

Report of the Chief Executive

APPLICATION NUMBER:	23/00270/FUL
LOCATION:	60-62 Abbey Road, Beeston, Nottingham, NG9 2QF
PROPOSAL:	Demolition of 60 Abbey Road and double garage adjacent. Construct one x two-storey dwelling and five bungalows. Extension and additional floor to storage unit rear of 62. Widening of access from Abbey Road.

The application is brought to the Committee as requested by Councillor S J Carr.

1.1 Purpose of Report

This application seeks to gain planning permission for the demolition of number 60 Abbey Road and double garage adjacent and the construction of one two storey dwelling with four bedrooms and five bungalows, each with two bedrooms, an extension and additional floor to storage unit to the rear of number 62 Abbey Road and the widening of the access from Abbey Road.

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 The application seeks to demolish the existing dwelling at 60 Abbey Road and double garage and the construction of a replacement two storey dwelling. Five bungalows are also proposed on land located directly to the rear along with the widening of the existing access located off Abbey Road. The application also proposes to extend and add an additional floor to an existing storage unit located to the rear of number 62 Abbey Road.

1.3.2 The existing dwelling consists of a single storey domestic dwelling number 60 Abbey Road which has been significantly extended over the years and is currently in need of renovation works. Directly to the rear there is a garden area serving the dwelling. To the side number 62 Abbey Road consists of a two storey building containing residential flats. To the rear of this building there is a flat roof structure which is used in association with the commercial use of the rear service yard. To accommodate the additional five bungalows on the site the existing commercial yard and part of the rear garden serving number 60 will be utilised.

1.3.3 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.

1.3.4 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

None.

APPENDIX

1 Details of the Application

- 1.1 This application seeks to gain planning permission for the demolition of number 60 Abbey Road and double garage adjacent and the construction of one two storey dwelling and five bungalows, extension and additional floor to storage unit to the rear of number 62 Abbey Road and the widening of the access from Abbey Road.

2 Site and surroundings

- 2.1 The site is located within the built up residential area of Beeston consisting of an existing single storey residential dwelling served by a large garden number 60 Abbey Road, a two storey building containing residential flats number 62 Abbey Road and a commercial building with associated yard and outbuilding. The existing dwelling and associated yard is currently accessed via an existing driveway. Directly opposite located on Abbey Road and to the north east located on Murial Road there are existing detached two storey dwellings. To the east and south there are existing residential flats. Along the boundaries of the existing commercial yard and residential garden there are a variety of trees and hedgerows.

3 Relevant Planning History

- 3.1 Planning permission was granted under reference number 86/00271/FUL for the construction of a garage.

4 Relevant Policies and Guidance4.1 **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 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity

4.2 **Part 2 Local Plan 2019:**

- 4.2.1 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

4.3 **National Planning Policy Framework (NPPF) 2019:**

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 12 – Achieving well-designed places.

5 Consultations

- 5.1 **Council's Environmental Health Officer:** No objections subject to conditions relating to land contamination, construction hours and a Construction/Demolition Method Statement.
- 5.2 **Highways:** No objections subject to conditions relating to the surfacing of the access driveway in a bound material. Advise road humps have been installed but not near the applications site and this was due to the tram being installed. There have been no reported injury collisions in 3 years on Abbey Road between Wollaton Road and Marlborough Road (excluding those junctions which have had a few).
- 5.3 **Nottinghamshire Wildlife Trust:** No objections, provide general advice.
- 5.4 Fifty properties either adjoining or opposite the site were consulted and a site notice was displayed, with two letters having been received raising concerns in respect of highway safety, overlooking and loss of trees/wildlife.

6 Assessment

- 6.1 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.

6.2 **Principle**

- 6.2.1 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.
- 6.2.2 The application site is located within the built up area of Beeston consisting of an existing single storey residential dwelling served by a large garden number 60 Abbey Road, a two storey building containing residential flats number 62 Abbey Road and a commercial building with associated yard and outbuilding. It is considered the principle of residential development is already established as this proposal will add a replacement dwelling number 60 Abbey Road and an additional 5 x 2 bed single residential units to the site. However, this is subject to consideration of the design and appearance of the proposal, the amenity of neighbouring properties and future occupiers of the site and the impact on highway safety, which are discussed as follows.

