

Report of the Chief Executive

APPLICATION NUMBER:	22/00125/FUL
LOCATION:	Station Road (Central) Car Park Station Road Beeston Nottinghamshire
PROPOSAL:	Construct purpose built student accommodation (sui generis) and ground floor commercial unit (Class E(g)(i)) with associated access, car parking, landscaping and infrastructure

1. Purpose of the Report

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

2. Recommendation

The Committee is asked to resolve that planning permission be granted subject to the prior completion of an agreement under Section 106 of the Town and County Planning Act 1990 and conditions outlined in the appendix.

3. Detail

- 3.1 The application seeks full planning consent for the construction of a purpose built student accommodation (sui generis) containing 419 studio flats and ground floor commercial unit (Class E(g)(i)) with associated access, car parking, landscaping and infrastructure. The proposed development is located within the Beeston town centre at land bound by Styring Street, Middle Street and Station Road.
- 3.2 The application site is approximately 0.38 hectares and comprises of a hardstanding area which is largely surrounded by 1.8m high mesh fencing. Currently, the site is partly being used as a council car park which is accessed from Station Road. The south eastern part of the site is vacant.
- 3.3 The main issues relate to whether the proposed mixed use as residential and commercial is acceptable; whether the design is acceptable; whether there would be unacceptable impact on the amenity of future and neighbouring occupiers and whether the proposal would have an unacceptable impact on highway safety.
- 3.4 The benefits of the scheme are that the proposal would provide purpose built student accommodation and would in turn allow for less pressure on C3 dwellings to be occupied as a C4 use; 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 proposed scheme also includes commercial floor space to help support the vitality of Beeston town centre. The development would be in accordance with the policies contained within the development plan. This is given significant weight.

4. Financial Implications

The comments from the Head of Finance Services were as follows:

There are no additional financial implications for the Council with the costs/income being within the normal course of business and contained within existing budgets. Any separate financial issues associated with S106s (or similar legal documents) are covered elsewhere in the report.

5. Data Protection Compliance Implications

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

6. Background Papers

Nil

APPENDIX

6 Details of the Application

- 6.1 The application seeks full planning consent for the construction of a purpose built student accommodation (sui generis) containing 419 studio flats and ground floor commercial unit (Class E(g)(i)) with associated access, car parking, landscaping and infrastructure. The proposed development is located within the Beeston town centre at land bound by Styring Street, Middle Street and Station Road.

7 Site and Surroundings

- 7.1 The proposed development is located within the Beeston town centre at land bound by Styring Street, Middle Street and Station Road. To the immediate southwest of the site is the Beeston Bus and Tram Interchange located on Styring Street, with four-five storey residential apartment buildings beyond this. To the southeast and south of the site there is a mix of commercial and residential properties fronting Middle Street. Station Road forms the north-eastern site boundary with a pedestrian crossing leading to a Tesco Extra food store and car park immediately north of the site. To the immediate northwest of the site is the recently developed Arc Cinema building.
- 7.2 The site is situated within the Beeston town centre and forms part of The Square Beeston allocation under Policy 11 in accordance with the Part 2 Local Plan 2019.

8 Relevant Planning History

- 8.1 In 2018, planning permission was granted for a hybrid application (18/00360/FUL) comprising: i) Full application to construct cinema (Class D2) and commercial units (Class A1 - A5) with ancillary uses (plant, bin stores etc.) and public realm; and ii) Outline application for mixed use development to include residential dwellings (Class C3) with car parking, commercial units (Class A1 - A5) and assembly and leisure units (Class D2) with associated ancillary areas (plant and bin stores etc) (with all matters reserved). To the northwest of the site, the full application to construct a cinema has been fully implemented.
- 8.2 In 2020, reserved matters approval (19/00816/REM) was granted to construct 132 apartments (Class C3) and flexible use commercial unit (retail/financial and professional services/restaurant/bar/takeaway/assembly and leisure - Classes A1-A5 and D2) (now E and Sui generis) with car parking and landscaping (reserved matters relating to planning permission reference 18/00360/FUL).

9 Relevant Policies and Guidance9.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

- 9.1.2 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: The Spatial Strategy
- Policy 6: Role of Town and Local Centres
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 11: The Historic Environment
- Policy 14: Managing Travel Demand
- Policy 19: Developer Contributions

9.2 **Part 2 Local Plan 2019:**

9.2.1 The Council adopted the Part 2 Local Plan on 16 October 2019.

- Policy 10: Town Centre and District Centre Uses
- Policy 11: The Square Beeston
- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions
- Policy 20: Air Quality
- Policy 23: Proposals affecting Designated and Non-Designated Assets
- Policy 24: The Health and Wellbeing Impacts of Development
- Policy 26: Travel Plans
- Policy 31: Biodiversity

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

- Section 2: Achieving sustainable development
- Section 4: Decision-making
- Section 5: Delivering a sufficient supply of homes
- Section 7: Ensuring the vitality of town centres
- Section 8: Promoting healthy and safe communities
- Section 9: Promoting Sustainable Transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 16: Conserving and enhancing the historic environment

10 Consultations

10.1 **County Council Highway Authority:** First set of comments, amendments required. The principle of the access off Station Road has been established by 19/00816/REM. 6 car parking spaces proposed, however there is no facility for drivers to enter and exit the site in a forward gear if all the parking spaces are occupied. It would appear a kerbed radii access is proposed to serve the site when a continuous footway should be provided to retain continuity for pedestrians. Further details should be submitted for assessment.

- 10.2 The area of land to the rear of the servicing layby will effectively become the footway but resides within the red line boundary. County Highways request covenants secured by S.106 to ensure the lay-by remains open to the general public and is maintained in perpetuity for the lifetime of the development. A Traffic Regulation Order is required to control the manner in which the new layby will be utilised. The servicing arrangements for the commercial units remains the same as that previously approved under the former submission.
- 10.3 **County Council Highway Authority:** Second set of comments, no objections. After assessing the Transport Technical Note, the vehicular entry/exit point to the car-park is now shown with a continuous footway across the access to retain continuity for pedestrians. Parking within the courtyard area has been altered to ensure mobility impaired drivers have their own designated bays. The swept path analysis has demonstrated sufficient turning facilities.
- 10.4 **County Council Lead Local Flood Authority:** No objections.
- 10.5 **County Council Historic Environment:** First set of comments, further detail required. The site is opposite the boundary to Beeston West End conservation area, a designated heritage asset. The D&A statement identifies this built heritage asset and the proposed design demonstrates a suitable response to the setting of the conservation area by stepping down the height of the blocks facing onto Styring Street. Elsewhere the blocks onto Station Street are very tall and will rival the setting of St John the Baptist church (grade II listed HA) and Anglo-Scotia Mills on Wollaton Road (grade II listed HA). The submitted information does not appear to consider the wider views of the Station Street block in the views around the town centre that incorporate these landmark designated heritage assets. In the absence of evidence to indicate otherwise, it would be appropriate to very carefully consider whether the height of the Station Street block is too dominant within the town centre and likely to harm the setting of both listed buildings.
- 10.6 **County Council Historic Environment:** Second set of comments, no objections. The submitted Heritage Assessment has examined the concerns previously raised with regards to the potential impacts arising from the scale and location of the development on the settings of various designated heritage assets. The officer is now content that the HIA has been undertaken in an appropriate manner and does not wish to disagree with the conclusions. The evidence provided is sufficient to demonstrate that the impacts will be on the lower end of the scale of 'less than substantial' and as such has no objection to the granting of planning permission.
- 10.7 **Historic England:** The submitted Written Scheme of Archaeological Investigation recognises the risk that important remains will likely be encountered, but is constrained the model of a 'watching brief' set out in other consents and hence offers a strategy which falls short of what is required to effectively manage that risk and hence the public interest. In the context of a site likely to contain complex archaeological remains an approach which

attempts to mitigate the impact of development by monitoring intrusions, i.e. from what may by chance be encountered in the digging of footings, services etc. when works are already underway is inadequate.

