

Report of the Chief Executive

APPLICATION NUMBER:	21/00971/FUL
LOCATION:	129-131 High Road Beeston NG9 2LL
PROPOSAL:	Construct 3 storey building comprising 7 apartments and provision of parking area (revised scheme)

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

1 Executive Summary

- 1.1 The application seeks permission for the construction of a three storey building comprising of 7 apartments and the provision of parking, cycle and bin store areas.
- 1.2 The site is currently occupied by a two storey retail unit which has been extensively extended such that it now fills the whole of the site curtilage. The extensions to the rear are varied in height but mostly flat roofed and brick built. The retail unit is currently vacant and is just outside the Beeston Town Centre boundary.
- 1.3 The main issues relate to whether the proposed use as residential is acceptable; whether the design and layout is acceptable; whether the proposal would have an unacceptable impact on highway safety; and whether there would be an unacceptable impact on neighbour amenity.
- 1.4 The benefits of the proposal are that the accommodation would provide purpose built student accommodation suitable for occupiers who wish to share, and would in turn allow for less pressure on C3 dwellings to be occupied as a C4 use (which is currently permitted development); it would be in a sustainable location with good access to public transport and to facilities such as retail, leisure, health and education, reducing reliance on private vehicles; and would provide a good standard of living for the future occupiers. The development would be in accordance with the policies contained within the development plan. This is given significant weight.
- 1.5 The committee is asked to resolve that planning permission be granted subject to the conditions outlined in the appendix.

APPENDIX

1 Details of the Application

- 1.1 The existing buildings on the site would be demolished. The proposed development would consist of a three storey brick built building in an L shape which would wrap around the frontages of the site. A parking court of eight spaces would be provided to the rear, accessed via an undercroft off Marlborough Road, and the building would incorporate a cycle store for 22 cycles and a bin storage area at the ground floor level.
- 1.2 The building would have a flat roof throughout and the design includes a chamfered corner. Parts of the three storey element would include a set back from Marlborough Road and High Road elevation.

2 Site and surroundings

- 2.1 The site is currently occupied by a two storey retail unit which has been extensively extended such that it now fills the whole of the site curtilage. The extensions to the rear are varied in height but mostly flat roofed and brick built. The retail unit is currently vacant and is just outside the Beeston Town Centre boundary.
- 2.2 The site occupies a corner site, to the north east of the junction of High Road and Marlborough Road. Beeston town centre boundary is to the south west of this junction and as such the site falls outside of the centre.
- 2.3 To the north east of the site is 133 and 135 High Road, a pair of semi-detached properties which are in retail use. The existing building is built directly abutting no. 133, and there is one small window, which serves a bathroom, at first floor level in this elevation. There is a single storey flat roof extension to the rear of 133 and 135. Beyond this, and to the corner of Cedar Avenue, there is a car sales business.
- 2.4 To the north west of the site is 2 Marlborough Road, a two storey Victorian semi-detached dwelling which has a two storey off-shoot to the rear. There are no windows in the main gable elevation, although there is a window at ground and first floor level in the facing elevation of the rear off-shoot. Further windows at both ground and first floor are in the rear elevation. The common boundary of this property runs along the side of the site to the full length.
- 2.5 To the north of the site, to the rear of 2 Marlborough Road, there is a pair of two storey semi-detached dwellings, 1 and 3 Cedar Avenue, the rear elevations of which face the site.
- 2.6 To the south east of the site, on the opposite corner of Marlborough Road, there is a two storey building in retail use at ground floor with residential above. More retail units are to the south east, on the opposite side of High Road.
- 2.7 Broadgate House, a three and four storey office building (recently granted planning permission to be converted into an 84-bedroom HMO reference 21/00758/FUL), is located to the east of the site, opposite the car sales business, and on the corner of Broadgate and Humber Road.

2.8 Generally, the character of the area, when viewed from the south west, is one of mainly retail which then turns to residential the further north east past the site. Marlborough Road, and Cedar Avenue, which runs parallel to this, are both residential in character.

