

Report of the Chief Executive

19/00114/REM**CONSTRUCT 310 DWELLINGS, COMMUNITY BUILDING, PUBLIC OPEN SPACE (INCLUDING EQUIPPED PLAY AREA), AND ASSOCIATED INFRASTRUCTURE (APPROVAL OF RESERVED MATTERS RELATING TO PLANNING REFERENCE 14/00242/FUL) AND CREATION OF PARKING AREA BESIDE TRAFALGAR ROAD BEESTON BUSINESS PARK, TECHNOLOGY DRIVE, BEESTON**

Given the scale of the proposed development, this application is brought before Committee for consideration.

1 Details of the Application

- 1.1 This is a major planning application relating to the reserved matters of appearance, landscaping, layout and scale for 310 dwellings proposed on a site that was granted outline planning permission as part of a hybrid planning application (part detailed/part outline) which included full permission for industrial units and was granted on 3 November 2017 (14/00242/FUL). The outline permission means the principle of residential development of the site has already been established and this application relates to the details.
- 1.2 The development would have a density of approximately 37 dwellings per hectare. Vehicular access to the site will be taken from Technology Drive, with the main road serving the site running parallel with the railway line and then looping round to the south east of the site to connect back to the main road. Secondary roads and private drives will be connected to the main road. The apartments will have between one and two spaces each, with all houses having at least two parking spaces provided as a mixture of side driveways, frontage parking, parking courts and parking areas. Some houses will also have garages. The public footpath which runs across the site from Grassy Lane to the railway line will be retained, resurfaced and landscaped either side. Pedestrian and cycle access to the site is proposed via a new link path from Nelson Road.
- 1.3 282 houses and 28 apartments (in four buildings, two of three storeys and two of four storeys) are proposed on the site comprising a mix of two, three, four and six bedroom properties. A single storey hipped roof community building, as required by the section 106 Agreement (s106) relating to the 2017 permission, is proposed beside Nelson Road. This building will include a hall, meeting rooms and kitchen. Beside this, an equipped children's play area is proposed which will be adjacent to the land secured for the expansion of Beeston Rylands Junior School (proposed to be used as a playing field and secured through the s106 relating to the 2017 permission). An area of open space is also proposed adjacent to the south west site boundary. A substation is proposed to the rear of one of the apartment buildings.
- 1.4 A balancing pond is located in the south western part of the site and a sewage pumping station is proposed to the east of this. The finished floor levels of all

the dwellings will be raised across the site by a maximum of 1.2m above existing ground levels. The dwellings will be constructed using red or buff brick and brown or grey tiled roofs with some grey weather boarding proposed on the apartments and community building.

- 1.5 During the course of the application, the plans have been amended to include a house on the land beside 36 Trent Road, to amend the layout to address concerns raised about the proximity of some houses to the proposed industrial units and issues raised by highways, to amend the design of the community building and the apartments (and to change one block from three to four storeys) and to provide additional plans, including street scenes/sections.