6.3 Design

- 6.3.1 The application proposes the demolition of an existing single storey dwelling fronting onto Abbey Road and replace with a detached two storey. The design of the dwelling consists of a gable ended pitched roof with a low level pitched roof section located to the front. The front elevation consists of a central access doorway with a window and garage door to either side. Directly to the front a small garden area is proposed along with two parking spaces, along with a garden area to the rear. The proposed replacement dwelling is considered to be a sympathetic design to the existing street scene of Abbey Road which consists of a variety of two storey dwellings.
- 6.3.2 To the rear of number 62 Abbey Road there is an existing commercial building which is used by an electrical engineering company in association with the rear yard. The building is currently flat roofed. The application proposes to extend the building to the side and raise the roof to create a pitched roof with dormer windows to the front and velux roof lights to the rear. It is proposed to render the building. Whilst the commercial building will remain the existing service yard is currently under underutilised and will be removed as part of the overall development of the site.
- 6.3.3 Both vehicular and pedestrian access is proposed via a gated access into the site set back from the pavement between the proposed replacement dwelling and number 62. Further into the site one detached single storey dwelling is proposed along with the provision of 4 semi-detached single storey dwellings. These properties will be served by parking spaces to the front along with landscaping and bin storage provision, with gardens to the rear. Whilst the proposed siting of the five bungalows will represent a form of back land development, this is not considered to be out of keeping with the local area given the siting of the adjacent residential accommodation located to the west. Due to design of the replacement dwelling, the siting of the existing commercial unit and the five proposed single storey dwellings set within the site behind the proposed replacement dwelling and number 62, it is not considered the proposal will give rise to any significant detrimental impact upon the visual amenity of the area or street scene of Abbey Road.

6.4 Amenity

- 6.4.1 The land levels within the application site are relatively level, albeit slightly higher than Abbey Road. From the submitted elevation plans of the proposed bungalows, it is noted that all windows serving habitable rooms are to be located on the front and rear elevations. Existing and new 2m high close boarded timber fencing along with the retention of some of the existing trees are proposed along the boundaries of the site and between the proposed dwellings. Due to the nature of the proposed dwellings being single storey, the significant garden sizes to the existing dwellings located on Muriel Road and Abbey Road and the nature of the buildings to the south east and south west being residential flats, it is not considered the proposal would give significant rise to any overbearing or overlooking impacts upon the immediate neighbouring properties.

6.5 Highway Safety

6.5.1 Vehicle and pedestrian access from Abbey Road will be via a gateway which will be controlled by residents and DPS Beeston Ltd with remote activation and links to each property. The site is level but there is a slight gradient at the entrance which will be no more than 1 in 15. Turning for resident's cars and delivery vehicles is provided within the site. Two parking spaces are allocated to each of the bungalows along with some additional visitor parking. DPS Beeston Ltd only have 2-3 staff working at the site and so the provision for 5 cars is sufficient. It is proposed that the development should provide a safe and secure setting for residents away from Abbey Road. The Highway Authority raise no objections to the proposal subject to conditions outlined in the appendix. Whilst concerns have been raised in respect of the proposal giving rise to additional vehicles on Abbey Road, it should be noted that the site is currently served by vehicles associated with the existing residential dwelling, the existing commercial building and associated yard. Whilst the commercial building will remain, the associated yard will be removed. Furthermore, the Highway Authority advise road humps have been installed but not near the applications site and this was due to the tram being installed. There have been no reported injury collisions in 3 years on Abbey Road between Wollaton Road and Marlborough Road (excluding those junctions which have had a few). There are no highway safety issues relating to this application.

7. Other Issues

7.1 Nottinghamshire Wildlife Trust advise that the closest Local Nature Reserve (LNR) to the application site is Wollaton Park LNR which is approximately 930m north of the application site. Aside from its industrial heritage and historical deer park, the buildings and numerous trees are known to support bat roosts. However, given the generally small-scale proposals and the distance from site, we do not believe that there will be any detrimental impacts to the LNR or the species that it supports. Due to there being low level buildings and trees within the site, the applicant has commissioned and submitted a Bat Survey in support of the planning application. A condition is recommended for the provision of bat and bird nesting boxes to be installed on site and for no stripping, demolition works or vegetation clearance to be undertaken between 1 March and 31 August inclusive. The latter will be added as an informative to the applicant/developer.

