

Report of the Chief Executive

APPLICATION NUMBER:	22/00212/REG3
LOCATION:	Gayrigg Court, Chilwell, Nottinghamshire
PROPOSAL:	Demolition of garages and construct two semi-detached dwellings

1 Purpose of Report

- 1.1 This application is brought before Planning Committee as the Council is the landowner and applicant.

2. Recommendation

The Committee is asked to resolve that planning permission be granted subject to conditions outlined in the appendix.

3. Detail

- 3.1 The application seeks full planning permission for the demolition of 13 garages and construct a pair of semi-detached dwellings and 13 replacement off road parking spaces, 8 located close to the semi-detached dwellings and 5 located on a grassed area to the west of the dwellings, separate to the building plot. Two trees are proposed to be removed from within the site.
- 3.2 A Design and Access Statement, pre development arboricultural report, car park study and ecological assessment have been submitted with the application.
- 3.3 Around the site is a mixture of two storey dwellings, apartments and three storey apartments with footpaths to the north, east and southern boundaries beyond which are the rear gardens for neighbouring dwellings. There is a mixture of boundary treatments from hedgerows, close board fencing with concrete posts providing privacy for these dwellings. The existing public footpaths will remain around the edge of the site giving access to the wider area. To the south of the site is an additional parking area for residents and their visitors, located on higher land, within Gayrigg Court.
- 3.3 The main issues relate to whether the principal of a pair of dwellings and replacement parking is acceptable, whether the development is acceptable in terms of parking issues, design and impact on neighbour amenity, and whether the removal of two trees would have a detrimental impact on the character of the area.
- 3.4 The benefits of the proposal would be the provision of two additional family sized homes within a sustainable, urban location with access to regular bus service and trams giving access to shops, schools, public open spaces which would be in accordance with policies contained within the development plan and which is given significant weight. The proposed semi-detached dwellings would contribute to the local economy by providing jobs during the construction process. There would be a change in the parking layout but this is considered to be outweighed by the benefits of the scheme.

4. Data Protection Compliance Implications

- 4.1 Due consideration has been given to keeping the planning process as transparent as possible, whilst ensuring that data protection legislation is complied with.

5. Background Papers

- 5.1 There were no background papers.

APPENDIX**1 Details of the Application**

- 1.1 The application seeks to construct a pair of semi-detached dwellings with three bedrooms, bathroom, kitchen, lounge/dinner and ground floor WC. To the rear of the dwellings there would be an enclosed garden area approximately 13.6m in length with a 1.8m close board fence on the north, east and southern boundaries. On the southern roof plane, a bank of eight solar panels is proposed.
- 1.2 The semi-detached dwellings would have a pitched roof, with a maximum eaves height of approximately 5.6m and a maximum height to the ridge of 8.3m The application forms state buff facing bricks, fibre cement tiles with vertical timber board cladding in the recessed entrances
- 1.3 A row of 13 terraced garages will be demolished and removal of 13 parking spaces in order to accommodate the dwellings, but replacement parking will be provided, 8 parking spaces forward of the principal elevation of the semi-detached dwellings, and 5 parking spaces on a grassed area located to the west of the site, adjacent to dwellings on Patterdale Court, this is in addition to the existing parking to the south of the site. To facilitate the replacement parking provision and landscaping two trees will be removed from within the site.

2 Site and surroundings

- 2.1 The site is located in a residential area and currently has 13 terraced garages which are rented by property owners in the surrounding area and 13 parking spaces located along the northern boundary. There is on road parking for existing dwellings within and around the site for residents and their visitors. The site is surrounded by dwellings with a mixture of 1.8m close board fencing and hedges forming the domestic boundaries. The site frontage is open with two trees and pavements.
- 2.2 The site lies within a residential area of terrace and block of flats, with a mixture of two storey and three storey buildings with a pedestrian path and a small areas of grass located around the edge of the site. There are two small trees within the red line, and these are located to the entrance of the site. The land levels rise north to south and a small incline east to west. To the south of the site is an additional parking area providing extra parking spaces for the residents of Gayrigg Court and the immediate area.
- 2.3 To the north of the site lies a tram stop giving access to a wider area and services, to the north east lies Inham Nook Recreation Ground and to the east is Eskdale Junior School.

3 Relevant Planning History

- 3.1 No relevant planning history.

