

Report of the Chief Executive

APPLICATION NUMBER:	20/00876/FUL
LOCATION:	3 Swingate, Kimberley, Nottinghamshire, NG16 2PG
PROPOSAL:	Construct two detached houses with associated car parking, garages, access road and bin store

1 Executive Summary

- 1.1 This application seeks permission to construct two detached houses with detached garages, car parking, an access road and bin store.
- 1.2 The initial application submitted was for six bungalows with a mixture of one and two bedrooms. However, following the advice from the Inspector's decision for the dismissed appeal under reference 20/00043/FUL, it was advised for the scheme to be reduced to two dwellings and the plans were amended accordingly. This will be discussed in further detail below under section 3.1
- 1.3 The application site is set within an existing built up area, in a sustainable location close to local services in Kimberley town centre. It is not covered by any site specific planning policy and therefore the principle of development is considered acceptable.
- 1.4 The design of the proposal is considered to not be out of keeping with the character of the surrounding area and whilst it will result in a change of outlook for some neighbouring properties, it is considered that it will not have an unacceptable impact on the amenity of any of these neighbouring properties.
- 1.5 The proposed development will be served from a private road, off an existing access.
- 1.6 Overall it is considered that the proposal is acceptable and that planning permission should be granted pursuant to the recommendation in the appendix.

APPENDIX

1 Details of the Application

- 1.1 This application seeks permission to construct two detached houses with detached garages, car parking, an access road and bin store. Each house will have a gable roof with a stepped front elevation and reflect a contemporary/traditional appearance. Each house will have a lounge, kitchen/dining/living area, W.C., four bedrooms (one with an en-suite) and a bathroom. Each house will have a detached single garage with pitched roof and private rear garden. Each house will be a maximum of 7.9m in height.
- 1.2 An access road into the site will be constructed next to no. 3 Swingate which is the host dwelling on the site. Two parking spaces will be constructed to the rear of no. 3 for that property's use. A bin store will be constructed at the entrance into the site from Swingate.

2 Site and surroundings

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

3 Relevant Planning History

- 3.1 An application (20/00043/FUL) to construct 4 dwellings and garages was refused at Planning Committee in May 2020. The reasons for refusal were based on the proposed development being over-intensive due to the number of dwellings proposed in relation to the size of the site and that this would have been out of keeping with the character of the area. In addition, it would have caused an unacceptable loss of amenity to neighbouring properties on Angus Close and have a substandard access caused by a narrow private drive which would be detrimental to highway safety.

The application was appealed and dismissed.

The Inspector concluded that the scheme would be out of character with the area (due to the small gardens of plots 1, 4 and the host dwelling) and consequently harmful to its character and appearance and due to the height of the property on plot 1 and its proximity to no. 2 Angus Close, this would be harmful to no.2's outlook and be overbearing in relation to the rear private outdoor space of the dwelling. The Inspector did not raise any concerns with regard to highway safety.

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 Mix and Choice
- Policy 10: Design and Enhancing Local Identity

4.2 **Part 2 Local Plan 2019**

- Policy 15: Housing size, mix and choice
- Policy 17: Place-making, design and amenity

4.3 **National Planning Policy Framework (NPPF) 2021:**

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 12 – Achieving well-designed places.

5 Consultations

5.1 **Council's Environmental Health Officer:** no objection subject to advisories in respect of working hours and prohibiting burning waste.

5.2 **Council's Waste and Recycling Officer:** advise bin requirements.

5.3 **Council's Tree Officer:** None of the trees on site are protected and the site is not within a conservation area. The trees that are on site are located within the rear garden area so have little amenity value, there will be tree loss from the site but it will be mitigated by the replacement planting once the development is complete.

5.4 **Nottinghamshire County Council Highways Authority:** no objection raised subject to conditions in respect of access being widened, dropped kerb being constructed, access drive and parking/turning areas being constructed with hard surfacing, provision for surface water run-off, parking bays delineated in accordance with plans and details agreed of private management company to maintain the new road and drainage. Advisory in respect of works being carried out on a public highway.

5.5 **The Coal Authority:** no objection.