8. Planning Balance

8.1 On balance this scheme would enable the provision of a replacement dwelling and a residential development of 5 single storey dwellings to be constructed, which would both enhance the environmental quality of the area, and reduce pressure for housing development elsewhere. 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

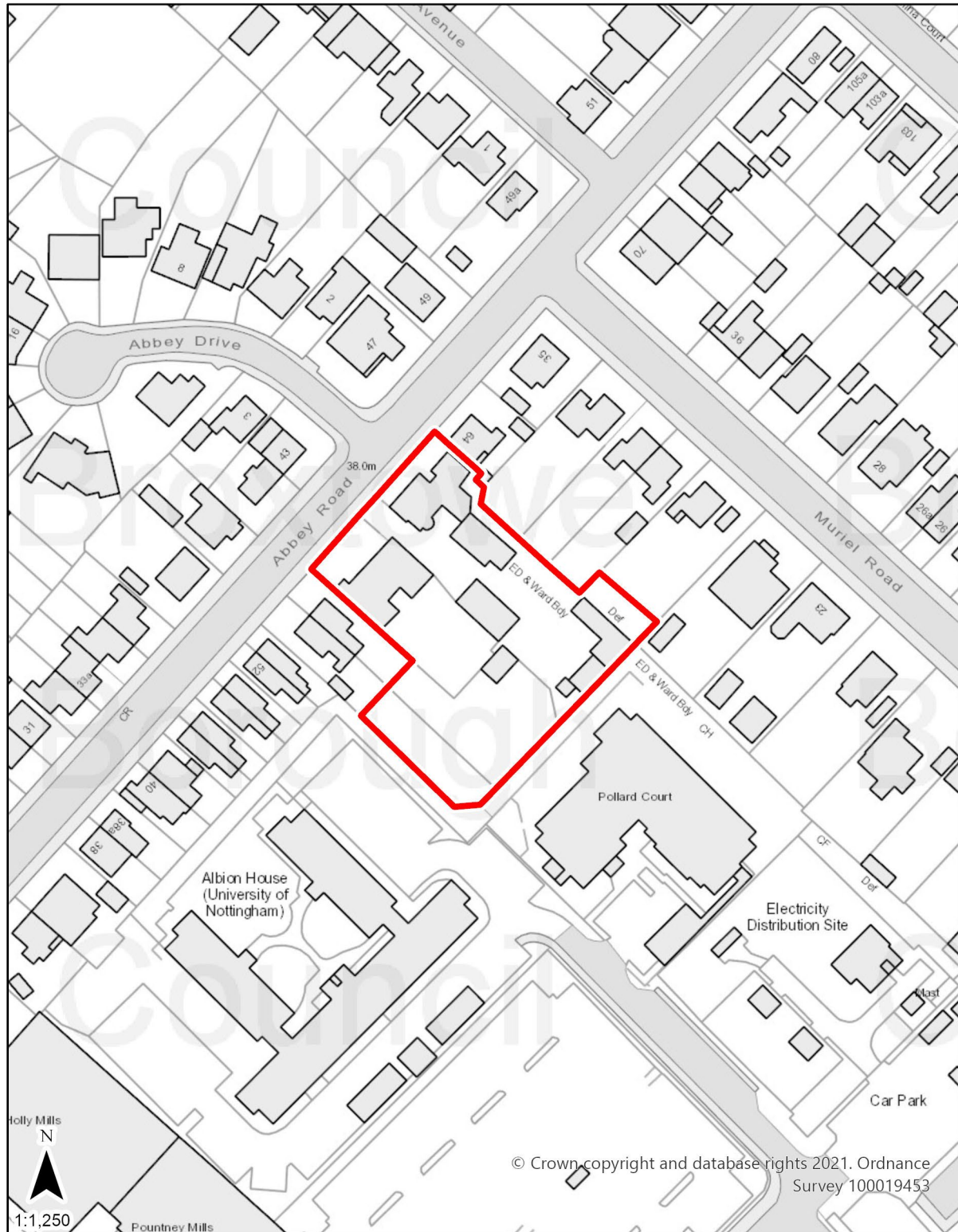
- 9.1 Having regard to all material considerations, the proposed development is required to assist in meeting the Borough's overall housing requirement. As the site is located in the main built-up area, this carries significant weight as the location is sustainable. Therefore, the proposal is considered 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 Site Location Plan 1: 1250, Block Plan 1: 500, 22/1066/12, Proposed Bungalow Elevations, 22/1066/11, Proposed Bungalow Floor Plans and Roof Plan, 22/1066/10, Proposed House Elevations and Floor Plan, 22/1066/15 received by the Local Planning Authority on 04 April 2023, Proposed Store Extension Elevations, Floor Plans and Roof Plan, 22/1066/14B, Semi Detached Bungalow Elevations, 22/1066/16 and Semi Detached Bungalow Floor Plan and Roof Plan received by the Local Planning Authority on 13 April 2023.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>No building operations shall be carried out above ground level until details of the manufacturer, type and colour of the bricks and tiles to be used have been submitted to and approved in writing by the Local Planning Authority, and the development shall be constructed only in accordance with those details.</p> <p><i>Reason: To ensure the satisfactory appearance of the development, in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
4.	<p>No development within the full planning permission phase hereby approved shall take place until a Construction / Demolition Method</p>