4 Relevant Policies and Guidance

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

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

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1 – Climate Change
- Policy 2 – Spatial Strategy
- Policy 8 - Housing Mix and Choice
- Policy 10 - Design and Enhancing Local Identity
- Policy 14 – Managing Travel Demand
- Policy 16 – Green Infrastructure, Parks and Open Spaces
- Policy 17 - Biodiversity

4.2 **Part 2 Local Plan 2019**

- Policy 15 – Housing size, mix and choice
- Policy 17 – Place-making, Design and Amenity
- Policy 19 – Pollution, Hazardous substances and ground conditions

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 9 - Promoting Sustainable Transport
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed places.
- Section 15 – Conserving and enhancing the natural environment

5 Consultations

5.1 **Nottingham County Council Highways:** has assessed the application and has not raised any objection subject to standing advice for conditions and informatives for the parking provision and layout.

5.2 **Environmental Health Officer– Pollution:** has assessed the application and has not raised any objections but has requested conditions be applied for contaminated land due to the land being used as garages. As the proposed development site is close to existing residential developments and therefore occupiers may be adversely impacted by excessive construction noise a condition should be added to any decision notice regarding hours of works. As the garages are proposed to be demolished to facilitate the semi-detached dwellings and parking a construction/demolition method statement shall be submitted to and agreed in writing and adhered to throughout the construction period. An informative should be added to the decision notice to ensure no burning of commercial waste.

- 5.3 **Parks and Environment Officer – Bins:** has assessed the application and has not raised any objections subject to the developer purchasing the first time provision of bins.
- 5.4 **Broxtowe Borough Council – Tree Officer:** I have no objections to the proposal, The Sycamore T3 growing in a private garden, the tree is obscuring the street lamp and ideally could use removing, the Cherry T2 and the Rowan T1 are in poor health and are showing signs of decline and I have no objections to the removal of those trees.
- 5.5 **NET:** there were no comments from NET.
- 5.6 Twenty-nine properties were consulted and a site notice was displayed. A total of 5 objections have been received. The comments can be summarised as follows:
- Loss of privacy/overlooking to adjacent properties;
 - Overshadowing to gardens and habitable rooms;
 - A sense of enclosure and vulnerable;
 - Poor outlook towards a side wall;
 - Increased issues with surface flooding to the neighbouring garden and encroaching into the houses following heavy rainfall;
 - Loss of parking and no replacement disabled parking spaces;
 - Unrealistic to be expected to use the top car park in Gayrigg Court;
 - The council is under pressure to build houses and so upsetting the dynamic/people/parking;
 - Not enough spaces for cars;
 - Gayrigg Court is already crowded with vehicles;
 - The development will deface the area and not enhance the character of the area;
 - Environmental impact will be negative as per net carbon footprint in the area;
 - Concerns about asbestos removal;
 - Issues with bin lorries and emergency services requiring access;
 - Materials and compound storage;
 - Increased noise during construction and after;
 - Hedgehogs within close proximity to the site;
 - Concerns regarding the car parking survey and its validity;
 - Antisocial behaviour and;
 - Confirmation of which trees are to be retained/removed.

6 Assessment

- 6.1 The main issues for consideration are whether the proposed development is acceptable in design and layout, has sufficient parking, has an acceptable relationship with neighbouring properties and provides an adequate standard of amenity for future occupants.
- 6.2 **Principal**
- 6.2.1 The site is within an existing residential area and provides an opportunity to provide additional housing outside of Green Belt. There is also a need to boost housing

supply which a site such as this can help deliver. The provision of a pair of semi-detached dwellings on a brown field site is considered to be a benefit in terms of contributing to the provision of homes within the borough.

- 6.2.2 Whilst it is acknowledged there will be a loss of 13 garages and 13 parking spaces, it is considered the loss is outweighed by the proposal of residential units that make an efficient use of the land. Whether there is adequate space to accommodate a pair of semi-detached dwellings, replacement parking and the impact a development of this size will have on neighbouring properties, the character of the area and parking provision will be discussed below.
- 6.2.3 To conclude, the site is located within an urban location and weight must be given to the need to boost housing supply. It will provide a pair of three bedroom dwellings, suitable for occupation by a family, within an existing settlement in a sustainable location with public transport links providing access to the wider area. It is considered the proposed dwellings and replacement parking will not have an adverse effect on neighbour amenity and the design, massing, scale and appearance are considered to be acceptable. The principal of the development is therefore considered to be acceptable.

