

Report of the Chief Executive

APPLICATION NUMBER:	20/00891/FUL
LOCATION:	Central College Nottingham, High Road, Chilwell, Nottinghamshire, NG9 4AH
PROPOSAL:	Conversion of existing college building to student accommodation comprising 162 bedrooms including external alterations

This application is brought to the Committee because of the size of the proposed development.

1 Executive Summary

- 1.1 This a major planning application seeking permission to convert part of the existing college building into student accommodation comprising 162 bedrooms with external alterations.
- 1.2 As part of the application a Design and Access Statement, Planning Statement, Health Impact Statement, Building for Life Assessment, Energy Statement, Noise Assessment, Drainage Strategy, Flood Risk Assessment, Sequential Test, Transport Assessment, Travel Plan, Preliminary Ecological Survey and Statement of Community Involvement were submitted.
- 1.3 The main issue relates to whether the conversion of the building into student accommodation would be acceptable, if there is an acceptable level of design from the external alterations, if there is an acceptable impact on neighbour amenity, if it is acceptable in flood risk terms and if it is acceptable in relation to highway safety.
- 1.4 The benefits of the proposal are that the building is currently vacant and it would be brought back into use with minimal changes to the external appearance and would be accommodation specifically for students which would reduce the pressure for C3 dwellings to be occupied as a C4 use (under permitted development). The site is 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. Furthermore, the layout would provide an acceptable standard of living for the future occupiers. The development would be in accordance with the policies contained within the development plan which is given significant weight. There would be some impact 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 This a major planning application seeking permission to convert part of the existing college building into student accommodation comprising 162 bedrooms with external alterations. The building will not increase in footprint and the central courtyard will be retained.
- 1.2 The existing access from High Road will be retained and will provide access to 15 car parking spaces, five motorcycle spaces and 40 cycle spaces to the side and rear of the site. There is a second access into the site from Dale Lane but this is not considered within this application as it is outside of the site location plan. The internal layout will consist of cluster flats and studio flats ranging from studio flats to eight bed flats.
- 1.3 The college building considered in this application consists of a mixture of two and half to four storeys in height. The rear element is traditional in design and the front element, contemporary. The main external alterations to the building include, replacement windows, changes to fenestration, insertion of windows in various elevations, tile panels replaced with externally insulated render panels and existing curved balcony to the front infilled with windows and solid paneling.
- 1.4 This application is the first of three phases to redevelop the whole site for a mixture of student accommodation, residential apartments and houses. The below is an indicative plan to show the redevelopment of the site. Application 2 and 3 have not been submitted and are not considered as part of this application.



Missing to be Demolished



Planning Application Strategy

Application 1—Student accommodation
 Application 2—Student accommodation
 Application 3—Residential apartments and houses

2 Site and surroundings

- 2.1 The application site comprises a large building ranging from two and half storeys to four storeys in height. The wider site comprises buildings that are part of the college that have largely been demolished; however, these are not considered as part of this application.
- 2.2 The site is enclosed by vegetation, concrete fencing, brick walls and railings.
- 2.3 The site is relatively flat and located within mainly Flood Zone 2 and partly within Flood Zone 3 which is land with a high probability (1 in 100 or greater) of river flooding.
- 2.4 The site faces High Road and is located within a commercial/ residential area and is located just outside of the Centre of Neighbourhood Importance for Chilwell Road/ High Road and Chilwell Cottage Grove Conservation Area. The site is largely enclosed by residential properties but the tram line separates the residential properties from the site to the south west and south east.

3 Relevant Planning History

- 3.1 Planning permission (93/00628/FUL) was granted in December 1993 to construct a link block with a disabled ramp between the existing library and office accommodation.
- 3.2 Planning permission (03/00291/FUL) was granted in August 2003 to demolish temporary classrooms and construct extensions forming new classrooms, staff rooms, ancillary areas, entrance foyer, reception, cafeteria, media centre, lecture theatre/auditorium, library and resource centre and re-siting of vehicular access from High Road.
- 3.3 Planning permission (05/00248/FUL) was granted in May 2005 to construct extensions forming new classrooms, staff rooms, ancillary area, entrance foyer, reception, cafeteria, media centre, lecture theatre/auditorium, library and resource centre (amendments to the siting, layout, design and external appearance approved under planning permission ref: 03/00291/FUL).
- 3.4 Planning permission (07/01013/FUL) was granted in January 2008 for amendments to approved elevations, a single storey ground floor extension, an extension parapet of an approved roof plant room and installation of ventilation units.
- 3.5 Planning permission (13/00325/FUL) was granted in in July 2013 to construct an external facade to G-Block tower and kitchen buildings.

4 Relevant Policies and Guidance

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

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

- Policy 1: Climate Change
- Policy 2: The Spatial Strategy
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 11: The Historic Environment
- Policy 14: Managing Travel Demand
- Policy 17: Biodiversity
- Policy 18: Infrastructure
- Policy 19: Developer Contributions

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 14: Centre of Neighbourhood Importance (Chilwell Road / High Road)
- Policy 17: Place-making, Design and Amenity
- Policy 20: Air Quality
- Policy 23: Proposals affecting Designated and Non-Designated Heritage Assets
- Policy 24: The Health and Wellbeing Impacts of Development
- Policy 26: Travel Plans
- Policy 31: Biodiversity Assets
- Policy 32: Developer Contributions
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4.3 National Planning Policy Framework (NPPF) 2019:

- Section 2 – Achieving Sustainable Development
- Section 4 – Decision-making
- Section 12 – Achieving Well-designed Places

5 Consultations

5.1 **Council’s Environmental Health Officer:** Environmental Health has not raised any objection in relation to the change of use and has stated that any incidents of excessive noise should be reported to the Council and would be dealt with via relevant legislation. Advise conditions restricting the hours of construction, the submission of a Demolition and Construction Method Statement and that the fenestration as detailed in Section 6 of the Noise Assessment is installed to the specified details. An advisory is advised in respect of prohibiting burning waste on site.

5.2 **Council’s Business and Projects Manager (Environment):** no request for open space contribution.

5.3 **Council’s Housing Strategy and Development Officer:** no objection.

- 5.4 **Council's Private Housing Officer:** no objection but require further information on licensing.
- 5.5 **Council's Waste and Recycling Officer:** advise bin requirements and on requirements for the road to accommodate refuse vehicles if they are adopted.
- 5.6 **Council's Conservation Officer:** No objection: assessed this application based only on the conversion and alterations to the existing building and have not assessed this application as a Phase I of a wider application site (as this is not part of the application).

The fundamental alteration is the change of use of the building from education to living accommodation, specifically student accommodation. Alterations will predominantly affect the internal arrangement, with some external changes such as fenestration. The built environment will have minimal changes from this application.

It is considered that the change of use would have minimal potential impact upon the neighbouring heritage asset, namely the adjacent conservation area. The requirement of conservation is to preserve and enhance the character and appearance of the conservation area. The built environment will be largely preserved in its existing form. The neighbouring character of the area is residential, therefore the proposed use, albeit student accommodation, is not contrary to the character.