- 5.6 **Rights of Way Officer:** no objection. Applicant should be made aware of the following: Kimberley Footpath 39 runs to the south of the application site and should remain open, unobstructed and no disturbance to the path should be made and be mindful of boundary treatment.
- 5.7 **Severn Trent Water:** advise condition in respect of submitting drainage plans being submitted to before development commences.
- 5.8 25 properties either adjoining or opposite the site were consulted. A site notice and amended site notice were displayed. 12 responses were received comprising 12 objections. The main reasons for objections can be summarised as follows:
- Development is shoehorned into site and contrived
 - Insufficient amendments from previous scheme
 - No detail provided on no. 3 Swingate being converted into five flats
 - Increase in traffic, car and on-street parking and congestion
 - New access road will be next to a bus stop
 - Increase in noise and disturbance
 - Angus Close will be used as an overflow car park
 - Site is a garden
 - Bungalows built right up to fence
 - Sense of enclosure
 - Application for one bungalow on the land was refused years ago
 - Overlooking
 - Uncomfortable relationship with no. 3 facing access road
 - Loss of trees, greenery and wildlife
 - Loss of light
 - Concerns with layout, design and appearance
 - More hazardous for vulnerable people
 - Pedestrian safety issues
 - Access issues
 - Overbearing and dominating
 - Question how the bungalows will be marketed
 - Question how refuse bins will be managed
 - Properties unsaleable
 - No consideration of emergency vehicles
 - Significant traffic already experienced from Sainsbury's
 - Does not integrate into surroundings
 - Unacceptable impact on amenity
 - Question how properties will be maintained or constructed without entering onto other properties land
 - Traffic calming measures will be noisy
 - Overdevelopment of site
 - No. 3 Swingate will be turned into flats
 - Emergency vehicles will struggle to access site
 - Increase in cars and traffic
 - Inspector confirmed the development is over-intensive and garden sizes of plots 1, 4 and host dwelling which has not been addressed in this scheme
 - Noise and disturbance from access road

6 Assessment

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

6.2 **Principle**

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

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

6.2.3 The Inspector specifically refers to the following:

“...a development could be considered to be over-intensive due to its effect on the living conditions of occupiers of existing neighbouring properties... a development could be considered to be over-intensive due to its effect on the character or appearance of an area. Hence, it is not just density per se, but other factors also need to be borne in mind when assessing the impacts of a proposal.”

The Inspector summarises that a development on this site could be seen as over-intensive but it is a number of factors that should be considered when assessing a development's acceptability. The specific reasons that are raised for the scheme being over-intensive are the number of dwellings resulting in a small garden for no. 3 Swingate, small gardens for plots 1 and 4 and the impact on the amenity of no. 2 Angus Close.

6.2.4 The agent has amended the scheme from six bungalows to x 2 two storey houses under this application. The previous application (20/00043/FUL) was for three detached houses and a bungalow which was refused and subsequently dismissed at appeal. The Inspector concluded that the bungalow (plot 1) would have had an unacceptable impact on the amenity of a particular adjoining neighbour (no. 2 Angus Close) and that the development would be out of character with the area due to the small gardens of plots 1, 4 and the host dwelling. The scheme has been reduced to two detached, two storey dwellings with detached rear garages. The bungalow the Inspector highlighted in their reason for refusal has been removed which means a larger garden of the host dwelling is retained. No properties directly adjoin no. 2 Angus' boundary and the rear garden of plot 4 (now labelled plot 1) has been increased in size. The Inspector did not raise any concerns with highway safety or bin storage. Therefore, it is considered the principle of two detached

dwellings with detached garages, an access road and bin store is acceptable as no specific concerns were raised in respect of these matters.

