

Report of the Chief Executive

APPLICATION NUMBER:	20/00789/FUL
LOCATION:	21 Edgwood Road, Kimberley, Nottinghamshire, NG16 2JR
PROPOSAL:	Construct six dwellings following demolition of existing dwelling

1.1 Purpose of Report

This application is brought to the Committee upon the request of Councillor S Easom and Councillor R S Robinson.

1.2 Recommendation

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

1.3 Detail

1.3.1 This application seeks full planning permission to construct six dwellings following the demolition of the existing dwelling number 21 Edgwood Road, with two dwellings fronting Edgwood Road and four dwellings located to the rear accessed via Abba Close.

1.3.2 The proposal includes a mix of dwellings which are listed as follows:

- (Plots 1 and 2) Three bedroomed semi-detached two storey dwellings fronting Edgwood Road;
- (Plots 3, 4 and 5) Three bedroomed semi-detached two storey dwellings to rear of Plots 1 and 2 within centre of the site accessed via Abba Close;
- (Plot 6) Six bedroomed two storey dwelling located to the rear of the site accessed via Abba Close.

1.3.3 During the course of the application, a variety of amended plans have been submitted which are summarised below:

1. Reduction in house numbers from 8 – 7 and alterations to the parking arrangements following Highways comments.
2. Reduction in house numbers from 7 – 6 and further changes to parking arrangements.
3. Removal of front facing dormer windows to plots 1 and 2 and reduction in overall heights of properties.

- 1.3.4 The site currently consists of a detached two storey residential dwelling which is served by a long linear garden and is located within a predominantly residential area. Directly to the rear there are mature trees within the dismantled railway line which forms a Local Wildlife Site and Site of Special Scientific Importance.
- 1.3.5 The main issues relate to whether the principle of residential development is acceptable; whether the layout and design of the development is acceptable, whether there will be any impacts upon residential amenity and whether there would be any detrimental impact on highway safety.
- 1.3.6 The benefits of the proposal are that the residential development would see the development of a site within a sustainable urban location. The proposed dwellings are not considered to be harmful to the character of the surrounding area, or have an unacceptable significant impact on neighbouring amenity or highway safety.
- 1.3.7 The Committee is asked to resolve that planning permission be granted subject to the conditions outlined in the appendix.

1.4 Financial Implications

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.

1.5 Legal Implications

The comments from the Head of Legal Services were as follows: The Legal implications are set out in the report where relevant, a Legal advisor will also be present at the meeting should legal considerations arise.

1.6 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.

1.7 Background Papers

- Design and Access Statement;
- Ecology Report.

APPENDIX

2. Details of the Application

2.1 This application seeks full planning permission to construct six dwellings following the demolition of the existing dwelling number 21 Edgwood Road, with two dwellings fronting Edgwood Road and four dwellings located to the rear accessed via Abba Close.

3. Site and Surroundings

3.1 The application site consists of a two storey detached dwelling set back from the main road of Edgwood Road, with a driveway to the front/side and large garden area to the rear in excess of 80m. To the east there are single storey detached dwellings located on Abba Close. Along the boundary with Abba Close there are mature conifer trees approximately 4m – 5m in height. To the west there is a two storey residential dwelling number. Along the western boundary with the immediate neighbouring property there are 4m – 5m high conifer trees. Directly to the rear there are mature trees within the dismantled railway line which forms a Local Wildlife Site and Site of Special Scientific Importance.

4. Relevant Planning History

4.1 Outline planning permission was granted under reference number 97/00543/OUT to use to land to the rear of the existing dwelling for a detached bungalow.

4.2 Planning permission was granted under reference number 12/00244/FUL to construct a double garage.

4.3 Planning permission was granted under reference number 19/00231/FUL to construct a detached garage with ancillary living accommodation above.

5. Relevant Policies and Guidance5.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

5.1.1 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 – The spatial strategy
- Policy 8 – Housing mix and choice
- Policy 10 – Design and enhancing local identity
- Policy 14 – Managing travel demand.

5.2 Part 2 Local Plan 2019

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

- 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 2 - Unstable Land
- Policy 31 – Biodiversity Assets.

5.3 National Planning Policy Framework (NPPF) 2021:

5.3.1 The National Planning Policy Framework (NPPF) 2021, outlines a presumption in favour of sustainable development, that planning should be plan-led, decisions should be approached in a positive and creative way and high quality design should be sought.

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

6. Consultations

6.1 Nottinghamshire County Council Highways

First Consultation

The off-street parking arrangement associated to plots 1 to 3 replicate those found within commercial parking areas, which make no provision for bin storage on collection days. It also creates a cluster of vehicles which make it difficult for drivers to see approaching traffic, particularly when adjacent spaces are occupied. The compact nature of the parking prohibits those with mobility impairment from boarding/alighting a vehicle and could even restrict access into the dwelling. Furthermore, the depth of the parking spaces fronting the hedgerow is not sufficient to accommodate a vehicle wholly within the curtilage. We do not wish to encourage this type of layout which is not suitable for its intended use.

Whilst bin areas have been made available within each dwelling, the cramped nature of the site means they will be dumped on the public highway on collection days where their presence will cause an obstruction.

