

Report of the Chief Executive

Appendix 2

<b>APPLICATION NUMBER:</b>	<b>23/00349/FUL</b>
<b>LOCATION:</b>	<b>Land south of Neville Sadler Court, Beeston, Nottinghamshire</b>
<b>PROPOSAL:</b>	<b>Construct detached two storey building comprising 4 apartments (C4 use)</b>

Councillor G Bunn has requested this application be determined by Planning Committee.

1. Purpose of Report

The application seeks permission to construct a two storey building comprising four apartments in Class C4 use.

2. Recommendation

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

3. Details

An application was approved under 21/01055/FUL for eight dwellings in July 2022 for approximately three quarters of the site. This part of the site is now under construction. The remaining part of the site is subject to this application which occupies the corner closest to no. 62 Fletcher Road. However, there is a small portion dedicated to parking for this site which is positioned in the corner of the wider site closest to no. 59 Lower Road.

Planning permission was previously granted for 12 dwellings across the full site under 18/00556/FUL in June 2019; however, this permission was not implemented and has now expired.

The main issues relate to whether the principle of residential development on this land would be acceptable, matters of flood risk, highway safety and parking, design, whether there will be an unacceptable impact on neighbour amenity and if adequate financial contributions have been agreed

It is considered that the application is acceptable in these regards and the Committee is asked to resolve that planning permission be granted subject to conditions outlined in the appendix.

4. Financial Implications

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

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

5. 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. Climate Change Implications

Any climate change implications are contained within the report.

8. Background Papers

None.

## APPENDIX

## 1 Details of the Application

- 1.1 The application seeks permission to construct a two storey building comprising four apartments in Class C4 use.
- 1.2 The proposed apartments will have the appearance of a pair of semi-detached properties. They will be two and half storeys in height, have gable/flat apartments with front facing gable features. Two of the apartments will have balcony areas and all apartments will have access to a shared rear amenity space.
- 1.3 Each apartment will have two or three bedrooms and a kitchen/dining/living area. There will be space for two cars to the south west of the building and two spaces have been accommodated to the north east of the site on Lower Road. This does not reduce the eight spaces that have been provided for the eight dwellings under 21/01055/FUL. Therefore, with a total of 12 dwellings across the wider site there will be one space per apartment.
- 1.4 Financial contributions have been sought based on the entirety of the site which are detailed within the consultation section below and has been agreed to be paid in full by the developer by entering into a Section 106 Agreement. The adjoining part of the site received permission for eight dwellings under a revised application, ref: 21/01055/FUL in July 2022. A small section of the site was left undeveloped and a proposal for four dwellings is now being considered under this application. Therefore, financial contributions are sought for the whole site.

## 2 Site and surroundings

- 2.1 The site and wider adjoining site is enclosed by a wire and boarded fence and part of the south boundary is enclosed by a high coniferous hedge. The site is relatively flat.
- 2.2 The tram plug adjoins the site that creates cul-de-sac for Lower Road and Fletcher Road and the site is served by a regular tram service.
- 2.3 The site lies within a residential area between Fletcher Road and Lower Road and is within walking distance of Beeston town centre.
- 2.4 The site is located within Flood Zone 3 which is land with a high probability (1 in 100 or greater) of river flooding.
- 2.5 The properties directly surrounding the site on Fletcher Road and Lower Road are predominantly semi-detached and opposite the site there are flats.

## 3 Relevant Planning History

- 3.1 Planning permission (ref: 18/00556/FUL) was granted in June 2019 to construct 12 dwellings. This permission was not implemented and has now expired.
- 3.2 Planning permission (ref: 21/01055/FUL) was granted in July 2022 to construct two x three storey buildings to provide eight dwellings with associated parking and landscaping. This permission has been implemented but has not been completed.

#### 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 1: Climate Change
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity

##### 4.2 **Part 2 Local Plan**

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

- Policy 1: Flood Risk
- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, Design and Amenity

##### 4.3 **National Planning Policy Framework (NPPF) 2023:**

- Section 2 – Achieving Sustainable Development
- Section 4 – Decision-making
- Section 11- Making Effective Use of Land.

