

Report of the Chief Executive

APPLICATION NUMBER:	22/00210/REG3
LOCATION:	Felton Close, Chilwell, Nottingham
PROPOSAL:	Demolition of garages and construct two semi-detached dwellings and two apartments with associated parking, landscaping and amenity space

1. Purpose of Report

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 8 garages in the form of two rows of 4 garages, the construction of a pair of semi-detached dwellings and two storey structure accommodating two apartments along with the creation of 18 vehicular parking spaces and additional landscaping. The application block plan has been amended to demonstrate the location of the three trees that are to be felled and no development on highway land, a consultation has been undertaken following the amended plan and any comments from the public will be reported in the late background paper, the Highway Authority has already provided comments on the amended plan.
- 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 lies two storey semi-detached and terraced properties with large private amenity space to each rear. To the north part of the site lies an open plan area/communal grassed area. Within the turning head and the grassed area residents of the existing dwellings on Felton Close use the area as off road parking. To the north, east and west of the site are footpaths, with the vehicular access to the south of and centrally positioned within the site.
- 3.4. The main issues relate to whether the principal of a pair of dwellings, two apartments and replacement parking with landscaping is acceptable and if the development is acceptable in terms of parking issues, design and impact on neighbour amenity, the removal of three trees on the character of the area and enhancement of the ecology around the site.
- 3.5. The benefits of the proposal would be two additional family homes and two apartments within a sustainable, urban location with access to a well-served public transport route giving access to shops, schools, public open spaces which would

be in accordance with policies contained within the development plan that is given significant weight. The proposed semi-detached dwellings and apartments 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 two bedrooms, bathroom, kitchen, living diner and WC, located to the east of the access, along with a two storey building accommodating two x one bedroom apartments, located to the west of the access, all fronting Valley Road and roughly following the building line of 28 and 30 Valley Road. Both sets of residential dwellings have access to private amenity space located to the rear elevation, which would be enclosed by a 1.8m close board fence. On the western roof planes of each building there would be a bank of solar panels.
- 1.2 The semi-detached dwellings and apartment building will be constructed out of buff bricks and fibre cement tiles, with detailing to the fenestrations. Forward of the principal elevations is a small area laid to lawn and three existing trees. Beyond the rear gardens of the dwellings is a small open plan grassed area with a total of three pathways leading to the dwellings within Felton Close.
- 1.3 Two sets of four terraced garages, total of eight, will be demolished to facilitate the construction of the two apartments and an open area of grass will facilitate the construction of the semi-detached dwellings. The application seeks to replace the garages and create formal parking for a total of eighteen cars to serve both the proposed dwellings and the existing dwellings towards the north of the site whilst retaining the turning head and grassed/trees.

2 Site and surroundings

- 2.1 The site is located in a residential area and currently has eight garages which are rented by property owners in the surrounding area. There are no designated parking spaces for residents and as a result vehicles are parked in the turning head, on the grass and pavements within close proximity to the site. There is a mixture of boundary treatments around the site including hedges, fencing and brick boundary treatments all ranging from 1m to 1.5m in height.
- 2.2 The land around the site is flat and has pedestrian pathways around the edges of the site running adjacent to the boundaries of the dwellings in Felton Close.
- 2.3 To the south of the site lies the tram network and to the east lies Inham Nook recreation ground with a bowls green, tennis courts, football pitches and a children's playground.

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
- Policy 31: Biodiversity Assets

