

Report of the Chief Executive

APPLICATION NUMBER:	22/00566/REG3
LOCATION:	Garages Off Chilton Drive, Watnall, Nottinghamshire
PROPOSAL:	Demolition of garages and construct 2 dwellings with associated parking, landscaping and private amenity space

1. Purpose of Report

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

2. Recommendation

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

3. Detail

- 3.1 The application seeks full planning permission for the demolition of 10 garages and the creation of a pair of dwellings, 15 parking spaces, bin storage area and turning head. This will include the removal of a single tree and grassed area.
- 3.2 A Design and Access Statement, pre development arboricultural report, car park study and ecology survey have been submitted with the application.
- 3.3 Around the site are two storey semi-detached dwellings located to the north east and east of the site, two storey terrace dwellings to the north along with garages and off road parking. To the south west are two storey blocks of flats with communal open space and laundry facilities and two storey dwellings located to the south, along Newdigate Road. To the north of the site, when entering the site is an area of grass and a single tree, to the south west of the site lies a group of trees and grassed area both of which provide a valuable open space as the area has a significant amount of tarmac and concrete. There are two pathways, one to the north east giving access to dwellings on Butterfield Court and a second path leading to Cloverlands Drive.
- 3.4 The main issue relates to whether the principal of a pair of dwellings and replacement parking with landscaping is acceptable and if the development is acceptable in terms of parking issues, design and impact on neighbour amenity and enhancement of ecology around the site.
- 3.5 The benefits of the proposal would be two additional family homes within a sustainable, urban location with access to a well-served public transport route giving access to shops, schools, public open spaces which would be in accordance with policies contained within the development plan that is given significant weight. The proposed pair of dwellings would contribute to the local

economy by providing jobs during the construction process. There would be a change in the parking layout but this is considered to be outweighed by the benefits of the scheme.

4. 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. Any separate financial issues associated with Section 106s (or similar legal documents) are covered elsewhere in the report.

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.

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.

7. Background Papers

Nil.

APPENDIX**1 Details of the Application**

- 1.1 The application seeks to construct a pair of semi-detached dwelling, each having two bedrooms, bathroom, kitchen, ground floor WC, dining/living room. Each dwelling will have access to private amenity space located to the rear elevation, which would be enclosed by a 1.8m close board fence.
- 1.2 The pair of dwellings will be constructed out of red facing brick, roof tiles to be grey, anthracite grey upvc windows and composite door with obscure glazed double glazing with detailing to the fenestrations. Forward of the principal elevation of each dwelling is a small area providing soft landscaping. To the roof is the option of installing roof mounted photovoltaic solar panels and to the rear elevation is the option of air to air source heat pump for each dwelling.
- 1.3 The 10 garages will be demolished, a single tree and grassed area will be removed to facilitate the construction of the pair of dwellings, create formal parking spaces for 15 vehicles of which 4 will be allocated for the new dwellings, a bin store and turning head at Chilton Drive.

2 Site and Surroundings

- 2.1 The site is located in a residential area with a row of garages located to the north east of the site, an area of open space to the south and south west of the site. There are no designated parking spaces for residents and as a result vehicles park along the western boundary with the flats.
- 2.2 The land rises north to south, with pedestrian pathways running way form the site on the east and west. At the entrance of the access is an area of grass and a single tree to the north west and a 1m close board fence on the north east creating the boundary treatment for 25 Chilton Drive.
- 2.3 A significant number of dwellings along Chilton Drive have their kerb stones lowered to facilitate off road parking to the principal elevation. It should be noted 27 Chilton Drive has removed the boundary treatment giving access to the rear of their property for off road parking.

3. Relevant Planning History

- 3.1 No relevant planning history.

4 Relevant Policies and Guidance**4.1 Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

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

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1: Climate Change

- Policy 2: Spatial Strategy
- Policy 8: Housing Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 14: Managing Travel Demand
- Policy 16: Green Infrastructure, Parks and Open Spaces
- Policy 17: Biodiversity

4.2 Part 2 Local Plan 2019

- Policy 15: Housing size, mix and choice
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous substances and ground conditions
- Policy 31: Biodiversity Assets

4.3 National Planning Policy Framework (NPPF) 2021:

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 5 – Delivering a sufficient supply of homes
- Section 9- Promoting Sustainable Transport
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed places.
- Section 15 – Conserving and enhancing the natural environment