6.3 Design and Appearance

- 6.3.1 The application site currently forms a large rear garden to no. 3 Swingate. It is considered that the development proposed is proportionate to the size of the site, with the scale and type of dwellings proposed designed to respect the character of the surrounding area. It is considered that there is sufficient separation between the dwellings within the development, and the existing dwellings around it to ensure that the development will not result in a cramped appearance that would be out of keeping with the character of the area.
- 6.3.2 The two detached houses will reflect a part traditional/contemporary appearance. They will both be identical in design, have gable roofs and a staggered front element to provide variation in the design. The houses will be constructed from concrete roof tiles, rock panel cladding, aluminium canopies and bricks. To ensure a satisfactory standard of appearance is achieved it is considered appropriate to condition that samples are to be submitted for approval prior to any above ground works being carried out. It is considered the two properties reflect an acceptable level of scale and design that will not appear out of keeping with the surrounding area.
- 6.3.3 The area surrounding the application site has a mix of dwelling types, sizes and styles. The dwellings along Swingate include a mix of traditional semi-detached dwellings, with larger dwellings to the rear of the site along Clive Crescent. The dwellings along Angus Close to the north demonstrate a larger, detached style of property, developed in the late 1980s. taking into account this broad mix of dwellings it is considered that the dwellings styles proposed would not be out of keeping with the character of the surrounding area. The dwellings will be accessed from a private road, off Swingate, and set back from the existing highway. It is therefore considered that whilst the dwellings will be visible in the street scene, they will not be overly prominent and therefore will not have a harmful impact on the street scene.
- 6.3.4 The site plan provided indicates that tree planting and landscaping treatments will be implemented around the site to ensure an acceptable standard of appearance is achieved. However, as few specific details have been provided it is considered appropriate to condition that further details are submitted for approval prior to any above ground works being carried out.
- 6.3.5 Whilst the development will reduce the size of the rear garden at nos. 3, this is still considered to be an acceptable size that has addressed the Inspectors previous concerns. The change to the size of plot 3 is therefore not considered to be harmful to the character of the surrounding area.

Proposed layout 20/00876/FUL

Refused layout 20/00043/FUL



6.3.6 The design of the garages are considered to be simplistic and acceptable.

6.3.7 Subject to the proposed conditions set out above, it is considered that a satisfactory standard of design has been achieved.

6.4 **Amenity**

6.4.1 In regards to amenity, it is considered the scheme has been amended that it can achieve an acceptable relationship and amenity with surrounding properties. The Inspector specifically highlighted that plot 1 (the bungalow) from 20/00043/FUL, would have an unacceptable impact on the amenity of no. 2 Angus Avenue. This plot has now been removed. The Inspector did not raise any concerns with the relationship of the two detached houses from the 20/00043/FUL application which are in a similar position to the detached houses within this scheme. Plots 1 and 2 within this scheme are in the wider part of the site and therefore their separation distance with surrounding properties is considered to be acceptable. First floor side windows will serve en-suites, bathrooms and stairwells and as they will be considered to be obscurely glazed, it is considered this is sufficient to reduce the level of overlooking to an acceptable level. It is considered the proposed dwellings will not have an unacceptable impact on the amenity of the surrounding neighbours.

6.4.2 It is considered the proposed dwellings will provide sufficient internal and external private amenity space for future occupiers.

6.4.3 It is considered two properties have a relatively spacious layout and are not shoehorned into the site. Therefore, it is considered they will not cause an unacceptable loss of daylight/sunlight or a detrimental amount of overlooking.

6.4.4 It is considered the scheme has been reduced to an acceptable number of units that it will not appear dominating or overbearing.

6.4.5 Whilst the garages are positioned next to neighbouring boundaries, they are single storey with pitched roofs and no more than 4m in height which is considered to be acceptable that they will not cause an unreasonable loss of amenity.

6.4.6 Overall, it is considered that the proposal will not result in an unacceptable loss of amenity for any neighbouring dwellings, and that it will provide a sufficient standard of amenity for the future occupiers of the site.

6.5 Access and Highway Safety

6.5.1 The Highways Authority has not objected to the scheme and advised conditions in respect of the access being widened, dropped kerb being constructed, access drive and parking/turning areas being constructed with hard surfacing, provision for surface water run-off, parking bays delineated in accordance with plans and details agreed of private management company to maintain the new road and drainage.

6.5.2 The proposed development will be served off an existing access, that will lead to a private road, serving not more than 5 dwellings. The access road will be between 3.6m and 5.55m and it will be conditioned that the road will be surfaced in a hard bound material and drained to prevent the discharge of surface water onto the public highway. Swingate is a long, relatively straight road, with a speed limit of 30mph, and it is therefore considered that the visibility splays are acceptable to ensure safe access and egress to the proposed development. The development has been designed to allow for sufficient manoeuvring space within it and therefore it is considered to be acceptable in regards to highway matters. Furthermore, the Inspector did not object to highways matters or access in relation to the scheme.

6.5.3 Whilst the proposed development will inevitably result in an increase in journeys to and from the location, the addition of two dwellings is considered to be relatively minor in terms of its overall impact on traffic generation in the surrounding area. The dwellings will all have sufficient off street parking and therefore it is considered that it will not result in an unacceptable addition to on street parking.

6.5.4 Overall it is considered that the proposal will not result in an unacceptable impact on highway safety in the surrounding area.