#### 5 Consultations

5.1 **Council's Environmental Health Officer:** advise the submitted noise report (due to the proximity to the tram) and the construction method statement are both acceptable and advise the development should be carried out in accordance with them. Advise conditions on construction hours' time and an advisory in respect of prohibiting burning waste on site.

5.2 **Council's Waste and Recycling Officer:** advise bin requirements.

5.3 **Council's Housing Officer:** Subject to only one person occupying each bedroom of each flat, neither of the flats would require an HMO licence as per Housing Act 2004 Part 2. No concerns regarding the layout, bedroom sizes and communal living space sizes. The fire safety precautions aren't specified on the plans. Would expect the development to incorporate a fire alarm system which meets Lacors Fire Safety Guidance.

5.4 **Council's Tree Officer:** Would advise losing the conifers, they appear overgrown, they will cause issues with light and half of them appear to have been on fire. Conifers are also very combustible. If they are contemplating removal they would need to wait until the nesting season is over or have an appraisal undertaken at the time of removal to check for nests.

5.5 **Nottinghamshire County Council as Highways Authority:** no objection subject to conditions in respect of parking materials, dropped kerbs, surface water run off and an advisory in respect of works being constructed in accordance with highways guidance.

- 5.6 **NET:** Advise a permit to work will be required for any activity within 3 metres of the nearest NET asset, or within 6 metres if a crane or scaffold is required.
- 5.7 **Environment Agency:** Initial response: Object based on the Flood Risk Assessment (FRA) not complying with the requirements for site-specific flood risk assessments, as set out in paragraphs 20 to 21 of the Flood Risk and Coastal Change planning practice guidance and its site-specific flood risk assessment checklist. The FRA should consider how the occupants of the ground floor will be kept safe from the identified flood hazards during a breach event and consider the requirement for flood emergency planning including flood warning and evacuation of people during a breach event.

Final response: The development is acceptable if carried out in accordance the submitted Flood Risk Assessment and with a condition which states that floor levels cannot be set lower than 27.55 metres Above Ordnance Datum (AOD) and retained for the lifetime of the development.

- 5.8 **Nottingham County Council Planning Policy:** A Bus Stop Infrastructure contribution of £1,800 is required to be paid to provide improvements to the bus stop on Queens Road East denoted BR0622 Lower Road.
- 5.9 **Council's Conservation and Green Spaces Development Manager:** An open space contribution of £21,000 (£9,000 Revenue and £12,000 Capital) is requested.
- 5.10 28 neighbours were consulted on the application and three objections were received which can be summarised as follows:
- Removal of trees which are important for the environment
  - Application states no trees when there are trees on site
  - Significant interruption and inconvenience from the proposed use being in C4, already experience issues with existing students on street
  - Insufficient space for development, adequate parking and waste

## 6 Assessment

The main issues relate to whether the principle of residential development on this land would be acceptable, matters of flood risk, highway safety and parking, design, whether there will be an unacceptable impact on neighbour amenity and if adequate financial contributions have been agreed.

### 6.1 **Principle**

- 6.1.1 Policies 8 and 15 state that residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes. Policy 17 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 (d and e) states that massing, scale, proportion, materials, architectural style and detailing will be considerations when assessing development.
- 6.1.2 An application was approved for 12 dwellings under 18/00556/FUL in June 2019; however, this permission was not implemented and has now expired. Although this

has now expired, it is considered it holds some weight in that the principle of development has been established.

- 6.1.3 The site was then split into two and a permission was granted for eight dwellings under 21/01055/FUL and a smaller portion was left vacant which is now proposed to be occupied under this permission.
- 6.1.4 It is considered that the principle of providing residential apartments within a predominantly residential location would be acceptable. The site was previously occupied by seven residential flats adjoining the now vacant residential flats at Neville Sadler Court. As part of the Phase 2 of the NET tram scheme these flats were demolished. Therefore, this site has already been established as being acceptable for residential development. The need to provide additional dwellings to boost housing supply is also given significant weight, particularly as this site is within an existing urban area and provides additional housing outside of the Green Belt. Furthermore, the tram provides a regular sustainable method of transport connecting the site to Nottingham and Beeston town centre.
- 6.1.5 The developer has agreed to enter into a Section 106 Agreement to secure financial contributions in the form of bus stop and open space contributions to mitigate the impact of the development on the immediate area.
- 6.1.6 It is considered the principle of development in this location is acceptable and matters in relation to flood risk, design, amenity and access will be addressed below.