	<p>Statement has been submitted to and approved in writing by the Borough Council.</p> <p>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 / site clearance; f) details of dust and noise suppression to be used during the construction phase. g) a scheme for the identification and safe removal of any asbestos containing material located on site. <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 the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</p>
<p>5.</p>	<p>Occupation of the hereby approved dwellings shall not take place until the site access has been surfaced in a bound material (not loose gravel) for a minimum distance of 5.0 metres behind the highway boundary, and which shall be drained to prevent the discharge of surface water from the access to the public highway. The bound material and the provision to prevent the discharge of surface water to the public highway shall be retained for the lifetime of the development.</p> <p><i>Reason: In the interest of highway safety. in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>6.</p>	<p>Operational building works shall be limited to between 08.00 and 18.00 hours Monday to Friday, 08.00 and 13.00 hours on Saturdays and at no times on Sundays and Bank Holidays.</p> <p><i>Reason: In the interest of residential amenity, in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>7.</p>	<p>No development above ground level shall commence until details of the numbers, types and locations of bat and bird boxes have been submitted to and approved in writing by the Local Planning Authority. The bat and bird boxes shall be installed in accordance with the agreed details prior to first occupation of the respective dwelling.</p>

	<p><i>Reason: To secure the provision of such features in the interests of biodiversity and in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014) and Policy 17 of the Part 2 Local Plan (2019).</i></p>
8.	<p>No stripping, demolition works or works to trees, shrubs or hedges shall take place between 01 March and 31 August, inclusive, of any year unless immediately preceding these works a detailed nesting bird survey by a suitably experienced ecologist has been carried out and provided written confirmation that no active birds' nests or nesting birds are present, to be agreed in writing by the Local Planning Authority. If nesting birds are present, an appropriate exclusion zone, to be agreed in writing with the Local Planning Authority, will be implemented and monitored for the protection of the nesting bird interest on the site. No works shall be undertaken within the exclusion zones whilst nesting birds are present.</p> <p><i>Reason: To ensure the protection of birds and bird habitats, which are protected under the Wildlife and Countryside Act 1981 (as amended).</i></p>
	<p>NOTES TO APPLICANT</p>
1.	<p>The Council has acted positively and proactively in the determination of this application, through an early visit to the site to appreciate whether any amendments needed to be sought and thus afford sufficient time to negotiate these should it have been the case.</p>
2.	<p>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.</p>
3.	<p>The off-site improvements associated to this consent will require you to undertake works in 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 Via East Midlands on 0115 8042100 to obtain the necessary consents/license.</p>
4.	<p>As this permission relates to the creation of a new units, please contact the Council's Street Naming and Numbering team: 3015snn@broxtowe.gov.uk to ensure an addresses are created. This can take several weeks and it is advised to make contact as</p>

	<p>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>
<p>5.</p>	<p>The proposed development lies within an area that has been defined by the Coal Authority as containing coal mining features at surface or shallow depth. These features may include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.</p> <p>Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design which takes into account all the relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at: www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries</p> <p>Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.</p> <p>If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority</p>



Legend

 Site Outline

Photographs





Plans (not to scale)