- 10.8 **County Council Archaeology:** No objections subject to watching brief and strip, map and sample condition. In line with Historic England's comments about the sensitivity of the site there is high potential for the site to contain archaeological remains. However, the officer is also mindful that there is a previous consent for the site, which has a condition requiring an archaeological watching brief. The WSI which has been submitted is for a "watching brief" but with contingency to expand this to a strip, map and sample should archaeological remains be uncovered. In the circumstances this is probably the best solution available, and as such the officer recommends that it is accepted.
- 10.9 **Council's Private Sector Housing Officer:** No objections. Minimum room sizes are approximately 16m² inclusive of en suites.
- 10.10 **Council's Environmental Health Officer:** No objections subject to conditioning the following matters: noise mitigation recommendations contained within Noise Assess noise report Ref. 13327.01.v4 (dated February 2022), piling noise, working hours, Construction Method Statement, commercial opening hours and delivery hours, plant noise, commercial odour/ventilation.
- 10.11 **Council's Contamination Officer:** No objections.
- 10.12 **Council's Air Quality Officer:** No objections.
- 10.13 **Council's Tree Officer:** No objections. It should be noted that tree planting around the perimeter of the site (Styring Street and Middle Street) should be designed in consideration for the overhead equipment for the adjacent Tram system.
- 10.14 **Council's Waste Officer:** The proposed number of bins, bin store location and collection frequency would not be deliverable from Council waste services. The applicant has confirmed waste collection is to be undertaken by a private contractor. A waste management plan has been conditioned to ensure an appropriate comprehensive waste strategy is implemented for the lifetime of the development.
- 10.15 **Nottinghamshire Wildlife Trust:** No objections subject to conditioning construction protections measures and a Landscape Environmental Management Plan (LEMP) to ensure the proposal delivers an environmental net gain in line with Part 15 of the NPPF.
- 10.16 **Nottinghamshire Police:** No objection. Security and anti-social behaviour deterrents should be considered in the design of the proposal. As such, a Secure by Design condition has been proposed in the interests of reducing the

potential for crime. Secured by Design (SBD) is a minimum standard for security.

10.17 **Nottinghamshire Clinical Commissioning Group:** Request a contribution of £90,818.25 towards enhancing capacity/infrastructure within local GP practices (The Manor Surgery, The Oaks Medical Centre and Abbey Medical Centre).

10.18 **Severn Trent Water:** No objections.

10.19 **Nottingham Express Transport (NET):** No objections. The exit onto Styring Street is currently prevented under an existing Traffic Regulation Order, therefore servicing vehicles are not permitted access on to Styring Street from the site. Servicing vehicles will use the proposed lay-by. For the avoidance of doubt, bollards should be conditioned adjacent to Styring Street.

10.20 **Written representations:** 4 site notices were posted, a press notice was advertised and neighbouring properties were consulted. 210 objections and 102 letters of support in total received.

- 176 objections and 44 letters of support first consultation.
- 33 objections and 58 letters of support second consultation.

Concerns raised:

Principle of development

- Lack of evidence to demonstrate the need for student accommodation in Beeston.
- There are already too many student accommodation developments/HMOs in Beeston.
- Student overpopulation within Beeston.
- The site should be better used for the community i.e. affordable housing or green space.
- No need for more commercial development
- Loss of existing car parking.
- Lacks local infrastructure to support the scheme.

Visual Amenity

- Unacceptable design and out of keeping with locality – size/scale too big for this location.
- The proposed height of the building out of keeping with the surrounding landscape.
- Overdevelopment of site – disproportionate in bulk/appears cramped and block appearance lacks creativity.
- Negative impact on the adjacent conservation area.
- Proposed materials are not sensitive to the locality.
- Lack of green space/features.
- Fails to reflect the recognised Design Code in respect of previous application 18/00360/FUL. The proposal lacks setbacks and visual breaks.

Residential Amenity

- Sizes of bedrooms appear too small.
- Overlooking impact - potential loss of privacy resulting from proposed windows.
- Overshadowing impact - the scale of the development would result in loss of light on surrounding streets and on neighbouring properties.
- Overbearing impact – resulting from the size/scale of the development on neighbouring properties.
- Cinema lighting will affect future occupiers of the proposal.
- The proposal will increase the sense of enclosure and wind tunnel effect
- The proposal will impact neighbouring properties in terms of noise and air pollution
- The construction period will result in noise and disruption to neighbouring properties.
- Anti-social behaviour associated with the proposed increase of students in this location.
- Increased litter in the locality.

Highway Safety

- The proposed number of parking spaces is inadequate for a development of this size.
- The proposed intensification of the site will increase traffic congestion in Beeston and increase pollution.
- The building is located on a busy transport route increasing highway issues.
- Construction vehicles will cause congestion and traffic.
- The proposal will increase safety risks for pedestrians
- The proposed development will reduce on street car parking availability within the local area.

Other matters

- Students will not support local businesses and do not pay Council tax
- The proposal lacks biodiversity enhancements.
- Insufficient drainage details.
- General inaccuracies in some of the supporting documents provided.
- The proposed development is not environmentally friendly.
- Impact house prices negatively.

Support:

- Positive addition to the local housing market.
- The proposal will free up more family homes.
- Help support the local economy and create growth in Beeston (increased footfall in town centre).
- Good quality student accommodation.
- The site is currently an eyesore.
- High quality design.

- The proposed scheme will complement the cinema.
- The development has been designed to reduce the reliance on vehicles.

10.21 Neighbouring properties were re-consulted for 14 days in relation to changes to the design of the scheme including more visual breaks and the inclusion of a public art elevation in the corner of the Middle Street and Station Road. Comments received repeated the issues listed above.

10.3.1 Beeston Civic Society – objection raising the following concerns:

- Demand/Viability - Where is the evidence for the need for this purpose built student accommodation in Beeston, above and beyond that of residential dwellings? / Where is the need for studio flats?
- Design – Block appearance. Improved elevation/window details required. Visual break ups required.
- Policy compliance issues – the proposal does not comply with Policy 11 of the Part 2 Local Plan.
- Drainage issues.
- Inaccuracies within documents submitted.
- Inadequate number of parking provided.
- Security – Secured by Design should be considered.
- S106 – developer contributions required.
- Biodiversity/landscaping – net gain should be secured.
- Potential overshadowing issues.
- Design code compliance issues (18/00360/FUL) in terms of setbacks, massing and visual breaks.
- Sustainability – the development should follow a low carbon approach. The submitted Energy and Sustainability statement requires further clarification.

11 Assessment

11.1 Principle

11.1.1 Policy 11 of the Broxtowe Local Plan Part 2 requires the provision of a minimum of 132 homes, active frontages at ground floor level and landmark buildings providing a gateway into Beeston from the south and tram/bus terminus to the south west. The principle of the residential development with ground floor commercial use has been established by the grant of the outline permission (as part of the hybrid application 18/00360/FUL). Reserved matters consent was granted in 2020 for 132 apartments and ground floor commercial use.

11.1.2 The proposal would provide 419 studio flats intended for student accommodation with ground floor commercial use located within Beeston town centre. The proposal 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 highly sustainable for purpose built accommodation, being

close to a wide range of amenities including the university campus, and to the centre of Beeston and is close to a wide range of sustainable transport options such as the tram and bus terminus immediately to the south west of the site.

- 11.1.3 It is important to note that the proposal would provide 419 dwellings rather than the 132 permitted under 18/00360/FUL and therefore contribute a further 287 dwellings to the housing land supply in the Borough. This is a significant boost at a time when maintaining an adequate supply is becoming more challenging. The additional dwellings would also be on previously developed land that is not in green belt or otherwise protected, reducing pressure on land that is.

11.2 Design

- 11.2.1 The layout, scale, massing and appearance follows the principles within the approved reserved matters scheme 19/00816/REM. However, the scheme has been revised to include the quadrant plot at the corner of Styring Street and Middle Street. It is recognised that part of the building would be the tallest structure in the town. The proposed building would have a maximum height of approximately 29m (beside Station Road). The cinema complex is approximately 19.6m high. The Lace Mill on Wollaton Road is approximately 21m tall, the Council Offices are 13.6m tall and the Tesco store on the opposite side of Station Road to the site has maximum height of approximately 10m. However, the development will take place on a prominent town centre site which is considered to be capable of accommodating a building of the height proposed without detriment to the character of the area or neighbour amenity, particularly given the wide roads separating the site from neighbouring buildings.
- 11.2.2 The scheme includes a two-storey commercial space with a gross internal area of 423.65sqm fronting the landscaped area between the application site and the recently developed cinema complex. This follows the form of the approved reserved matters layout which included retail provision in this location.
- 11.2.3 The proposed main entrance to the student accommodation building is from Styring Street which will promote activity and provide natural surveillance. The proposed scheme will front onto the surrounding roads with a central landscaped courtyard. As above, the proposed commercial unit will face onto the landscaped public realm area opposite the new Cinema complex.
- 11.2.4 The proposed scheme is 8-storeys along Station Road, 6-storeys facing the new cinema complex and landscaped public realm, and 4-storeys facing Styring Street and the Transport Interchange. The proposed scheme, broadly reflects the previously approved scale and massing under reserved matters application 19/00816/REM and is no taller than the previously approved scheme. This part of the development will create a landmark building and act as a wayfinding point from Beeston station to the south. Station Road varies in width from two lanes of traffic beside the north western part of the site to four lanes beside the south eastern part, with a wide footpath on both sides of the road. Accordingly, it is considered that having the tallest part of the development beside this road is

appropriate. The main block beside Styring Street will be four storeys in height which is comparable to the height of the development to the south west. Styring Street is a wide road so it is considered the development will have no adverse impact on the openness of the transport interchange. The chamfered corner of the block to the south east of the cinema complex will open up the public realm area to those using the interchange. In addition, the full height glazing of the commercial unit adds interest at ground level and is relatable to pedestrians. This block will be of a comparable height to the cinema complex. The lowest block is towards the centre of the site, fronting Middle Street and will have two storeys. This provides a contrast in scale to the tallest part of the building and provides a sense of space between the north eastern and south western blocks.