- 5.7 **Nottinghamshire County Council as Highways Authority:** The Transport assessment demonstrates that the college could have generated up to 1179 daily trips next to the student accommodation which could be up to 35 daily. Therefore, satisfied that the difference between the two uses will not result in a material increase in traffic.

The number of parking spaces supports the anticipated level of motor vehicles associated with the site.

The Residents Parking Scheme (RPS) would push any potential displacement of vehicles outside the limits of the RPS but beyond the point of inconvenience.

Recognise that the site is being promoted as "car free" and has frequent public transport services.

Further detailed comments were made in relation to the Transport Strategy and a request for more information was made.

Further information provided in relation to the Transport Strategy: approved the travel plan.

Comments in relation to if the internal road could be adopted: When the future aspirations to develop the site come forward, main concern will be vehicles entering/exiting the site – if the geometry of the access will be sufficient to ensure two-way flows can take place without vehicles backing out across the tram line. It

will be a case of whether the signalised junction has enough spare capacity to absorb the additional loading.

The swept path analysis showing the refuse vehicle would not mean that road would be adopted as this depends on the geometry of the road and if this meets design standards.

As the future roads within the site will remain private, will need to make sure they are provided with a standard commensurate for their intended use, that measures are put in place to ensure that appropriate provision is secured to ensure future maintenance regimes and the Highways Authority is not petitioned to adopt them.

- 5.8 **Nottinghamshire County Council as Lead Local Flood Authority (LLFA):** have reviewed the application and it is not required to make bespoke comments. Advise comments in relation to flood risk, drainage and SUDS.
- 5.9 **Nottinghamshire County Council Planning Policy:** no request for financial contributions.
- 5.10 **Environment Agency:** initial comments: object as the Flood Risk Assessment (FRA) does not adequately assess the flood risks posed by the development in relation to: how people will be kept safe from the identified flood hazards, flood emergency planning, provide finished floor levels, resistance and resilience measures and provision of safe access and egress routes.
- Comments in relation to FRA Addendum: withdraw objection and advise that the development is carried out in accordance with the FRA and Addendum.
- 5.11 **Severn Trent Water:** no comments received.
- 5.12 **Cadent Gas:** apparatus identified in area, advise the contractor contacts Plant Protection.
- 5.13 **NHS Nottingham City Clinical Commissioning Group (CCG):** has made a health contribution request for £35,113.50 for primary health care.
- 5.14 **Nottingham NHS Trust:** request a financial contribution of &72,693.00 to provide additional health care services to meet an increase of patient demand as a result of this development.
- 5.15 **Nottinghamshire Wildlife Trust:** initial comments (holding objection): The Preliminary Ecological Appraisal Report does not provide a fully comprehensive assessment of the application site for biodiversity. Raise concerns with the desktop study and a more thorough assessment is needed, lack of detail provided in relation to hedgerows (advise that all hedgerows are retained where possible), insufficient detail provided in relation to the potential importance of the wildlife corridor (recommend it is retained as a wildlife corridor). Report does not include an assessment of the buildings on site in relation to bats. Support recommendations in respect of vegetation clearance but recommend that nesting bird checks are undertaken by a qualified ecologist. Location of amphibians and reptiles is not stipulated. Recommend Precautionary Working Measures (PWM) are

implemented and adhered to throughout the development stage. No reference to hedgehogs and their presence cannot be ruled out. Report does not make reference to biodiversity net gains and welcome enhancements on an around the site.

Second comments: the ecologist has included the location and date of the species record which is welcomed. The information highlights there are bats in the area therefore, should bat roosting features be present on the buildings, nocturnal surveys should be undertaken. Welcome recommendation for further nocturnal bat surveys. Works must cease until further bat survey(s) is undertaken. Recommend that four bat surveyors carry out surveys to the building. Recommend a condition in respect of a lighting strategy to reduce light pollution is included. Support ecologists declaration that there will be no constraints to the development in regards to great crested newts. Fully support that efforts should be made to retain green corridor. Boxes designed for starlings would be most suitable for nesting birds in line with this type of development. Bat and bird boxes are welcomed but not sufficient to cover the loss of habitat(s). Therefore, a condition should be imposed requiring a submission of a Landscape and Economical Management Plan (LEMP) mapping the ecological enhancements on site. A condition securing Reasonable Avoidance Measures (RAMS) should also be included.

Third comments: reviewed the bat survey document and content with the conclusions. Therefore, works may proceed in regard to the building demolition. However, all the recommendations outlined in the RammSanderson report must be implemented. If any bats are found, works must cease and RammSanderson contacted for further advice. Summary of outstanding concerns which can be dealt with via conditions: lighting strategy required, retention of green corridor adjacent to tramline required, removal of inclusion of swallow cups and replace with starling boxes, install swift/ sparrow boxes and LEMP to highlight biodiversity enhancements; and reasonable avoidance measures secured via planning condition to reduce impacts to wildlife including nesting birds, terrestrial mammals, and amphibians.

- 5.16 **NET:** no objection subject to a condition requesting a Construction Traffic Method Statement to be agreed with the operator before works commence. The applicant should liaise with Tramlink Nottingham in regards to bulk tram ticket purchases. Funding is required from the developer to change the name of the tram stop due to the change in use from a college to residential accommodation.
- 5.17 **Nottingham Police Crime Prevention Design Advisor:** identified several key features that could potentially contribute to crime and disorder and seek further clarity on these: proposed visitor access control system, residential access control, bicycle parking and security, details of the proposed management and maintenance program for the car park.

Second comments: no further comments to make based on additional information provided.

- 5.18 81 neighbouring properties were consulted on the application, a petition with 20 signatures objecting to the proposal, 5 newspaper articles, 60 objections (two

containing the same newspaper article) and 12 observations were received. The comments will be summarised as follows:

- Noise and disturbance from students (should be conditioned)
- Overlooking
- Most residents on Dale Lane are of a retirement age
- Developers have provided information on existing noise levels during lockdown when people are isolating
- Glazing will not prevent noise travelling, especially through open windows
- Density is inappropriate
- Should have no outdoor recreational space to ensure noise is managed
- Landscaping and boundary treatments for noise should be considered
- Sense of enclosure
- Unclear on boundary treatments
- Telecommunication aerials are unsightly and their visual impact should be reduced
- Out of character with area
- Building should not exceed current height
- Materials should be in keeping with conservation area and age well
- Concerns with flooding and drainage, especially due to flooding last year
- Flood risk will be made worse by further development
- The site is within 20m of a watercourse (culverted under tramline) but FRA fails to state this
- Two trees providing screening from development and request for these to be retained
- Removal of green space to the south west of college building is unacceptable
- Trees were planted to replace TPO's removed from the tram
- Hedgehogs should be considered
- Trees and hedges should be planted
- Proposal fails to satisfy Policy 1 of the Aligned Core Strategy in relation to minimising carbon emissions (as a minimum new glazing should be double or triple glazed)
- Developer such reconsider the heating and hot water strategy
- Plans should demonstrate how the roof area has been used to maximise the on-site generation capacity of the proposal
- Condition should be imposed requiring energy generating technology to be monitored
- Existing access to be utilised from High Road is welcomed
- Existing access is problematic
- Additional traffic should be mitigated on southern side of Grove Avenue by finding alternative parking for J&B Autos vehicles
- Concerned that the Dale Lane entrance may be utilised as it is narrow with limited visibility
- Insufficient parking
- Central College undertook great efforts to dissuade students from parking on Dale Lane and Grove Avenue which should be repeated
- Application underestimates peak traffic events such as summer schools and open days
- Booking system for traffic/parking will not work
- Students should not be issued parking permits