The NPPF places an obligation on development to prioritise the needs of pedestrians and cyclists by providing appropriate infrastructure that aids movement within a site, and which safely integrates with the wider network. It would therefore make sense to provide a 2m wide footway along the west side of Abba Close so

that pedestrians no longer have to negotiate a live carriageway to reach Edgewood Road.

Only one of the two parking spaces associated to plot 7 will be regularly used as it relies on a number of convoluted manoeuvres to access/egress the space. It is more likely that drivers will park in the turning head, thereby restricting the manoeuvres of other traffic which is not acceptable.

Plots 4, 5, and 6 should have a single entry/exit point at the private drive to control manoeuvres at the access.

In view of the above, we recommend refusal until such time that our comments have been addressed satisfactorily.

Second Consultation

The off-street parking arrangement associated to plots 1 to 3 is sufficient to accommodate 6 vehicles in 2.4m wide bays. The bays have not been delineated on the drawings but their absence could result in drivers straddling what could effectively be two spaces and result in vehicle displacement to the public highway. Similarly, we have concerns the compact nature of the parking area will preclude some drivers with mobility impairment from boarding/alighting their vehicle. Again, this could result in vehicle displacement to the public highway and may even be an equality issue.

Refuse storage is available on the frontage, but the compressed nature of the parking area means that it is unlikely they can be carried up to the highway threshold on collection days unless there are unoccupied spaces.

Nottinghamshire County Council's Highway Design Guide recommends parking spaces directly adjacent to an obstruction should measure 3.3m wide, 3.0m wide open plan, with secondary spaces at 2.4m wide. We would therefore expect an overall width of 16.8m along the frontage to absorb the anticipated parking demand, yet just 14.4m is available.

The situation can be resolved by decreasing the number of dwellings to two units, although this is unlikely to be considered favourably. We would therefore suggest the overall number of bedrooms within these properties is reduced from three to two rooms so that there is sufficient space to absorb the expected level of parking demand. Any existing street furniture to facilitate access to the parking spaces will need to be relocated with the consent of the apparatus owner, at the applicant's own risk and expense.

The NPPF places an obligation on development to prioritise the needs of pedestrians and cyclists by providing appropriate infrastructure that aids movement within a site, and which safely integrates with the wider network. It would therefore make sense to provide a 2m wide footway along the west side of Abba Close so that future occupiers have an appropriate means of access to reach their properties by foot. This request has not been addressed and so it could be concluded the proposal is not NPPF compliant.

Refuse collection operatives are unlikely to walk through a gated access to reach the bin store at the rear of plot 5, and so it is more likely they will be stored in the highway on collection days. A bin store should be provided behind the highway threshold within the communal driveway serving plots 4 and 5, in a manner that does not restrict access/egress manoeuvres. The same applies to plot 6.

Although we previously raised an objection, the quiet nature of the area is such that it would be difficult to defend a refusal on highway safety grounds. There is however scope to minimise the impacts on the network, and would hope further details are submitted so that we can make further comment.

Third Consultation

A reduction in the number of dwellings on the Edgwood Road frontage has reduced the prevalence of “side by side” parking which provides more room for future occupiers to board/alight their vehicle, and makes it easier for bins to be stored within curtilage on collection days.

The communal parking area serving plots 3, 4, and 6 will be occupied on a “first come first served” basis where it is hoped the spaces at either end will be available for those with mobility issues.

Any refuse collection areas should be sufficient to hold the maximum number of bins. We recommend your Waste and Recycling Team are consulted for a view.

Should any statutory apparatus need relocating to facilitate access to driveways, then the applicant will need to meet the full cost.

There are no highway objections subject conditions.

6.2 **Nottinghamshire County Council Rights of Way** – No objections.

6.3 **Nottinghamshire Wildlife Trust**

First Consultation

Given the close proximity to the Kimberley Cutting Local Wildlife Site and Kimberley Railway Cutting SSI, an ecological desktop assessment and Phase 1 survey was requested.

Second Consultation

Following the submission of the ecology report a holding objection was submitted given the inaccuracies in the report.

Third Consultation

No objections subject to varies conditions including a Landscape and Ecological Management Plan (LEMP).

6.4 **The Coal Authority** – No objections.

6.5 **Council’s Waste Collection** – Provide general advice regarding bin storage requirements.

6.6 **Environmental Health** – No objections subject to conditions.

6.7 **Kimberley Town Council** – Object to the application on the grounds of there being too many dwellings, parking being a problem in the vicinity and vehicular manoeuvres becoming difficult in the cul-de-sac.

6.8 **First Consultation**

Twelve properties either adjoining or opposite the site were consulted along with the posting of 1 site notice, with 23 letters having been received objecting on the grounds of:

- Over development of the site;
- Out of character with the area;
- Loss of privacy;
- Increased noise/disturbance;
- Sense of enclosure;
- Loss of Wildlife;
- Existing drainage system not sufficient for additional housing;
- Additional parking with the cul-de-sac of Abba Close;
- Impact on existing parking/access problems along Edgwood Road.

6.9 **Second Consultation**

Following receipt of amended plans, all properties previously consulted and those which made representations along with residents that made representations were re-consulted along with the posting of 1 site notice, with a further 17 letters having been received objecting on the same grounds as previously mentioned.