6.6 Other Considerations

6.6.1 The proposed development will be served from a private road, which as per Council policy will not be accessed by a Broxtowe Borough Council refuse vehicle. In this instance it is usual for a bin collection point to be provided within 15m of the edge of the highway for the residents of the dwellings to bring their bins to on collection day. However, the dwellings will exceed this from the edge of the highway, and as such further than it is considered reasonable to require residents to drag their bins to the collection point. As such it has been agreed with the applicant that a private service for the collection of householder waste and recycling will be arranged. To ensure this is carried out the establishment of a management company, which will detail this arrangement will be conditioned as part of any permission granted.

6.6.2 The Tree Officer has been consulted and he raises no objection to the removal of the trees. Should the applicant want to remove trees from his garden at any time,

this would not require permission or consent and therefore the impact on the loss of greenery or wildlife from this domestic garden would not be a consideration for refusal.

- 6.6.3 No application to convert no. 3 Swingate into flats has been submitted. Should an application be submitted, it would be dealt with accordingly and on its own merits and in line with relevant policy.
- 6.6.4 The principle of dwellings being built within gardens is assessed on a case by case basis and some developments for houses in gardens have been accepted in the borough that this principle is not unfounded.
- 6.6.5 Permission to enter neighbouring properties land is a civil matter.

7 Planning Balance

- 7.1 The proposed development will contribute towards the Council's housing supply, in a sustainable, built up area. The proposed development will not be harmful to the character of the area, and is not considered to have an unacceptable impact on the amenity of any neighbouring properties or highway safety. Whilst the proposed development will alter the outlook for some existing residents in the surrounding area, it is located in an existing built up area, close to services and not in a greenfield location which extends out into the countryside. Measures have also been taken in the design of the scheme to minimise any potential impact on existing properties in the surrounding area. There will be an increase in the number of journeys to and from the site, although this is considered to be a relatively small increase in the context of the surrounding area. Furthermore, it is considered the scheme has been amended to sufficiently address the comments raised by the Inspector within the appeal under the 20/00043/FUL application.
- 7.2 On balance it is therefore considered that the overall benefits of the proposal outweigh the relatively small level of potential harm arising from it.

8 Conclusion

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

<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 (ref: 001) and drawings: 004 Rev K received by the Local Planning Authority on 10 January 2022 and 003 Rev L received by the Local Planning Authority on 3 February 2022.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.</p> <p><i>Reason: To ensure that the development is provided with a satisfactory means of drainage as well as reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution and in accordance with the aims of Policy 1 of the Part 2 Local Plan (2019) and Broxtowe Aligned Core Strategy Policy (2014) Policy 1.</i></p>
4.	<p>No above ground works shall commence until full details of the colour, finish and texture of external facing materials has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed only in accordance with the approved details.</p> <p><i>Reason: To ensure a satisfactory standard of external appearance in accordance with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></p>