- Concerns of parking outside of permitted hours on nearby roads
- Further consultation should take place with residents on non-permitted part of Park Road
- Tram will be overcrowded with additional students
- Tram lines are life-threatening for cyclists
- Should be refused on highway safety grounds for risk to cyclist's safety
- Concerns with the Transport Assessment and it failing to highlight sufficiently the risk to cyclists
- Extension to college building will increase pressure on limited parking
- Parking spaces doesn't consider visitor parking
- Grove Avenue does not have a pavement and increase in traffic from Dale Lane access will mean it is difficult to navigate as a pedestrian
- Highways Authority should extend permitted times to control out of hours traffic on surrounding roads
- Access should be considered to the rest of the site in this application and if not, should be refused
- Signage should be put in place to direct cars away from Grove Avenue
- Access road onto High Road should be adopted
- Grove Avenue has not been resurfaced for a significant period of time
- Excessive noise and disturbance from demolition of buildings
- Not informed of demolition of buildings
- Student accommodation is taking over Beeston, should be converted into affordable residential living for the community or nursing home
- The college should remain as a place of learning
- Student accommodation should be restricted to campuses or adjacent areas
- 285 students means there will be 75 more students inhabiting the site more than Nottingham University halls of residence
- Will be unable to live in properties, unable to sell them and will depreciate in value
- Antisocial behaviour and activities associated with students
- Smaller flats, eight bed flats are too large
- Should have a minimum age for residents (e.g. less than 21)
- A sound barrier should be built
- A curfew should be agreed
- Concerns for cyclists and pedestrian's safety
- Concerns with access for emergency vehicles and takeaway delivery vehicles
- Excessive litter
- Increase strain on local services
- Lack of publication during lockdown
- Concerns with impact on Richmond Drive sheltered accommodation
- Overdevelopment
- Open spaces should be considered for students
- The Council has not informed all local residents of the application
- Loss of community
- Phase 2 and 3 should be considered as part of the wider context of the site
- Concerns with Phase 2 and 3 in relation to additional students, noise, environmental factors, overlooking, loss of amenity, parking and extension to the main college buildings
- Application should be refused on the impact on the conservation area alone
- Reduction in need for student housing due to Covid-19

- Media attention around illegal student gatherings during lockdown
 - Results of overpopulation of students has been witnessed in Lenton/Dunkirk area and has contributed to the decline of these areas
 - Students will not integrate with community in a purpose built student complex
 - NET should organise a cycle-friendly alternative for cyclists via quiet roads of provide a good quality segregated cycleway highway adjacent to the tramline
 - Should be 24 hour security
 - Phone number to contact if problems occur with the site
 - Misleading deadlines on consultation
 - Lime Grove Avenue has not been consulted
 - Full name of applicant should be given
 - Does not meet policies regarding environmentally sensitive design and construction, reducing the risk of flooding, and promoting the use of low carbon technologies or housing mix
 - Not included in development plan as an allocated site
 - Owners should be held accountable by planning conditions to ensure the site is managed and supervised correctly
 - Increase in crime
 - Later applications are more likely to be approved if this application is approved
 - Removal of educational building has been detrimental to economic and educational opportunity in the area
 - Object to any pedestrian access around border of property
 - Transient population doesn't suit long-term residential area
 - Existing courtyard area is limited as recreational space
 - External lighting around site but not bright enough to impact on adjoining neighbours
 - Student development application at former Kings Carpets site on Marlborough Road
 - Projects including Technology Drive, Barton Quarter and the Myford site encourage a vibrant town centre but conversion of an educational building is inappropriate
 - Too far from university campus
 - Conditions in respect of access, green spaces, noise, residents parking and S106 contributions should be considered
 - No economic benefit to area
 - Could benefit retailers in area
 - Students should be integrated into area with local residents
 - Positive use of site.
- 5.19 Observations were received by the Beeston Civic Society which can be summarised as follows: concerned that the number of occupants could have a negative impact on neighbour amenity in regards to nuisance, noise and potential overlooking. These concerns would outweigh any positives for the local economy. Infrastructure improvements will be required for pedestrians and cyclists. Landscaping should be retained and enhanced. A robust management plan should be required before occupation and expect conditions in respect of waste management, noise and car parking. There is little or no evidence of community involvement prior to the submission of the application. Intensification would detract from the character of the wider area, in particular, the conservation area. Developers of large scale university student accommodation should be required to

provide evidence that such extensions to the university campus on sites such as this one do actually free up family homes.

6 Assessment

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

6.2 **Principle**

6.2.1 It is evident from the number of objections received that the principle of the change of use is strongly opposed and one of the main reasons is the perceived transient nature of students inhabiting the site. However, the Council does not have any policies restricting student development and each application submitted should be considered on its own merit. It is acknowledged that an application is being considered under 21/00092/FUL to demolish a vacant retail unit formerly occupied by Kings Carpet for a C4 Use. In addition to this, a vacant residential unit was granted permission under (18/00607/FUL) for an 83 bed student accommodation. All these sites are/were vacant, privately owned buildings and therefore the Council must deal with submissions as they are presented.

6.2.2 Whilst there might be a preference for affordable housing on this site, it is acknowledged that affordable housing is still secured through multiple sites within the borough through Section 106 agreements. Beeston and Chilwell periphery are inevitably popular places for student accommodation given their sustainable transport links connecting them to Nottingham University and Nottingham Trent University in Nottingham City Centre. Furthermore, granting approval for schemes such as these can relieve pressure on the conversion of the conversion of family homes into C4 uses which is permitted development.

6.2.3 The application site is considered to be a good location for student accommodation, being close to a wide range of amenities within the Centre of Neighbourhood Importance for Chilwell Road/ High Road and centre of Beeston (as opposed to amidst a predominately housing area). It is within close proximity to sustainable transport options such as the tram route immediately outside the site on High Road (and regular bus services). For these reason, it is considered that the principle of the proposed change of use and bringing this vacant building back into use is acceptable.

6.2.4 To conclude, it is considered the principle of the development is acceptable and matters in relation to design; amenity; and impact on highway safety and parking will be addressed below.

6.3 **Flood Risk**

6.3.1 The site is partially located within Flood Zone's 2 & 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 states 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.