5. Consultations

- 5.1 **Nottinghamshire County Council Highways:** has commented on the application and referred to the standing advice.
- 5.2 **Broxtowe Borough Council Housing** – has commented on the application and states the housing department have been closely involved in this proposal and support the proposed two new C3 dwellings for social rent.
- 5.3 **Environmental Health Officer Pollution:** has assessed the application and has not raised any objections subject to conditions regarding contaminated land, construction noise, a construction/demolition method statement and details to be submitted regarding the air source heat pumps.
- 5.4 **Parks and Environment Officer – Bins:** has assessed the application and has not raised any objections subject to the developer purchasing the first time provision of bins. It is noted that it is possible for the refuse vehicle can access the site as its on Council owned land.
- 5.5 **Nottingham Wildlife Trust:** has reviewed all the information submitted and can confirm the ecology survey and report has been undertaken according with good practice guidelines. The Wildlife Trust states that they are generally satisfied with the resulting conclusions, however, would like to draw the attention to the ecology report is over 12 months old and in line with best practice any survey over 18 months old should be subject to an updated site visit.

- 5.5.1 Following the comments from the NWT the ecology report was updated with some amendments. The Wildlife Trust welcomed the changes but still raised concerns regarding the lack of detail regarding the description of the trees and shrubs within the habitat descriptions. This can be labelled and conditioned.
- 5.6 **Tree Officer** – Waiting on comments and conditions, will be updated once received on the late background paper.
- 5.7 **Parks and Environment** – Waiting on comments and conditions, will be updated once received on the late background paper.
- 5.8 **Parish Council** – No comments received.
- 5.9 There were 23 properties which were consulted and a site notice displayed. 7 Objections have been received and can be summarised as follows:
- No feedback at all following last consultation letter, are any concerns going to be investigated;
 - Residents are concerned about the parking and the surrounding streets, are permits being issued;
 - The development is downright absurd and a lot of uproar for two dwellings and we object 100%;
 - Purchased our house because it was private, this development will affect our privacy;
 - Don't want builders and construction vehicles directly outside our property and overlooking it;
 - Development is too close and block us in;
 - Once the garages are removed will a replacement fence be installed as I have a dog and children, so not safe;
 - Fire engines and ambulance supposed to get to use and other residents quickly and safely – major concerns;
 - Decrease in value of property;
 - Dirt, building dust, noise disturbance, construction traffic, noise effects on wildlife;
 - Aesthetically unpleasant and eyesore;
 - Negative effects on wildlife, loss of green area;
 - Not enough parking;
 - Requested permission to access our own property on our own land but refused many times;
 - Loss of light and right to light;
 - Why is allocated parking for the new dwellings and not the old dwellings;
 - Why carry out a parking survey on a Monday not Friday/Saturday when parking is at its peak;
 - Should be looking to build parking spaces not dwellings;
 - Mobility spaces for people who need them and;
 - Building close to 4 very large trees and are they at risk;
 - Two further groups of garages, if these to be demolished we hope you do a better job than this application.

6. **Assessment**

- 6.1 The main issues for consideration are whether the proposed development is acceptable in design and layout, has sufficient parking, has an acceptable relationship with neighbouring properties and would provide an adequate standard of amenity for future occupants.

6.2 **Principal**

- 6.2.1 The site is within an existing residential area and provides an opportunity to provide additional housing outside of Green Belt. There is also a need to boost housing supply which sites such as this can help deliver. The provision of a pair of dwellings on a brown field site is considered to be a benefit in terms of contributing to the provision of homes within the borough.
- 6.2.2 Whilst it is acknowledged there will be a loss of 10 garages, it is considered the loss is outweighed by the proposal of residential units that make an efficient use of the land. Whether there is adequate space to accommodate a pair of dwellings, replacement parking, bin storage and the impact a development of this size will have on neighbouring properties, the character of the area and parking provision will be discussed below.
- 6.2.3 To conclude, the site is located within an urban location and weight must be given to the need to boost housing supply. It will provide two family homes within an existing settlement in a sustainable location with public transport links providing access to the wider area. It is considered the proposed dwellings and replacement parking will not have an adverse effect on neighbour amenity and the design, massing, scale and appearance are considered to be acceptable. The principal of the development is therefore considered to be acceptable.