3 Relevant Planning History

3.1 Planning permission has been granted historically in this location for a number of extensions and alterations to the building, with the last application being in 2012 which was for alterations to windows and to cladding on the elevations (12/00181/FUL).

3.2 Planning application reference 21/00092/FUL for 9 apartments was refused at June 2021 planning committee by virtue of its scale and design being out of character with the area, with the proposal resulting in overdevelopment of the plot, exacerbating existing local parking issues. The applicant has since lodged an appeal which is currently pending (APP/J3015/W/21/328647). It was considered by members that the proposal was at odds with its surroundings resulting in an overbearing and overly dominant impact on neighbouring properties.

4 Relevant Policies and Guidance

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

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

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

4.2 **Part 2 Local Plan 2019:**

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

- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, design and amenity

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

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 5 – Delivering a sufficient supply of homes.
- Section 12 – Achieving well-designed places.

5 Consultations

- 5.1 **County Council as Highway Authority:** First set of comments: request access to be widened to 5.8m in width, and parking space 1 widened to a min of 3.0m next to the wall. A refuse store will need to be shown on the plans.
- 5.2 **County Council as Highway Authority:** Second set of comments: no objections, subject to conditions in respect of provision of visibility splays prior to occupation; access and parking spaces to be of bound material and designed so as to prevent the unregulated discharge of surface water; parking and access to be provided prior to occupation and retained for the life of the development; and no occupation prior to redundant kerbs being reinstated. Note to applicant in respect of works to the highway.
- 5.3 **Council's Environmental Health Officer:** No objections, subject to conditions in respect of a noise report, a Demolition and Construction Method Statement and a report to identify and for the safe removal of asbestos containing material, all to be submitted and agreed prior to above ground works; regulatory condition in respect of hours of construction; and a Note to Applicant in respect of burning of waste.
- 5.4 **Council's Private Sector Housing Officer:** No objections in principle, subject to the rooms meeting the Broxtowe HMO Standards.
- 5.5 **Nottinghamshire Wildlife Trust:** Have been made aware that the structure supports house martins and as such would expect an ecology survey to be carried out, which should focus on roosting bats and breeding birds. Protection and enhancement measures should be provided to ensure the proposal delivery a biodiversity net gain in line with the NPPF.
- 5.6 **Resident comments:** 28 letters received, raising the following observations/concerns:

Support:

- The proposal has been reduced in scale compared to the previous application (21/00092/FUL) and is less visually dominant.

Opposed:

Principle / use of the site:

- If the site is to be residential, then family homes which are affordable and sustainable are what is needed.
- Purpose built student accommodation should be built on the university grounds.
- The proposal would result in the loss of needed commercial/retail space.
- Students will not help local business revenues as students will spend money outside of Beeston.

Visual Amenity:

- The proposal will be highly prominent and would be incongruous in this location.

- The proposal represents overdevelopment.
- The proposed 'block' design is out of character in this location.
- The existing building holds historic/aesthetic value, demolition of this building would be detrimental to the street scene.

Residential Amenity:

- The proposed design will result in an overlooking, overbearing and overshadowing impact upon surrounding properties.
- The proposal would create the sense of enclosure.
- The size of the proposal accommodating 43 occupiers would result in a significant impact on the amenity of neighbouring properties in terms of noise.
- Local parks and streets within the vicinity of the proposal will be affected by anti-social behaviour.
- There is a lack of amenity space for future occupiers.

Highway Safety and Parking:

- There is a lack of parking for the size of the development.
- The proposal would result in increased traffic which could affect emergency services.
- The proposal would result in an increased on-street car parking, affecting neighbouring properties.

Other Matters:

- Disruption will be used by the construction period.
- The proposal would increase litter in this location.
- The existing building may contain birds and therefore full surveys should be carried out before demolition of the building.
- Description is inaccurate, the proposal is for 7 flats not 6 as originally advertised.
- Boundary treatment should be secured for properties affected by the proposed demolition.
- The red line plan submitted appears inaccurate.

6 Assessment

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

6.2 **Principle**

6.2.1 The existing building is currently vacant, and is outside of the defined Town Centre boundary. The proposal meets the Council's aspirations to re-position the town centre and have the new cinema as the focal point, through reducing edge of centre, not fit for purpose units.