6.10 **Third Consultation**

Following receipt of further amended plans, all properties previously consulted and those which made representations along with residents that made representations were re-consulted along with the posting of 1 site notice, with a further 20 letters having been received objecting on the same grounds as previously mentioned:

7. Assessment

7.1 The main issues relating to this application are the principle of development, design and the impact upon visual amenity of the area, residential amenity and highway safety. These are discussed in turn as follows:

7.2 Principle

7.2.1 Policy 8 of the Broxtowe Aligned Core Strategy (ACS) and Policy 15 of the Part 2 Local Plan 2019 state that residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes. Policy 17 of the Part 2 Local Plan states that permission will be granted for development which integrates into its surroundings, creates well defined streets and places, provides adequate amenity space, ensures a satisfactory degree of amenity and does not prejudice the satisfactory development of a wider area. Policy 10 of the ACS (d and e) states that massing, scale, proportion, materials, architectural style and detailing will be considerations when assessing development.

7.2.2 The existing house will be demolished and replaced with semi-detached dwellings fronting Edgwood Road and a further four to the rear. It is acknowledged the proposal will create further dwellings on land currently undeveloped which serves as garden land to the host dwelling, however, within the vicinity of the application site there are substantial sized plots that vary in design and the siting and layout of the proposed dwellings are not considered to represent an overdevelopment of the plot. The application site is also located in a sustainable urban, residential area within Kimberley, close to the town centre and local facilities. It is therefore considered the principle of residential development on the land has been established subject to careful consideration of other material planning considerations.

7.3 Design and Visual Amenity

7.3.1 Policy 10 of the Aligned Core Strategy states that development will be assessed in terms of massing, scale and proportion, materials and the impact on the amenity of nearby residents or occupiers. Policy 17 of the Part 2 Local Plan states that extensions should be of a size, siting and design that makes a positive contribution to the character and appearance of the area and does not dominate the existing building or appear over-prominent in the street scene.

7.3.2 The application site currently consists of a detached two storey dwelling set back from Edgwood Road. Directly to the front there is a large driveway, with a long linear garden directly to the rear. The application proposes to demolish the existing dwelling and replace with two semi-detached dwellings set forward of the siting of the existing dwelling and 5.5m from the back hedge of the pavement. Directly to the front of the dwellings, two parking spaces per plot are proposed. The design of the dwellings is in keeping with the existing street scene with pitched roofs and gables ends. To the rear dormer windows are proposed. The design of these properties is considered to be in keeping with the street scene of Edgwood Road.

7.3.3 To the rear of these properties a further two semi-detached dwellings are proposed (plots 3 and 4) backing onto plots 1 and 2. These properties are modern in design with hipped roofs and glazed frontages. Directly to the rear there are landscaped gardens backing onto plots 1 and 2, with a landscaped area to the front adjacent the garden serving plot 5, which is of the same design as plots 3 and 4. Two parking spaces per plot are proposed between the frontages of plots 3 and 4 and 5, which are accessed via Abba Close. In addition, a larger dwelling plot 6 is proposed to the rear of the site. Again this is a modern design with a hipped roof and glazed frontage. Whilst the dwelling appears two-storey from the front, given the difference in land levels the dwelling appears three-storey to the rear. However, given the siting of the dwelling and the retention of the existing hedgerow this will not be visible within the street scene of Abba Close. A detached garage is also proposed to the front of the dwelling within the driveway serving the dwelling adjacent the western boundary.

7.3.4 In respect of boundary treatments, there are a variety of hedgerows along the boundaries which are proposed to be retained along with the provision of the planting of new trees and hedgerows. Furthermore, a 2m high timber fence is proposed along the boundary between plots 1 and 2 and 2 and 4 as well as a new fence along the boundary with Abba Close.

- 7.3.5 Whilst concerns have been raised by local residents in respect of overdevelopment of the land, the development being out of character with the area and sense of enclosure within Abba Close, the layout provides adequate external amenity space per plot and separation distances. In respect of Abba Close which consists of traditional single storey detached dwellings, there is adequate separation distance between plots 3, 4 and 5 in excess of 13m and the proposed landscaping will simulate the development into the street scene of Abba Close effectively.
- 7.3.6 Information provided on the submitted plans indicates the use of red and grey facing brickwork as per the elevations and plain concrete Duo Edgmere roof tiles, again as per the elevations. Given the location of the site and the orientation of the buildings within the site, the use of these materials is considered acceptable.
- 7.3.7 Whilst it is acknowledged that the character of the site will change from that of a garden to one of built development, this will not be at odds with the residential character of the area. The proposal is not considered to have any significant detrimental impact upon the character of the street scene or visual amenity of the area.
- 7.4 Residential Amenity
- 7.4.1 Objections have been received from neighbouring properties in respect of loss of privacy and noise/disturbance.
- 7.4.2 Direct to the west there is an existing residential dwelling number 6 Browns Flats. The boundary consists of a stone wall with a timber fence to the top approximately 2.5m in height. There are also 4m – 5m high conifer trees along the boundary. The neighbouring property is set approximately 2m from the boundary. Serving the side facing elevation of the neighbouring property there is a landing window and bathroom window which are obscurely glazed. There is a ground floor window serving a games room, although this is covered by a timber walkway. To the side of this property facing into the garden there are patio doors serving a kitchen/dining area, with a large glazed window at first floor level serving a bedroom. On the opposite side there is an obscurely glazed window serving a bedroom. Plots 1 and 2 are set in excess of 35m from the side elevation of the immediate neighbouring properties. Whilst there are dormer windows serving these properties, the separation distance and existing boundary treatment is considered sufficient to mitigate against any potential overlooking issues. Plots 3, 4 and 5 are located within the centre of the site and positioned adjacent the existing boundary. In respect of Plot 6 which is situated to the rear of the site, whilst there are windows on the front elevation, it is not considered there will be any overlooking issues given the obscurely glazed nature of the side window serving the existing bedroom. Whilst a detached garage is proposed to the front of plot 6 and adjacent the boundary, this will be set in from the boundary by 1m and will consist of a low eaves height of 2m and an overall height to the ridge of the pitched roof which slopes up away from the boundary of 4.3m.
- 7.4.3 Abba Close is located to north east of the application site and consists of four detached single storey properties set back from the main road with gardens and driveways to the front. Plots 1 and 2 are set a significant distance away from these properties. Within the centre of the site plots 3 and 4 will be located to the rear of an existing conifer hedgerow which is proposed to be retained. Plot 5 will be