- 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. 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. Furthermore, it is the conversion of a vacant building which makes good use of an existing site. 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 application site is located predominantly within Flood Zone 2 and Flood Zone 3 where there is a high risk of flooding. In line with the National Planning Policy Framework (NPPF), any application for residential development within Flood Zone 2 or 3 is subject to a sequential test. This test aims to steer new development to Flood Zone 1 where there is a lower probability of river or sea flooding.
- 6.3.4 A Flood Risk Assessment has been submitted which confirms that the existing floor level of the building will remain at 32.90m AOD (Above Ordnance Datum). According to the FRA, the existing finished floor level of the building is substantially raised above the adjacent site boundary levels to the adjacent existing tram line. The FRA concludes the following: *"It is therefore inferred that the existing building FFL is not at risk of fluvial flooding, as surrounding infrastructure and associated areas are currently located below the existing building level, as evidenced by site specific topographical data, and will likely displace any floodwaters before reaching such a level as to affect the existing building."*
- 6.3.5 In relation to access and egress, the FRA states the following: *"As the Flood Zone 3 extents appear to encroach into the development site from the western boundary, safe access and egress may be achievable from the existing site access off High Road and also the existing retained building entrance (which are located with Flood Zone 1)."* Resistance and resilience measures such as raised electrical sockets, resilient wall and floor finishes will also be included in the conversion of the building.
- 6.3.6 The Environment Agency (EA) initially objected to this application due to the absence of an acceptable Flood Risk Assessment. Further information was submitted via an addendum in relation to floor levels, access and egress and flood resilience and resistance measures. The EA overturned their objection and are now in support of the application.
- 6.3.7 The Lead Local Flood Authority did not raise any objection or make any bespoke comments in relation to the application.
- 6.3.8 Taking these factors into account, it is considered that a sufficient assessment of alternative sites has been made given that a failure to permit the change of use of an existing building which is protected by good quality flood defences, and has 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.

6.4 Design

- 6.4.1 The existing building is of a contemporary, striking appearance with a strong visual presence in the street scene of High Road positioned at the end of the Centre of Neighbourhood Importance for Chilwell Road/ High Road but relatively isolated in appearance. The proposal will largely retain this appearance that there will be minimal changes to the façade.
- 6.4.2 The external alterations to the building include, replacement windows, changes to the fenestration, insertion of windows in various elevations, tile panels replaced with externally insulated render panels and existing curved balcony to the front infilled with windows and solid paneling.
- 6.4.3 The façade has been retained in relatively good condition. The older traditional element of the building that connects to this part to the rear will be updated with new windows to match the front element of the building.
- 6.4.4 Insulated render panels to match existing paneling will be used on different elements of the building. Where fenestration is bricked up, matching bricks will be used.
- 6.4.5 A condition will be included to provide samples of external facing materials to ensure these are in keeping with the main building and due to the proximity to the adjoining conservation area.
- 6.4.6 The building will not increase in height or footprint.
- 6.4.7 To conclude, as the building will largely retain the same design but will be “made good” where appropriate to accommodate for internal changes, it is considered the design is acceptable. The building will not increase in height or footprint.

6.4 Amenity

- 6.4.1 A number of concerns have been received in relation to the building causing a sense of enclosure, overlooking and excessive noise and disturbance.
- 6.4.2 Concerns have been raised in relation to phases 2 and 3 but as they are not within the red line of this application, they cannot be considered. The building considered in this application will not increase in height or footprint, therefore the relationship with neighbours in regards to the massing of the building will remain unchanged. It is considered there will be some level of overlooking but not to a detrimental level that would be refusable.
- 6.4.3 Whilst it is acknowledged the fenestration will be amended and new windows will be inserted, it will largely retain the same outlook and appearance and the building is a minimum of approximately 27m at its nearest point to any adjoining neighbour which is considered to be a substantial distance. Furthermore, whilst it is also acknowledged that the building is of a substantial size in comparison to the neighbouring residential properties, the building has been established for a number of years and is not increasing in size or massing, therefore it is considered the

building itself, even with the proposed change of use, will not have a detrimental impact on the amenity of adjoining neighbours.

- 6.4.4 It is acknowledged that a degree of noise and disturbance will be experienced from the change of use of the building into student accommodation. However, it is also acknowledged that a degree of noise and disturbance will have been experienced from its use as a college. Environmental Health has not raised any objection in relation to the change of use and has stated that any incidents of excessive noise should be reported to the Council and would be dealt with via relevant legislation. A condition to control noise levels would not be included as this is dealt with via different legislation as mentioned above. In addition to this, a condition has been advised to ensure the fenestration as detailed in Section 6 of the Noise Assessment is installed to the specified details.

6.5 Highways and Access

- 6.5.1 The Highways Authority has not objected to the application. A Transport Assessment (TA) was submitted with the application which has considered the likely impact of the development on the local road network and highway infrastructure. It has been estimated by the College's facilities and management team that the total number of students and staff occupying the site was approximately 3250. The Transport assessment demonstrates that the college could have generated up to 1179 daily trips which is significantly higher when compared with the anticipated 35 daily trips generated from the student accommodation. Therefore, it is considered the difference between the two uses in regards to trip generations will not have significant impact on traffic.
- 6.5.2 The Highway Authority has concluded that the number of parking spaces would support the anticipated level of motor vehicles associated with the site and that the Residents Parking Scheme (RPS) on neighbouring roads would push any potential displacement of vehicles outside the limits of the RPS but beyond the point of inconvenience.
- 6.5.3 With regard to parking provision across the site, the future managers of the site have proposed a 'no car ownership' policy for all students, that will prevent them taking up residence without signing a contract to agree to not having a car on site. The site owners have also suggested that there could be a clause added into any S106 agreement to give greater 'support' to this argument. Whilst the notion of restricting car ownership is supported, it is not considered reasonable or practically enforceable to add a planning condition to this effect. This is an issue for the management of the site, by the future owners, rather than something that can be enforced by the planning department. In the same vein, it is not considered justified to add this into any legal agreement as it would not be CIL compliant.
- 6.5.4 Discussions were undertaken in relation to the site access and internal road and pavements being amended in order for the road to be adoptable. However, this was declined by the agent and therefore the S106 will include reference to the site access, roads and pavements being managed privately with no responsibility falling onto the Local Authority or Highways Authority.