## 6.2 Flood Risk

- 6.2.1 Policy 1 states that development will not be permitted in areas at risk from any form of flooding unless: there are no suitable and reasonably available alternative locations for the proposed development in a lower-risk area outside the Green Belt; and in the case of fluvial flooding, the proposal is protected by the Nottingham Trent Left Bank Flood Alleviation Scheme or other flood defenses of equivalent quality; and adequate mitigation measures are included. The justification for the policy is that within Beeston and Attenborough there are substantial areas which are within Flood Zones 2 and 3 but have a high degree of protection against flooding due to the Nottingham Trent Left Bank Flood Alleviation Scheme.
- 6.2.2 The site lies within Flood Zone 3 which is land with a high probability (1 in 100 or greater) of river flooding. A Flood Risk Assessment has been submitted with the application. Paragraph 159 of the NPPF states that inappropriate development in areas of high risk of flooding should be avoided but where it is necessary, should be undertaken without increasing flood risk elsewhere.
- 6.2.3 A Flood Risk Assessment (FRA) was submitted with the application but the Environment Agency (EA) initially objected to the application based on it not complying with the requirements for site-specific flood risk assessments. It was advised that the FRA should consider how the occupants of the ground floor will be kept safe from the identified flood hazards during a breach event and consider the requirement for flood emergency planning including flood warning and evacuation of people during a breach event.
- 6.2.4 The EA withdrew their objection following the FRA being amended as the concerns related to the proposed floor level and floor resilient measures. A condition was advised that the development is carried out in accordance with the amended FRA

and that finished floor levels must be set no lower than 27.55 metres Above Ordnance Datum.

6.2.5 To conclude, within Beeston there are substantial areas which are within Flood Zones 2 and 3 but have a high degree of protection against flooding due to the Nottingham Trent Left Bank Flood Alleviation Scheme. Some of these sites are on previously-developed land and some may bring the opportunity to provide housing in areas of substantial need. Sequentially, it is considered the site is acceptable and it is considered a positive that this location minimises development in the Green Belt in Broxtowe. Therefore, this will be treated as a 'sustainability benefit' and the Green Belt will be treated as a major constraint with regard to whether other sites are 'reasonably available.'

### 6.3 Design

6.3.1 It is considered the proposed apartments reflect an acceptable level of design and acceptable height, scale and massing. It is considered they will continue to design of the 21/01055/FUL scheme but show a slight variation which provides more visual interest to the wider site.

6.3.2 It is considered that the proposed development will address the street frontage that represent the appearance of semi-detached dwellings which are a key characteristic of the area. The properties reflect a contemporary appearance whilst incorporating traditional features. It is considered that the massing, scale, height and design are all acceptable and will not appear out of character with the surrounding area.

6.3.3 Furthermore, the proposal of semi traditional/contemporary style dwellings was established in the previous application and has been carried through as a design concept for this application.

6.3.4 A condition in respect of providing material details will be included in the decision.

6.3.5 To conclude, it is considered the buildings reflect an acceptable height, scale, massing and design and will not appear out of character with the surrounding area.

### 6.4 Amenity

6.4.1 The land was previously occupied by residential flats, thus meaning the principle of buildings in this location is considered to be acceptable, in addition, a similar application was approved under 18/00556/FUL. It is acknowledged that the previous flats were positioned in a diagonal position to Pelham Crescent it is considered the difference of windows serving residential properties on this previous property and proposed development will not be dissimilar.

6.4.2 The existing conifer trees on site are proposed to be removed and replace with laurel hedges. This will undoubtedly mean the site is more exposed to the properties to the south and south east; however, given the separation distances range from approximately 24-30m, it is considered this relationship is acceptable that there will not be a significant level of overlooking even without the trees remaining in situ.

