of the site



View from rear garden of 5 Cedar Avenue



View from rear garden of 3 Cedar Avenue

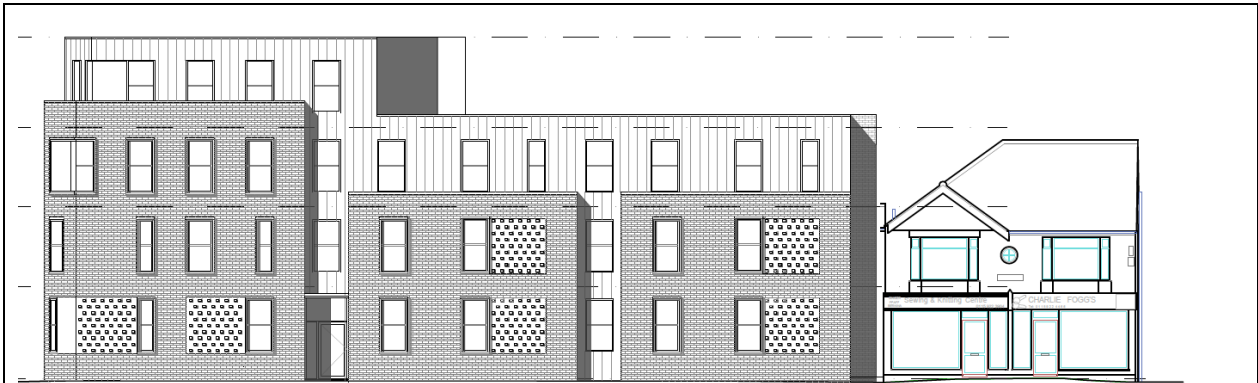


View from rear garden of 1 Cedar Avenue



156 and 158 High Road, to the junction with Humber Road. Single storey units beyond, and looking toward the town centre

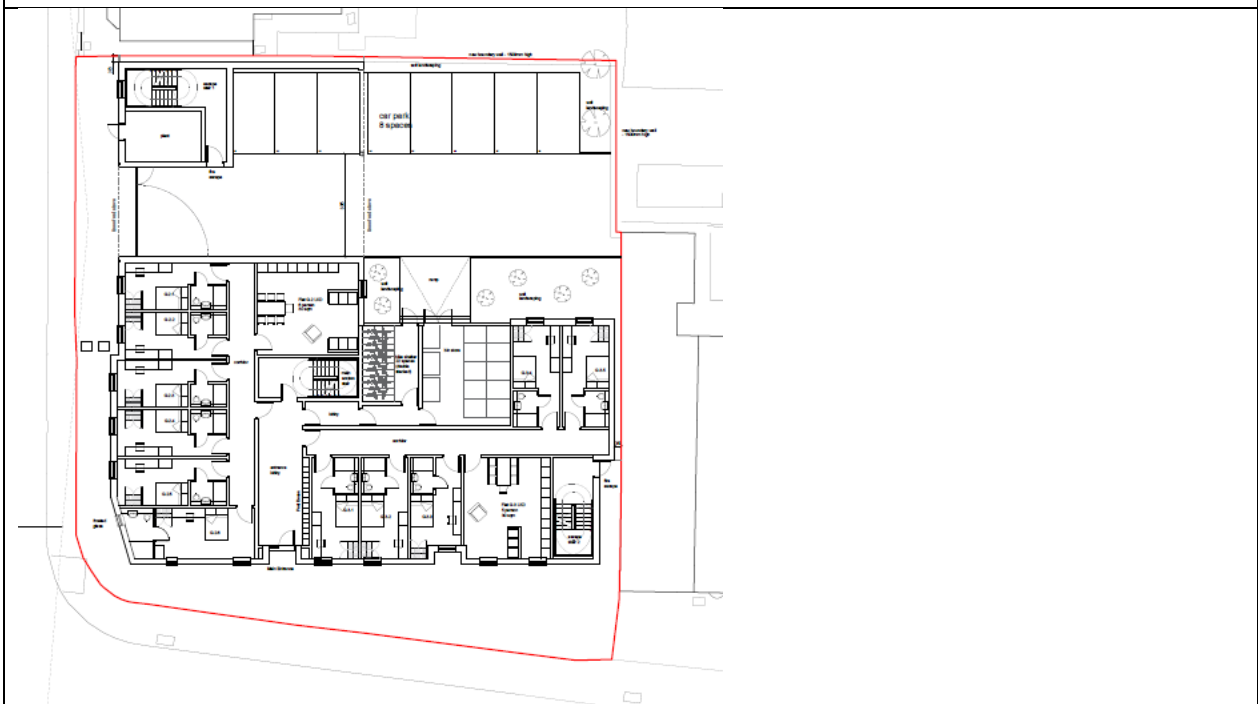
Plans (not to scale)



High Road elevation



Marlborough Road elevation



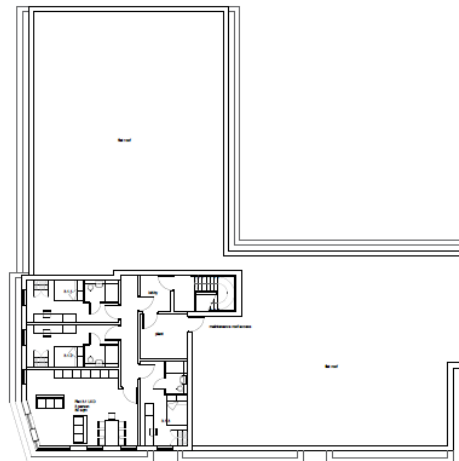
Ground floor layout



First floor layout



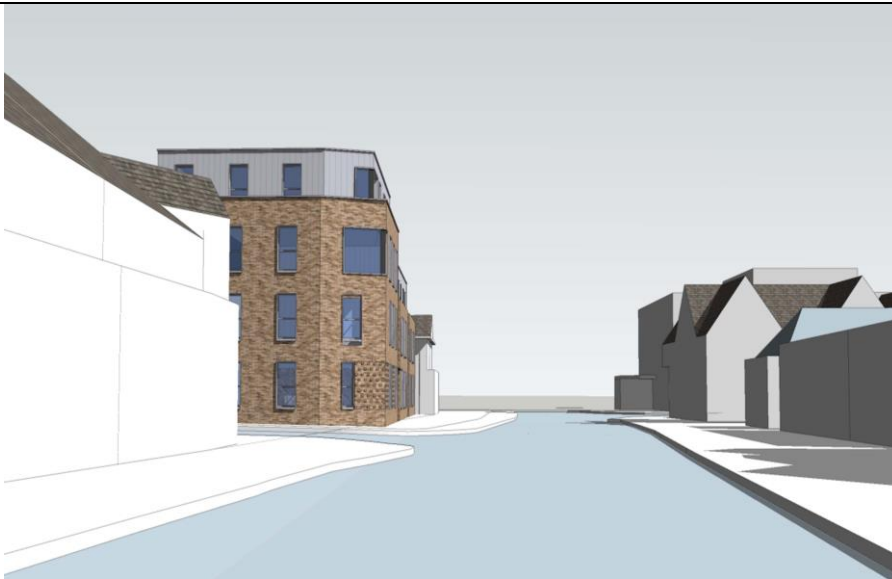
Second floor layout



Third floor layout



CGI mock up of High Road elevation



CGI mock up – view from Beeston town centre looking toward Broad Gate



CGI mock up – Marlborough Road elevation