- 6.5.5 There are two accesses into the site, one via High Road and one via Dale Lane; however, the access via Dale Lane is not in use and not considered as part of this application as it is outside the site location plan. The proposed access for pedestrians and vehicles will remain from High Road. The site will provide 15 car parking spaces, five motorcycle spaces and 40 cycle spaces to the side and rear of the site. Based on the expected trip generations and lack of objection from the Highways Authority, it is considered this is acceptable.
- 6.5.6 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. 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.
- 6.5.7 NET has not raised any objection to the application subject to a Construction Method statement that is agreed in advance of works commencing. The applicant is advised to liaise with Tramlink Nottingham in regards to bulk tram ticket purchases and funding will be required from the developer to change the name of the tram stop due to the change in use from a college to residential accommodation.
- 6.5.8 To conclude, the site lies within a sustainable location with access to regular bus services along High Road (with a bus and tram stop being positioned in front of the site). The site is within close proximity to the Centre of Neighbourhood Importance for Chilwell Road/ High Road and within walking distance of Beeston town centre. It is considered that car ownership associated with the site will be low but for the reasons stated above, it is considered that the proposed change of use would not have a detrimental impact on traffic, parking or highway safety. In addition to this, the Highways Authority has not objected to the scheme on highway safety grounds or for any other matter. Therefore, it is considered that a pragmatic approach needs to be taken in respect of bringing this vacant building back into use.

6.6 Ecology

- 6.6.1 A Preliminary Ecological Appraisal was undertaken to determine the presence of any important habitats or species which would need to be considered through the proposed conversion of the building.
- 6.6.2 It was concluded that the site was considered to be of low value to wildlife and that only a small range of floral species were present, three species of birds were observed which were all Species of Low Conservation Concern. None of the trees on the site contained any features which could be considered suitable for roosting bats and there were no signs of Otters or Water Voles. The site was unsuitable for amphibians and reptiles as there were no still water wetland features. The site was dominated by buildings and hardstanding, with only a small area of grassland and

scrub and as such it was concluded that there was low potential for significant invertebrate assemblages.

- 6.6.3 The survey highlights the possible impacts of the proposed works and recommendations to overcome these. Some of these include removal of trees and shrubs outside of the bird nesting season (but where unavoidable a qualified ecologist would be required to provide clearance before works commenced), escape routes from open trenches for potential wildlife and safe removal of hedgehogs. Bird and bat boxes are also recommended.
- 6.6.4 The Nottinghamshire Wildlife Trust (NWT) raised a holding objection and listed a number of concerns with the Preliminary Ecological Appraisal section 5.15 of this report. A more thorough assessment within the Preliminary Ecological Appraisal and a Preliminary Bat Survey were provided. NWT concluded they were content with the additional information and advise conditions in respect of the following: lighting strategy, retention of green corridor adjacent to tramline, removal of inclusion of swallow cups and replace with starling boxes, installation of swift/sparrow boxes and LEMP to highlight biodiversity enhancements; and reasonable avoidance measures secured via planning condition to reduce impacts to wildlife including nesting birds, terrestrial mammals, and amphibians.
- 6.6.5 The Preliminary Ecological Appraisal has identified that there is a low risk of amphibians and reptiles on the site due to there being no wetland features and being located in an urban area, therefore it is considered unreasonable to include a condition for precautionary working measures throughout the process and such a condition would be unpractically enforceable by the Council. Furthermore, there is legislation to protect any protected species which should be adhered to.
- 6.6.6 Whilst NWT has requested for the green corridor to the south west to be retained via a condition, this is outside of the site location and therefore cannot be conditioned.

6.7 Heritage

- 6.7.1 The site is located just outside of the Chilwell Cottage Grove Conservation Area and therefore the Conservation Officer was consulted on the application. No objection was raised and it was recognised that the external changes to the building proposed are minimal. It is considered that the change of use would have minimal potential impact upon the neighbouring heritage asset, namely the adjacent conservation area. It was recognised that the built environment will largely be retained and that the proposed use of student accommodation next to residential properties would not be contrary to the character.
- 6.7.2 To conclude, as the building will largely be retained in its current form, it is considered the impact on the neighbouring conservation area is acceptable. Whilst it is recognised the use is changing to accommodate students, this is a residential use which is prevalent in the area and therefore on heritage grounds, the application is considered to be acceptable.

6.8 Financial Contributions

- 6.8.1 In accordance with paragraph 56 of the NPPF and the Community Infrastructure Levy (CIL) Regulations 2010, planning obligations can only be used if they are: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.
- 6.8.2 As this application is for student accommodation, no financial contributions towards affordable housing will be sought.
- 6.8.3 NHS Nottingham City Clinical Commissioning Group (CCG) has made a health contribution request for £35,113.5 for primary health care which has been agreed to be paid by the agent.
- 6.8.4 The NHS Trust has requested a financial contribution of £72,693.00 to provide additional health care services to meet an increase of patient demand as a result of this development. The agent has declined to pay this contribution. As there is no requirement within Broxtowe's adopted planning policy to a contribution of this nature to be requested, it would not be justifiable to refuse this application based on this reason.
- 6.8.5 In conclusion on S106 matters, the proposed obligation is considered to meet the tests set out in the NPPF in terms of being necessary, directly related and fairly and reasonably related in scale and kind to the development.
- 6.8.6 The S106 heads of terms have been agreed and the S106 document is currently being drawn up and finalised with the Council's legal department.
- 6.9 Other Matters**
- 6.9.1 The Nottingham Police Crime and Prevention Design Advisor identified several key features that could potentially contribute to crime and disorder and requested further clarity on these from the agent. The concerns raised in relation to this scheme were in respect of: proposed visitor access control system, residential access control, mail delivery, bicycle parking and security, details of the proposed management and maintenance program for the car park.
- 6.9.2 The agent confirmed that visitor access will be controlled via an intercom system with a door release function, cycle stores will have security features, parking will be managed on site by the operator and a secure mail and letter box delivery unit will be installed. The Police Crime and Prevention Design Advisor did not raise any further comments in relation to this response.
- 6.9.3 Licensing is not a material planning consideration and is dealt with by the Council's Private Sector Housing department.
- 6.9.4 Whilst it is acknowledged there is a mix of demographics in the area, some of which include older residents, this would not be a reason to refuse the application. Furthermore, any potential excessive noise and disturbance should be reported to the Council's Environmental Health department.

- 6.9.5 Whilst it is accepted that the noise assessment was conducted within unusual circumstances that could have led to different results, Environmental Health has been consulted on the application and has not raised any concerns or objections to the results or proposed change of use.
- 6.9.6 The glazing will be conditioned to ensure it meets the specific requirements as stated in Section 6 of the Noise Assessment which will be in line with Building Regulations. It is considered this is sufficient to mitigate the impact of excessive internal noise. It is acknowledged that when windows are open that noise may be experienced on a higher level but it is considered this would not be to a detrimental level, especially given the separation distances to nearby properties.
- 6.9.7 It is an accepted practice that student accommodation is high density but it is considered that the density is acceptable given that this is a change of use and the footprint is not increasing. The Private Housing team has not raised an objection in regards to the layout or density.
- 6.9.8 The external usable space will be located in a central courtyard, enclosed on all sides by the accommodation buildings which will mitigate some noise and disturbance.
- 6.9.9 A condition in respect of landscaping will be included which will include details of trees, planting and boundary treatments. The Statement of Community Involvement states the following: *“There is currently no intention to remove any existing trees or vegetation along the boundaries and as part of the applications for the remaining phases a study of the locations, size etc of existing vegetation will take place as part of the biodiversity report. In the unlikely event that any cutting back / removal becomes necessary this would be discussed directly with the resident on the affected shared boundary.”* The agent has confirmed the intention to retain all trees within this phase of the application.
- 6.9.10 There are legal requirements in place to retain the telecommunications equipment and therefore requesting their removal would be unreasonable, especially as this is a conversion of the building and they are existing features.
- 6.9.11 Parking permits are issued via Nottinghamshire County Council as Highways Authority.
- 6.9.12 It would be unreasonable to find alternative parking for J&B Autos as a result of the approval of this application.
- 6.9.13 The Statement of Community Involvement states that the High Road access will be the only access into the site for all phases of development and is not proposed via Richmond Drive or Dale Lane. However, if there was a proposal for access via these two roads with another application, the Highways Authority would assess the suitability of both accesses in line with the scheme proposed.
- 6.9.14 Whilst there will be an increased usage on the tram service, given the nature of students attending lectures are different times throughout the day and frequency of the tram service, it is considered this would not put detrimental pressure on the service. Furthermore, NET has not raised any concerns in respect of this.