6.3 Design and visual amenity

- 6.3.1 Policy 10 of the ACS section 2 states that developments will be assessed in terms of d) massing, scale and proportion and e) materials and style. Policy 17 of the Part 2 Local Plan part 4 a) states that development should be of a size and design that makes a positive contribution to the appearance of the area.
- 6.3.2 The site currently has a row of terraced garages sited on the southern part of the site that are in a poor state of repair, an area of hardstanding for vehicles on the northern part of the site and two trees to the west of the site, that provide limited visual amenity to the area. The area proposed for the five additional parking spaces is an open plan grassed area which functions as green space.
- 6.3.3 The demolition of the garages and construction of a pair of dwellings will fill the whole of the site from north to south retaining the existing pathways and be set back from the principal elevation of 4 Gayrigg Court, to the south, and having shared parking to the front. The design and position of the dwellings and their private amenity space retains the openness when approaching the site from Eskdale Drive with views over the replacement parking for residents.
- 6.3.4 Consideration has been given to the fenestration details for the dwellings and the type of materials to assimilate the development in to the area, the choice of buff brick and concrete tiles along with vertical cladding reflects the materials in the wider area. The height to the eaves and ridge reflects the dwellings within close proximity to the site and the different levels enables the dwellings to have a scale and proportion similar to the adjacent dwellings.
- 6.3.5 The removal of two trees to create an area of replacement parking, one of which is in early decline and one providing moderate vitality to the area will not have a detrimental impact on the visual amenity of the area following their removal as neither tree contribute significantly to the character of the area, being small

ornamental trees constrained by being planted within a hard surface. The area forward of the principal elevations and in view when approaching the site, will be soft landscaped to soften the public and private boundaries and improve the visual amenity of the area.

- 6.3.6 The creation of the additional parking located to the west of the dwellings will remove some grassed open space, but given the size of the area required to create the five parking spaces there will still be adequate areas of grass surrounding this area to retain the openness and maintain the visual amenity of the area.
- 6.3.7 Concerns have been raised about the development defacing the area and not enhancing the character of the area resulting in a sense of enclosure. The position of the dwellings within the site, the location of the replacement parking and materials proposed all will ensure the character of the area is retained and enhanced.
- 6.3.8 To conclude, it is considered the dwellings and the replacement parking layouts reflect an acceptable level of design that will tie in with the appearance of the surrounding properties. Consideration has been given to the position of the development and enabling the development to make a positive contribution to the area through the choice of materials and landscaping.

6.4 **Amenity**

- 6.4.1 Policy 10 (f) states that the impact of a development on neighbour amenity will be a consideration. Policy 17 (4d) states that any development should not cause an unacceptable loss of amenity for the occupiers of neighbouring properties.
- 6.4.2 To the north of the site lies a terrace of two storey dwellings, 47-59 Eskdale Drive, which are set down lower than the site and have a sloping garden area leading from the site to a rear porch and habitable room windows. The distance between the proposed side elevation of the pair of semi-detached dwellings and the habitable room windows on these dwellings is approximately 16.2m with a public pathway running along the boundaries. There is a mixture of 1.8m close board fencing and mature hedge rows forming the rear garden boundary with the site, of which many have a pedestrian gate giving access to the hardstanding and garages. It should be noted there is one tree within the garden of these dwellings that is annotated and discussed in the tree survey (T3).
- 6.4.3 Concerns have been raised regarding loss of privacy, overshadowing and poor outlook, however it is considered that the position of the proposed semi-detached dwellings and the distance between the habitable rooms on the rear elevations of the dwellings on Eskdale Drive would not result in a detrimental impact on loss of light to the habitable rooms and the garden areas of 47, 49, 51, 57 and 59. Given the distance and position of the proposed dwellings there may be limited loss of light to the garden areas only of 53 and 55 Eskdale Drive but not significant enough to request an amendment and or refusal. Concerns were raised regarding loss of privacy from the proposed side windows towards these dwellings, however given the proposed windows will serve a ground floor secondary window to the lounge (positioned behind the boundary treatment) and a landing window at first floor that will be conditioned to be obscure glazed, it is considered that there will not be any

significant opportunity for overlooking towards any of these dwellings from side windows. Any overlooking that may occur from the windows located on the principal or rear elevation will be at an acute angle.