2 Site and Surroundings



Site frontage and Technology Drive



South western site boundary with industrial units beyond



Boundary with Trent Vale Road bungalows



Boundary with Nelson Road



Rear of Trafalgar Road properties adjoining the site

- 2.1 The site has an area of 8.65 hectares and is generally flat. It is currently subject to remediation works and has largely been cleared of buildings. There is a group Tree Preservation Order relating to the trees between 36 Meadow Road and Technology Drive at the site frontage located on a grassed area. Part of the site is located within flood zones 2 and 3. An area of land to the north east of the site (4ha) was allocated for employment use in the 2004 Local Plan. The site forms part of the Nottingham Enterprise Zone. A three storey office building is located to the north west of the site and a car repair building is located to the south west of the site. Construction of commercial buildings to the north west and south west of the site has recently commenced (reference 18/00465/FUL). These buildings will have a maximum height of 10.8m. 2.4m high timber fencing runs along the north western site boundary beside the commercial site. Solid hoardings are generally located around the perimeter of the site where it adjoins the highway.
- 2.2 Residential properties adjoin the site to the north east (Meadow Road, Victory Road and Nelson Road) and the south east (Grassy Lane (bungalows), Trafalgar Road, Trent Road and Trent Vale Road). A takeaway is located at 10 Trafalgar Road. Rylands Junior School adjoins the south eastern corner of the site. Allotment gardens adjoin the southern part of the site. Beeston railway station (which is a listed building), the railway line, the Victoria Public House and housing are located to the north west of the site, as is the housing development on the Hetley Pearson site. The boundary with the Trent Vale Road bungalows is largely formed by conifers which step up in height towards the north east and fencing which is in a state of disrepair. There are various forms and heights of fencing on the north eastern site boundary beside Nelson Road and 95 Victory Road. The section of site beside 36 Trent Road is partially enclosed by palisade fencing with various forms and heights of fencing on the rear boundary of the adjoining Victory Road houses. A line of conifers forms the site boundary with 2 Trent Road and 76-82 Trafalgar Road which have a concrete block wall on their rear boundary. Various forms of fencing/walling form the boundary with the remaining adjacent properties on Trafalgar Road.
- 2.3 The Attenborough Gravel Pits Site of Special Scientific Interest (SSSI) is located to the south west of the site, with W block (vehicle repair body shop) and Waterfront House (offices) intervening. A public footpath runs through the site from Grassy Lane to the footbridge over the railway (FP 62).

3 Relevant Planning History

- 3.1 The most relevant application was granted in November 2017 and was a hybrid application comprising: a full application for industrial, storage and distribution buildings (Use Classes B1 b and c, B2 and B8), land for school expansion (Class D1), car parking and associated road infrastructure and an outline application for up to 310 residential units and community building with means of access included (all other matters reserved) (reference 14/00242/FUL). The related section 106 Agreement requires the appointment of a management company to maintain communal areas on the residential site, the provision of an on-site children's play area prior to the practical completion of 100 dwellings, payment of an off-site highway contribution and an affordable housing contribution (£1.8 million minus the cost of providing the community building), provision of an on-site community building prior to the practical completion of 50 dwellings (and a management scheme for the building), provision of land for the expansion of Rylands Junior School to be transferred to the County Council prior to commencement of the residential development and a requirement for a viability review to be undertaken prior to the eighth anniversary of commencement of the residential development. The s106 Agreement also required the provision of a 60 space car park beside the railway which has been provided and is leased to the Council (99 year lease).
- 3.2 A revised scheme for the commercial part of the site granted permission under 14/00242/FUL (to the north west of the residential site) was granted in November 2018 (18/00465/FUL). This scheme revised the layout, size and mix of units proposed and included 3033m² of additional floor space. 29 units were approved under 14/00242/FUL – the revised scheme proposed 20 units ranging in size from 239m² to 1910m² (Gross External Area). Use class B1 b (research and development) was also excluded from the proposal. A total floor space of 16,283m² was proposed. This development has commenced.
- 3.3 A planning application to construct a car park instead of two of the units approved under 18/00465/FUL was submitted in April 2019 and is yet to be determined (reference 19/00232/FUL). This relates to land to the west of the site adjacent to the railway line and SSSI.
- 3.4 "Prior approval" for the demolition of Units E, U, Z, B, D, F, G, J, T, Y and 2F was given in November 2013 (reference 13/00623/DEM). All these buildings have now been demolished.



Plan from 13/00623/DEM (for reference)

- 3.5 Planning permission for the change of use of W block from offices to a vehicle repair body shop was granted in September 2016 (16/00458/FUL). This building is located to the south west of the application site and has a car park adjoining the site boundary.
- 3.6 More historical applications relating to the site are as follows: an outline application for residential development on part of the site was refused permission in 1993 (reference 93/00436/OUT) for eight reasons including loss of employment land, the site not being allocated for housing and failure to demonstrate that satisfactory site access could be provided.
- 3.7 In 2004, outline permission was granted for redevelopment of the north eastern part of the site (and adjoin land to the north and north west) for uses within Classes B1, B2 and B8 (reference 02/00163/OUT). A section 106 agreement associated with this permission required the provision of a replacement bowling green and a station car park. This permission was not implemented.
- 3.8 Permission was granted in July 2007 (reference 07/00255/FUL) for a three storey office building on land to the north west of the site beside the railway platform shelter. The building has been constructed and is occupied by ATOS.