6.4.3 No. 62 Fletcher Road is positioned to the south west of the site and will be approximately 9m from the site boundary. Given the separation distance and positioning to the side (not directly overlooking the rear garden), it is considered this

relationship is acceptable.

6.4.4 A balcony will wrap around the first floor south west corner of the building. This will not have an immediate direct view of any neighbouring private rear amenity space within a close proximity. It is considered the balcony will not cause any adverse overlooking.

6.4.5 The Government's Technical Housing Standards set out a nationally described space standard for new dwellings. These standards are not adopted in either the Broxtowe Part 1 or Part 2 Local Plan and so cannot be given full weight but provide a useful point of reference. Flats 1 and 3 (three bedrooms each) measure at 66m<sup>2</sup> and the National Space Standards (NSS) states 74m<sup>2</sup> is advised. Whilst it is acknowledged there is a shortfall of 8m<sup>2</sup> for each flat, it is considered this is relatively modest and an acceptable standard of amenity and space is still provided for the future occupants of these flats. Flats 2 and 4 (two bedrooms each) measure at 64m<sup>2</sup> and the NSS state this should be a minimum of 61m<sup>2</sup>, therefore exceeding this threshold. It is considered the flats are relatively in line with NSS and are acceptable.

6.4.6 The proposed apartments are considered to provide an acceptable level of amenity to future occupants and whilst the rear amenity space is modest, it is considered to be acceptable given these are apartments and as associated with higher density living.

## 6.5 Access

6.5.1 Four car parking spaces are proposed which is considered sufficient for four apartments given the location of the site is on a tram route and it is within walking distance of Beeston town centre. The Highways Authority has not raised an objection to the application and the conditions they have advised will be included in the permission.

## 6.6 Other

6.6.1 The conifers on site are in poor condition and it has been advised these should be removed by the Tree Officer. The plans state a laurel hedge will be planted which is a fast growing hedge and would provide some level of screening to the site. However, a landscaping condition will be requested as part of the decision to ensure full details are provided.

6.6.2 An advisory in respect of nesting birds with the removal of the conifer trees will be included in the decision.

6.6.3 Although the application form states there are no trees on site, it is apparent there are trees but this has been addressed satisfactorily.

6.6.4 It is considered the proposal of purpose built C4 accommodation in an existing residential area on a site that was once occupied by flats is acceptable.

6.6.5 A bin store has been included which demonstrates the ability to provide sufficient bin storage for future occupants.



## **6.7 Financial Contributions**

6.7.1 A residential development of this scale generate the need for financial contributions towards affordable housing, education and open space.

6.7.2 In accordance with paragraph 57 of the NPPF and the Community Infrastructure Levy (CIL) Regulations 2010, planning obligations can only be used if they are: necessary to make the development acceptable in planning terms; directly related to the development; fairly and reasonably related in scale and kind to the development.

6.7.3 Nottingham County Council Planning Policy has requested a bus stop Infrastructure contribution of £1,800 is paid to provide improvements to the bus stop on Queens Road East denoted BR0622 Lower Road.

6.7.4 Council's Conservation and Green Spaces Development Manager has requested an open space contribution of £21,000 (£9,000 Revenue and £12,000 Capital) is requested.

6.7.5 The developer has agreed to pay the contributions in full and therefore is acceptable in respect of mitigating the impact of the development on the immediate area.

## **7 Planning Balance**

7.1 The benefits of the proposal are that it would provide four additional homes in the borough. The proposal reflects an acceptable level of design and would not appear out of character with the surrounding area. Whilst it is acknowledged the proposal may have some impact on the amenity of the surrounding neighbours, it is considered this will not be at their detriment. On balance, the scheme is acceptable and should be approved.

## **8 Conclusion**

8.1 It is concluded that, having regard to the relevant policies of the Local Plan, national planning guidance and to all other material considerations including the Public Sector Equality and comments raised in representations received, the development is acceptable and that there are no circumstances which otherwise would justify the refusal of permission.