- 6.9.15 The Highways Authority has not raised any concern in respect of highway safety and cyclists and the application would not be refused on this.
- 6.9.16 It would be unreasonable to include a curfew for occupants of the site and the operations of the site will likely be managed by a management company.
- 6.9.17 A number of concerns have been raised in respect of the second and third phase of development and that this should be considered in line with this application. However, only the site within the site location plan can be considered. Should this application be approved, any future applications would be considered alongside this.
- 6.9.18 The proposed application will be for 162 students and future phases are anticipated to be private residential properties, not specifically students; however, this would be subject to assessment with future applications.
- 6.9.19 Any alterations to existing highways or infrastructure in the local area would be carried out by the Highways Authority. The Highways Authority has not request any financial contributions to mitigate the development on local infrastructure.
- 6.9.20 Concerns have been raised in regards to the noise and disturbance created from the demolition of the existing buildings on site which is being dealt with by Environmental Health. It is considered that planning permission is not required for the demolition of the buildings on site.
- 6.9.21 The depreciation of house values is not a material planning consideration.
- 6.9.22 Any anti-social behaviour should be reported to the police.
- 6.9.23 Whilst it is acknowledged there will be some impact on local services, this is considered to not be detrimental. There are a number of developments in the area (Technology Drive, Barton Quarter and the Myford site) that cumulatively will impact on local services but will also provide opportunity for services to expand and increase which will add to the local economy of Beeston and Chilwell.
- 6.9.24 All adjoining neighbours and two site notices (one in front of the site on High Road and one on Grove Avenue) were displayed to publicise the application which is sufficient in line with statutory requirements. There is usually a cross over between the consultation length of time stated in letters and when site notices are put up by the officer. This means that sites such as these can receive longer than the statutory 21-day period to provide comments but never shorter.
- 6.9.25 Considering the neighbouring developments which have been approved and are under construction, it is considered this development will add to the mix of residents in the area and not detract from it.
- 6.9.26 Newspaper articles in relation to anti-social behaviour of students have been provided but these are isolated incidents and it cannot be assumed that all students will replicate this behaviour.

- 6.9.27 There is no requirement for the applicant to state their full name on the application.
- 6.9.28 Electrical charging points are proposed for a percentage of the car parking spaces.
- 6.9.29 Whilst this isn't an allocated site for housing, it does not mean that residential accommodation cannot be occupied on it.
- 6.9.30 Planning conditions imposed on the development must meet the relevant tests as stated within Paragraph 55 of the NPPF. Imposing conditions for the long term maintenance of the building would be unreasonable and would be undertaken by a management company.
- 6.9.31 A preliminary Energy Efficiency Statement was submitted which has explored the proposed energy consumption of the building in regards to providing double glazing windows and solar panels on the roof as well as exploring other forms of renewable energy such as air source heat pumps and CHP (Combined Heat and Power Systems).
- 6.9.32 The agent has confirmed that a monthly newsletter will be sent out to the local community to keep neighbours informed of what is happening on the site and future development. This will contain information for neighbours to contact the construction team directly.
- 6.9.33 FHP Student Living Team are proposing to manage the site subject to receiving permission. They have provided a "Student Living Management Plan" and it states the following in relation to potential disturbance in the area *"We recognise that the development of student properties has the risk of disturbing local residents and we recognise the need for and promote on-going dialogue and communication during the design, construction and operational phases. Our management team and systems will ensure an effective and responsive interface with the community and the control of issues such as Noise and Parking and wider ASB policies. We will ensure that all potential impacts on the community are dealt with promptly and locally, including the timely removal of waste and repairs so that the development always looks in optimum condition. We plan to be an active part and asset to the community and will encourage community engagement for the benefit of all."*
- 6.9.34 The Student Living Management Plan states the following in relation to conduct: *"The tenancy agreement will include a set of rules of conduct which the tenant will sign up to and be bound by during their stay at Broxtowe College... There is likely to be a further list of site rules that are more specific to the nature of each site we manage, bespoke to the local surroundings. This will be flexible for further years to reflect the specific nature of occupation and any situations that may occur. Where students breach the agreement, there will be escalating levels of enforcement which may include financial penalties for damage, written and final warnings and ultimately expulsions for serious breaches."*
- 6.9.35 The Student Living Management Plan states the following in relation to noise and anti-social behaviour *"Local residents will be given a single point of contact should there be any problems relating to noise or other anti-social behaviour, so that any problems can be dealt with expeditiously. We will provide feedback to local residents where any problems have been communicated. FHP Student living"*

believe open on-going dialogue with locals and residents is important in mitigating issues in relation to noise and ASB... The management team will also maintain a 24-hour telephone contact service for local people should they need to get in touch with a member of the management team out of hours. FHP Student Living in addition to 24/7 maintenance teams, have access to on-call caretakers when ASB and disturbances arise at FHP managed sites.”