- 6.4.4 To the east lies a row of terrace two storey dwellings, 1-3 Gayrigg Court, these dwellings and their private gardens are on the same level as the site and there is approximately 21.6m between the rear elevation of the pair of semi-detached dwellings and the principal elevations of the dwellings on Gayrigg Court. There is a mixture of styles of fencing all 1.8m in height with a pedestrian gate leading to a public path. Concerns have been raised regarding loss of privacy, overshadowing and poor outlook, it is considered that the position of the proposed semi-detached dwellings and the distance between the habitable rooms on the elevation facing the site would not result in a detrimental impact on loss of light to the habitable rooms and the garden areas of these dwellings.
- 6.4.5 To the south lies a row of terrace two storey dwellings, 4-6 Gayrigg Court, which are side on to the site. The land around these dwellings slowly rises from north to south. The closest dwelling to the site, 4 Gayrigg Court, has a mature hedge forming the boundary approximately 2m in height and a tree that is annotated and discussed on the tree survey (T4). The distance between the side elevations of the proposal and 4 Gayrigg Court is approximately 3.6m and there are no side windows to this property. Given the position of the proposed dwellings it is considered there would not be any impact on residential amenity to 4 Gayrigg Court.
- 6.4.6 The eight replacement parking spaces are to be positioned forward of the principal elevation of the semi-detached dwellings and along the boundaries with the dwellings on Eskdale Drive and with 4 Gayrigg Court. The replacement parking will not have any impact on the residential amenity of these dwellings. The construction of the additional five replacement parking spaces that are to be constructed on a grassed area to the west of the site would not have any impact on the residential amenity of the dwellings within close proximity to them (Patterdale Court).
- 6.4.7 To conclude, the position of the dwellings and replacement parking would have adequate separation distances, obscurely glazed windows on side elevations to restrict any overlooking and would ensure a neighbourly relationship can be achieved, to secure an acceptable level of amenity can be retained for the dwellings around the site. It is also acknowledged the future occupants will have an acceptable level of amenity due to the level of light to the dwelling and that the garden is of an adequate size.

6.5 **Parking**

- 6.5.1 In relation to assess the highway impacts of the proposal paragraph 111 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 6.5.2 The proposal seeks to demolish the 13 existing garages and remove the 13 hardstanding car spaces and create a pair of semi-detached dwellings with 13 replacement parking spaces, of which 4 will be for the dwellings.
- 6.5.3 Concerns were raised in the representations in relation to the car parking survey and its validity. A car parking survey was carried out and this acknowledges that the removal of the garages could result in cars currently being parked in the garages, being parked on street on Gayrigg Court instead. The purpose of the car parking survey was to determine the level of existing on street parking and whether there is sufficient capacity to accommodate an increase in parking demand. The car parking survey was carried out on Gayrigg Court for a 24-hour period on Thursday 30 January 2020. It was determined that there is sufficient capacity on Gayrigg Court to accommodate 63 parked cars, excluding the garages to be replaced by the proposed development, with a maximum number of vehicles parked on Gayrigg Court was 33 within the 24-hour period, this equates to 52%. Therefore, there is capacity for an additional 30 vehicles to be parked on Gayrigg Court, excluding the garage and hardstanding within the site. During the 24-hour car park survey vehicle movements in and out of the garages were also surveyed and no vehicles were recorded, but the report states it was not possible to determine whether or not there was a car parked in any of the garages. The car parking survey concludes there is sufficient capacity on Gayrigg Court to accommodate 63 parked cars, this excludes the garages and hardstanding within the site and it is considered there is sufficient evidence to accommodate the development and loss of garages and hardstanding parking. It is also noted that some properties on Eskdale Drive have off street parking to the front.
- 6.5.4 As the proposal seeks to create an additional 13 off road parking spaces within Gayrigg Court, the level of off street parking achieved would be 76, of which 4 will be allocated for the semi-detached dwellings. It is considered that there will not be a significant impact on highway safety or on street parking.
- 6.5.5 There have been comments that there is no provision for disabled parking (either dedicated or shared) within the scheme, at the current time there is no requirement to provide any disabled parking.
- 6.5.6 Any cars parked illegally or that would block emergency vehicles would be a police or highway enforcement matter.
- 6.5.7 It is acknowledged there will be construction vehicles associated with the site, however it is considered that there is adequate space on and around the site not to cause a nuisance. Notwithstanding this, a condition to secure a construction method statement, prior to commencement of the development, would ensure that any impact on neighbouring occupiers or on the highway network is kept to a minimum.
- 6.5.8 To conclude, it is considered that sufficient parking has been provided to accommodate the pair of semi-detached dwellings and replacement parking for the existing dwellings within close proximity to the site, it is considered the parking survey has provided sufficient evidence to demonstrate that the area around Gayrigg Court can support the additional parking following the demolition of the garages and construction of the semi-detached dwellings, subject to conditions.