<b><u>Recommendation</u></b>	
<p>The Committee is asked to RESOLVE that the Head of Planning and Economic Development be given delegated authority to grant planning permission subject to:</p> <p>(i) Prior completion of an agreement under Section 106 of the Town and Country Planning Act 1990 to secure the provision of landscape contributions and affordable units</p> <p>(ii) 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 drawings:</p> <p>Received by the Local Planning Authority on 5 May 2023:</p> <ul style="list-style-type: none"> <li>• Site Location Plan ref: 01 Rev B</li> </ul> <p>Received by the Local Planning Authority on 19 February 2024:</p> <ul style="list-style-type: none"> <li>• Proposed Elevations ref: 07 Rev G</li> <li>• Proposed Floor Plans &amp; Front Elevation ref: 06 Rev F</li> <li>• Proposed Site Plan and Block Plan ref: 02 Rev M</li> </ul> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>No above ground works shall be carried out until samples and details of the materials to be used in the facing walls and roofs 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: Insufficient details were submitted and the development cannot proceed satisfactorily without the outstanding matters being agreed and no such details were submitted with the application. To ensure the satisfactory standard of external appearance in accordance with Policy 10 of the Broxtowe Aligned Core Strategy (2014) and Policy 17 of the Part 2 Local Plan (2019).</i></p>
4.	<p>No above ground works shall be carried out until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include:</p> <p>(a) numbers, types, sizes and positions of proposed trees and shrubs;</p> <p>(b) details of planting, seeding/ turfing of other soft landscape areas and hardscape areas;</p> <p>(c) details of the site boundary treatments and curtilage boundary</p>