positioned facing into Abba Close with an entrance door and bedroom window at ground floor level and bedroom window at first floor. However, this property is positioned facing onto the garage serving number 2 Abba Close and there will be a separation distance of in excess of 15m. Plot 6 will be located to the rear of the site adjacent the existing hedgerow which is to be retained and parallel to number 4 Abba Close, with a separation distance of 4.8m.

- 7.4.4 Concerns have also been raised in respect of the location of the six parking spaces serving plots 3, 4 and 5 and the potential for residents to directly overlook into the habitable rooms of dwellings located on Abba Close. In respect of this, it is considered there is adequate separation distance in excess of 13m between the rear of the spaces and the front of the closest dwelling. Furthermore, it is not considered future residents would sit in their cars for long periods of time and would only be using their cars for comings/goings and loading/unloading their cars like any other residential property with associated car parking spaces.
- 7.4.5 In view of the above, it is not considered there will be any significant detrimental impact upon the immediate neighbouring properties in respect of overlooking, overbearing or noise impacts.

7.5 Highway Safety

- 7.5.1 The application site is currently served by a long driveway which is accessed off Edgwood Road. The application proposes semi-detached dwellings fronting onto Edgwood Road which will be served by 2 parking spaces each located directly to the front of plots 1 and 2. The remaining dwellings will be accessed via Abba Close which is narrow in nature at the access point but then extends out in width to a turning area towards the end of the cul-de-sac. Plots 3, 4 and 5 as per plots 1 and 2 will be 3 bedroomed in nature and again the provision of 2 off – street parking spaces is considered acceptable. Whilst plot 6 is larger in nature with a total of six bedrooms, this plot is served by a large driveway to the front and also a detached double garage, providing a total of four off-street parking spaces and adequate space within the site to allow vehicles to turn and leave the site in a forward gear.
- 7.5.2 The Highway Authority originally objected to the proposal due to the overall number of dwellings proposed and parking arrangements not being suitable to mitigate against the provision of vehicles associated with the development parking on Edgwood Road and Abba Close. Following on from the submission of amended plans and the reduction of the total number of units down to six, the Highway Authority offer no objections to the proposal subject to conditions.
- 7.5.3 Whilst concerns have been raised by residents in respect of existing parking problems along Edgwood Road and access issues for refuge vehicles, there are no restrictions on parking along Edgwood Road in the form of traffic regulation orders and the layout adequately provides off street parking provision for each plots. It is considered there are no highway safety issues relating to this proposal.

7.6 Other Issues

- 7.6.1 Policy 31 of Part 2 Local Plan 2019 states that all development proposals should seek to deliver a net gain in biodiversity and geodiversity and contribute to the Borough's ecological network. Permission will not be granted for development which would cause significant harm to sites and habitats of nature conservation or

geological value, together with species that are protected or under threat. Support will be given to the enhancement and increase in the number of sites and habitats of nature conservation value, and in particular to meeting objectives and targets identified in the Nottinghamshire Biodiversity Action Plan. It continues to state that in all cases permission will not be granted for development that results in any significant harm or loss to the Biodiversity Asset, unless the benefits of development are clearly shown to outweigh the harm.

7.6.2 Given the close proximity to the Kimberley Cutting Local Wildlife Site and Kimberley Railway Cutting SSI, an ecological desktop assessment and Phase 1 survey was requested by Nottinghamshire Wildlife Trust. Following receipt of this request, Nottinghamshire Wildlife Trust raise no objections to the proposal subject to conditions relating to the proposal being carried with the recommendations within the report and the submission of a Landscape and Ecological Management Plan (LEMP).

7.6.3 It is considered there will not be any impact on the ecology of the site and the surrounding area and given the conditions regarding biodiversity net gain the proposal complies with the NPPF and appropriate policies.