6.2.2 Whilst there are a mix of uses in the immediate area, including retail, food outlets, offices and car sales, the site is located on the High Road/Marlborough Road

junction, with Marlborough Road being residential in character. The further north east along Broadgate, the more residential the character becomes and as such it is considered that a residential use of the site is acceptable. It is important to note that to the north east of the site, Broadgate House was recently granted planning permission to be converted into an 84-bedroom purpose built student accommodation (21/00758/FUL).

6.2.3 The proposed building would provide 7 apartments, intended for student accommodation. The building would therefore be purpose built, and could accommodate occupiers who could otherwise occupy C3 dwellings, to the detriment of the wider community, as this would represent the loss of accommodation that would be more suited to families and other longer term residents. The application site is considered to be a good location for a purpose built accommodation, being close to a wide range of amenities including to the university campus, and to the centre of Beeston (as opposed to amidst a predominately housing area) and is close to a wide range of sustainable transport options such as the well served public transport route immediately outside the site on High Road, the frequent tram service on Middle Street, and to walking and cycling routes. For this reason, it is considered that the use of the site as residential is acceptable.

6.3 Design and Layout

6.3.1 This application is for a revised scheme in relation to previous application reference 21/00092/FUL and has been reduced in size and scale. The maximum height of the proposed development has been reduced by approximately 2m to lessen the prominence. Furthermore, the third storey has been reduced in width and is set back from neighbouring property 2 Marlborough Road by approximately 5m and 8m from 133 High Road to reduce the overall bulk of the design. The proposed three storey building is similar in height to the neighbouring properties on Marlborough Road and High Road, it is considered that the scale and form is appropriate and reflects the character of the area.

6.3.2 The design is contemporary, including a flat roof at second and third floor level. The proposed third storey will be set back along Marlborough Road and High Road, except the feature corner block.

6.3.3 The building would be set away from the back edge of the pavement, which would reduce the impact of the building on the visual amenity of the street scene, given the sites' prominent position. This would also ensure that adequate space is provided for pedestrians and that visibility around the corner is not restricted, as is the existing situation.

6.3.4 The building is proposed to be constructed using brick to the elevations, a metal standing seam material to the mansard roof detail at third floor level, and powder coated aluminium frames to the window surrounds. Details of the materials will be the subject of a condition.

6.3.5 The layout of the development is considered to be acceptable. The parking is to the rear of the building, accessed via a gated entrance off Marlborough Road, which would provide security to both the future residents and the existing. The bin store

is considered to be within a reasonable and convenient distance to the public highway.

6.4 Residential Amenity

- 6.4.1 2 Marlborough Road directly abuts the site, to the north west. This is a two storey semi-detached dwelling and is side on to the site. There are no windows in the main side elevation. Whilst the proposed building would be built on the common boundary, this elevation is approximately 6.2m in height and sits lower than the ridgeline of neighbouring property No. 2, Marlborough Road. Given that the existing building runs the full length along the boundary of neighbouring property No. 2, it is considered that the proposal would result in no greater impact than the existing building. Further to this, the third storey aspect is set away from the boundary of No. 2 Marlborough Road which also lessens any potential overbearing impact. No windows are proposed in the facing elevation and as such it is considered that there would be no significant impact on privacy for these occupiers. As such, it is considered that the proposal would not result in a significant impact in terms of any potential overbearing or overshadowing impact.
- 6.4.2 133 High Road directly abuts the site, to the north east. This is a two storey building which is occupied as a retail unit to the ground floor with accommodation at first floor. There is a bathroom window at first floor level in the side elevation of 133 facing the site, and directly on the common boundary. The proposed building has been designed to be set away from the boundary of neighbouring property No. 133 by approximately 1.2m fronting High Road and 0.38m from the boundary to the rear. It is considered that the proposed building would not have a significant impact in terms of loss of light, outlook or privacy for the occupiers of no. 133.
- 6.4.3 1 and 3 Cedar Avenue are a pair of two storey semi-detached dwellings which are to the north/north east of the site and whose rear elevations face toward the site. No. 1 is the closer of the two to the site, and there is a distance of approximately 17m between the rear elevation and the rear boundary of the site. There would be a minimum of 30m from the rear elevation of 1 and 3 Cedar Avenue and the facing elevation of the proposed building, which is a relationship typical between properties on Cedar Avenue and those on Marlborough Road. Whilst the main elements of the proposed building would be two storey in height, the third floor would be set in from the building edge and given the distances between the building and the rear elevations of neighbouring properties, it is considered that there would be no significant impact on the amenities of the occupiers of the dwellings in terms of loss of outlook, light or on privacy.
- 6.4.4 To the south west of the site, on the opposite side of the road, is 1 and 1A Marlborough Road, a commercial/retail unit which is two storey in height, and 129 A and B, which is a two storey unit located at the corner of High Road. The latter building is occupied as retail to the ground floor, and residential above at first floor. It is considered that the proposed building would not have a significant impact on the amenities of the occupiers of this building, due to the distances between and the presence of the road.
- 6.4.5 To the south and south east of the site, on the opposite side of High Road, there are a range of retail units, most of which are single storey. 156 and 158 High Road,