- 3.9 An outline planning application (relating to the entire business park site) for employment development (Classes B1/B2/B8), comprising up to 61,366m² of floor space, including up to 30,723m² B1(a) office and demolition of 47,267m² of existing buildings with details of access unreserved was submitted in August 2007 (reference 07/00757/OUT) but withdrawn following concern being expressed by the Environment Agency about flood risk issues.
- 3.10 A further outline application (reference 08/00505/OUT) for the same amount of employment floor space as application reference 07/00757/OUT was submitted in June 2008 and had a Development Control Committee resolution to grant outline permission in July 2008 subject to completion of a section 106 Agreement and relocation of the Plessey Club (formerly New Venture Social Club). However, as the section 106 Agreement was never resolved, no outline planning permission was issued and the application was treated as being withdrawn in December 2010.
- 4 Policy Context
- 4.1 **National policy**
- 4.1.1 The National Planning Policy Framework (NPPF) February 2019, outlines a presumption in favour of sustainable development, that planning should be planned, decisions should be approached in a positive and creative way and high quality design should be sought.
- 4.1.2 Weight may be given to emerging plan policies according to the stage of plan preparation, the extent to which there are unresolved objections to the policies, and the degree of consistency of the emerging policies to the NPPF.
- 4.1.3 Planning conditions and obligations should only be used where they meet the requirements set out in paragraphs 54-56.
- 4.1.4 The document outlines that the government's key housing objective is to significantly boost the supply of homes and states that there should be a sufficient number and range of homes within safe and well-designed environments.
- 4.1.5 To promote healthy and safe communities, social interaction should be promoted through active street frontages, places should be safe and accessible and enable and support healthy lifestyles (e.g. through the provision of safe and accessible green infrastructure).
- 4.1.6 In relation to assessing the highway impacts of a proposal, the NPPF states that development should only be 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. Development should be designed so as to give priority to pedestrians and cyclists, meet the needs of disabled people, avoid unnecessary street clutter, allow for efficient goods delivery and access by emergency vehicles and enable charging of electric/ultra-low emission vehicles.

- 4.1.7 The NPPF advises that impacts on biodiversity should be minimised and that, if significant harm cannot be avoided, adequately mitigated or, as a last resort, compensated for, planning permission should be refused.
- 4.1.8 Paragraph 100 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.
- 4.1.9 Section 11 outlines the need to make effective use of land, particularly previously-developed land. To achieve appropriate development density, consideration should be given to the identified need for different housing types, local market conditions, viability, the availability and capacity of infrastructure and services, promotion of sustainable transport, desirability of maintaining an area's character and setting or promoting regeneration and change and the importance of securing well-designed, attractive and healthy places. Where there is an existing or anticipated shortage of housing land, low density housing schemes should be avoided.
- 4.1.10 A fundamental aim of the planning process should be to create high quality buildings and places and section 12 includes guidance on achieving this aim. Developments should function well and add to the quality of an area for the lifetime of the development; be visually attractive; be sympathetic to local character and history whilst not discouraging change; establish or maintain a strong sense of place; make efficient use of land and create safe, inclusive and accessible places with a high standard of amenity for existing and future users. Design should take into account the views of the community and where early, proactive and effective engagement with the community has occurred, such schemes should be looked on more favourably.
- 4.1.11 The need to take into account contaminated land when determining applications is detailed at paragraphs 178-179.
- 4.1.12 Section 16 deals with heritage assets, including the potential impact of development on their significance.
- 4.2 **Broxtowe Aligned Core Strategy**
- 4.2.1 The Council adopted the Core Strategy (CS) on 17 September 2014.
- 4.2.2 'Policy A: Presumption in Favour of Sustainable Development' reflects the presumption in favour of sustainable development contained in the NPPF. Applications which accord with the Local Plan will be approved without delay unless material considerations indicate otherwise.
- 4.2.3 'Policy 1: Climate Change' sets out how climate change will be tackled and adapted to and sets requirements for sustainable design of buildings. It states that development should demonstrate how carbon dioxide emissions have been minimised. The policy goes on to set out the approach to renewable energy, flood risk and sustainable drainage.