6.6 Environmental Health

- 6.6.1 Policy 19 of the Part 2 Local Plan states development of land potentially affected by contamination will not be permitted unless and until a site investigation has been carried out to assess the nature and degree of contamination, using a method of investigation agreed in writing with the Council. Paragraph 184 of the NPPF states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rest with the developer and/or landowner.
- 6.6.2 The Councils Environmental Health Officer has stated the proposed development is located on land that may be contaminated due to its historic use as garages, therefore before commencement on site an investigative survey of the site shall be carried out and a report submitted to and approved in writing by the Local Planning Authority. The survey must have regard for any potential ground and water contamination, the potential for gas emissions and any associated risk to the public, buildings and/or environment. The report shall include details of any necessary remedial measures to be taken to address any contamination or other identified problems.
- 6.6.3 As the proposed development site is close to existing residential developments and therefore occupiers may be adversely impacted by excessive construction noise a condition would be imposed securing appropriate hours of work in order to secure the residential amenity and safety of residents and the general public.
- 6.6.4 The Councils Parks and Environment Officer for bins has assessed the application and has not raised any objections subject to the developer purchasing the first time provision of bins. The bins would be accommodated in the rear gardens and can be left in an accessible location for collection, on Gayrigg Court.

6.7 Other issues

- 6.7.1 Concerns have been raised regarding flooding, however it is noted that the site is not covered by any flood zone and surface water drainage. It is proposed that both surface water and sewage would be connected to existing services and would require separate permission from Severn Trent Water. Furthermore, this matter would be adequately dealt with under Building Regulations and therefore is not necessary to implement a planning condition and the development therefore is not considered to increase risk of flooding or surface water run-off to other properties.
- 6.7.2 Concerns have been raised regarding the environmental impact of the proposal. The proposal seeks to minimise the carbon footprint of the dwellings and has incorporated 8 solar panels to each dwelling and given the high standard of modern technology the dwellings this will reduce their carbon footprint.
- 6.7.3 Within the representations it has been stated that hedgehogs have been sighted within and around the site. As hedgehogs are listed as a Species of Principal Importance under the provision of NERC Act 2006 an informative condition will be included to the decision notice to make the applicant aware of their obligations under the Wildlife and Countryside Act 1981.

- 6.7.4 Concerns have been raised regarding changes to the site which would increase the opportunity for antisocial behaviour. The position of the dwellings and replacement parking has been designed to allow natural surveillance of the area. Should any antisocial behaviour be experienced this should be reported to the Police.

7 Planning Balance

- 7.1 The benefits of the proposal are that it would provide two family homes within an existing urban area and would support short term benefits such as jobs during the demolition and construction of the proposed dwellings and creation of the off road parking spaces and would be in accordance with policies contained within the development plan. Whilst it is acknowledged there will be limited impact on the amenity of neighbours through loss of sunlight to two gardens, this is outweighed by the benefits of the scheme and due to its location is highly sustainable location.

8 Conclusion

- 8.1 To conclude, it is considered the proposed dwellings are an acceptable size, scale and layout that there will not be an adverse effect on neighbour amenity and it will provide an acceptable standard of amenity for future occupants of the dwellings. The level of replacement parking is acceptable to meet the requirements of the existing and proposed dwellings and the scheme is considered to be acceptable and should be approved.

Recommendation

The Committee is asked to RESOLVE that planning permission be approved subject to the following reasons.

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 drawings Proposed house types elevations and floor plans 2766(08) B03 Rev B, Proposed site plan 2766 (08) B01 Rev B and Proposed block plan 2766 (08) B02 Rev A received 4 March 2022 and Solar panel details received 21 April 2022. The Design and Access Statement, pre development arboricultural report and ecological assessment received 4 March 2022. Reason: For the avoidance of doubt.