7.6.4 Concerns have been raised in respect of the existing drainage system within the area being insufficient to take on an additional six dwellings. The application site is not located within a flood zone and it is proposed that both surface water and sewage would be connected to existing services and would require separate permission from Severn Trent Water. Furthermore, this matter would be adequately dealt with under Building Regulations.

8 Planning Balance

8.1 On balance this scheme would enable the provision of a residential development of six dwellings to be constructed in place of an existing dwelling and associated garden land. The scheme complements the existing built form of the area, without impinging on amenity of those residents currently bordering the site. There are no significant constraints to developing this site that cannot be addressed by conditions, and on balance therefore, it is considered the scheme is acceptable.

9 Conclusion

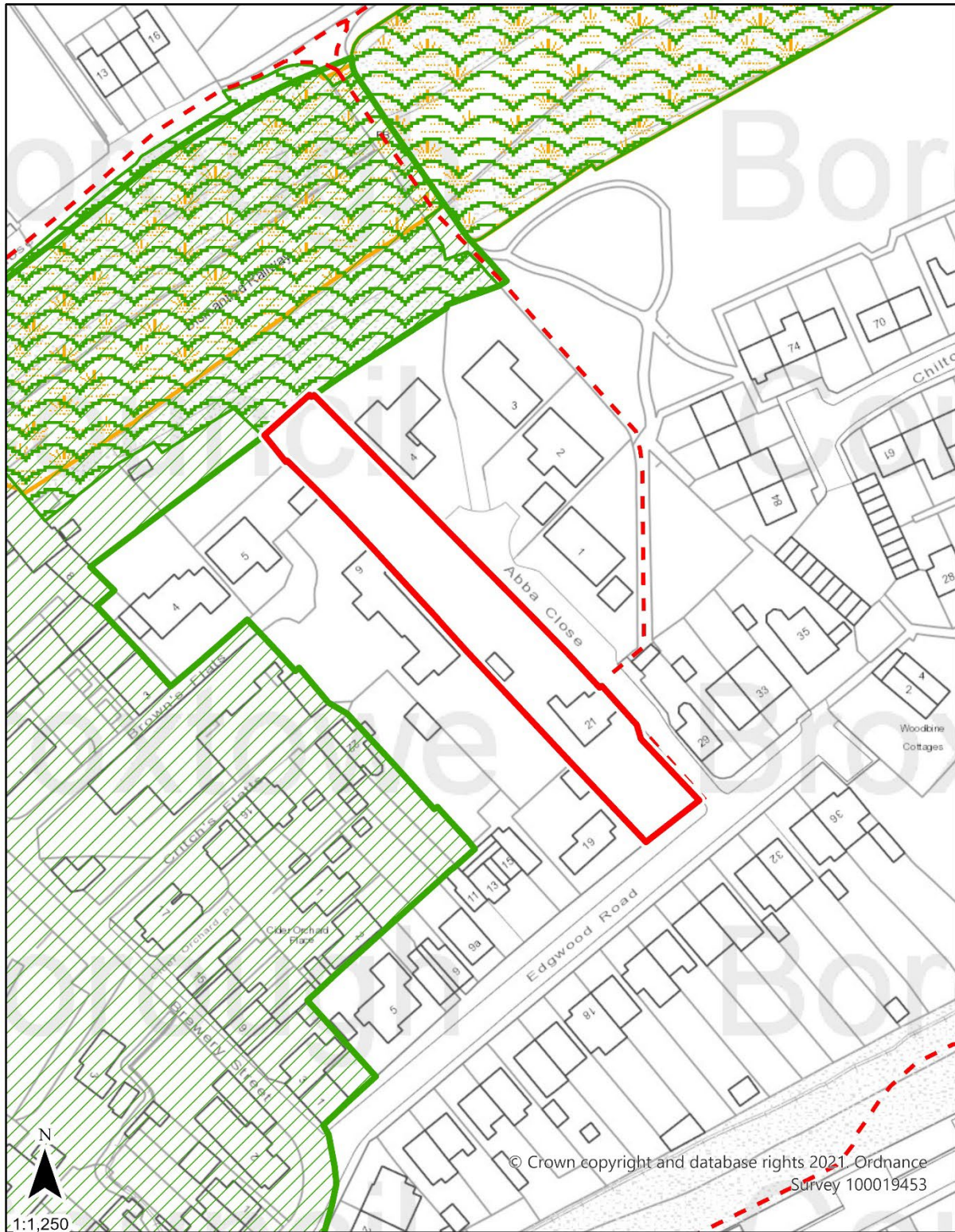
9.1 Having regard to all material considerations, the proposed development is required to assist in meeting the Borough's overall housing requirement. As the site is located in the main built-up area of Kimberley, this carries significant weight as the location is sustainable. Therefore, the proposal is considered to be in accordance with the relevant local and national policy guidance and there are no material considerations which would warrant a decision being taken at variance to this.