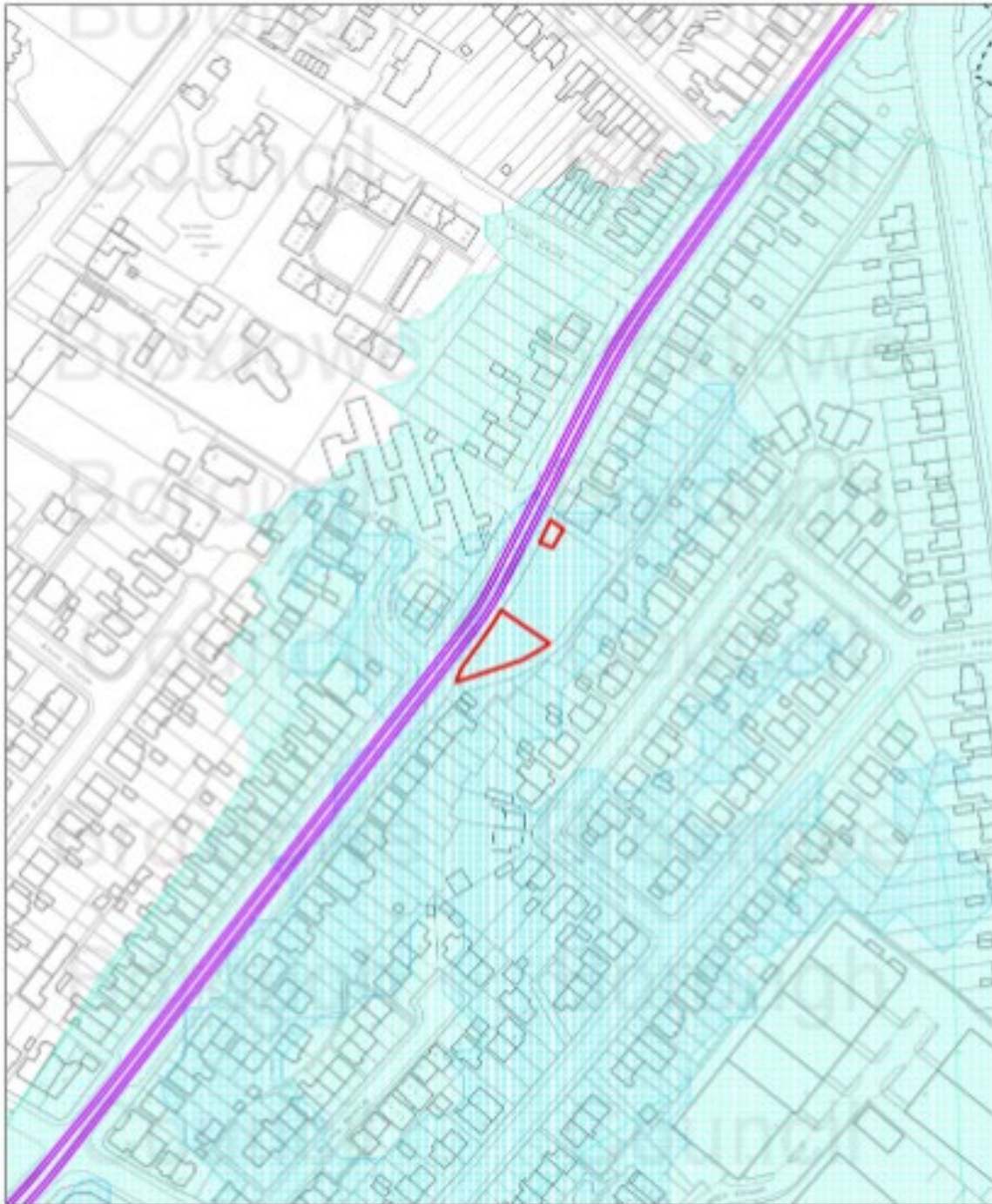
	<p>treatments; and                  (d) a timetable for implementation of the scheme.</p> <p>The landscaping scheme shall be carried out in accordance with the approved timetable. If any trees or plants, which, within a period of 5 years, die, are removed or have become seriously damaged or diseased 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: Insufficient information was submitted and to ensure the development presents a satisfactory standard of external appearance to the area and in accordance with the aims of Policy 10 of the Broxtowe Aligned Core Strategy (2014) and Policy 17 of the Part 2 Local Plan (2019).</i></p>
<p>5.</p>	<p>No dwelling shall not be first occupied until:</p> <p>(i) a dropped vehicular footway crossing serving the parking spaces is available for use and constructed in accordance with the Highway Authority specification;</p> <p>(ii) the parking area is surfaced in a bound material and each space has been clearly delineated as shown on the drawing: 02 Rev M and constructed to prevent the unregulated discharge of surface water onto the highway. This area shall be maintained for the life of the development.</p> <p><i>Reason: In the interests of highway safety to mitigate the impact of the development on the highway network and in accordance with the aims of Policy 14 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>6.</p>	<p>The development hereby approved shall be carried out in accordance with the Construction Phase Plan by Swish Architecture &amp; Planning Rev A dated August 2023 received by the Local Planning Authority on 24 August 2023. The approved statement shall be adhered to throughout the construction period.</p> <p><i>Reason: In order to mitigate the impact of the development on the tram and ensure the tram remains fully operational throughout and after the development and to protect the amenity of neighbouring residents and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policies 10 and 14 of the Aligned Core strategy (2014).</i></p>
<p>7.</p>	<p>The development hereby approved shall be carried out in accordance with the Noise Assessment by NoiseAssess ref: 12851.02v1 dated September 2022 received by the Local Planning Authority on 24 August 2023.</p> <p><i>Reason: To protect future occupiers from excessive environmental noise and in accordance with the aims of Policy 19 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core strategy (2014).</i></p>
<p>8.</p>	<p>No dwelling shall not be first occupied until:</p> <p>(i) a dropped vehicular footway crossing serving the parking spaces is</p>