11.2.5 Full height windows to the amenity spaces will provide good levels of daylight and allow views into the landscaped courtyard. The buildings will be further articulated by the use of vertical setbacks, feature corner windows, feature decorative metal spandrel panels and textured brickwork. The proposed development incorporates high quality materials with the elevations clad in two complimentary bricks, a darker brick to the upper storeys with a pale brick to the base. The block fronting Styring Street will be in a third contrasting colour brick. Two-storey high curtain walling to the facade of the retail unit will create an active frontage to the public realm area.

11.2.6 Amendments have been made to the plans during the course of the application, including the incorporation of enhancing key corners, more vertical breaks, a space for public art detailed on the south elevation and green roofs. The proposal follows the same design principles of the previously approved scheme 19/00816/REM and therefore use of complimentary construction materials including contrasting brick colours, vertical setbacks, enhanced corner designs and ground active frontages help to add interest to the proposed development. This application has been further enhanced with the inclusion of additional vertical glazing in the Middle Street/Styring Street corner and a public art space on the Middle Street/Station Road corner. Details of the public art space have been conditioned.

11.2.7 To conclude, the design and scale of the proposed development is considered to relate well to its town centre location.

11.3 Heritage

11.3.1 Although the site itself contains no designated heritage assets, there are heritage assets in the surrounding area, notably those located to the north west of the site, including the Beeston West End Conservation Area (conservation area beyond to the north west) and three listed buildings (Church of St John the Baptist, the Village Cross and Crimean War Memorial). Of these, the setting of the cross and memorial would not be affected by the development due to intervening development and the limited nature of the setting of these structures. Other listed buildings in the locality would also not be affected due to separation distances and intervening development. As such, the church

(grade II) is identified as the only protected building that could potentially be affected. The height of the church is such that it is not sufficiently high enough to be a tall landmark building in the existing town centre long distance views.

11.3.2 In relation to the setting of the church, road alterations to accommodate the tram system have provided the church with a clearly defined setting which it is considered will not be affected significantly by the proposed development.

11.3.3 The current appearance of the application site is considered to detract from the adjacent West End Conservation Area as it is visible on approaching the town centre with the Conservation Area as a backdrop. As the development will remove the gap site, it is considered it will be of benefit to the appearance of the Conservation Area. It is considered the proposal will be a visually cohesive and high quality development. The area has a number of multi storey buildings and the scale of the development is considered to respond to these. Although the scheme would introduce a taller building than any of the existing buildings, the massing of the different blocks should ensure it will not be overly dominant or overbearing. Furthermore, as Styring Street is wide, this will ensure adequate separation distance remains and allow views of the buildings forming the boundary of the Conservation Area. It is therefore considered the proposal will not be harmful to the character or appearance of the West End Conservation Area.

11.3.4 The County Council's conservation officer has raised no objection to the application. Furthermore, the County Council's Archaeology officer has raised no objections to the proposed model of a watching brief and strip, map and sample which has been conditioned. Overall it is considered the proposed development will not harm any heritage assets.

11.4 Amenity

11.4.1 The Manor Centre development is comprised of four-five storey buildings fronting Styring Street to the south west of the site, with Middleton House on the corner of Styring Street and Middle Street being a three-four storey building. There is a distance of over 30m between the site and the nearest residential neighbours on the Manor Centre development. Although the residential/commercial properties to the south east of the site on Middle Street are located at a lower level than the site, there is a separation distance of over 35m between the site boundary and the nearest property on this road. Given these separation distances and as the site has roads on three sides and on the fourth side adjoins the cinema complex site, it is considered the proposed development will not be overbearing or cause any significant loss of light or privacy to nearby residents.

11.4.2 The site is located in the town centre beside the tram/bus interchange and the commercial unit proposed on the site is therefore considered to be acceptable in terms of residential amenity given the level of noise created in such a location.

11.4.3 The density of the development is high but it is considered the residents of the proposed development would have a sufficient standard of amenity. Whilst the minimum internal floor space of the proposed studio flats fall below national guidance contained within the Technical Housing Standards (2015), the proposed studio flats are deemed appropriate for purpose built student accommodation and are consistent with similar schemes approved by the Council. The unit sizes are inclusive of en-suites and benefit from shared amenity space at Ground Floor. Further to this, the Council's Private Sector Housing team have provided no objections to the sizes of the studio flats. All units have a window, as do all living areas. The accommodation would provide each bedroom with access to natural light and to an outlook, and each unit kitchen/living space. Each unit would have its own bathroom and all units would exceed 14m² minimum as set out in the Council's House in Multiple Occupation (HMO) Property Standards. Whilst the majority of the studio flats proposed are approximately 16m² (318 units) the development includes a mix of larger studio flats approximately 19m² – 30m² (101 units).

11.4.4 In terms of air pollution, Environmental Health have not raised this as an issue and the site is not within or near an Air Quality Management Area. The beneficial impacts of the development with regard to air quality include the provision of high density housing in a town centre location well served by train, tram and bus availability, giving new residents the opportunity to travel by sustainable modes of transport, and therefore reducing the number of more polluting trips by car.

11.4.5 To conclude on amenity, it is considered the proposed development will have no significant impact on neighbour amenity and future occupants will have a sufficient standard of amenity.

11.5 Highway Safety

11.5.1 It is proposed to provide vehicular access to the site from Station Road. The location of the proposed vehicle access is similar to that of the consented hybrid planning application ref. 18/00360/FUL and reserved matters application ref. 19/00816/REM. The proposed access point will be located 36m north west of the Middle Street/Station Road crossroads.

11.5.2 To enable servicing to take place, a lay-by is proposed beside Station Road, to the northwest of the proposed vehicular access, this also mirrors the approved layout of the reserved matters application ref. 19/00816/REM. The area of land to the rear of the servicing layby will effectively become the footway but resides within the red line boundary. County Highways have requested covenants are secured by S.106 to ensure it remains open to the general public and is maintained in perpetuity for the lifetime of the development. Further to this, an indicative plan to show the lay-by controlled by Traffic Regulation Order (TRO), has been provided and a condition has been added requiring the applicant to submit a TRO application. This is to ensure the Traffic Regulation Order TRO process can be implemented in a timely manner so that the lay-by does not become prone to abuse.

- 11.5.3 Nottingham Express Transit (NET) have provided no objections to the layout and serving arrangement proposed. The exit onto Styring Street is currently prevented under an existing traffic regulation order. NET have requested conditioning a scheme of bollards at the Styring end to restrict any vehicles exiting on to Styring Street.
- 11.5.4 County Highways have provided no objections to the proposal as the principle of access into the site has already been determined favourably by application reference 19/00816/REM. A total of 6 parking spaces will be provided on the ground floor, comprising of 2 spaces for Management Team staff, 2 spaces for visitors, and 2 accessible parking bays.
- 11.5.5 The service lay-by does not align with the bin store but a private refuse company will be responsible for collecting the bins associated with the development and the lay-by is as close to the bin store as it can be given the constrained nature of the site.
- 11.5.6 It is noted from the consultation responses concerns have been raised that 6 parking spaces are insufficient for the proposed development. Paragraph 111 of the NPPF states 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. 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. However, when considering there are regular public transport services and amenities within the immediate locality, and parking on surrounding roads is controlled by Traffic Regulation Order, it is not envisaged that any shortfall in parking will result in a highway safety issue.
- 11.5.7 The Applicant confirms and sets out herein that the occupants will be prohibited from bringing a car to site with them. This will be made clear to occupants prior to them signing a tenancy agreement and will be set out clearly within their tenancy agreement that this rule is to be adhered to and the ultimate recourse would be termination of their tenancy agreement. This will be managed by a 24-hour on site security and management team appointed by the building owner and the management team will be contactable to the local community should any breach to the above rule need to be reported. The Applicant is committing to providing a free tram pass to all students for the entire duration of their occupancy. It is acknowledged that concerns around car parking relate to visitors as well as students themselves. As such, the Applicant will provide free 24hr parking passes per student per academic year which will enable visitors to park in nearby public car parks.
- 11.5.8 Travel Plan management procedures will be put in place during the peak pick-up and drop-off times within the academic year. This will include creating timeslots for check-in for use of the 6 car parking spaces on site and staggered to reduce bottle necks. Support team members appointed by the management company will be on hand on the ground to show new residents to their

accommodation, and car parking attendants will be on hand to support people and ensure that the allotted time check-in time slots are adhered to. The same processes will be applied at check-out. In light of the above, a Travel Plan and Student Management Plan have been conditioned to help reduce traffic during potentially busy drop off and collection periods of the academic year and help to enforce reduced vehicle reliance.