- 4.2.4 'Policy 2: The Spatial Strategy' sets the overarching strategy for how growth in Greater Nottingham will be accommodated and distributed. It sets the required number of homes for Greater Nottingham (GN) between 2011 and 2028 (6150 in the Broxtowe Borough part of GN, of which 3800 are in or adjoining the existing built up area of Nottingham) and outlines a settlement hierarchy.
- 4.2.5 'Policy 4: Employment Provision and Economic Development' refers to the need to appropriately manage existing employment sites to cater for the full range of employment uses by releasing sites no longer attractive to the market/those that are not good quality.
- 4.2.6 'Policy 7: Regeneration' sets out the priorities for regeneration across Greater Nottingham and supports local initiatives.
- 4.2.7 'Policy 8: Housing Mix and Choice' sets out the approach to ensuring that new housing development includes an appropriate mix of housing types, sizes, tenures and density. It states that consideration should be given to the needs and demands of the elderly as part of the overall housing mix and sets out the approach to affordable housing, establishing a 30 per cent target for Broxtowe Borough.
- 4.2.8 'Policy 10: Design and Enhancing Local Identity' sets design and layout principles to be applied to new development and looks to ensure that an attractive, safe, inclusive and healthy environment is created and that valued local characteristics are reinforced.
- 4.2.9 'Policy 12: Local Services and Healthy Lifestyles' sets criteria for the location of services to ensure new facilities are as accessible as possible to users, particularly by sustainable transport.
- 4.2.10 'Policy 14: Managing Travel Demand' makes it a priority to select sites which are accessible by the most sustainable means of transport. It sets out measures to encourage a switch to sustainable forms of transport first before major highway capacity improvements are considered.
- 4.2.11 'Policy 16: Green Infrastructure, Parks and Open Spaces' sets out a strategic approach to the provision of new Green Infrastructure.
- 4.2.12 'Policy 17: Biodiversity' sets out the approach to biodiversity and how development affecting biodiversity assets should be considered. It states that designated sites will be protected in line with the hierarchy of designations.
- 4.2.13 'Policy 18: Infrastructure' seeks to ensure new development is provided with the necessary infrastructure.
- 4.2.14 'Policy 19: Developer Contributions' confirms the current use of section 106 agreements.
- 4.3 **Saved Policies of the Broxtowe Local Plan**

- 4.3.1 The Part 2 Local Plan has recently been examined. Until adoption, Appendix E of the Core Strategy confirms which Local Plan policies are saved. Relevant saved policies are as follows:
- 4.3.2 Policy E24 'Trees, hedgerows and Tree Preservation Orders': Development that would adversely affect these will not be permitted.
- 4.3.3 Policy E27 'Protection of groundwater': Planning permission will not be granted for development which would be liable to result in the infiltration of contaminants into groundwater resources unless mitigation measures are proposed.
- 4.3.4 Policy E29 'Contaminated land': Development of land which may be contaminated will not be permitted unless a site investigation (using a method agreed in writing with the Council) has been carried out; details of remedial measures have been approved by the local planning authority and the relevant consultation bodies; there will be no significant risk to the health and safety of occupants of the development and there will be no contamination of any surface water, ground water or adjacent land.
- 4.3.5 Policy E34 'Control of noise nuisance': Planning permission will not be granted for housing and other noise sensitive development if the occupants would experience significant noise disturbance.
- 4.3.6 Policy H5 'Affordable Housing': On housing sites of over 1 hectare or over 25 dwellings, the Council will seek to ensure that at least 25% of dwellings built will be affordable or, exceptionally, that a financial contribution is made to facilitate off-site provision.
- 4.3.7 Policy H6 'Density of housing development': The net density of new residential development will not be below 45 dwellings per hectare where there is a choice of public transport options within 400m.
- 4.3.8 Policy H7 'Land not allocated for housing purposes': Residential development on sites within the existing built-up area will be permitted provided the amenity of existing and proposed occupiers is not adversely affected; the development would not result in an undesirable change in the character or appearance of the area; the development of a larger area is not prejudiced; satisfactory provision is made for access and parking; the site is not of significant nature conservation value and the site is not required to be retained for another purpose in the local plan.
- 4.3.9 Policy T1 'Developers' contributions to integrated transport measures': Planning permission for developments which generate a demand for travel will not be granted until a contribution towards transport infrastructure has been negotiated.
- 4.3.10 Policy T11 and Appendix 4 – Parking Guidelines: Appropriate provision must be made for vehicle parking and servicing.
- 4.3.11 Policy RC2: proposals for education facilities will be permitted where the proposal would be well located in relation to the community it serves and to public transport, the amenity of neighbouring properties would not be adversely