to the end of this run and at the junction of Humber Road, are two storey and have residential accommodation at first floor. It is considered that the proposed building would not have a significant impact on the amenities of the occupiers of this building, due to the distances between and the presence of the road.

- 6.4.6 With regard to the internal layout of the building, the accommodation would provide each bedroom with access to natural light and to an outlook, and each resident would have access to shared communal space, in the form of a kitchen/living/dining area. Each bedroom would have its own bathroom, and all bedrooms would exceed the 8 square metres minimum as set out in the Council's House in Multiple Occupation (HMO) Property Standards.

6.5 Highway Safety and Parking

- 6.5.1 The building would have a gated vehicular and pedestrian access from Marlborough Road which would lead to the eight parking spaces. The Highway Authority have no objection to the amount of parking proposed, or to the visibility splay provided into the parking area from Marlborough Road. Condition to ensure that the visibility splay, and that parking spaces are appropriately surfaced and provided prior to first occupation would be imposed.

- 6.5.2 It is noted from the consultation responses that the immediate area already experiences problems in respect of lack of on-street parking and amount of through traffic. In assessing the highway impacts of a proposal, paragraph 111 of the NPPF states that development should only be refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 107 provides a list of factors which should be taken into account, which includes the availability of and opportunities for public transport, and the type, mix and use of the development. Policy 10 of the ACS states that development should be designed so as to reduce the dominance of motor vehicles.

- 6.5.3 As previously outlined in paragraph 6.2.3 above, the site is considered to be a good location for a purpose built accommodation, being close to a wide range of amenities including to the university campus, and to the centre of Beeston (as opposed to amidst a predominately housing area) and is close to a wide range of sustainable transport options such as the well served public transport route immediately outside the site on High Road, the frequent tram service on Middle Street, and to walking and cycling routes. In addition, a cycle storage area for 22 cycles would be provided, which would encourage the use of sustainable modes of travel, and reduce the reliance on the private motor car. It is therefore considered that the proposal would not have a significant impact on highway safety or to a significant increase in demand for on-street parking.

6.6 Noise

- 6.6.1 As the building would contain bedrooms which would be located adjacent to a busy road, and is close to the town centre with night time uses nearby, details of a report to ensure that the occupants would not be unduly affected by noise would need to be submitted and agreed prior to the commencement of any above ground works. Any measures approved would need to be implemented prior to first occupation.

6.6.2 Concerns have been raised in respect of noise during construction and demolition. A regulatory condition to restrict hours of construction would be imposed as recommended.

6.6.3 Concerns have also been raised in regard to noise emanating from the use of the building (by the occupiers). It is considered that as the rear of the building would be functional (for vehicle parking and for access to the bin/cycle store) and has no outdoor amenity space, and that the main resident access is from the entrance on High Road, the level of noise would not be significantly higher than would be expected for a residential use in an edge of town location. In addition, the occupants would have access to formal open space, such as Broadgate Park, close to the development.