6.3 **Design and visual amenity**

- 6.3.1 Policy 10 of the ACS section 2 states that developments will be assessed in terms of d) massing, scale and proportion and e) materials and style. Policy 17 of the Part 2 Local Plan part 4 a) states that development should be of a size and design that makes a positive contribution to the appearance of the area.
- 6.3.2 The site currently has a block of garages that run along the north and north east of the site, that area in a poor state of repair and which have a negative impact on the appearance of the area. The rear elevation forming the boundary with 27 Chilton Drive and 3 Butterfield Court. To the south of the site lies an area of open space with a pedestrian path running along the boundary and to the south west of the site is unallocated parking for residents.
- 6.3.3 The demolition of the garages and construction of a pair of semi-detached dwellings, 15 replacement parking spaces, bin storage area and turning area will change the appearance of the area, but the proposal would not have any detrimental impact on the visual amenity of the area. Within the scheme

areas of soft landscaping has been factored into the scheme, specifically an area forward of the principal elevation and three areas of grass breaking up the parking area and provide an improved visual amenity for the residents.

- 6.3.4 Consideration has been given to the fenestration details for the dwellings and the type of materials to assimilate the development in to the area, the choice of red brick, concrete tiles along with brick corbelling detail and recessed porch. The palette of materials as been design to complement the palette of materials within close proximity to the site. The scheme has been designed to assimilate the pair of dwellings into the area, respecting the height of neighbouring dwellings, demonstrated in the submitted street scene plan.
- 6.3.5 Concerns have been raised about the development creating a sense of enclosure, due to the positon of the proposed dwellings and the existing dwellings within the area. Given the distance between proposal and neighbouring dwellings, 15.1m to the closest dwelling, it is considered there would not be any enclosure of the area and the street scene plan demonstrates this.
- 6.3.6 To conclude, it is considered the dwellings and the replacement parking reflects an acceptable level of design that will tie in with the appearance of the surrounding properties. Consideration has been given to the position of the development and enabling the development to make a positive contribution to the area through the choice of materials and landscaping.

6.4 Amenity

- 6.4.1 Policy 10 (f) states that the impact of a development on neighbour amenity will be a consideration. Policy 17 (4d) states that any development should not cause an unacceptable loss of amenity for the occupiers of neighbouring properties.
- 6.4.2 To north and north east of the site lies two storey dwellings, 25 and 27 Chilton Drive and 3 and 4 Butterfield Court. The rear elevation of the garages forms the boundary with 27 Chilton Drive and 3 Butterfield Court. The construction of the pair of dwellings, replacement parking and bin storage would not have any impact on 25 and 27 Chilton Drive through overlooking or overbearing. Concerns have been raised about the construction of the dwellings resulting in a feeling of enclosure and penned in along with overlooking. There is approximately 15.1m between the side elevation of the proposed dwellings and the rear elevation of 3 Butterfield Court and three windows on the side elevation, two secondary windows to habitable rooms on the ground floor window and on first floor. Given the ground floor is to be lower than the replacement boundary treatment there would not be any issue with overlooking and the first floor window serves a bathroom and will be conditioned to be obscure glazed. It is considered that there would be no significant impact in terms of loss of light, overlooking or overbearing for the occupiers of these properties. The plans submitted have not annotated a replacement boundary treatment for 27 Chilton Drive and 3 Butterfield Court, this will be conditioned to be agreed within the landscaping scheme.

- 6.4.3 Given the position of the dwellings to the south, along Newdigate Road, and the existing boundary treatments it is considered that there would not be any impact on the residential amenity of these dwellings.
- 6.4.4 The flats located to the south west and west of the site, are sited a significant distance away and the views over the existing trees to be retained. It is considered that there would not be any impact on the residential amenity of these flats.
- 6.4.5 The replacement parking and landscaping has been positioned to ensure the openness of Chilton Drive is retained and enhanced with landscaping and this element of the proposal would not have any impact on the residential amenity of the dwellings within close proximity.
- 6.4.6 To conclude, the position of the dwellings and replacement parking has adequate separation distances, the windows located on the side elevations are either below the height of the boundary treatment or conditioned to be obscure glazed, this ensures a neighbourly relationship can be achieved and to secure an acceptable level of amenity can be retained for the dwellings around the site. It is also acknowledged the future occupants will have an acceptable level of amenity, with a satisfactory level of internal space and access to natural light and an outlook.