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 **Nottinghamshire County Council Highways:** has assessed the application and the revised block plan, 2766 (08) C02D. The Highway Authority is satisfied that all outstanding issues with regards to the build outs being removed from over the adopted highway have been resolved and now considers that the proposal is satisfactory and raises no objection to the proposal, subject to 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 **Nottinghamshire Wildlife Trust** – has reviewed all the information submitted and can confirm the ecology survey and report has been undertaken according to good practice guidelines. The Wildlife Trust would wish to see native replacement trees for the loss of the three trees within the site, any pipework greater than 150mm be capped at the end of each day and chemicals stored correctly. To conclude the Wildlife Trust, support the recommendations made within the ecology survey.
- 5.5 **The Tree Officer** has assessed the application and provided comments on the trees to be removed to facilitate the development and the trees to be retained. They noted T2 has already been felled due to storm damage as it was up rooted by high winds. T1, Norway Maple, showing to be removed, is a reasonable specimen, however, it will be compromised by the development as the root system RPA will extend into the zone of Construction. In respect of T8 Norway Maple, the tree is showing as to be removed as the tree is growing in competition with T9 Norway Maple and as such is exhibiting a one sided growth pattern, no objections to the removal of this tree. The Tree Officer did note several trees will either require crown lift or crown clean along with careful demolition and excavation of the existing hardstanding areas to avoid damage to the root systems. To conclude the Tree Officer would have no objection to the removal of the three trees in order to facilitate the proposal.
- 5.6 27 properties were consulted and a site notice was displayed. A total of 15 comments have been received. The comments can be summarised as follows:
- Bollards necessary to stop residents parking on the grass;
 - Trees needed between parking and houses;
 - During construction will proper access be made for wheelchair and mobility scooter;
 - Traffic issues – will the current parking area be changed, access and extra traffic;
 - Councils are being urged to create more affordable housing but using every blade of grass to accomplish this is taking things too far;
 - It's a done deal;
 - Issues with mobility scooter on the pavements with protruding tree roots and broken slabs
 - Loss of light to dwellings, requiring lights to be used and as a result higher bills;
 - Issue with parking and not enough especially including visitors parking on pavements;
 - Taking out three trees will not help the planet;
 - The development will remove the sense of calm on the street.
 - The development will enclose the existing dwellings;
 - Too many cars and not enough parking space;
 - Issue with lighting;
 - The development will be to the detriment of the environment;
 - Building over the main sewer;
 - Ecology survey doesn't mention any replacement trees;
 - Instead of spending money on new housing maintain the existing stock;

- The world is tackling pollution and our government has committed to reduce CO2 emissions, building new houses/apartments in this small area is totally against what the Government has promised;
- Working from home since the pandemic and noises, dust etc from construction while working from home will have a negative impact on mental health;
- Safety of the children since it's on a route to schools nearby, children walk themselves to school and will create a high safety risk to them;
- Will gather residents and protest if the proposal is accepted;
- Loss of privacy and;
- Parking survey is out of date.

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 would provide 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 sites such as this can help deliver. The provision of a pair of semi-detached dwelling and two apartments 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 8 garages, 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, two apartments, 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 family homes in the form of two bedroom dwellings and also provide two x one bedroom apartments, 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 two rows of four terraced garages sited on the south west part of the site, that are in a poor state of repair and which have a negative impact on the appearance of the area, small areas of grass areas with trees towards the south of the site and a turning head used by residents as undesignated parking spaces.
- 6.3.3 The demolition of the garages and construction of a pair of dwellings and apartments to the south east and west of the site will still allow views into Felton Close from Valley Road. The grassed area located directly behind the dwellings will be changed to accommodate nine parking spaces each side of the vehicular access and allow views to the north of the site. The design and position of the dwellings and their private amenity space has been positioned to be in line with the dwellings to the east and west of the site, 28 and 30 Valley Road. The setting back of the built form to be in line with these dwelling ensure the openness of views towards Felton Close vehicular access. The change from grass to parking will be a change visually but would not have any detrimental impact on the openness of Felton Close. Areas of soft landscaping would be provided to soften the parking areas.
- 6.3.4 Consideration has been given to the fenestration details for the dwellings and the block of apartments 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 Two trees T1 (Norway Maple) and T2 (Rowan) are to be removed to the south of the site but there will still be three trees along the southern boundary of the site to ensure no detrimental impact of the visual amenity of the area following their removal. 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 Towards the middle of the site T8 is also proposed to be removed (Norway Maple) the loss of the tree will not have any significant impact on the visual amenity of the area. The trees are located to the south of the parking areas and allows an adequate area of grass to be able to retain the openness and maintain the visual amenity of the area.
- 6.3.7 Concerns have been raised about the development creating an enclosed area due to the location of the proposal being towards the south of the site. The position of the dwellings and apartments have been designed to ensure no sense of enclosure to the existing dwellings on Felton Close. The existing trees to be retained will ensure the character of the area is retained and enhanced.
- 6.3.8 To conclude, it is considered the dwellings, apartments and the replacement parking reflects 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, east and west of the site are a row of two storey dwellings that are on the same ground level as the site. The dwellings and apartments have been positioned to be to the south of the site and so it is considered that there would be no significant impact in terms of loss of light, overlooking or overbearing for the occupiers of these properties.
- 6.4.3 To the south east of the site lies an end terrace dwelling, 28 Valley Road, with two ground floor side elevation windows. There is a gap between the windows and the 1.8m close board fencing on the boundary and it is considered there would not be an impact on this property in terms of loss of light to the habitable rooms and the garden area.
- 6.4.4 To the south west lies an end terrace dwelling, 30 Valley Road, with no side windows facing the site. It is considered that the proposal would not result in a detrimental impact on loss of light to the habitable rooms and the garden areas of this dwelling.
- 6.4.5 To the south of the site lies a row of terrace dwellings and given the distance between the proposal and these dwellings, over a public highway it is considered that there would not be any impact on the residential amenity of these dwellings.
- 6.4.6 The replacement parking and additional parking within the site has been positioned to be away from the turning head and would not have any impact on the residential amenity of the dwellings within close proximity to them.
- 6.4.7 To conclude, the position of the dwellings, apartments and replacement parking has adequate separation distances, obscurely glazed windows on side elevations to restrict any overlooking and ensures a neighbourly relationship can be achieved and 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, with a satisfactory level of internal space and access to natural light and an outlook.