6.7 Other Matters

6.7.1 Should nesting birds or bats be found on building or within the site, then the onus will be on the developer to ensure that they take all reasonable measures to safeguard any protected species, as it would be a legal requirement. A condition has been added restricting any demolition works to be undertaken outside of the bird breeding season March to September inclusive. Further to this, details of bird and bat enhancements measures have been conditioned to offer wider ecological benefits to the locality and to ensure the proposal delivers an environmental net gain.

6.7.2 It would be difficult to attribute the increase in litter and rubbish to any one particular building or group of households. It is considered that adequate provision is proposed within the site to accommodate any waste or rubbish generated by the development.

6.7.3 The applicant has submitted certificate of ownership A and has confirmed that all land within the red line plan is within the ownership of the applicant. Any concerns raised in respect of land ownership is a private matter and is not a material planning consideration.

7 Conclusion

7.1 The benefits of the proposal are that the development would provide a good standard of purpose built accommodation, in a highly sustainable location, and which could contribute to the freeing up of dwelling houses which are suitable for long term residents. On-site car parking and cycle storage is proposed.

7.2 The proposed external alterations help to improve the aesthetics of the building and help to enhance the character and appearance in this location.

7.3 Finally, the proposed conversion and extension of the building has been designed to ensure there is no significant impact in terms of any potential overlooking, overbearing or overshadowing impact.

- 7.4 On balance, it is considered that any potential concerns would be outweighed by the benefits of the scheme, which is considered to be in accordance with the policies contained within the development plan. This is given significant weight.
- 7.5 It is recommended that planning permission is granted, subject to the conditions set out below.

<u>Recommendation</u>	
The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.	
1.	The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission. 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.
2.	The development hereby permitted shall be carried out in accordance with the following plans: proposed site plan No. 2310/15 Rev. D, proposed ground floor plan No. 2310/10 Rev. E, proposed first floor plan No. 2310/11 Rev. D, proposed second floor plan No. 2310/12 Rev. E, proposed elevations 1 No. 2310/20 Rev. F (all received by the Local Planning Authority 10.02.22), site location plan No. 2310/01, existing block plan No. 2310/02, proposed elevations No. 2310/21 Rev. E, proposed roof plan No. 2310/14 Rev. D (all received by the Local Planning Authority 24.11.21). Reason: For the avoidance of doubt.
3.	The demolition works hereby permitted shall only be carried out outside of the bird breeding season March to September inclusive. Reason: In the interests of protecting potential nested birds in the site.
4.	No development shall take place until details of a noise report, which shall be prepared in accordance with the provisions of the DoT Calculation of Road Traffic Noise and BS8233 to predict noise levels at and within the nearest noise sensitive location has been submitted to and approved in writing by the Local Planning Authority. The report shall set out; a large scale plan of the proposed development; noise sources and measurements/prediction points marked on plan; a list of noise sources; a list of assumed noise emission levels; details of noise mitigation measures; description of noise calculation procedures; noise levels at a representative sample of noise sensitive locations; a comparison of noise level with appropriate current criteria. Where current criteria are exceeded at any location the applicant shall

	<p>explain why that excess is immaterial or what further mitigation will be undertaken to ensure that criteria will be met.</p> <p>Mitigation measures approved as part of the submitted details shall be installed prior to first occupation of the development and retained for the lifetime of the development.</p> <p>Reason: In the interests of public health and safety and in accordance with Policy 19 of the Broxtowe Part 2 Local Plan (2019).</p>
<p>5.</p>	<p>No development shall take place until a Demolition and Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall include:</p> <ul style="list-style-type: none"> a) The means of access for construction traffic; b) Parking provision for site operatives and visitors; c) The loading and unloading of plant and materials; d) The storage of plant and materials used in the construction of the development; e) A scheme for the recycling/disposal of waste resulting from construction works; f) Details of dust and noise suppression to be used during the construction phase; and g) Site preparation, construction and delivery hours <p>The statement as approved shall be implemented throughout the construction and demolition period.</p> <p>Reason: In the interests of public health and safety and in accordance with Policy 19 of the Broxtowe Part 2 Local Plan (2019).</p>
<p>6.</p>	<p>No demolition shall take place, in connection with the development, until a report in line with current Health and Safety guidance for the identification and safe removal of asbestos containing material has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the findings of the report.</p> <p>Reason: In the interests of public health and safety and in accordance with Policy 19 of the Broxtowe Part 2 Local Plan (2019).</p>
<p>7.</p>	<p>No above ground works shall be carried out until details of the manufacturer, type and colour of the bricks, cladding and window frames to be used in facing elevations have been submitted to and approved in writing by the Local Planning Authority, and the development shall be constructed only in accordance with those details.</p> <p>Reason: Limited details were submitted and to ensure the development presents a satisfactory standard of external appearance, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</p>