<u>Recommendation</u>	
<p>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</p>	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with:</p> <p>Site Location Plan, Block Plan and Site Plan, 048 002H; Proposed Garage Elevations and Floor Plans, 048 901; Plots 1 and 2 Elevations and Street Scene, 048 702B; Plots 1 and 2 Floor Plans, 048 701C; Plots 3 and 4 Elevations and Floor Plans, 048 201B, Plot 5 Elevations and Floor Plans, 048 601B; Plot 6 Elevations and Floor Plans, 048 801B; Proposed Roof Plan, 048 003C</p> <p>received by the Local Planning Authority 02 September 2022.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>No demolition or construction hereby approved shall take place until a Demolition and Construction Method Statement has been submitted to and approved in writing by the Borough Council. The statement shall include:</p> <p>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; e) a scheme for the recycling/disposal of waste resulting from demolition/construction works; and f) details of dust and noise suppression to be used during demolition and construction.</p> <p>The approved statement shall be adhered to throughout the construction period.</p> <p><i>Reason: To protect nearby residents from excessive disturbance and loss of amenity.</i></p>

<p>4.</p>	<p>No construction, demolition 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><i>Reason: To protect nearby occupants from excessive construction and demolition noise and vibration.</i></p>
<p>5.</p>	<p>No part of the development hereby approved shall be commenced until details of appropriate gas prevention measures have been submitted to and approved in writing by the local planning authority. No building to be completed pursuant to this permission shall be occupied or brought into use until:</p> <p>i) all appropriate measures have been completed in accordance with details approved in writing by the local planning authority; and</p> <p>ii) it has been certified to the satisfaction of the local planning authority that necessary remedial measures have been implemented in full.</p> <p><i>Reason: In the interest of public health and safety.</i></p>
<p>6.</p>	<p>Occupation of the proposed dwellings shall not take place until their respective driveway/parking areas are served from a dropped kerb vehicular crossing.</p> <p><i>Reason: In the interest of highway safety.</i></p>
<p>7.</p>	<p>Occupation of the proposed dwellings shall not take place until their respective driveway/parking areas have been provided surfaced in a bound material (not loose gravel) for a minimum distance of 5.0 metres behind the highway boundary, and which shall be constructed with provision to prevent the discharge of surface water from the driveway/parking areas 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><i>Reason: In the interest of highway safety.</i></p>
<p>8.</p>	<p>No development hereby permitted shall commence until wheel washing facilities have been installed on the site. The wheel washing facilities shall be maintained in working order at all times and shall be used by any vehicle carrying mud, dirt or other debris on its wheels before leaving the site so that no mud, dirt or other debris is discharged or carried on to a public road.</p> <p><i>Reason: In the interest of highway safety.</i></p>

<p>9.</p>	<p>No development or site clearance shall commence until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include:</p> <ul style="list-style-type: none"> (a) Numbers, types, size and positions of trees and shrubs and existing trees to be retained; (b) Measures for the protection of retained trees; (c) A detailed plan which demonstrates biodiversity net gains across the site (based on the recommendations provided in the submitted Preliminary Ecological Appraisal) (Elite Ecology (V2 11.04.2022)); (d) Planting, seeding/turfing of other soft landscape areas; (e) Details of site boundary treatments; (f) A timetable for implementation of the scheme. <p>The landscaping scheme shall be carried out in accordance with the approved timetable and the tree protection measures shall be in place before any site clearance/development commences. If any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased they shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority.</p> <p><i>Reason: In the interests of visual amenity and of enhancing biodiversity, in accordance with Policy 10 of the Broxtowe Aligned Core Strategy (2014) and Policies 17 and 31 of the Part 2 Local Plan (2019).</i></p>
<p>10.</p>	<p>No development, including site clearance shall commence until a Landscape and Ecological Management Plan (LEMP) is submitted to and approved in writing. Details to be included within the LEMP include:</p> <ul style="list-style-type: none"> • All mitigation recommendations laid down within the ecology report including those for badgers, nesting birds, hedgehogs, and bats; • A plan showing the location of retained and created habitats, including details of appropriate species to plant (eg native species and those with known benefits to wildlife); • Locations of bat boxes, bird boxes, hedgehog highways, and habitat piles (include specifications/installation guidance/numbers); • Mitigation recommendations in relation to retained / created habitats (eg. no spraying of herbicide, fires, or storage of materials adjacent to the LWS).

	<i>Reason: To ensure the impact on ecology is minimised during construction and in accordance with the aims of Policy 31 of the Broxtowe Part 2 Local Plan (2019) and the NPPF.</i>
	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 proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority
3.	The development makes it necessary to construct a vehicular crossing over a footway/verge of the public highway, which is land subject to the provisions of the Highways Act 1980 (as amended), and therefore land over which you have no control. You are therefore required to contact licences@viaem.co.uk to arrange for the necessary permissions prior to works taking place.
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.	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.