6.5 Parking

- 6.5.1 In relation to assess the highway impacts of the proposal paragraph 111 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.5.2 The proposal seeks to demolish a total of 10 garages and amend the existing parking arrangement to create 15 parking spaces, of which 4 will be allocated to the new dwellings, and landscaping.
- 6.5.3 A car parking survey was carried out over a 24-hour period from 07:00 Monday 3 February 2020 until 07:00 Tuesday 4 February 2020. It was determined that there is sufficient capacity within the area to accommodate the additional parked cars, excluding the garages and parking areas to be replaced by the proposal. The number of parked cars, excluding garages, was 34 and given the maximum parking capacity of 86 cars this equates to a parking stress of 40% and so therefore there is capacity for a further 52 vehicles to be parked within the area. During the 24-hour period no garages were visited, but it is therefore not possible to determine from the survey finding how many cars are parked in the garages. It is considered there is sufficient evidence demonstrate that the parking can accommodate the development and compensate for the loss of garages.
- 6.5.4 The concerns raised regarding the parking being reduced and as a result would cause parking problems has been addressed by the parking survey. It is

considered that there will not be a significant impact on highway safety or on street parking and there would be no changes to the pedestrian footpaths around the site.

- 6.5.5 It is acknowledged there will be construction vehicles associated with the site, however it is considered that there is adequate space on and around the site not to cause a nuisance. Notwithstanding this, a condition requiring the submission of details of a Construction Method Statement would further ensure that the development would keep disruption to a minimum. The details to be agreed prior to commencement of the works.
- 6.5.6 To conclude, it is considered that sufficient parking would be provided to accommodate the pair of semi-detached dwellings and replacement parking for the existing dwellings. It is considered the parking survey has provided sufficient evidence to demonstrate that the area within the site can support the additional parking following the demolition of the garages and construction of semi-detached dwellings, subject to conditions.

6.6 Environmental Health

- 6.6.1 Policy 19 of the Part 2 Local Plan states development of land potentially affected by contamination will not be permitted unless and until a site investigation has been carried out to assess the nature and degree of contamination, using a method of investigation agreed in writing with the Council. Paragraph 184 of the NPPF states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rest with the developer and/or landowner.
- 6.6.2 The Councils Environmental Health Officer has stated the proposed development is located on land within 250m of an historic landfill site. As the development may be subjected to migrating ground gases it is recommend a condition is attached to the decision notice. The report shall include all appropriate prevention measures for gas.
- 6.6.3 As the proposed development site is close to existing residential developments and therefore occupiers may be adversely impacted by excessive construction noise a condition should be added to any decision notice regarding hours of works. There shall not be any construction or site preparation work in association with this permission shall be undertaken outside the hours of 08:00-18:00 Monday to Friday and 08:00-13:00 Saturdays and no time on Sunday or Bank Holidays.
- 6.6.4 As the garages are proposed to be demolished to facilitate the pair of dwellings and parking a construction/demolition method statement shall be submitted to and agreed in writing and adhered to throughout the construction period.
- 6.6.5 The conditions regarding hours of work and relating to the Construction Method Statement would secure the residential amenity and safety of residents and the general public.

- 6.6.6 The Councils Parks and Environment Officer for bins has assessed the application and has not raised any objections subject to the developer purchasing the first time provision of bins. As each property has a secure rear garden, the bins can be safely stored off the public highway, and the bins can easily be collected by the refuse team.

6.7 Ecology

- 6.7.1 Para 180 of the NPPF is also applicable, that states when determining planning applications, Local Planning Authorities should apply the following principle, amongst others, if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- 6.7.2 Policy 31 of the Local Plan Part 2 states that all development proposals should seek to deliver a net gain in biodiversity and geodiversity and contribute to the Borough ecology network. Permission will not be granted for development which would cause significant harm to site and habitats of nature conservation or geological value, together with species that are protected or under threat.
- 6.7.3 Nottingham Wildlife Trust has assessed the application and requested an updated ecology survey. The report was updated with amendments and the Wild Life Trust welcomed the amendments, but raised concerns regarding the lack of detail regarding the trees and shrubs. To overcome this the landscaping scheme can address the concerns raised and the Wild Life Trust is happy with this arrangement.
- 6.7.4 It is considered there will not be any impact on the ecology of the site and it is considered there will be a biodiversity net gain.

6.8 Other Issues

- 6.8.1 The comments raised regarding parking permits and loss of value of properties has been noted.