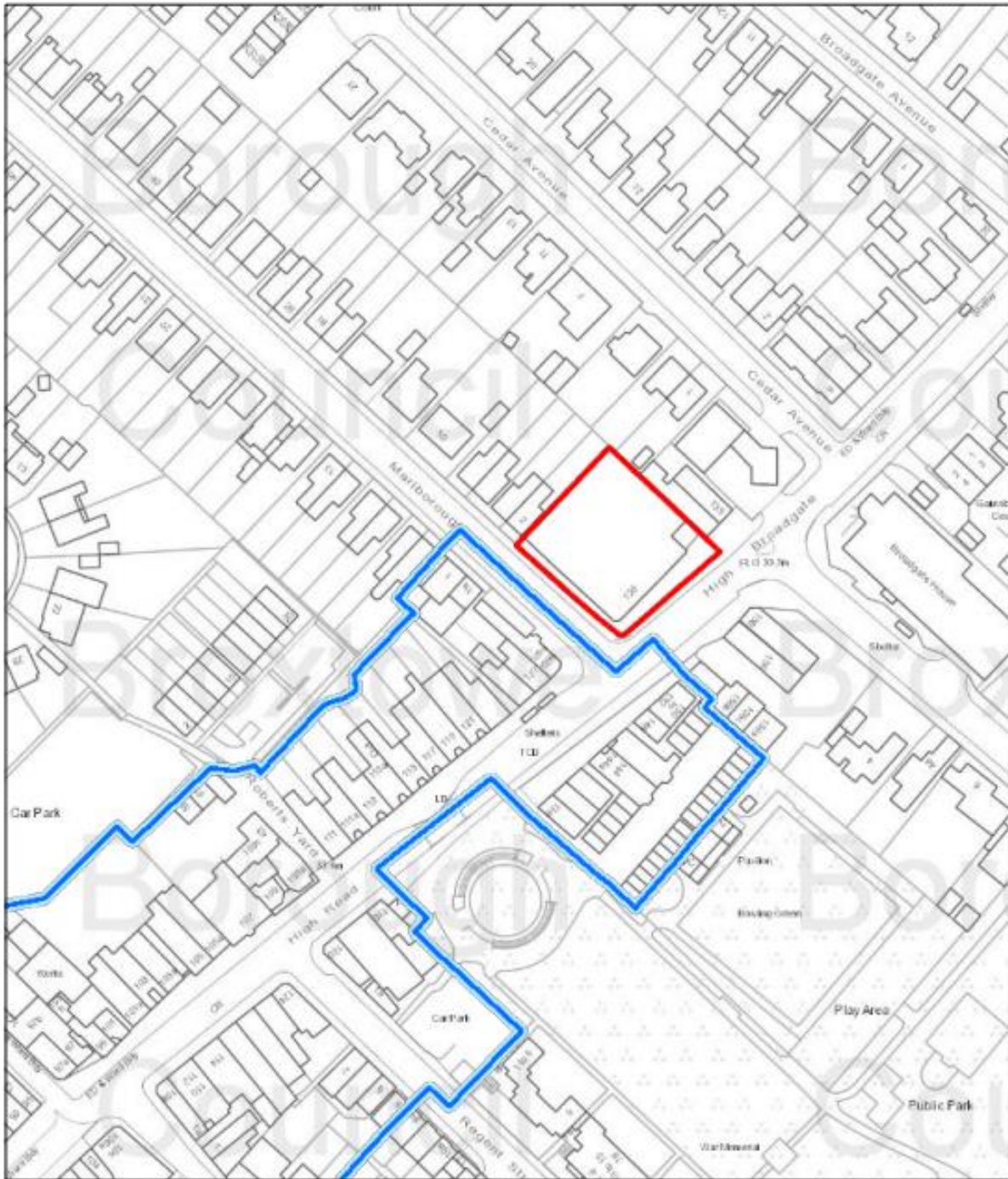
<p>8.</p>	<p>No above ground works shall take place until a landscaping scheme has been submitted to and approved by the Local Planning Authority. This scheme shall include the following details:</p> <ul style="list-style-type: none"> (a) numbers, types, sizes and positions of proposed shrubs and other soft landscape areas (b) proposed boundary treatments (c) proposed hard surfacing treatment (d) proposed lighting details. <p>The approved scheme shall be carried out strictly in accordance with the agreed details.</p> <p>Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</p>
<p>9.</p>	<p>The development hereby permitted shall not be brought into use until the visibility splays as shown on drawing 2310/15 Rev. D have been provided, and shall thereafter be kept free of all obstructions, structures or erections, for the lifetime of the development.</p> <p>Reason: In the interests of highway safety in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</p>
<p>10.</p>	<p>The development hereby permitted shall not be brought into use until the access drive and parking spaces (which shall be delineated in accordance with drawing number 2310/15 Rev. D) have been surfaced in a hard bound material (not loose gravel) and shall thereafter be maintained in hard bound material for the lifetime of the development and shall not be used for any purpose other than the parking, turning and loading and unloading of vehicles.</p> <p>Reason: In the interests of highway safety in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</p>
<p>11.</p>	<p>The development hereby permitted shall not be brought into use until the access drive and parking spaces have been constructed with provision to prevent the unregulated discharge of surface water from the driveway to the public highway. The provision to prevent the unregulated discharge of surface water shall thereafter be retained for the lifetime of the development.</p> <p>Reason: In the interests of highway safety in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</p>
<p>12.</p>	<p>The development hereby permitted shall not be brought into use until the two existing site accesses/redundant kerbs (one each on High Road and Marlborough Road) are made permanently closed</p>