Legend

-  Site Outline
-  Footpath
-  Conservation Area
-  Local Wildlife Site
-  SSSI

Photographs

Edgwood Road Street Scene



Front view of site



Abba Close





View from within the site towards Edgwood Road



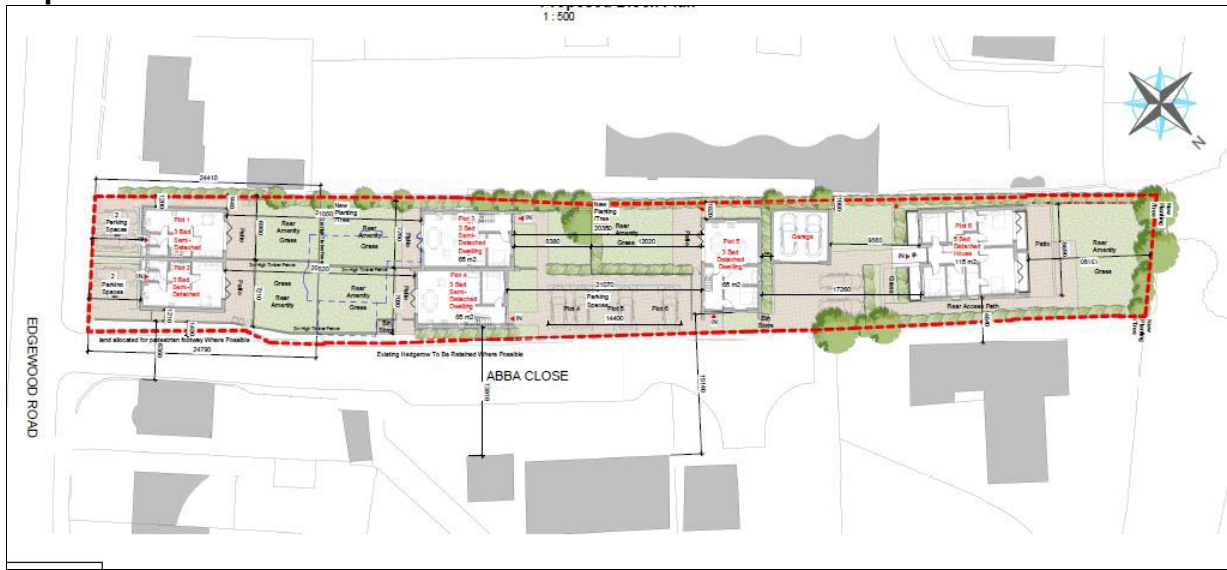
Rear garden



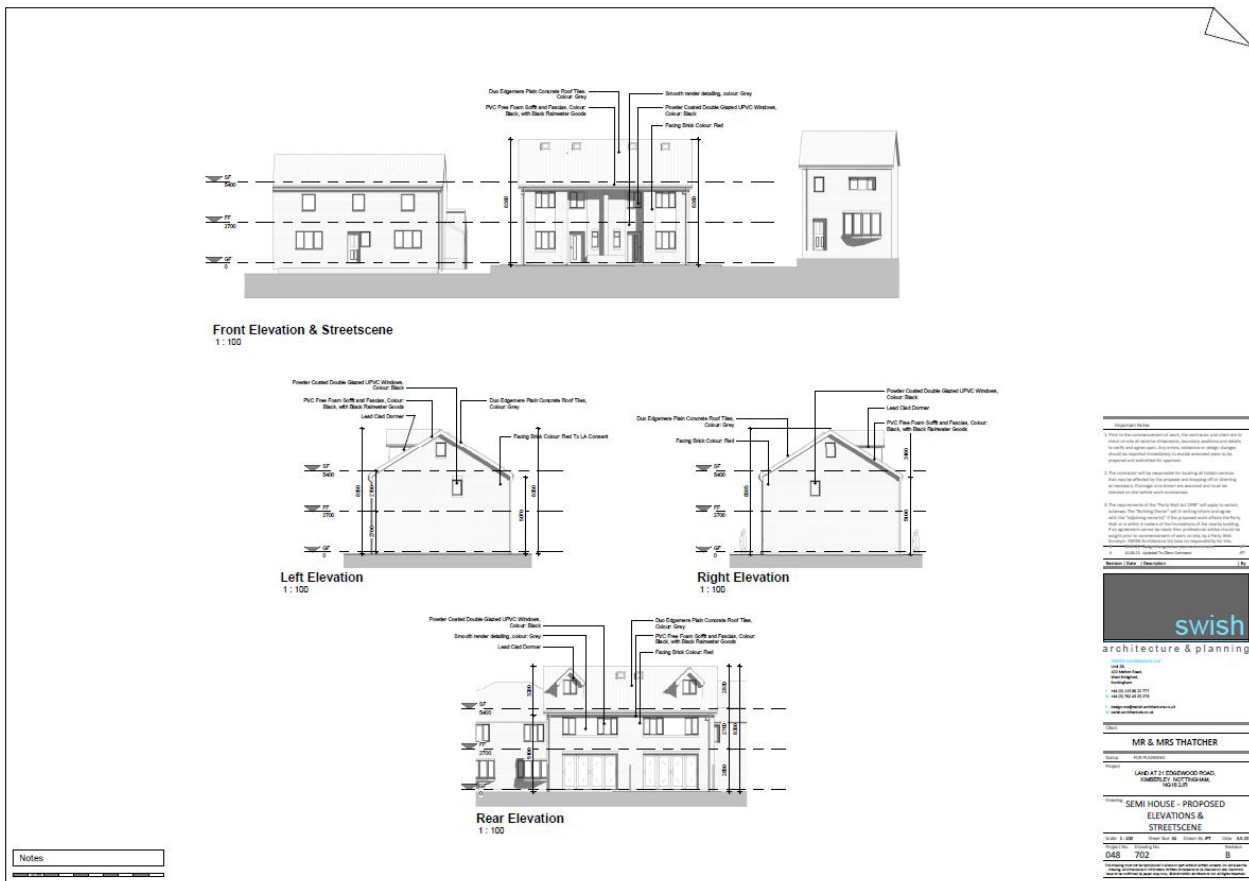


Plans (not to scale)