7 Planning Balance

7.1 The benefits of the proposal are that it would provide an acceptable standard of accommodation which would reflect an acceptable standard of design and would potentially relieve pressure on residential family homes being converted into small bed houses in multiple occupancy. On balance, whilst it is acknowledged there will be a degree of noise and disturbance experienced and impact on traffic and local services, it is considered this is outweighed by the positives of the scheme. Furthermore, the scheme is considered to be in accordance with the policies contained within the development plan which 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>	
The Committee is asked to RESOLVE that the Head of Planning and Economic Development be given delegated authority to grant planning permission subject to:	
(i) prior completion of an agreement under Section 106 of the Town and Country Planning Act 1990 to secure the provision of health of a contribution	
(ii) the following conditions:	
1.	The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission. <i>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</i>
2.	The development hereby permitted shall be carried out in accordance with drawings: Received by the Local Planning Authority on 22 December 2020: <ul style="list-style-type: none"> · 19119-CBP-Z1-XX-DR-A-4000-S4-P01 · 19119-CBP-Z1-XX-DR-A-1010-S4-P01 · 19119-CBP Z1-03-DR-A-3300-S4-P01

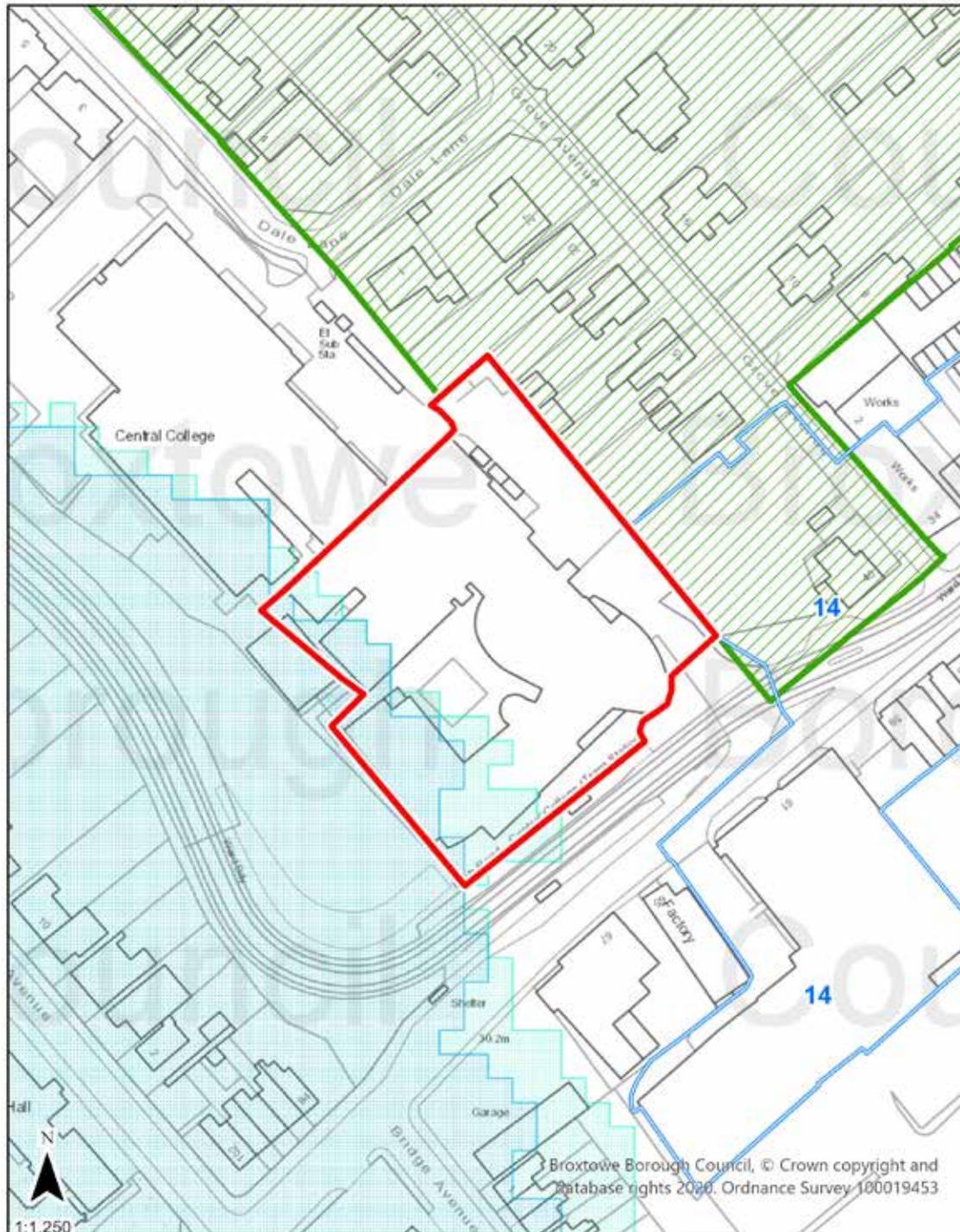
	<ul style="list-style-type: none"> · 19119-CBP-Z1-01-DR-A-3100-S4-P01 <p>Received by the Local Planning Authority on 6 January 2021:</p> <ul style="list-style-type: none"> · 19119-CBP-Z1-XX-DR-A-4001-S4-P02 <p>Received by the Local Planning Authority on 21 May 2021:</p> <ul style="list-style-type: none"> · 19119-CBP-Z1-GF-DR-A-3000-S4-P03 · 19119-CBP-Z1-02-DR-A-3200-S4-P03 <p><i>Reason: For the avoidance of doubt.</i></p>
<p>3.</p>	<p>No development hereby approved shall commence until a detailed construction plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall outline access and egress arrangements with specific regard to preventing any damage or disruption to the operating procedures of the adjacent Nottingham Express Transit route.</p> <p><i>Reason: No such details were provided and the development cannot proceed satisfactorily without such details being provided before development commences to ensure that the details are satisfactory, in the interests of highway safety, to minimise disturbance to neighbour amenity and in accordance with the aims of aims of Policy 14 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>4.</p>	<p>No development shall commence until a Demolition and Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Demolition and Construction Method Statement shall be adhered to throughout the construction period. The Demolition and Construction Method Statement shall provide for:</p> <ul style="list-style-type: none"> a) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; 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 constructing the development; e) measures to control the emission of dust and dirt during construction. <p><i>Reason: No such details were provided and the development cannot proceed satisfactorily without such details being provided before development commences to ensure that the details are satisfactory, in the interests of highway safety, to minimise disturbance to neighbour amenity and in accordance with the aims of aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>

<p>5.</p>	<p>No development shall commence until a Reasonable Avoidance Measures Statement (RAMS) is produced and subsequently approved in writing by the Local Planning Authority. Works shall be carried out strictly in accordance with the agreed details.</p> <p><i>Reason: To ensure the impact on ecology is minimised and within the aims of Policy 31 of the Broxtowe Part 2 Local Plan (2019) and the NPPF.</i></p>
<p>6.</p>	<p>No development shall commence until a Landscape and Economical Management Plan (LEMP) mapping the ecological enhancements on site has been submitted to and approved in writing by the Local Planning Authority. The enhancements shall be constructed only in accordance with the approved details and prior to the first occupation of the building.</p> <p><i>Reason: To ensure the impact on ecology is minimised during construction and in accordance with the aims of Policy 31 of the Broxtowe Part 2 Local Plan (2019) and the NPPF.</i></p>
<p>7.</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 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>8.</p>	<p>No above ground works 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"> a) numbers, types, sizes and positions of existing/proposed trees, shrubs and hedgerows and measure for their protection during construction. No development shall commence until the agreed protection measures are in place b) details of boundary treatments; c) proposed bin and cycle stores; d) proposed hard surfacing treatment; e) planting, seeding/turfing of other soft landscape areas; and f) 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</p>