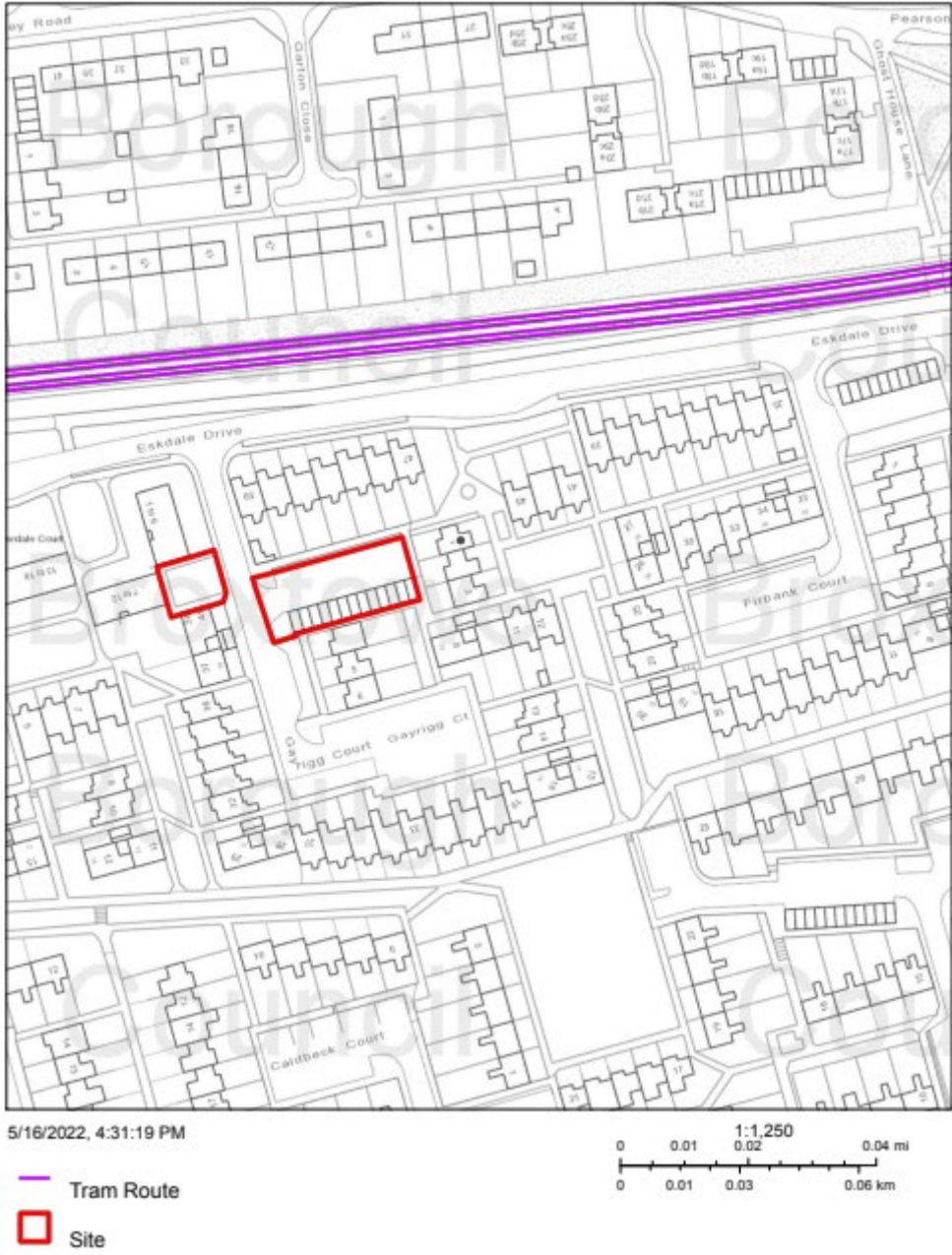
3.	<p>(a) No development shall commence until a site investigation scheme has been carried out and a report submitted to and approved in writing by the Local Planning Authority. The scheme must have regard for any potential ground and water contamination, the potential for gas emissions and any associated risk to the public, buildings and/or the environment. The scheme shall include details of any necessary remedial measures to be taken to address any contamination or other identified problems.</p> <p>b) No building to be erected pursuant to this permission shall be occupied or brought into use until:</p> <p>i. All the necessary remedial measures for the building have been completed in accordance with the approved details, unless an alternative has first been approved in writing by the Local Planning Authority; and</p> <p>ii. It has been certified to the satisfaction of the Local Planning Authority, through the submission of a verification report that the necessary remedial measures for the building have been implemented in full.</p> <p>The development cannot proceed satisfactorily without the outstanding matters being agreed in advance of development</p> <p>Reason: commencing to ensure the details are satisfactory, in the interests of public health and safety and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of Broxtowe Aligned Core Strategy (2014).</p>
4.	<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>Reason: and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
5.	<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> <p>a. numbers, types, sizes and positions of proposed trees and shrubs;</p> <p>b. details of boundary treatments;</p> <p>c. planting, seeding/turfing of other soft landscape areas and</p> <p>d. timetable for implementation.</p>

	<p>The approved scheme shall be carried out strictly in accordance with the approved details and shall be carried out not later than the first planting season following the substantial completion of the development and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased, shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p>Reason: No such details were submitted with the application, to ensure the development presents a satisfactory standard of external appearance to the area, to ensure a sufficient standard of neighbour amenity 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).</p>
6.	<p>The first floor window in the north elevation and south elevations shall be obscurely glazed to Pilkington Level 4 or 5 (or such equivalent glazing which shall first have been agreed in writing by the Local Planning Authority) and retained in this form for the lifetime of the development.</p> <p>Reason: In the interests of privacy and amenity for nearby residents and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
7.	<p>No construction or site preparation work in association with this permission shall be undertaken outside the hours of 08:00-18:00 Monday to Friday, 08:00-13:00 on Saturdays and at no time on Sundays or bank holidays.</p> <p>Reason: In the interests of the amenities of nearby residents and in accordance with the aims of Policy 19 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
8.	<p>No development within the full planning permission phase hereby approved shall take place until a Construction/Demolition Method Statement has been submitted to and approved in writing by the Borough Council. 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 construction/demolition of the development; e) A scheme for the recycling/disposal of waste resulting from construction/demolition works; f) Details of dust and noise suppression to be used during the construction phase and;