11.5.9 Cycle storage parking will also be provided within the development. The site is in a highly sustainable location immediately adjacent to the tram and bus interchange and within walking distance of the train station. There may be additional pressure for on-street parking on nearby residential streets but it is considered that the development would not lead to a rise in nuisance or dangerous parking in the area, particularly given parking on surrounding roads is controlled by Traffic Regulation Order.

11.5.10 In conclusion, it is considered the proposed development would not have an unacceptable impact on highway safety.

11.6 Sustainability and Climate Change

11.6.1 The proposed development uses a low-carbon approach which comprises of a highly insulated development and renewable energy generation. It is proposed to install photovoltaic panels and air source heat pump condensers to the 5th and 7th floor roofs space to generate renewable electricity. Further to this, green roofs would be installed on the 3rd and 5th roof space. As such, a condition has been added requiring full details of the design and management of any renewable energy structures on site. Electric vehicle charging points and cycle storage have been provided.

11.7 S106 / Developer Contributions

11.7.1 As this application is for student accommodation, no financial contributions towards affordable housing will be sought. Within Broxtowe, it is accepted practice that affordable housing provision is not sought when residential schemes are for student only accommodation.

11.7.2 An open space contribution has not been requested. The site is within walking distance of Broadgate Park.

11.7.3 A transport contribution has not been requested as the development is within close proximity to public transport.

11.7.4 Nottinghamshire Clinical Commissioning Group request a contribution of £90,818.25 towards enhancing capacity/infrastructure within local GP practices (The Manor Surgery, The Oaks Medical Centre and Abbey Medical Centre). The applicant has confirmed agreement in writing to the payment of this amount as a financial contribution as part of a Section 106 Agreement.

11.7.5 Whilst the development provides 419 dwellings, in light of the above developer contributions, the application has been assessed on the grounds that the

proposal is for purpose built student accommodation and therefore the S106 agreement should restrict the occupation of the dwellings to students.

11.8 Other Matters

11.8.1 Concerns have been raised by local residents in respect of the need for more student accommodation and the overpopulation of students in Beeston. The submitted Student Need Report (2021) outlines student growth has been on the rise in Nottingham in recent years. Figures produced by the Higher Education Statistical Agency (HESA) show a full-time student population of 63,900 in 2019, up by 22.1% since 2015. The compound annual rate of growth in student demand over the last 5 years has been 4.9%. If the demand continues to grow at this rate and all accommodation in the pipeline is delivered, StuRents estimates a shortfall of approximately 6,000 beds by 2024 required to serve both universities. The Report outlines that currently only HMO properties are available for students wanting to live in the Beeston area meaning there is no existing purpose-built student accommodation on offer in Beeston similar to this proposal. The proposed development would offer choice to prospective occupants who want to live in Beeston, providing an alternative to traditional HMO properties which are likely to be more limited in supply going forwards due to the recent implementation of an Article 4 Direction restricting change of use from dwellinghouses to HMOs within a large area of Beeston which came into force on 26th March 2022.

11.8.2 Concerns have also been raised from local residents that proposed student accommodation has been given priority over affordable housing. This development does not justify a requirement for affordable housing provision and none is being sought. This development would result in an increase in student accommodation within Beeston but there is an identified need for this type of accommodation within this area and as the site is in close proximity to Nottingham University. It could be considered that providing more purpose built student accommodation within Beeston means this scheme could reduce the demand on more traditional housing being converted into rental properties for students. Therefore, it is considered the development may result in more properties within the wider area being available for first time buyers or families. This development should therefore be viewed favourably in terms of wider housing provision.

11.8.3 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.

11.8.4 Nottinghamshire Police have been consulted and security deterrents have been requested. As such, a Secure by Design condition has been proposed in the interests of reducing the potential for crime.

11.8.5 The proposed development would introduce more footfall to the town centre than that permitted under 18/00360/FUL, albeit this is more likely to be focussed

on term-time weekends and weekday mornings and evenings as students are likely to be on campus during the daytime and away outside of term-time. This will contribute to the evening food, drink and entertainment economy, which are experience-based uses key to the future viability of town centres.

12 Conclusion

- 12.1 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.
- 12.2 The design has been carefully considered with the aim of adding local interest to establish a landmark development and gateway into the town centre to help to enhance the character and appearance in this location. The proposed scheme also follows low carbon approach in reducing the impact of the development on climate change featuring renewable energy systems and green roofs.
- 12.3 Moreover, the proposed development has been designed to ensure there is no significant impact in terms of any potential overlooking, overbearing or overshadowing impact.
- 12.4 It is important to note the potential risk of costs being awarded against the Council should the application be recommended refusal on the grounds of design/scale, parking or purpose built student accommodation. The proposal follows the same design principles and scale (8-storeys) of the previous scheme granted consent at planning committee 20th May 2020 (ref. 19/00816/REM). County Highways have provided no objections to the provision of only 6 car parking spaces given the highly sustainable location of the site with access to regular public transport services within the immediate locality. Following a recent appeal decision in relation to 9 purpose built student cluster flats at 129 - 131 High Road, Beeston (Kings Carpets), the Inspector awarded costs against the Council for failing to substantiate the highway safety reason for refusal especially given that no objections were provided from County Highways regarding the level of parking provided. Finally, in consideration for the growing need for purpose built student accommodation in Beeston it would appear unsubstantiated to refuse the application on the grounds of the grounds of purpose built student accommodation.
- 12.5 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.
- 12.6 It is recommended that planning permission is granted, subject to the conditions set out below.

<u>Recommendation</u>	
	<p>The Committee is asked to RESOLVE that planning permission be granted subject to:</p> <p>(i) the prior completion of an agreement under section 106 of the Town & Country Planning Act 1990; and</p> <p>(ii) the following conditions:</p>
1.	<p>The development hereby approved shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended.</p>
2.	<p>This permission shall be read in accordance with the following plans:</p> <ul style="list-style-type: none"> • Proposed TRO of Layby Ref. SR-HSP-00-00-DR--C-900 (received by the Local Planning Authority 05/07/22) • Proposed Site Plan Ref. SRB2-MAB-01-ZZ-DR-A-00221-P04 • Ground Floor & Mezzanine Plan Ref. SRB2-MAB-01-ZZ-DR-A-00310-P04 • Third & Fourth Floor Plans Ref. SRB2-MAB-01-ZZ-DR-A-00312-P03 • Fifth, Sixth & Roof Plan Ref. SRB2-MAB-01-ZZ-DR-A-00313-P03 <p>(all received by the Local Planning Authority 30/06/22)</p> <ul style="list-style-type: none"> • First & Second Floor Plans Ref. SRB2-MAB-01-ZZ-DR-A-00311-P02 • South & North Elevations Ref. SRB2-MAB-01-ZZ-DR-A-00611-P02 • East & West Elevations Ref. SRB2-MAB-01-ZZ-DR-A-00612-P02 • 3D Views Ref. SRB2-MAB-01-ZZ-DR-A-900001-P02 • Street Views Ref. SRB2-MAB-01-ZZ-DR-A-900002-P02 • Accommodation Schedules Ref. SRB2-MAB-ZZ-ZZ-SH-A-00005-P03 <p>(all received by the Local Planning Authority 19/05/22)</p> <ul style="list-style-type: none"> • Site Location Plan Ref. SRB2-MAB-01-00-DR-A-00200-P01 • Existing Site Plan Ref. SRB2-MAB-01-00-DR-A-00210-P01 <p>(received by the Local Planning Authority 14/02/22)</p> <p>Reason: To ensure that the development takes the form envisaged by the Local Planning Authority when determining the application.</p>

3.	<p>No development above slab level shall commence until samples/details of the proposed external facing materials have been submitted to and agreed in writing by the Local Planning Authority and the development shall be constructed only in accordance with those details.</p> <p>Reason: To ensure the satisfactory appearance of the development in accordance with Policy 10 – Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.</p>
4.	<p>No development shall take place until details of a methodology for an archaeological watching brief and strip, map and sample (in accordance with Section 4.3 and 4.4 of the Written Scheme of Investigation for Archaeological Works, March 2019) have been submitted to and approved in writing by the Local Planning Authority. The approved watching brief and strip, map and sample shall be implemented in full accordance with the agreed details.</p> <p>Reason: The development cannot proceed satisfactorily without the outstanding matters being agreed in advance of development commencing to ensure any below-ground archaeological remains are monitored and record in accordance Policy 11 – Historic Environment of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 23 – Proposals affecting Designated and Non-Designated Heritage Assets of the Broxtowe Part 2 Local Plan 2019.</p>
5.	<p>No development above slab level shall commence until a waste management plan has been submitted to and agreed in writing with the Local Planning Authority. The approved waste management plan shall be implemented in full accordance with the agreed details.</p> <p>Reason: Insufficient details were submitted with the application and the development cannot proceed satisfactorily without the outstanding matters being agreed in advance of development commencing to ensure sufficient provision is made for bin storage on the site in the interests of highway safety and residential amenity and in accordance with Policy 10 – Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Part 2 Local Plan (2019).</p>
6.	<p>Prior to the commencement of the development, a detailed Landscape and Ecological Management Plan shall be submitted to and approved and by the Local Planning Authority. The Landscape and Ecological Management Plan shall be in accordance with the</p>