6.6 Parking

- 6.6.1 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.
- 6.6.2 The proposal seeks to demolish the 8 existing garages and create 18 parking spaces.

- 6.6.3 Concerns were raised in the representations in relation to the car parking survey and that it is out of date. A car parking survey was carried out and acknowledges that the removal of the garages could result in cars currently being parked in the garages, being parked on street on Felton Close 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.
- 6.6.4 The car parking survey was carried out over a 24-hour period from 07:00 Tuesday 4 February 2020 till 07:00 Wednesday 5 February 2020. It was determined that there is sufficient capacity on Felton Close to accommodate 26 parked cars, excluding the garages, without blocking dropped kerbs or driveways. The existing arrangement does require vehicles to be parking on grass verges or the turning head at the north of the site. It was noted in the report that parking on the turning head and on the grassed verges is carried out in an unsafe and unmanaged manner in unmarked positions due to the lack of formalised car parking provision on the site. The number of cars parked on Felton Close, excluding garages, was 18 and given the maximum parking capacity of 26 cars this equates to a parking stress of 69% and so therefore there is capacity for a further 8 vehicles to be parked on Felton Close. During the 24-hour period two vehicles were observed using the garages and the new development would result in five additional vehicles. It is considered there is sufficient evidence demonstrate that the parking can accommodate the development and compensate for the loss of garages.
- 6.6.5 As the proposal seeks to create an additional 18 off road parking spaces within Felton Close, it is considered that there will not be a significant impact on highway safety or on street parking and there would be no changes to the pedestrian footpaths around the edges of the site.
- 6.6.6 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 requiring the submission of details of a Construction Method Statement would further ensure that the development would keep disruption to a minimum. The details to be agreed prior to commencement of the works.
- 6.6.7 To conclude, it is considered that sufficient parking would be provided to accommodate the pair of semi-detached dwellings, apartments and replacement parking for the existing dwellings. It is considered the parking survey has provided sufficient evidence to demonstrate that the area within the site can support the additional parking following the demolition of the garages and construction of the semi-detached dwellings and apartments, subject to conditions.

6.7 Environmental Health

- 6.7.1 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.

- 6.7.2 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.
- 6.7.3 As the proposed development site is close to existing residential developments and therefore occupiers may be adversely impacted by excessive construction noise a condition should be added to any decision notice regarding hours of works. There shall not be any construction or site preparation work in association with this permission shall be undertaken outside the hours of 08:00-18:00 Monday to Friday and 08:00-13:00 Saturdays and no time on Sunday or Bank Holidays.
- 6.7.4 As the garages are proposed to be demolished to facilitate the semi-detached dwellings, apartments and parking a construction/demolition method statement shall be submitted to and agreed in writing and adhered to throughout the construction period.
- 6.7.5 The conditions regarding hours of work and relating to the Construction Method Statement would secure the residential amenity and safety of residents and the general public.
- 6.7.6 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. As each property has a secure rear garden, the bins can be safely stored off the public highway, and the bins can easily be collected by the refuse team.

6.8 Ecology

- 6.8.1 Para 180 of the NPPF is also applicable, that states when determining planning applications, Local Planning Authorities should apply the following principle, amongst others, if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- 6.8.2 Policy 31 of the Local Plan Part 2 states that all development proposal should seek to deliver a net gain in biodiversity and geodiversity and contribute to the Borough ecology network. Permission will not be granted for development which would cause significant harm to site and habitats of nature conservation or geological value, together with species that are protected or under threat.
- 6.8.3 Nottingham Wildlife Trust has assessed the application and fully support the ecology recommendations within ecology survey and is content that this can be secured by a suitable worded condition.

6.8.4 The concerns raised regarding the loss of trees and no replacements will be addressed through the landscaping scheme condition.