affected, appropriate provision would be made for vehicle parking and highway safety and the character of the area would not be adversely affected.

- 4.3.12 Policy RC6 'Open space: requirements for new developments': Permission will not be granted for residential development on sites of 0.5ha or more or 15 dwellings or more unless provision is made for public open space in accordance with Appendix 9 (for every 1,000 population, a minimum of 1.03 hectares of outdoor sport space should be provided); the open space is set out to suit the approved purposes; local landscape, ecological and amenity features are retained/enhanced and the design of the open space takes into account the provision of features beneficial to wildlife.
- 4.3.13 Policy RC14 'Footpaths, bridleways and cycle routes': The Council will protect, maintain and where appropriate seek to extend the network of footpaths, bridleways and cycle routes in the borough.

4.4 **Part 2 Local Plan (Draft)**

- 4.4.1 The Part 2 Local Plan includes site allocations and specific development management policies. The draft plan has recently been examined, with the Inspector's report awaited. The representations on the plan included 7 representations in relation to each of Policies 1, 24 and 26, 3 representations in relation to Policy 9, 11 representations in relation to each of Policies 17, 23 and 32, 4 representations in relation to Policy 19 and 8 representations in relation to Policy 20. The Inspector issued a 'Post Hearing Advice Note' on 15 March 2019. This note did not include a request that further modifications be undertaken to Policies 1, 9, 17, 19, 20, 23, 24, 26 and 32. Whilst this is not the inspector's final report, and the examination into the local plan has not been concluded, it does mean these policies can now be afforded moderate weight. As modifications have been requested to Policy 15, this can still only be afforded limited weight.
- 4.4.2 Policy 1: 'Flood Risk' 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 defences of equivalent quality; and adequate mitigation measures are included.
- 4.4.3 Policy 9: 'Retention of good quality existing employment sites' states that permission will be granted for the expansion, conversion or redevelopment of land and premises for employment purposes on allocated and protected employment sites provided: the employment use is within Use Class B1 – B8 or sui generis use of a similar nature; and the redevelopment provides the necessary quality of design, landscaping, parking and amenity in accordance with other policies in the Local Plan, having regard to the local environment and in particular the amenity of nearby and adjoining occupiers. The application site is identified within the supporting text as one of the sites in the borough that is a viable employment site for B Class employment uses and states it should be retained for this purpose.