	<p>enhancement measures contained within Section 7 of the Preliminary Ecological Appraisal Survey (Middlemarch Environmental dated January 2022) and shall be implemented in accordance with the approved plan 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 Policy 17 - Biodiversity of the Broxtowe Aligned Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.</p>
7.	<p>Prior to the commencement of the development, a detailed renewable energy and sustainability management plan shall be submitted to and approved by the Local Planning Authority. Details should include the siting, design and required maintenance of any renewable energy structures. The renewable energy and sustainability management plan shall be in accordance with the recommendations contained within the Energy and Sustainability Statement by BSAP dated 7th February 2022.</p> <p>Reason: In the interests of sustainability in accordance with Policy 1 - Climate Change of the Aligned Core Strategy Part 1 Local Plan 2014 and Part 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF 2021.</p>
8.	<p>All excavations shall be covered overnight or else have an escape ramp to prevent entrapment of badgers, hedgehogs, and other wildlife. All pipework greater than 150 mm should be capped off at the end of the day and chemicals should be stored securely.</p> <p>Reason: In the interests of protecting wildlife habitats in accordance with Policy 17 - Biodiversity of the Broxtowe Aligned Core Strategy Part 1 Local Plan 2014 and Policy 31 - Biodiversity Assets of the Broxtowe Part 2 Local Plan 2019.</p>
9.	<p>No development shall commence until details of any necessary piling or other penetrative foundation design have been submitted to and approved in writing by the Local Planning Authority including details of any mitigation measures to minimise the effects of noise and vibration on surrounding occupiers. The development shall be implemented on accordance with the approved details.</p> <p>Reason: To protect nearby occupants from excessive construction noise and vibration in accordance with Policy 17 - Place-making, Design and Amenity and Policy 19 – Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Part 2 Local Plan 2019.</p>

10.	<p>No development shall take place until a Construction 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 for the development;e) a scheme for the recycling/disposal of waste resulting from construction / demolition works; andf) details of dust and noise suppression to be used during the construction phase. <p>The approved statement shall be adhered to throughout the construction period.</p> <p>Reason: To protect the amenity of neighbouring residents in accordance with Policy 10 – Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.</p>
11.	<p>Suitable ventilation and filtration equipment shall be installed to suppress and disperse odour created from food preparation operations on the premises. The equipment shall be effectively operated and maintained in accordance with manufacturer's instructions for as long as the proposed use continues. Details of the equipment shall be submitted to and approved by the Local Planning Authority prior to the uses commences of the development. Equipment shall be installed and in full working order to the satisfaction of the Local Planning Authority prior to the commencement of use.</p> <p>Reason: To protect nearby occupiers from excessive odour in accordance with Policy 17 - Place-making, Design and Amenity and Policy 19 – Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Part 2 Local Plan 2019.</p>
12.	<p>The development hereby permitted shall be carried out in accordance with noise mitigation measures contained within Section 4 of the Noise Assess noise report Ref. 13327.01.v4 (dated February 2022).</p> <p>Reason: To protect nearby occupiers from excessive odour in accordance with Policy 17 - Place-making, Design and Amenity</p>

	and Policy 19 – Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Part 2 Local Plan 2019.
13.	<p>No construction or site preparation work in association with this permission shall be undertaken outside of the hours of 08:00-18.00 Monday to Friday, 08:00-13:00 Saturdays and at no time on Sundays or Bank Holidays.</p> <p>Reason: To protect nearby occupiers from excessive odour in accordance with Policy 17 - Place-making, Design and Amenity and Policy 19 – Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Part 2 Local Plan 2019.</p>
14.	<p>The commercial premises shall not be used except between 08.00 - 00.00 Sundays to Thursday and 08.00 - 01.00 Friday and Saturday without the prior agreement in writing of the Local Planning Authority.</p> <p>Reason: To protect nearby occupiers from excessive odour in accordance with Policy 17 - Place-making, Design and Amenity and Policy 19 – Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Part 2 Local Plan 2019.</p>
15.	<p>Deliveries by commercial vehicles shall only be made to or from the site between 07.30 - 20.00 hours Monday to Saturday and at no time on Sundays, Bank Holidays and other public holidays without the prior agreement in writing of the Local Planning Authority.</p> <p>Reason: To protect nearby occupiers from excessive odour in accordance with Policy 17 - Place-making, Design and Amenity and Policy 19 – Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Part 2 Local Plan 2019.</p>
16.	<p>The total rating level resulting from the use of any plant, machinery or equipment hereby installed pursuant this permission, shall not exceed the existing background sound level when measured according to British Standard BS4142:2014, at a point one metre external to the nearest noise sensitive premises.</p> <p>Reason: To protect nearby occupiers from excessive odour in accordance with Policy 17 - Place-making, Design and Amenity and Policy 19 – Pollution, Hazardous Substances and Ground Conditions of the Broxtowe Part 2 Local Plan 2019.</p>
17.	No commercial unit shall be occupied until details of the siting, size and design of street bollards adjacent Strying Street has been submitted to and agreed in writing by the Local Planning

	<p>Authority. The development shall be implemented on accordance with the approved details.</p> <p>Reason: To ensure there is no future allowance for vehicles exiting on to Styring Street in the interests of highway safety and in accordance with in accordance with Policy 10 – Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.</p>
18.	<p>No commercial or residential unit shall be occupied until all vehicle and cycle parking has been provided in accordance with the approved Proposed Site Plan Ref. SRB2-MAB-01-ZZ-DR-A-00221.</p> <p>Reason: In the interests of highway safety in accordance with Policy 10 – Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.</p>
19.	<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 trees and shrubs (b) proposed boundary treatments (c) proposed hard surfacing treatment (d) proposed lighting details (e) planting, seeding/turfing of other soft landscape areas (f) proposed retaining walls or similar structures <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 Policy 10 - Design and Enhancing Local Identity of the of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan (2019).</p>
20.	<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</p>

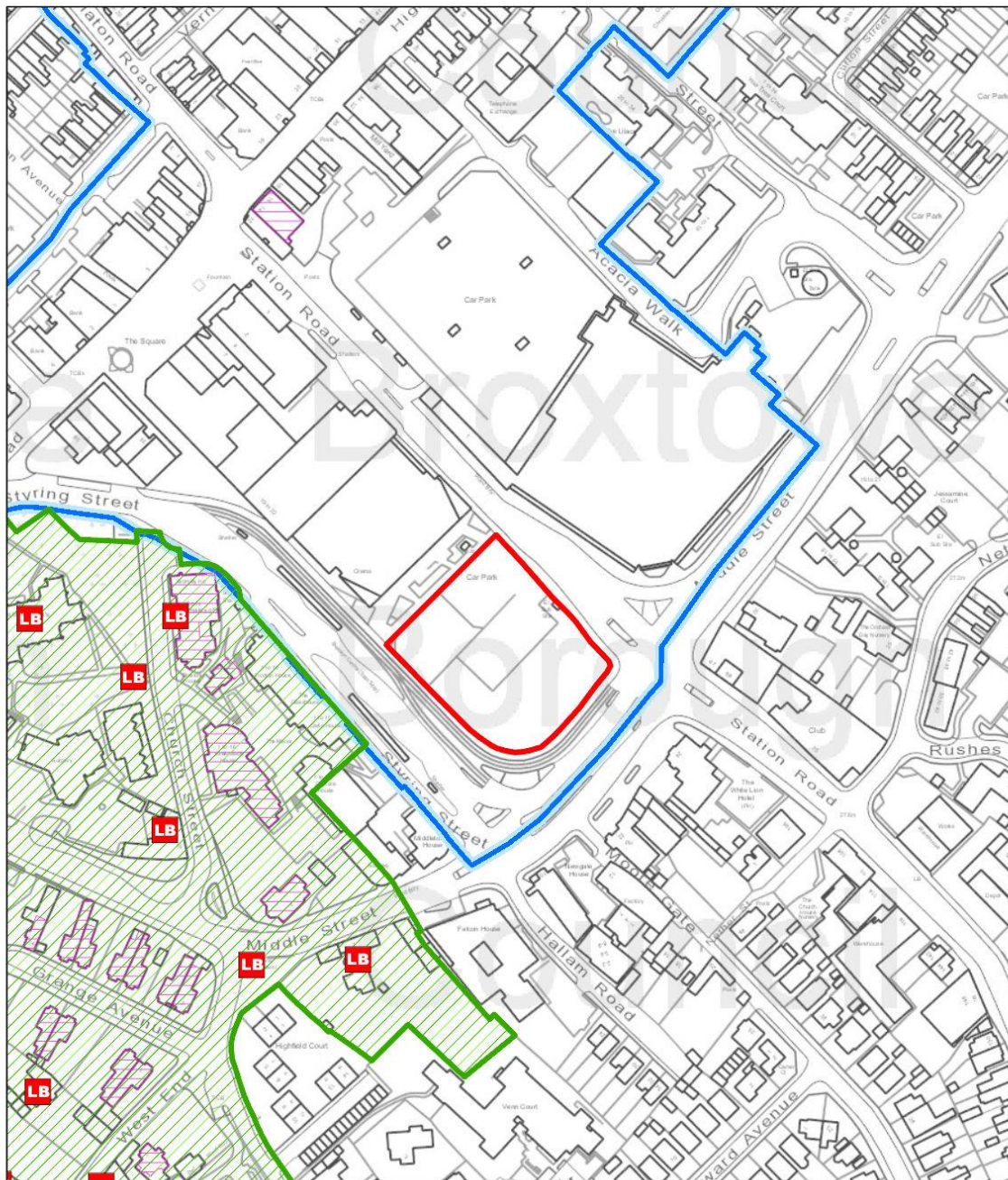
	<p>size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p>Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area and in accordance with Policy 10 - Design and Enhancing Local Identity of the of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan (2019).</p>
21.	<p>The development shall not be occupied until full details of the artwork feature fronting onto Middle Street has been submitted to and approved in writing by the Local Planning Authority. The agreed details shall thereafter be implemented and within an agreed time frame.</p> <p>Reason: To add local interest to the design of the approved scheme in accordance with Policy 10 – Design and Enhancing Local Identity of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan 2019.</p>
22.	<p>Prior to the first occupation or use of the approved development, a Student Management Plan (SMP) shall be submitted to and approved in writing by the Local Planning Authority. The use hereby approved shall only be carried out in accordance with the approved SMP. For the avoidance of doubt, the SMP shall include the following:</p> <ol style="list-style-type: none"> 1) Details of on-site staffing, including a dedicated property manager during normal office hours supported by designated wardens who will reside at the premises and will deal with any emergencies or incidents outside office hours including night time supervision; 2) The proposed management of servicing and deliveries; 3) Full details of on-site residential car parking prevention measures; and 4) Sustainable transport incentives including the provision of tram passes to future occupants and parking passes during the drop off and collection periods. <p>Reason: In the interests of highway safety in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part</p>