7 Planning Balance

- 7.1 The benefits of the proposal are that it would provide two family homes within an existing urban area and would support short term benefits such as jobs during the demolition and construction of the proposed dwellings and creation of the off road parking spaces and would be in accordance with policies contained within the development plan. There would not be any significant impact on the amenity of neighbours.

8. Data Protection Compliance Implications

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

9. Conclusion

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

<u>Recommendation</u>	
The Committee is asked to RESOLVE that planning permission be granted subject to the following reasons.	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</p>
2.	<p>The development hereby permitted shall be carried out in accordance with drawings proposed block plans 2766 (08) D01 and 2766 (08) D02 Rev A, proposed elevations and floor plans 2766 (08) D03, Street Sections/elevations 2766 (08) D04, Site location plan 2677 (02) D01, Design and access statement 2766 (08) DDA and Arboricultural Report received 18 July 2022 and car parking study dated July 2022 and ecology report received 15 August 2022.</p> <p>Reason: For the avoidance of doubt.</p>
3.	<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> <ol style="list-style-type: none"> 1. All appropriate measures have been completed in accordance with details approved in writing by the Local Planning Authority and; 2. It has been certified to the satisfaction of the local planning authority that necessary remedial measures have been implemented in full. <p>The development cannot proceed satisfactorily without the outstanding matters being agreed in advance of development</p>

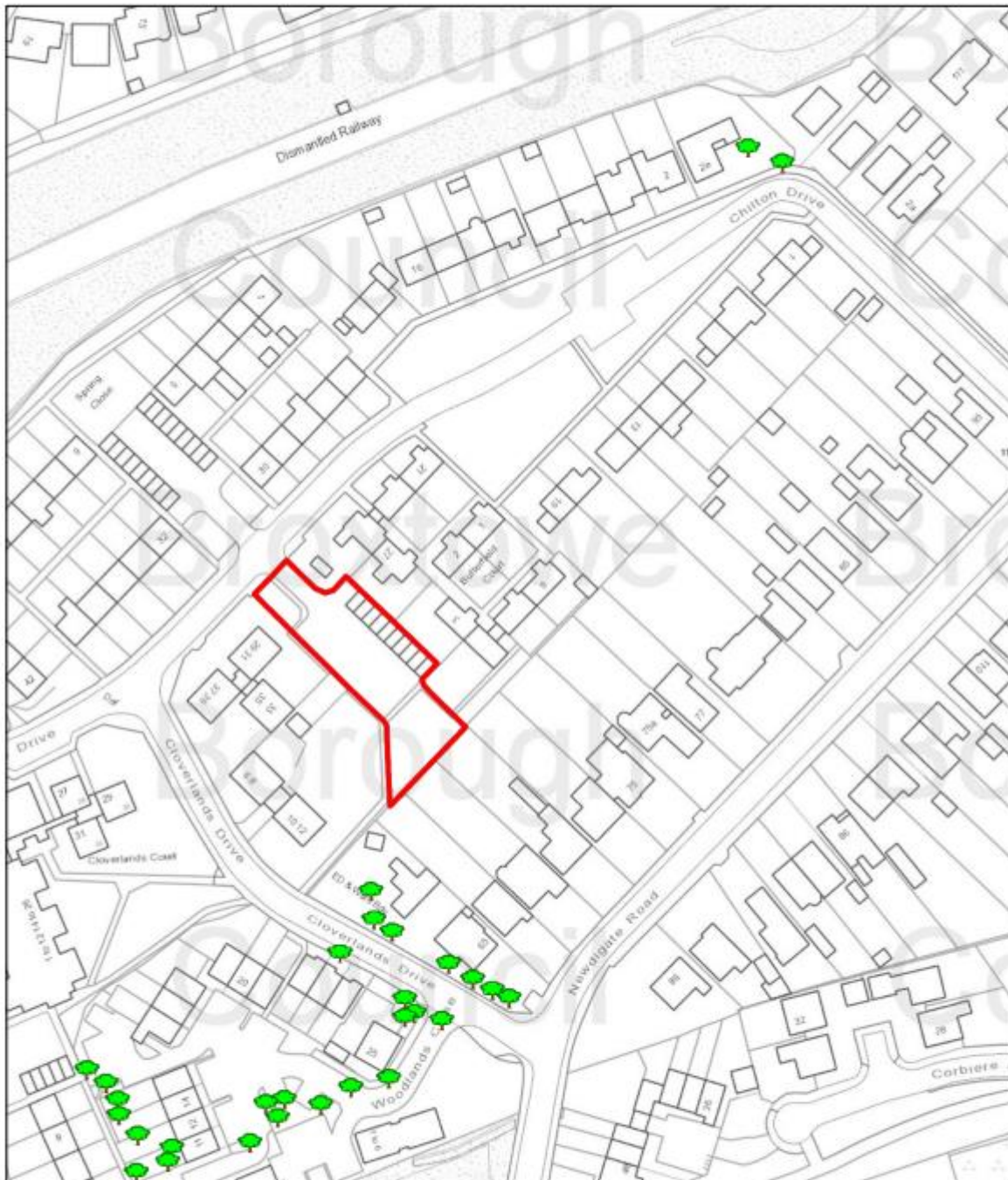
	<p>Reason: commencing to ensure the details are satisfactory, in the interests of public health and safety and in accordance with the aims of Policy 19 of the Part 2 Local Plan (2019) and Policy 10 of Broxtowe Aligned Core Strategy (2014).</p>
4.	<p>No above ground works shall commence until samples of external facing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed only in accordance with the approved details.</p> <p>Reason: and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
5.	<p>No above ground works shall take place until a landscaping scheme showing biodiversity net gain has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following details:</p> <ul style="list-style-type: none"> a. numbers, types, sizes and positions of proposed trees and shrubs; b. details of boundary treatments; c. planting, seeding/turfing of other soft landscape areas and d. timetable for implementation. <p>The approved scheme shall be carried out strictly in accordance with the approved details and shall be carried out not later than the first planting season following the substantial completion of the development and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased, shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p>Reason: No such details were submitted with the application, to ensure the development presents a satisfactory standard of external appearance to the area, to ensure a sufficient standard of neighbour amenity and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 the Broxtowe Aligned Core Strategy (2014).</p>
6.	<p>No construction or site preparation work in association with this permission shall be undertaken outside the hours of 08:00-18:00 Monday to Friday, 08:00-13:00 on Saturdays and at no time on Sundays or Bank Holidays.</p>