Proposed Site Plan



Plots 1 and 2 Elevations and Street Scene



Plots 1 and 2 Floor Plans

Proposed First Floor Plan
1:50

Proposed Second Floor Plan
1:50

Proposed Ground Floor Plan
1:50

Front Sketch 3D

Notes

Specification

- The development of this site is subject to the approval of the Planning Committee and the Council. The applicant is advised that the Council is not responsible for the design or construction of the development and is not liable for any loss or damage, including professional fees, incurred by the applicant in connection with the development.
- The applicant will be responsible for obtaining all necessary consents for the development and for ensuring that the development is constructed in accordance with the approved plans and specifications.
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SEMI HOUSE - PROPOSED PLANS

Scale: 1:50 Date: 05/10/22 Drawn By: JTB Checked By: JTB

045 201 C

Plots 3 and 4 Elevations and Floor Plans

Front Elevation
1:100

Left Elevation
1:100

Rear Elevation
1:100

Right Elevation
1:100

3D Front View

Proposed Ground Floor Plan
1:50

Proposed First Floor Plan
1:50

Notes

Specification

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DETACHED BUNGALOWS - PROPOSED PLANS AND ELEVATIONS

Scale: 1:50 Date: 05/10/22 Drawn By: JTB Checked By: JTB

045 201 B

Plot 5 Elevations and Floor Plans

Front Elevation
1:100

Left Elevation
1:100

Rear Elevation
1:100

Right Elevation
1:100

Level 0
1:50

Level 1
1:50

3D Front View

Notes

- The development of work, the construction and detail work shall conform to all relevant planning, building codes and standards and shall be subject to all applicable professional and regulatory requirements including, but not limited to, the Building Act 2004 and the Building Regulations 2006.
- The contractor will be responsible for obtaining all relevant consents for the construction of the proposed development and shall be responsible for the construction of the proposed development.
- The requirements of the Building Act 2004 and the Building Regulations 2006 shall apply to the construction of the proposed development.

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DETACHED DWELLING - PROPOSED PLANS AND ELEVATIONS

Scale: 1:100

048 801

Plot 6 Elevations and Floor Plans

Proposed Ground Floor Plan
1:100

Proposed First Floor Plan
1:100

Proposed Basement Floor Plan
1:100

Front Elevation
1:100

Left Elevation
1:100

Rear Elevation
1:100

Right Elevation
1:100

Sketch View 2

Notes

- The development of work, the construction and detail work shall conform to all relevant planning, building codes and standards and shall be subject to all applicable professional and regulatory requirements including, but not limited to, the Building Act 2004 and the Building Regulations 2006.
- The contractor will be responsible for obtaining all relevant consents for the construction of the proposed development and shall be responsible for the construction of the proposed development.
- The requirements of the Building Act 2004 and the Building Regulations 2006 shall apply to the construction of the proposed development.

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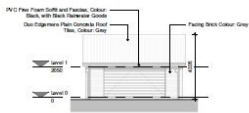
LAND AT 21 EDGEMOOR ROAD, HEMEL HEMPSTEAD, HERTS, SG9 6JH

LARGE DETACHED HOUSE - PROPOSED PLANS AND ELEVATIONS

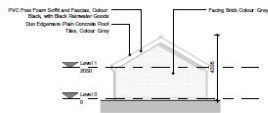
Scale: 1:100

048 801

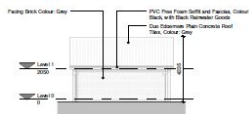
Detached Garage Elevations and Floor Plans



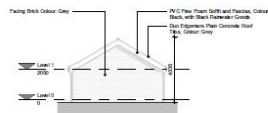
Front Elevation
1:100



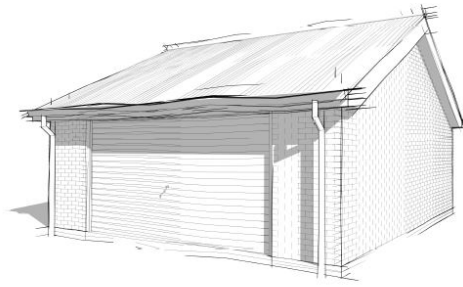
Left Elevation
1:100



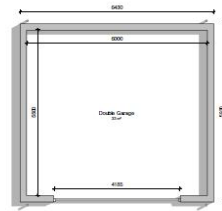
Rear Elevation
1:100



Right Elevation
1:100



3D Front View



Proposed Ground Floor Plan
1:50

Notes

DISCLAIMER

This is the responsibility of the client to ensure that the information and data used in the design is accurate and complete. Swish Architecture & Planning is not responsible for any errors or omissions in the design or construction of the building. Swish Architecture & Planning is not responsible for any errors or omissions in the design or construction of the building. Swish Architecture & Planning is not responsible for any errors or omissions in the design or construction of the building.

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100% Professional
100% Passionate

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GARAGE - PROPOSED PLANS AND ELEVATIONS

045 901