	<p>g) A report identifying any asbestos and documenting its safe removal</p> <p>The approved statement shall be adhered to throughout the construction period.</p> <p>Reason: In the interests of the amenities of nearby residents and in accordance with the aims of Policy 19 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
9.	<p>No part of the development hereby permitted shall be brought into use until the parking bays/ areas are surfaced in a bound material with the parking bays clearly delineated in accordance with drawing number 2766(08) B01 Rev B. The parking bays/ areas shall be maintained in the bound material for the life of the development and shall not be used for any purpose other than the parking of vehicles.</p> <p>Reason: To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking in the area and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
10.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no enlargement improvement or alterations to the dwelling, roof additions or other alterations (falling within Class A, B and Class C) shall be undertaken.</p> <p>Reason: In the interests of privacy and amenity for nearby residents 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>
	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.	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, 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

	applicant / contractors / the owner or occupier of the land. [Where the development site may be accessed by a significant number of vehicles or may be particularly susceptible to material 'tracking' off site onto the highway, details of wheel-washing facilities must be provided to and approved by the Highway Authority
3.	As this permission relates to the creation of a 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 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.
4.	Burning of commercial 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.	Developer to purchase the first time provision of bins. Notice served in due course. 2.Each property would be allocated the following: 1 x 240 litre bin for residual waste 1 x 240 litre bin for recycling waste 1 x 37 litre bag for glass 3.Bins need to be presented at the edge of adopted highway for emptying. 4.The size of a 240 litre bins is 1074mm (h) x 580mm (w) x 734mm (d)
6.	The development makes it necessary to construct and reinstate vehicular crossings over a verge 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 apply. The application process can be found at: http://www.nottinghamshire.gov.uk/transport/licences-permits/temporary-activities