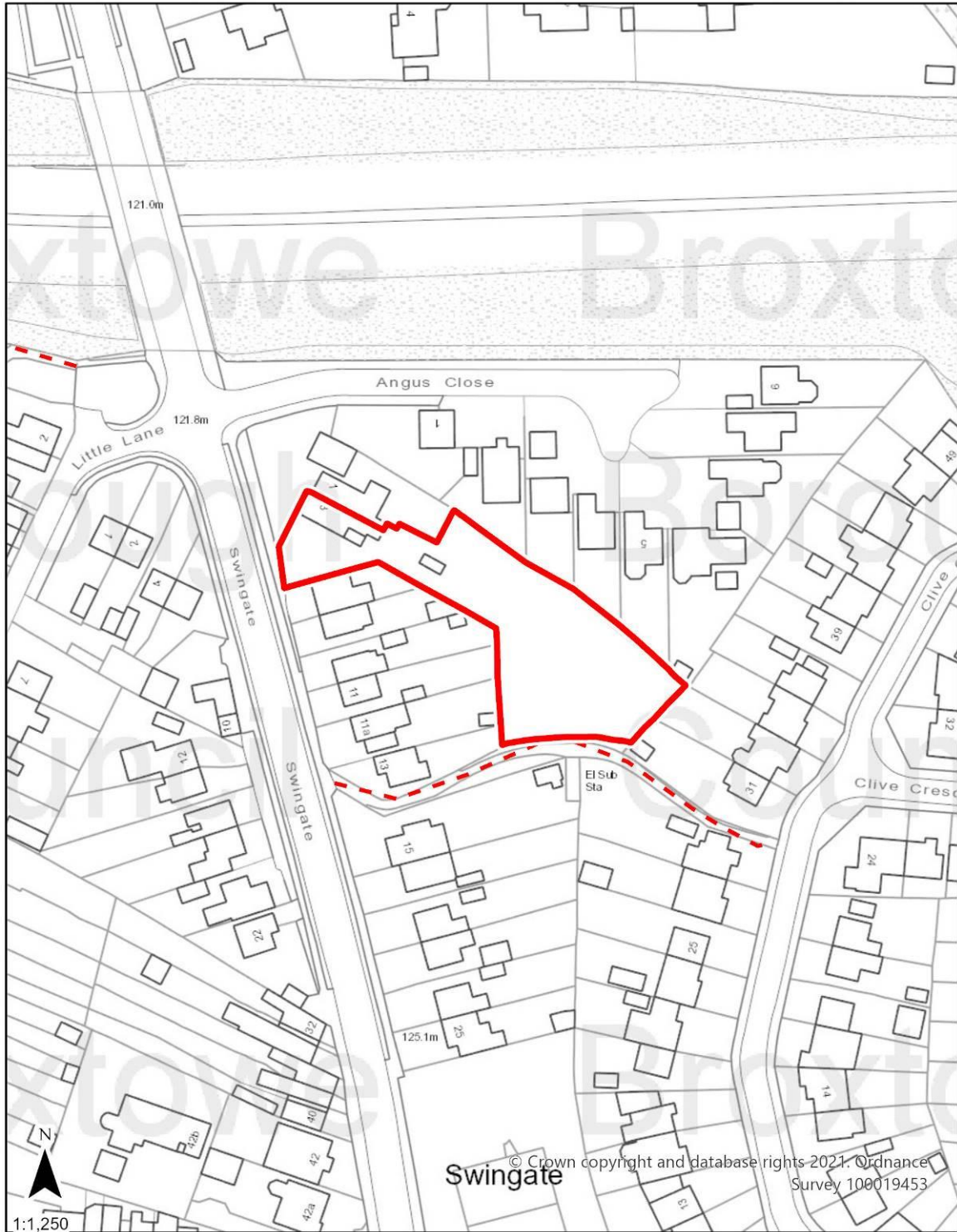
<p>5.</p>	<p>No above ground works shall take place until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include:</p> <ul style="list-style-type: none"> (a) numbers, types, sizes and positions of proposed trees and shrubs; (b) planting, seeding/turfing of other soft landscape areas; (c) details of site boundary treatments; (d) elevations of bin store; and (e) a timetable for implementation of the scheme. <p>The landscaping scheme shall be carried out in accordance with the approved timetable. If any trees or plants, which, within a period of 5 years, die, are removed or have become seriously damaged or diseased, they shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority.</p> <p><i>Reason: To ensure a satisfactory standard of external appearance in accordance with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></p>
<p>6.</p>	<p>The first floor side facing windows shall be obscurely glazed to Pilkington Level 4 or 5 and non-opening to 1.7m above the finished floor level, and shall be retained as such for the lifetime of the development.</p> <p><i>Reason: To protect the privacy of the residents in the neighbouring properties, in accordance with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></p>
<p>7.</p>	<p>No part of the dwelling hereby approved shall be first occupied until a management company has been established, setting out details for the private collection of household waste and recycling for the site. These details shall be submitted to the Local Planning Authority for approval.</p> <p><i>Reasons: The dwellings will be accessed from a private road which cannot be accessed by the Council's waste vehicles, and the dwellings within the development are too far from the edge of the highway for future occupiers to drag bins to and in accordance with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></p>
<p>8.</p>	<p>The dwellings hereby approved, shall not be first occupied until:</p> <ul style="list-style-type: none"> - the access has been widened and thereafter completed to a standard in accordance with drawing 004 Rev K;