	<p>available for use and constructed in accordance with the Highway Authority specification;</p> <p>(ii) the parking area is surfaced in a bound material and each space has been clearly delineated as shown on the drawing: 02 Rev M and constructed to prevent the unregulated discharge of surface water onto the highway. This area shall be maintained for the life of the development.</p> <p><i>Reason: In the interests of highway safety to mitigate the impact of the development on the highway network and in accordance with the aims of Policy 14 of the Broxtowe Aligned Core Strategy (2014).</i></p>
9.	<p>The development shall be constructed in accordance with the submitted Flood Risk Assessment prepared by Swish Architecture &amp; Planning received by the Local Planning Authority on 11 July 2023. The finished floor levels shall be set no lower than 27.55 metres Above Ordnance Datum (AOD). These mitigation measures shall be completed prior to occupation and maintained thereafter throughout the lifetime of the development.</p> <p><i>Reason: To reduce the risk of flooding and in accordance with the aims of Policy 1 of the Broxtowe Aligned Core Strategy (2014) and Policy 1 of the Part 2 Local Plan (2019).</i></p>
10.	<p>No construction 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 noise and vibration 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).</i></p>
	<p><b><u>NOTE TO APPLICANT</u></b></p>
1.	<p>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</p>
2.	<p>As this permission relates to the creation of new units, please contact the Council's Street Naming and Numbering team: <a href="mailto:3015snn@broxtowe.gov.uk">3015snn@broxtowe.gov.uk</a> 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>
3.	<p>Burning waste on site is strictly prohibited.</p>
4.	<p>The removal of the conifer trees should be avoided between nesting season (March until August). If any nesting birds are found within the trees, works to the trees should cease immediately and a licensed ecologist be consulted.</p>
5.	<p>The proposal makes it necessary to construct a vehicular crossing over a</p>





	<p>footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact the County Council's Customer Services to arrange for these works on telephone 0300 500 80 80.to arrange for these works to be carried out.</p>
<p>6.</p>	<p>A NET Permit to Work may be required. Please visit: <a href="https://www.thetram.net/building-work-near-the-tram">https://www.thetram.net/building-work-near-the-tram</a> before development commences and apply for a permit should the development breach any of these requirements.</p>
<p>7.</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: <a href="http://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries">www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries</a></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: <a href="http://www.gov.uk/government/organisations/the-coal-authority">www.gov.uk/government/organisations/the-coal-authority</a></p>

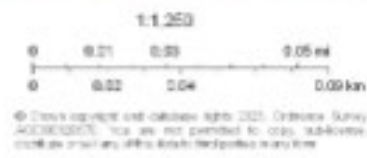
Map

23/00349/FUL



8/14/2023, 1:59:53 PM

-  Tram Route
-  Flood Zone 2
-  Flood Zone 3
-  Site



Photographs



Site facing north east



Site facing north east



Site facing south east



Site facing north east



Wider site, permission being constructed under 21/01055/FUL – facing north west from rear footpath



Conifer trees to the rear of site along footpath

**Plans (not to scale)**





Plans (not to scale)

**Approved under 21/01055/FUL**

Proposed Front Street Scene Elevation

Proposed Roof Plan Layout

Proposed Side Elevation

Proposed Rear Elevation

Proposed Side Elevation

**NOTES**

1. This is the approved elevation of the building. Any alterations to the elevation must be approved by the Council. The applicant must ensure that the building is constructed in accordance with the approved elevation. The applicant must also ensure that the building is constructed in accordance with the approved roof plan layout.

2. The applicant must ensure that the building is constructed in accordance with the approved elevation. The applicant must also ensure that the building is constructed in accordance with the approved roof plan layout.

3. The applicant must ensure that the building is constructed in accordance with the approved elevation. The applicant must also ensure that the building is constructed in accordance with the approved roof plan layout.

4. The applicant must ensure that the building is constructed in accordance with the approved elevation. The applicant must also ensure that the building is constructed in accordance with the approved roof plan layout.

5. The applicant must ensure that the building is constructed in accordance with the approved elevation. The applicant must also ensure that the building is constructed in accordance with the approved roof plan layout.

Revision	Date	Description	By
1	15/03/24	Issue for Planning Committee	SW
2	15/03/24	Revised Elevation and Roof Plan	SW
3	15/03/24	Revised Elevation and Roof Plan	SW
4	15/03/24	Revised Elevation and Roof Plan	SW
5	15/03/24	Revised Elevation and Roof Plan	SW
6	15/03/24	Revised Elevation and Roof Plan	SW

**swish**  
architecture & planning

0151 535 535  
0151 535 535  
0151 535 535  
0151 535 535

**D-LUXE LIVING**

LAND SOUTH EAST OF  
WITFELD LANE, BEESTON,  
BEESTON, NOTTINGHAM, NG3 2JW.

**PROPOSED ELEVATIONS  
& ROOF PLAN LAYOUT.**

Scale 1:500 Sheet No. A2 Date 15.03.24

659 07 G