	2 Local Plan (2019) and Part 9 - Promoting Sustainable Transport of the NPPF 2021.
23.	<p>The vehicular entry/exit point hereby permitted shall be carried out with a continuous footway across the access in accordance with the Transport Technical Note produced by HSP Consulting (dated 26th April 2022).</p> <p>Reason: In the interests of highway safety in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan (2019) and Part 9 - Promoting Sustainable Transport of the NPPF 2021.</p>
24.	<p>No commercial unit shall be occupied until an application for a Traffic Regulation Order has been made to control on-street parking within the new layby on Station Road as shown for indicative purposes only on drawing Proposed TRO of Layby Ref. SR-HSP-00-00-DR--C-900.</p> <p>Reason: In the interests of highway safety in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan (2019) and Part 9 - Promoting Sustainable Transport of the NPPF 2021.</p>
25.	<p>No part of the development hereby permitted shall be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes and shall include arrangements for monitoring of progress of the proposals. The Travel Plan shall be implemented in accordance with the timetable set out in the plan.</p> <p>Reason: In the interests of highway safety and the environment to encourage use of more sustainable modes of transport than the car and in accordance with Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan (2019) and Part 9 - Promoting Sustainable Transport of the NPPF 2021.</p>
26.	<p>No development shall take place above slab level until written and illustrative details of the number, siting, design and future use of the electric vehicle charging points has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To future proof the development and in the interests of air quality in accordance with Policy 1 - Climate Change of the Aligned Core Strategy Part 1 Local Plan 2014 and Policy 17 - Place-making, Design and Amenity of the Broxtowe Part 2 Local Plan (2019)</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.	Severn Trent Water advise that although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under, The Transfer of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building.
3.	The internal layout, design and construction of any commercial food premises must meet the current Food Safety and Health and Safety requirements. The applicant must therefore contact the councils Food and Occupational Safety Section on Tel: 01159173485 prior to commencement of the permission.
4.	As this permission relates to the creation of a new unit(s), please contact the Council's Street Naming and Numbering team: 3015snn@broxtowe.gov.uk to ensure an address(es) is(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.

Site Location plan (not to scale)

Station Road (Central) Car Park Station Road Beeston



7/8/2022, 11:37:45 AM

1:2,000

0 0.01 0.03 0.06 mi
0 0.03 0.06 0.11 km



Listed Building



Site



Local Interest Building



Green Belt



Conservation Area



Town Centre Boundaries

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Photos



View of existing site access



View from Middle Street
junction



View south to north



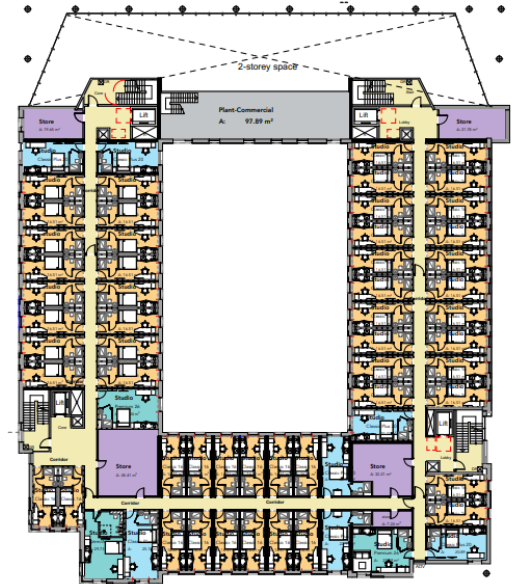
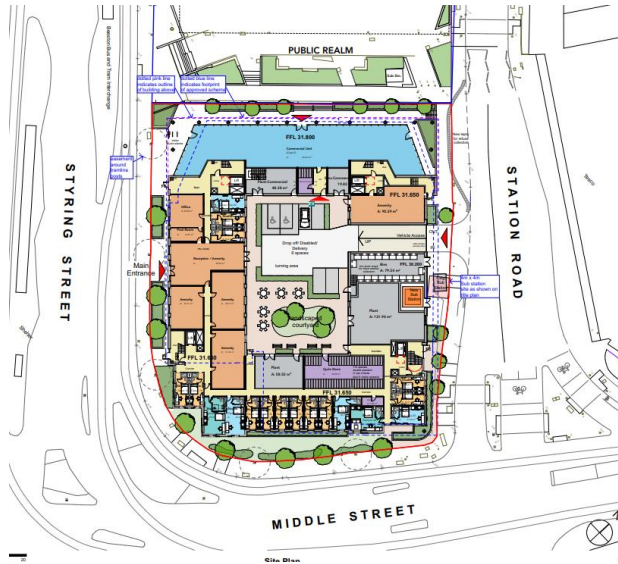
View of Styring Street/Middle Street
corner



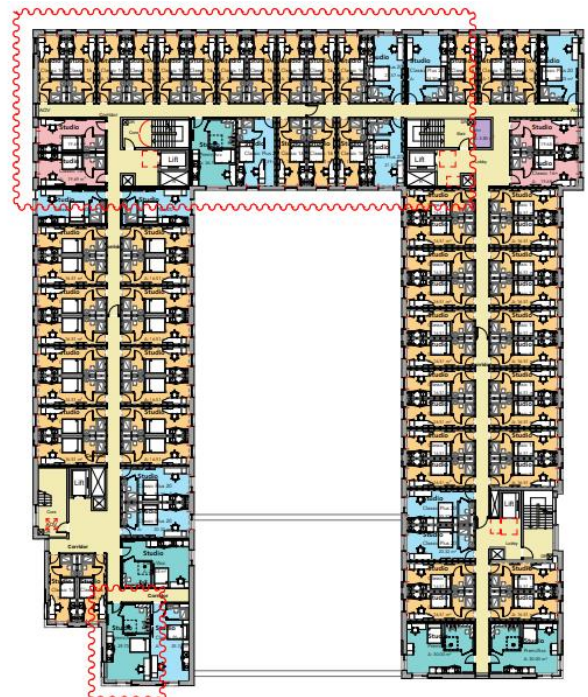
View from tram interchange (including cinema)

Plans (not to scale)