6.8.5 The concerns raised within the representation regarding ecology and protecting the environment has been considered and given recommendations within the ecology report it is considered there will not be any impact on the ecology of the site and the surrounding area.

6.9 Arboricultural Issues

6.9.1 The Tree Officer has assessed the application and provided comments on the trees to be removed to facilitate the development and the trees to be retained. They noted T2 has already been felled due to storm damage as it was up rooted by high winds. T1, Norway Maple, showing to be removed, is a reasonable specimen, however, it will be compromised by the development as the root system RPA will extend into the zone of Construction. In respect of T8 Norway Maple, the tree is showing as to be removed as the tree is growing in competition with T9 Norway Maple and as such is exhibiting a one sided growth pattern, no objections to the removal of this tree. The Tree Officer did note several trees will either require crown lift or crown clean along with careful demolition and excavation of the existing hardstanding areas to avoid damage to the root systems.

6.9.2 To conclude the Tree Officer would have no objection to the removal of the three trees in order to facilitate the proposal. The concerns raised regarding the loss of trees and no replacements will be addressed through the landscaping scheme condition.

6.10 Other issues

6.10.1 Concerns have been raised regarding the environmental impact of the proposal. The proposal seeks to minimise the carbon footprint of the dwellings and apartments and has incorporated solar panels to each dwelling and given the high standard of modern technology the dwellings this will reduce their carbon footprint.

6.10.2 The comments raised about building over a sewer are matters that would be dealt with under Building Regulations.

7 Planning Balance

7.1 The benefits of the proposal are that it would provide two family homes and two x one bedroom apartments 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. There would not be any significant impact on the amenity of neighbours.

8 Conclusion

8.1 To conclude, it is considered the proposed dwellings and apartments 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.

<u>Recommendation</u>	
The Committee is asked to RESOLVE that planning permission be granted subject to the following reasons.	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p>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.</p>
2.	<p>The development hereby permitted shall be carried out in accordance with drawings proposed block plan 2766 (08) C02 Rev D received 12 May 2022, proposed elevations and floor plans for the apartments 2766 (08) C04 Rev B, proposed elevations and floor plans for the semi-detached dwellings 2766 (08) C03 Rev B, Ecology survey and pre development arboricultural report received 4 March 2022 and Solar panel details received 21 April 2022. Ecology survey and pre development arboricultural report received 4 March 2022.</p> <p>Reason: For the avoidance of doubt.</p>
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</p>

	<p>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 19 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> <ul style="list-style-type: none"> a. numbers, types, sizes and positions of proposed trees and shrubs; b. details of boundary treatments; c. planting, seeding/turfing of other soft landscape areas and d. timetable for implementation. <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 east elevation 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</p>

	<p>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; g) A report identifying any asbestos and documenting its safe removal <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>

	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).
10.	<p>Occupation of the hereby approved dwellings shall not take place until the site access has been surfaced in a bound material (not loose gravel) for a minimum distance of 5.0 metres behind the highway boundary, and which shall be drained to prevent the discharge of surface water from the access to the public highway. The bound material and the provision to prevent the discharge of surface water to the public highway shall be retained for the lifetime of the development.</p> <p>Reason: In the interest of highway safety 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>
11.	<p>The parking bays shall not be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.</p> <p>Reason: In the interest of highway safety 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>
12.	<p>The demolition of the garages and construction of the dwellings and apartments, shall be carried out in accordance with the mitigation measures as detailed in sections 5.17, 5.18 and 5.21 of the Ecological Assessment dated 29.06.21 unless otherwise approved in writing by the Local Planning Authority.</p> <p>To ensure that any protected species which may be present on site are not adversely affected, in accordance with the NPPF (2019) section 15, Policy 31 of the Broxtowe Part 2 Local Plan (2019) and Policy 17 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 new units, please contact the Council's Street Naming and Numbering team: 3015snn@broxtowe.gov.uk to ensure addresses are created. This can take several weeks and it is advised to make contact as soon as possible after the development commences. A copy of the decision notice, elevations, internal plans and a block plan are required. For larger sites, a detailed site plan of the whole development will also be required.
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

22/0021/REG3 - Felton Close



5/18/2022, 7:41:12 AM

- Tram Route
- Site



Site location plan

Photographs



Site notice



Garages to be demolished



Looking east in the site



Looking north in the site



Looking east within the site



Dwelling to the east No.28



Dwelling looking west No 30

Plans (not to scale)



Submitted site location plan



Amended block plan Rev D