	<p>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 17 of the Part 2 Local Plan (2019) and Policy 10 the Broxtowe Aligned Core Strategy (2014).</i></p>
9.	<p>Prior to the first occupation of the building following the change of use hereby approved, the fenestration shall be installed in accordance with the details as outlined in section 6.0, page 18 of report titled Spire Environmental ref: R20.1435-1N-AG dated 18th December 2020.</p> <p><i>Reason: To minimise disturbance to neighbours and in accordance with the aims of aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>
10.	<p>Prior to the first occupation of the building following the change of use hereby approved, a detailed lighting strategy shall be submitted and approved in writing by the Local Planning Authority. The development shall be constructed only in accordance with the approved details and maintained for the lifetime of the development.</p> <p><i>Reason: To minimise light pollution and Chilwell Cottage Grove Conservation Area and in accordance with the aims of Policies 10 and 11 of the Broxtowe aligned Core Strategy (2014) and Policies 17 and 31 of the Broxtowe Part 2 Local Plan (2019) and the NPPF.</i></p>
11.	<p>Prior to the first occupation of the building following the change of use hereby approved, the development shall be constructed in accordance with the submitted Flood Risk Assessment by HSP Consulting Engineers Ltd ref: HSP2020-C3450-C&S-FRAS1-38 dated 15 December 2020 and subsequent technical memorandum by HSP Consulting Engineers Ltd ref: C3450/TM001 dated 30 April 2021.</p> <p><i>Reason: To reduce the risk of flooding and in accordance with the aims of Policy 1 of the Part 2 Local Plan (2019) and Policy 1 of the Broxtowe Aligned Core Strategy (2014).</i></p>
12.	<p>No construction or site preparation work in association with this permission shall be undertaken outside of 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>

	<i>Reason: To minimise disturbance to neighbours and in accordance with the aims of aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i>
	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.	This permission has been granted contemporaneously with an Agreement under Section 106 of the Town and Country Planning Act 1990, and reference should be made thereto.
3.	Any discharge of surface water from the site should look at: 1) infiltration 2) watercourse 3) sewer, as the priority order for discharge location. SUDS should be considered where feasible and consideration given to ownership and maintenance of any SUDS proposals for the lifetime of the development.
4.	Burning waste on site is prohibited.
5.	The future owners/occupiers of the proposed dwelling should sign up to the Environment Agency's Flood Warning Direct Service.
6.	The deposit of mud or other items on the public highway, and/or the discharge of water onto the public highway are offences under Sections 149 and 151 of the Highways Act 1980. The applicant, any contractors, and the owner / occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the Highway Authority to take both practical and legal action (which may include prosecution) against the <u>applicant / contractors / the owner or occupier of the land.</u>
7.	Due to the presence of gas apparatus on site, you are required to contact Cadent's Plant Protection Team for approval before carrying out any works, plantprotection@cadentgas.com or tel: 0800 688 588.
8.	Vegetation clearance should be avoided during the bird breeding <u>season of March-August inclusive.</u>
9.	Street name and numbering.

Map



Legend

-  Site Outline
-  Conservation Area
-  Flood Zone 3
-  Flood Zone 2
-  Centre of Neighbourhood Importance

Photos



South east (front) elevation



South east (front) elevation



Next to north east (side) elevation of college facing south east



North east (side) elevation



Rear of site facing north east



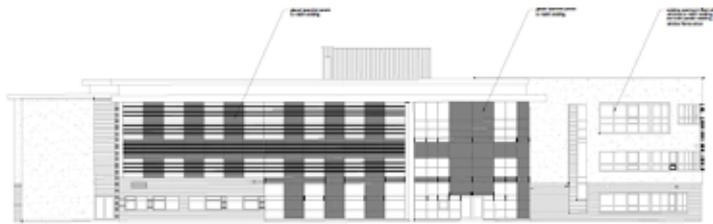
Rear of site facing north east

Plans (not to scale)

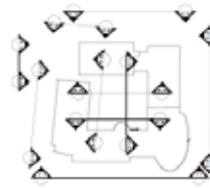


Site Plan

Plans (not to scale)



Elevation 1-1



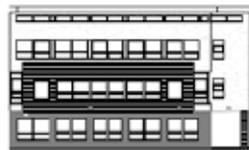
Elevation 2-2



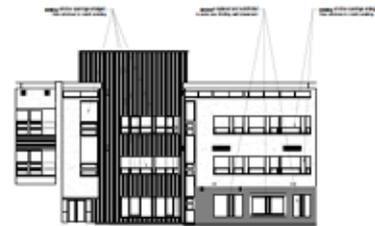
Elevation 3-3



Elevation 4-4

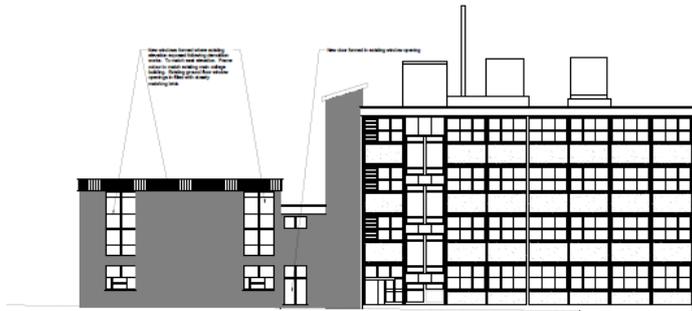


Elevation 5-5

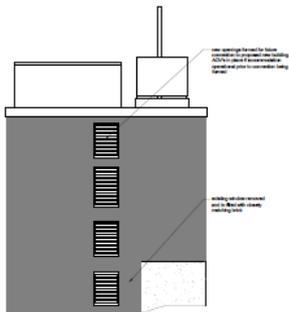
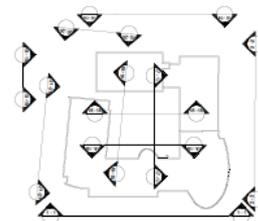


Elevation 6-6

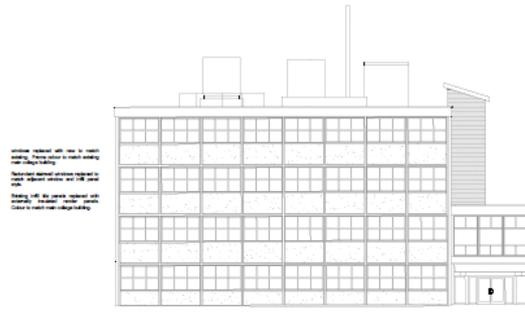
Proposed Elevations



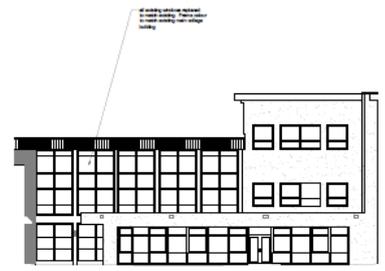
Elevation 11-11



Elevation 12-12



Elevation 13-13



Elevation 17-17

Proposed Elevations

Plans (not to scale)



Ground Floor Plan