	Reason: In the interests of the amenities of nearby residents and in accordance with the aims of Policy 19 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).
7.	<p>No development within the full planning permission phase hereby approved shall take place until a Construction/Demolition Method Statement has been submitted to and approved in writing by the Borough Council. The statement shall include:</p> <ul style="list-style-type: none"> a) The means of access for construction traffic; b) Parking provision for site operatives and visitors; c) The loading and unloading of plant and materials; d) The storage of plant and materials used in construction/demolition of the development; e) A scheme for the recycling/disposal of waste resulting from construction/demolition works; f) Details of dust and noise suppression to be used during the construction phase and; g) A report identifying any asbestos and documenting its safe removal <p>The approved statement shall be adhered to throughout the construction period.</p> <p>Reason: In the interests of the amenities of nearby residents and in accordance with the aims of Policy 19 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
8.	<p>No part of the development hereby permitted shall be brought into use until the parking bays/ areas are surfaced in a bound material with the parking bays clearly delineated in accordance with drawing number 2766(08) B01 Rev B. The parking bays/ areas shall be maintained in the bound material for the life of the development and shall not be used for any purpose other than the parking of vehicles.</p> <p>Reason: To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking in the area and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
9.	Occupation of the hereby approved dwellings shall not take place until the site access has been surfaced in a bound material (not loose gravel) for a minimum distance of 5.0 metres behind the highway boundary, and which shall be drained to prevent the discharge of surface water from the access to the public

	<p>highway. The bound material and the provision to prevent the discharge of surface water to the public highway shall be retained for the lifetime of the development.</p> <p>Reason: In the interest of highway safety in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
10.	<p>The parking bays shall not be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.</p> <p>Reason: In the interest of highway safety in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
11.	<p>No above ground works shall take place until a noise assessment for the air source heat pumps has been submitted and agreed in writing with the Local Planning Authority.</p> <p>Reason: In the interests of the amenities of nearby residents and in accordance with the aims of Policy 19 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</p>
	NOTES TO APPLICANT
1.	The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.
2.	The deposit of mud or other items on the public highway, and/or the discharge of water onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner / occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the Highway Authority to take both practical and legal action (which may include prosecution) against the applicant / contractors / the owner or occupier of the land. [Where the development site may be accessed by a significant number of vehicles or may be particularly susceptible to material 'tracking' off site onto the highway, details of wheel-washing facilities must be provided to and approved by the Highway Authority
3.	As this permission relates to the creation of new units, please contact the Council's Street Naming and Numbering team:

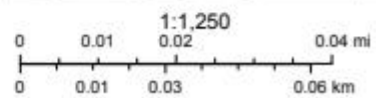
	<p>3015snn@broxtowe.gov.uk to ensure addresses are created. This can take several weeks and it is advised to make contact as soon as possible after the development commences. A copy of the decision notice, elevations, internal plans and a block plan are required. For larger sites, a detailed site plan of the whole development will also be required.</p>
4.	<p>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.</p>
5.	<p>Developer to purchase the first time provision of bins. Notice served in due course.</p> <p>Developer to purchase the first time provision of bins. Notice served in due course.</p> <p>Each property would be allocated the following:</p> <ul style="list-style-type: none">1 x 240 litre bin for residual waste1 x 240 litre bin for recycling waste1 x 37 litre bag for glass <p>Bins need to be presented at the edge of adopted highway for emptying.</p> <p>The size of a 240 litre bins is 1074mm (h) x 580mm (w) x 734mm</p> <p>As per the guidance in BS5906 the bins must be within 15m of the collection point.</p> <p>It is possible that the refuse vehicle can access the site with this houses being on Council owned land</p>

22/00566/REG3 - Chilton Drive



10/12/2022, 2:29:23 PM

-  Single TPO
-  Site



Site location plan

Photographs



Access off Chilton Drive



Block of flats, tree to be removed



Garages to be demolished



Turning area and neighbours to north east



Garages and neighbours to the east



Garages and path



Trees and flats to the west

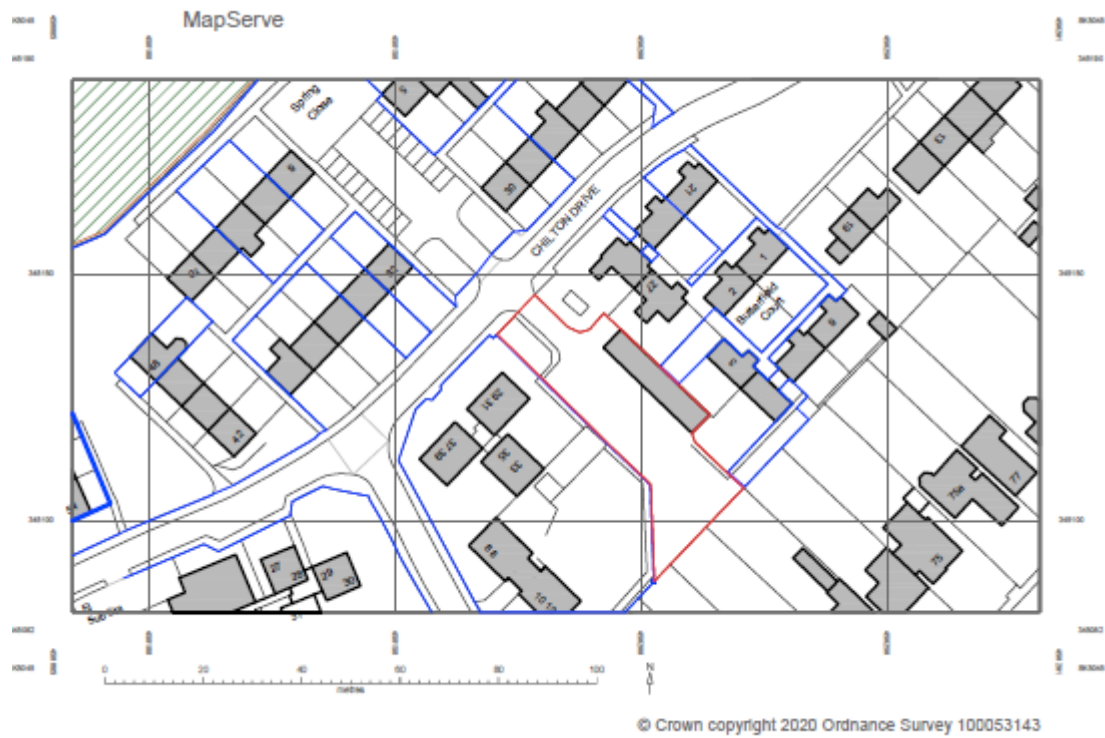


Site of dwellings and grassed area



Parking and flats to the west

Plans (not to scale)



Site location plan



Street scene