	<p>and access crossings re-instated as footway and full height kerbs, to the satisfaction of the Local Planning Authority.</p> <p>Reason: In the interests of highway safety in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</p>
13.	<p>The approved landscaping shall be carried out not later than the first planting season following the substantial completion of the development or occupation of the building(s), whichever is the sooner and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p>Reason: To ensure the development presents a more pleasant appearance in the locality and in accordance with Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</p>
14.	<p>Prior to occupation of the hereby permitted development, a scheme of bird and bat enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall thereafter be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interests of securing an environmental net gain in accordance with the aims of Policy 31 of the Broxtowe Part 2 Local Plan (2019) and Policy 17 of the Broxtowe Aligned Core Strategy (2014).</p>
	<p>NOTES TO APPLICANT</p>
1.	<p>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</p>
2.	<p>The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.</p> <p>Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority</p>
3.	<p>As this permission relates to the creation of new units, please contact the Council's Street Naming and Numbering team: 3015snn@broxtowe.gov.uk to ensure addresses are created. This can take several weeks and it is advised to make contact as soon as possible after the development commences. A copy of the decision notice, elevations, internal plans and a block plan are</p>

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

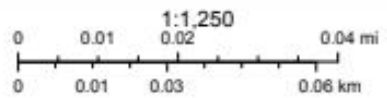
Site location plan 1:1250

Kings Carpets And Interiors 129 - 131 High Road



2/16/2022, 4:26:33 PM

-  Site
-  Town Centre Boundaries



Photographs

View from Marlborough Road/High Road



View from High Road



View from Marlborough Road



View from Marlborough Road



View from High Road



Plans (not to scale)

21/00092/FUL - Refused - High Road elevation



21/00092/FUL – Refused - Marlborough Road elevation



Proposed High Road elevation



Proposed Marlborough Road elevation



Proposed ground floor plan



Proposed first floor plan



Proposed second floor plan



Proposed roof plan