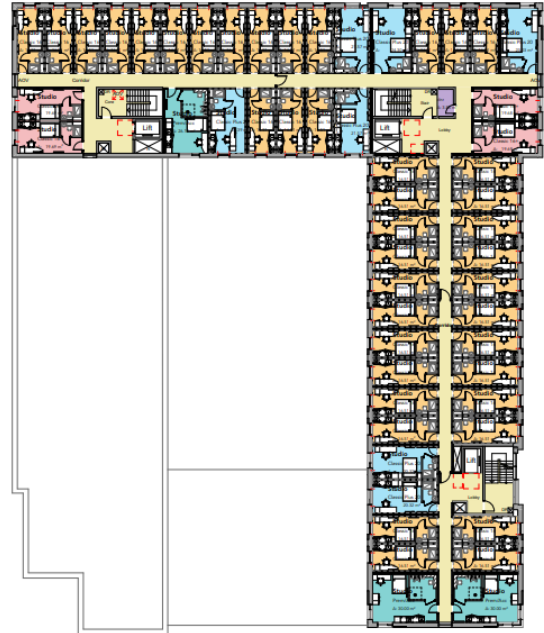
Proposed site plan/ground floor and mezzanine floor plan



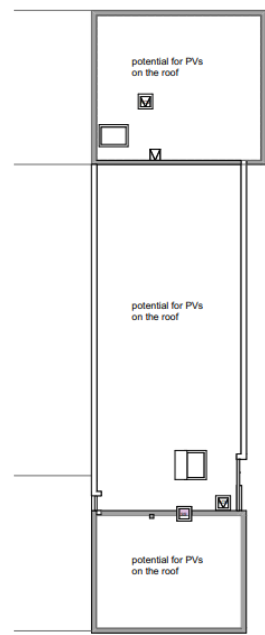
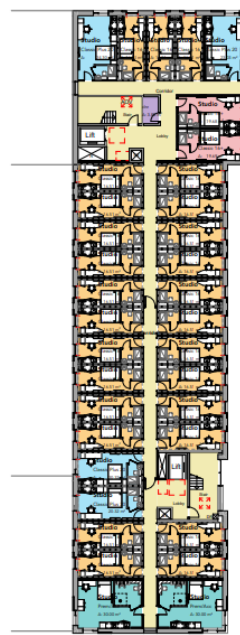
Proposed first and second floor plans



Proposed third and fourth floor plans



Proposed fifth/sixth floor plan and roof plan



Proposed south and north elevations



E-01

South Elevation - Middle Street

1:200

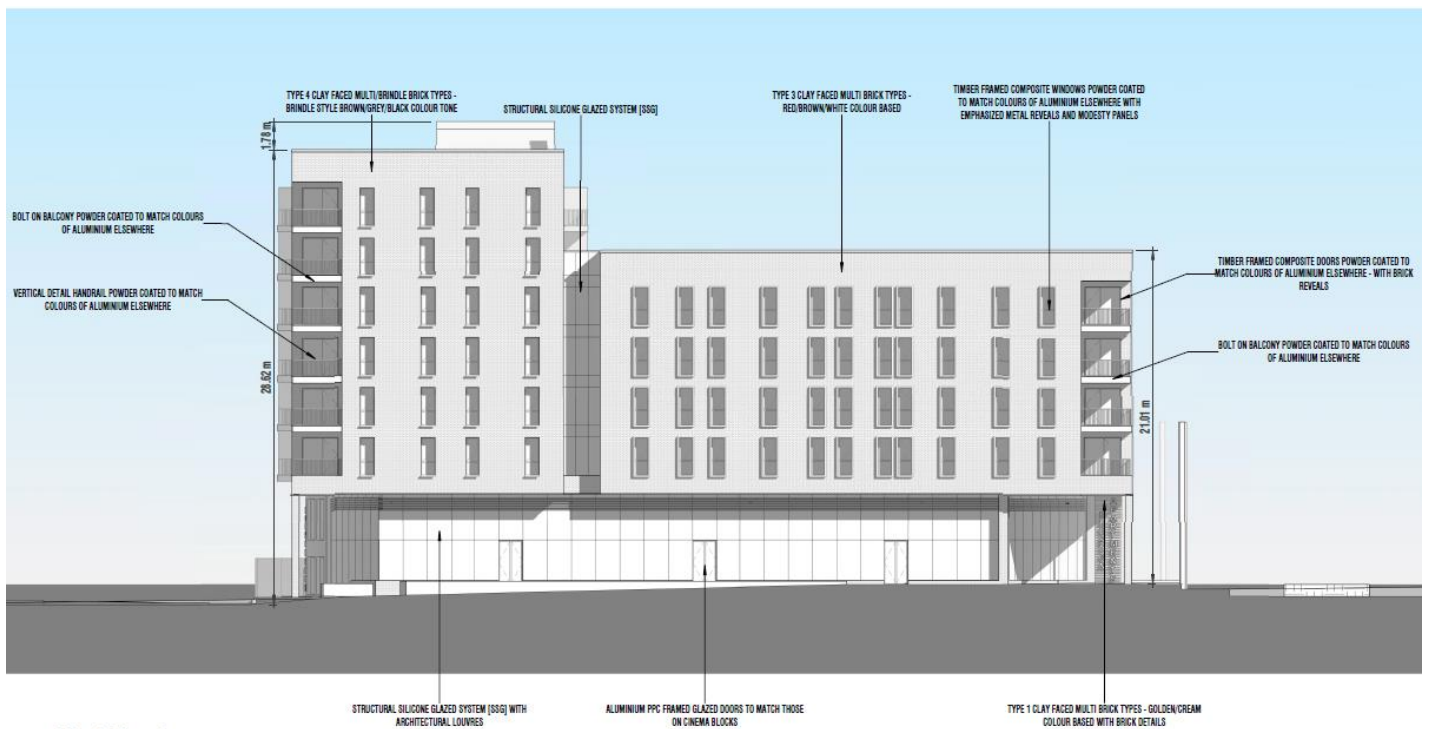


E-04

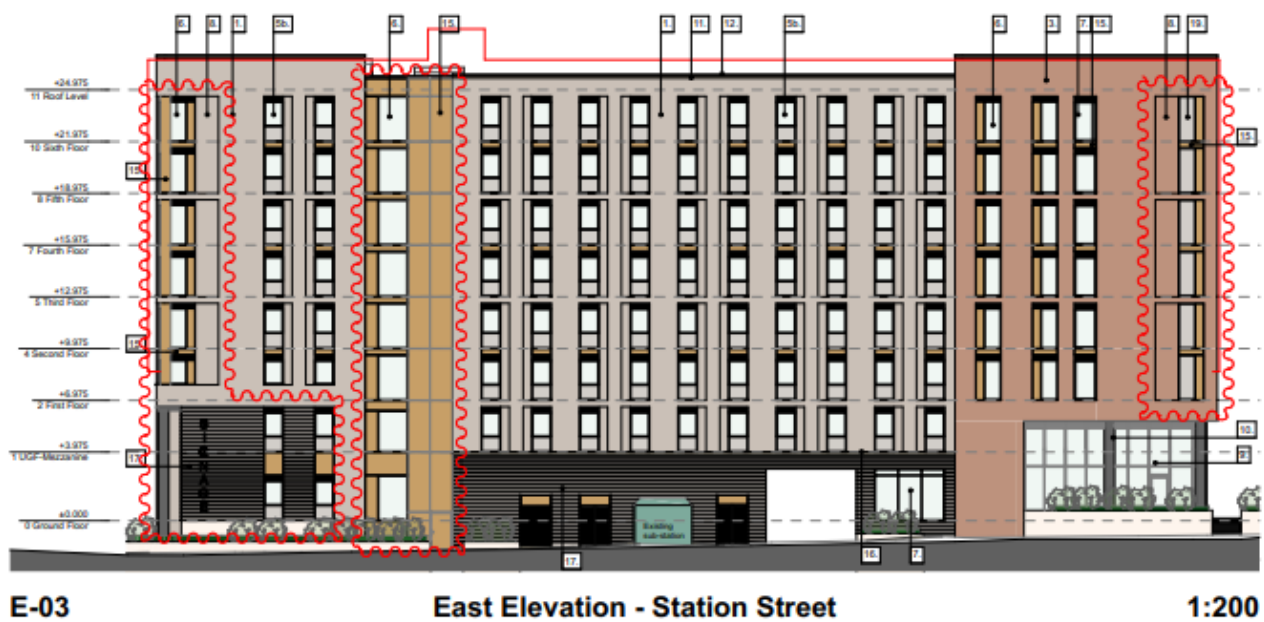
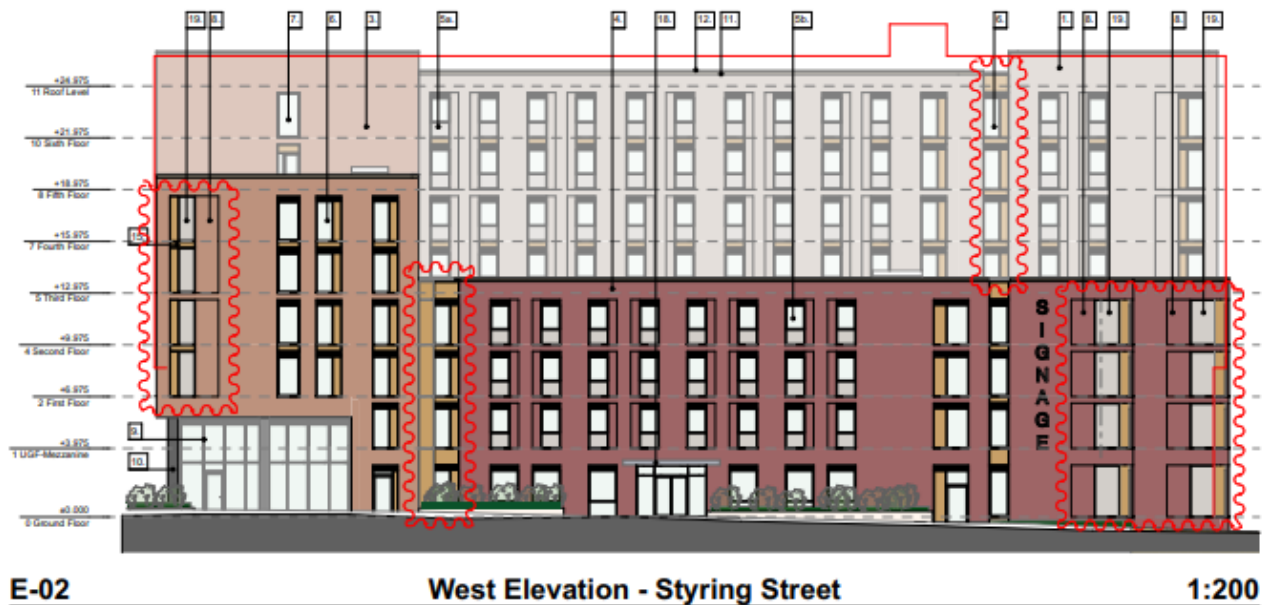
North Elevation