22/00212/REG3 - Gayrigg Court



Site location plan

Photographs



Site notice



Looking north towards dwellings on Eskdale Drive and hardstanding parking



Looking east across site



Looking west across site



Looking towards Eskdale Drive Junction and area of grass to be Parking



Garages to be demolished



Looking south across site
Bottom of the site near to No1



Looking north from behind the garages
Bottom of the site



View towards additional
Parking in Gayrigg Court



View from the back of the garages
and side of No 3 Gayrigg Court



Additional parking at Gayrigg Close

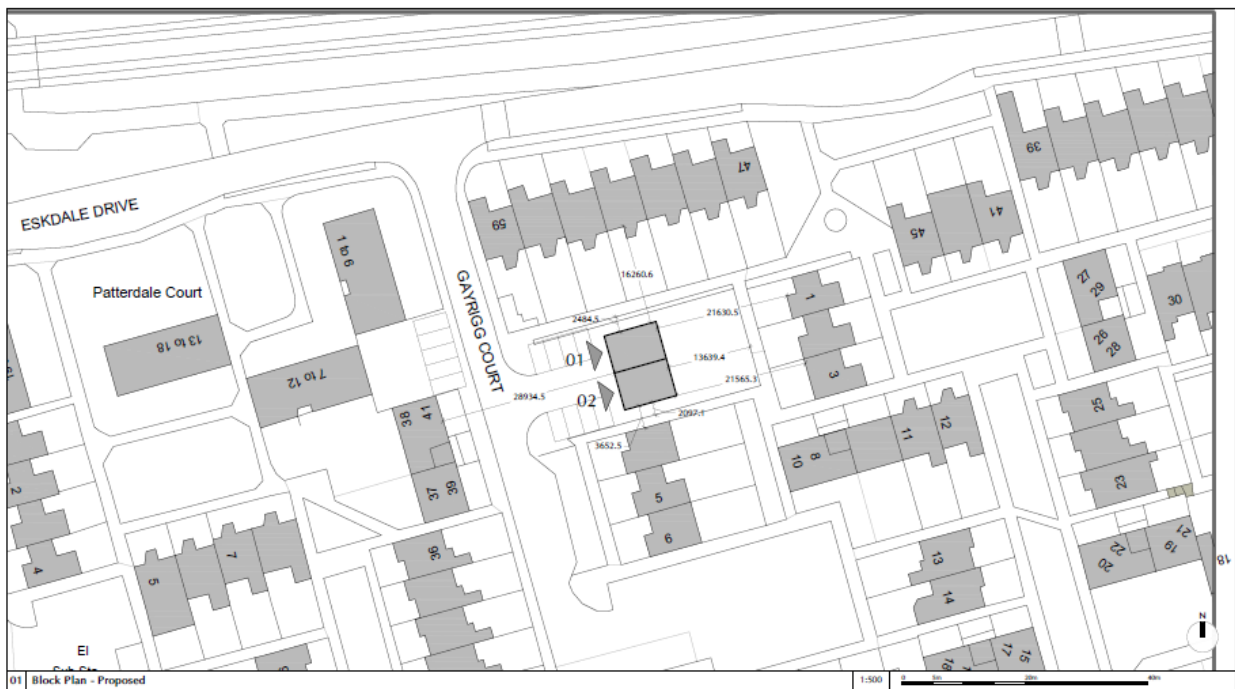


Location of the replacement parking (5)

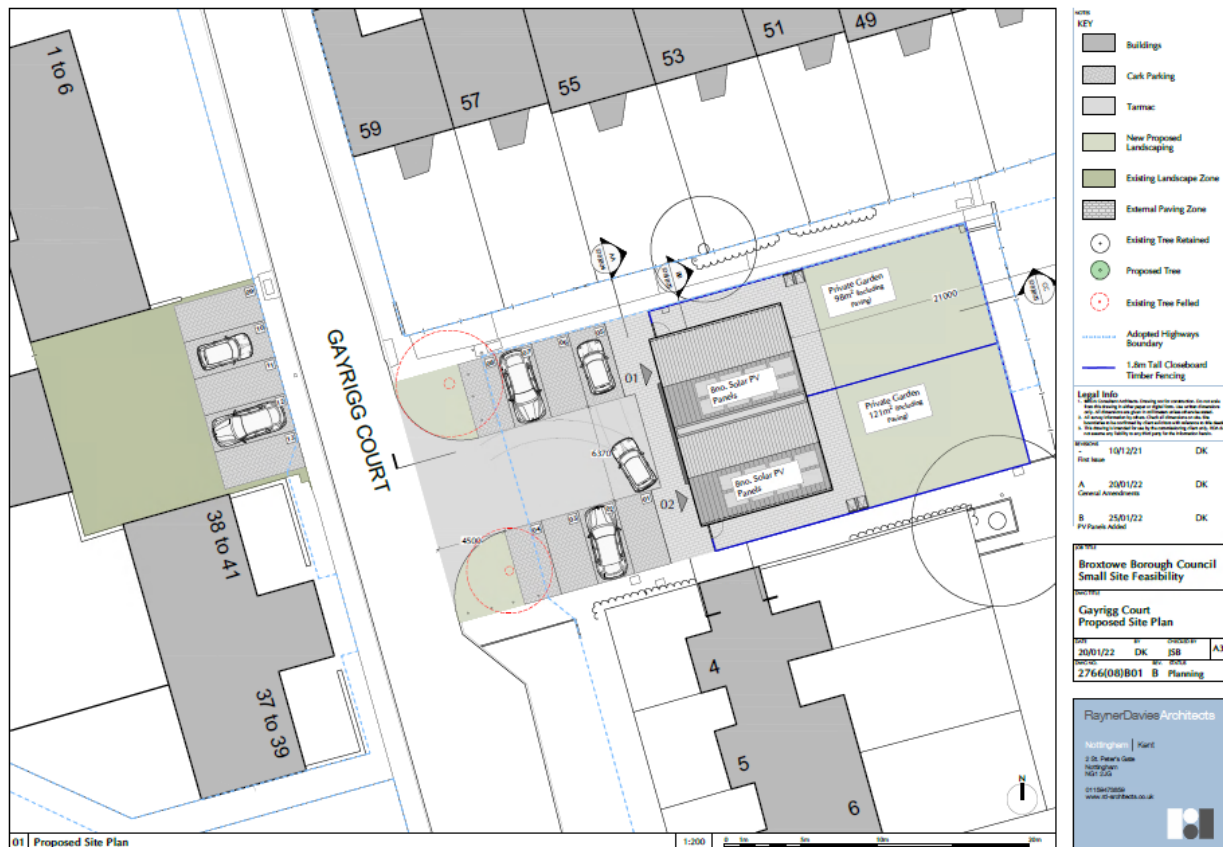
Plans (not to scale)



Existing block plan



Proposed block plan



Proposed site plan and roof plan showing solar panels along with replacement parking



Proposed elevations and floor plans