	<p>- the dropped vehicular footway crossing has been widened and made available for use;</p> <p>- all driveways and parking areas have been surfaced in a hard, bound material (not loose aggregate) and designed to prevent the unregulated discharge of surface water onto the public highway;</p> <p>- visibility splays are provided in accordance with drawing 008 Rev J and retained for the lifetime of the development; and</p> <p>- the bin store as shown on drawing 004 Rev K is constructed and available for use.</p> <p>The surfaced drives, parking areas and dropped vehicular crossings shall then be maintained in such form for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety to mitigate the impact of the development on the highway network, to ensure the bin store is available for use and in accordance with the aims of with Broxtowe Part 2 Local Plan (2019) Policy 17 and Broxtowe Aligned Core Strategy Policy (2014) Policy 14.</i></p>
	<p>NOTES TO APPLICANT</p>
<p>1.</p>	<p>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</p>
<p>2.</p>	<p>The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is also available on the Coal Authority website at: www.gov.uk/coalauthority</p>
<p>3.</p>	<p>Contractors should limit noisy works to between 08.00 and 18.00 hours Monday to Friday, 08.00 and 13.00 hours on Saturdays and no noisy works on Sundays and Bank Holidays. Bonfires are not permitted on site at any time.</p>
<p>4.</p>	<p>Severn Trent Water advise that although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under, The Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building.</p>

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

	<p>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>
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Map



Legend

- Site Outline
- Footpath

Photographs



Site access



Footpath to south of site (facing no. 13 Swingate)



North boundary with properties on Angus Close



South east end of site looking towards Clive Crescent

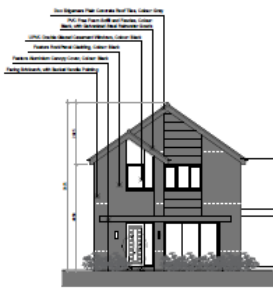


Conifers through the middle of the site

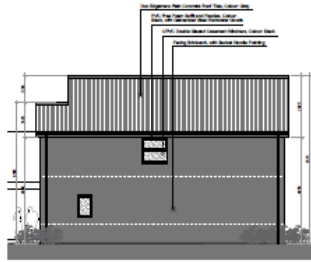


Western boundary with properties on Swingate

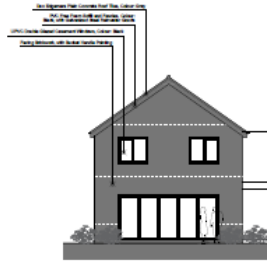
Plans 20/00876/FUL (not to scale)



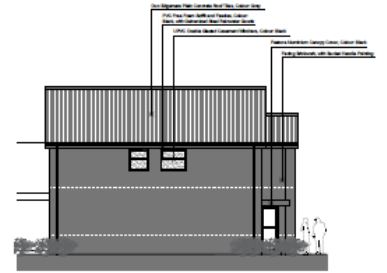
Proposed Front Elevation



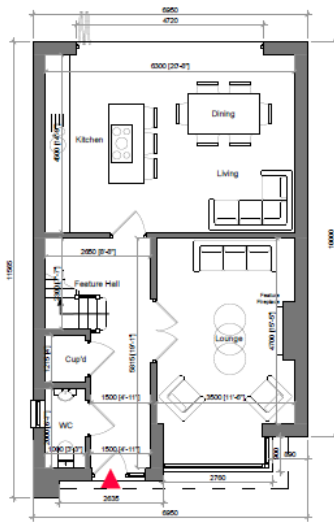
Proposed Side Elevation



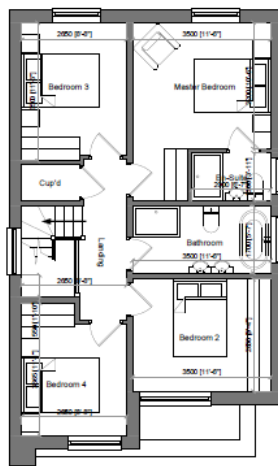
Proposed Rear Elevation



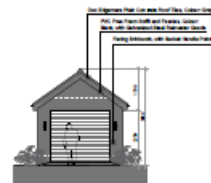
Proposed Side Elevation



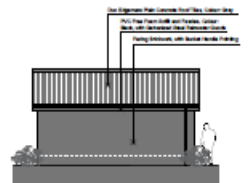
Proposed Ground Floor Plan



Proposed First Floor Plan



Garage - Front Elevation



Garage - Side Elevation

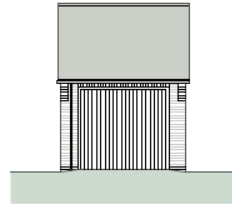


Proposed Site Plan Layout 1:200

Plans 20/00043/FUL (refused) (not to scale)



Front Elevation



Front Elevation

Plot 1



Front Elevation



Front Side Elevation

Plots 2 and 3

Plot 4