1:200

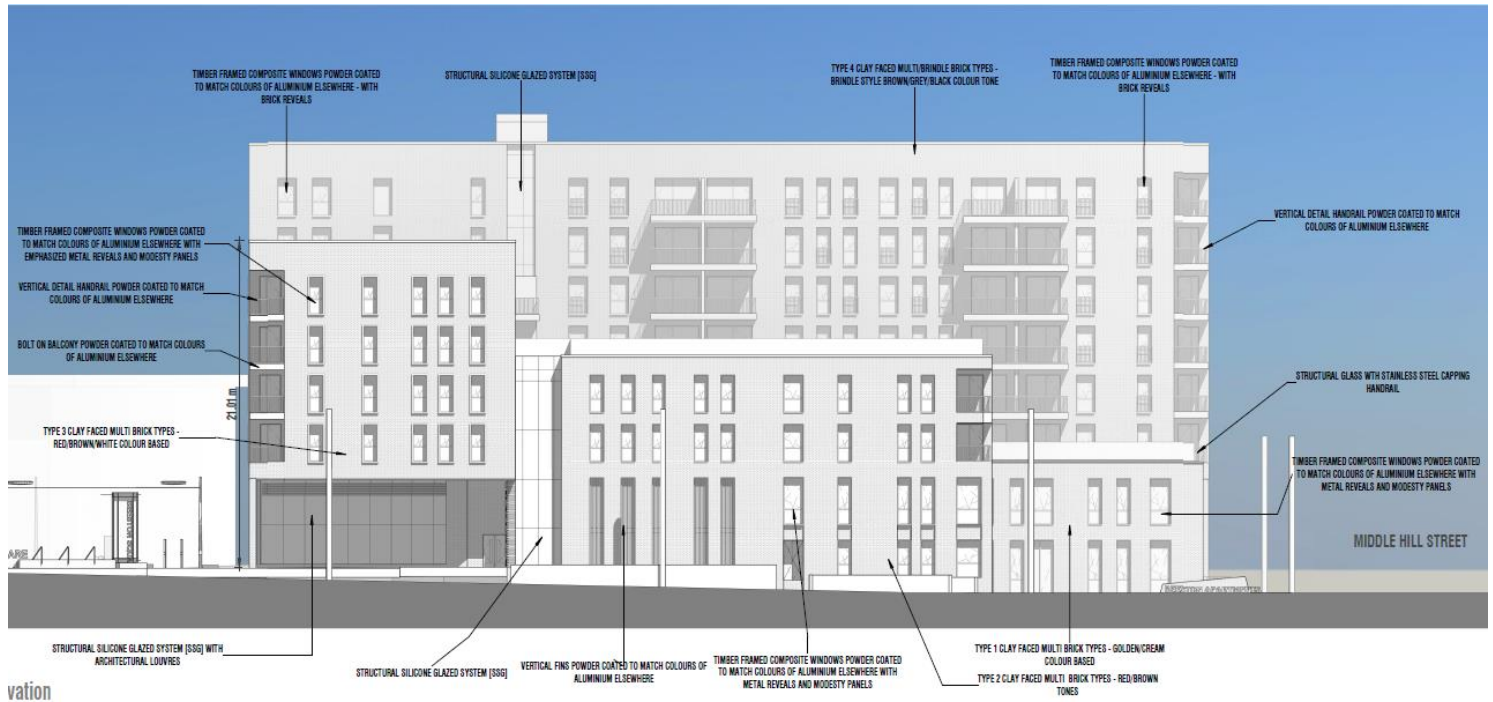
Approved south and north elevations (19/00816/REM)



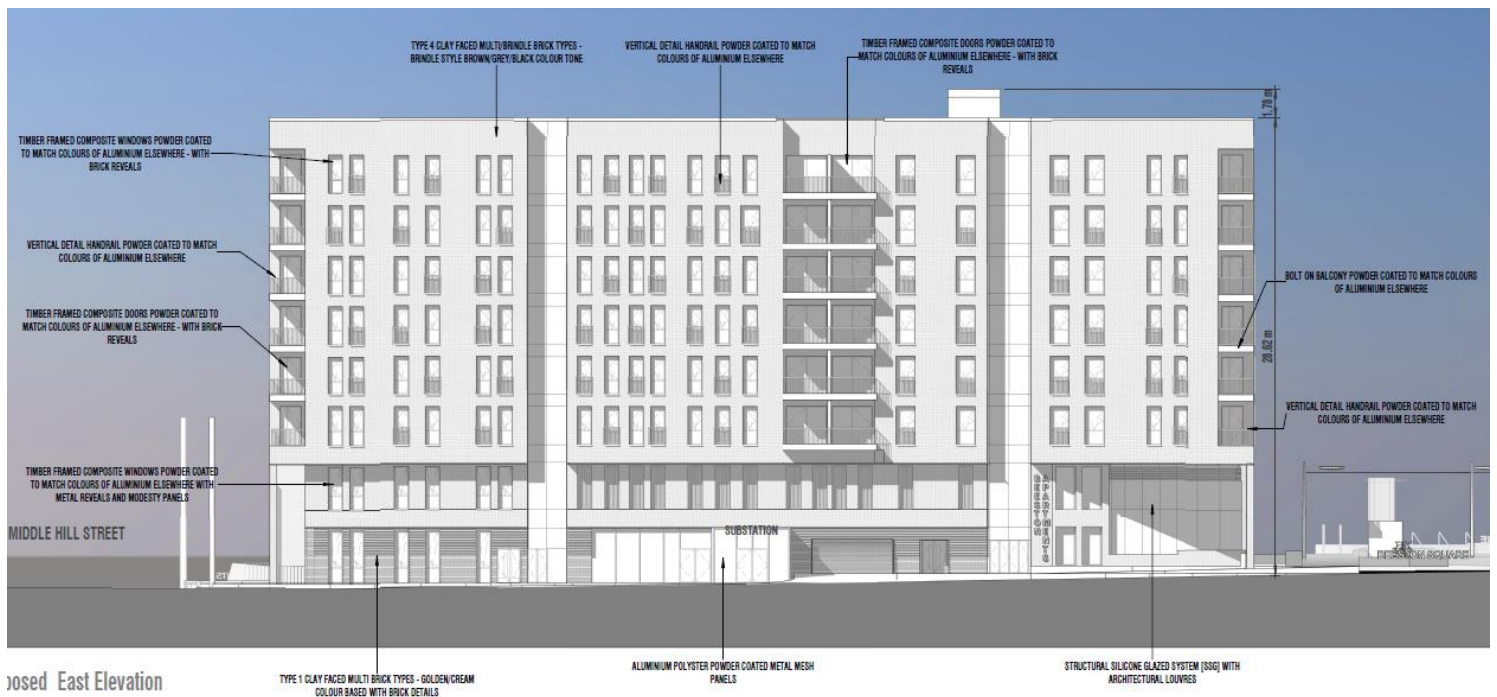
Proposed west and east elevations



Approved west and east elevations (19/00816/REM)



vation



osed East Elevation

3D Views



View along Station Road from North



View along Styring from West



View along Styring from South



View along Station Road from SE

Street Views



View along Station Road from SE



View along Station Road from NW