- 4.4.4 Policy 15: Housing mix, size and choice – 30% or more of housing should be affordable if more than 10 dwellings are proposed. If less than this is proposed, a viability assessment must accompany the application. Affordable housing provision should be made on site, unless there are exceptional circumstances. Developments should provide an appropriate mix of house size, type, tenure and density to ensure that the needs of the residents of all parts of the borough are met. At least 10% of the dwellings should comply with requirement M4(2) of the Building Regulations regarding ‘accessible and adaptable dwellings’.
- 4.4.5 Policy 17: Place-making, design and amenity – permission will be granted for development which meets a number of criteria (where relevant) including that it integrates into its surroundings; provides, or is close to, community facilities; has good access to public transport; creates a place with a locally inspired or otherwise distinctive character; takes advantage of existing topography and buildings; provides sufficient, well-integrated parking; ensures satisfactory standards of amenity for existing and proposed residents; enables convenient use by people with limited mobility; incorporates ecologically sensitive design, with a high standard of planting (makes use of native species) and features for biodiversity (including bat/bird boxes) and does not prejudice the development of a larger site. An assessment in relation to ‘Building for Life’ criteria will be required to be submitted within the Design and Access Statement.
- 4.4.6 Policy 19: ‘Pollution, Hazardous Substances and Ground Conditions’ - development of land which may be contaminated will not be permitted until a site investigation has been undertaken and any necessary remedial measures have been agreed.
- 4.4.7 Policy 20: ‘Air Quality’ - all reasonable steps will be required to be taken to provide effective alternatives (for users of the development) to the private car; permission will not be granted for development which would directly result in a significant deterioration in air quality either through poor design or as a consequence of site selection and electric vehicle charging points will be required in commercial developments of 1,000sqm or more of floor space.
- 4.4.8 Policy 23 - Proposals affecting designated and non-designated heritage assets: proposals will be supported where heritage assets and their settings are conserved or enhanced in line with their significance. It will need to be demonstrated that the significance of the assets and their setting is understood, identify the impact of the development upon them and provide clear justification for the development. Criteria for assessing proposals affecting a heritage asset and/or its setting are provided.
- 4.4.9 Policy 24: The health impacts of development – a completed health impact assessment checklist will be required to accompany any application for 50 dwellings or more.
- 4.4.10 Policy 26: Travel Plans – a Travel Plan will be expected to be submitted for developments of 10 or more dwellings or 1000 sq. m or more gross floor space.
- 4.4.11 Policy 32: Developer contributions – financial contributions may be sought from developments of 10 or more dwellings or 1000 sq. m or more gross floor space

for provision, improvement or maintenance, where relevant, of: affordable housing; health; community facilities; green space; biodiversity; education and highways.

4.5 The Enterprise Zone

- 4.5.1 The Nottingham Enterprise Zone was established in 2011. It is comprised part of the Alliance Boots site, Beeston Business Park, the Nottingham Science Park and the MediPark site (at Queens Medical Centre), a total site area of 116 hectares. Enterprise zones are part of the government's long term economic plan, supporting businesses to grow in a sustainable way and creating jobs. Businesses based in such areas can access a number of benefits including business rate discount and superfast broadband and unblocking barriers to growth such as environmental issues.

5 Consultations

- 5.1 Nottinghamshire County Council as Highway Authority requested further information be submitted and have no significant concerns in relation to the amended layout although their final comments are awaited.
- 5.2 Nottinghamshire County Council as Lead Local Flood Authority object to the proposal and requested a surface water drainage strategy be submitted. The details of this strategy are subject to a condition on the outline permission 14/00242/FUL and therefore do not form part of this reserved matters application.
- 5.3 The Environment Agency has no further conditions or objections in relation to the development.
- 5.4 Rights of Way (Via on behalf Nottinghamshire County Council) confirm that Beeston Footpath 62 crosses the site and it is noted it is to be retained with a grass verge either side. They accept the footpath is to be tarmacked to a width of 2m (and not 3m as requested) and that a management company will maintain the adjacent vegetation. A raised ramp is requested where the path crosses the road. This will be dealt with by the highway authority as part of their formal agreements with the developer. Advisory comments are provided in relation to the potential impacts of construction of the development on the path.
- 5.5 Nottinghamshire County Council (strategic policy team) have nothing to add to their comments made on application reference 14/00242/FUL. The following is the summary of their comments included in the November 2014 committee report:

Nottinghamshire County Council has provided strategic planning observations on the application. It advises of the need to consider the impact of the Boots development (not subject to this application) on traffic patterns across Beeston. Comments are made about the submitted Travel Plan and it is requested provision be made for a bus terminus/interchange facility on the site. A financial contribution towards local bus service enhancements is requested. Further information about the visual impact of the commercial development and a landscape strategy for the residential site are requested. An ecological survey

of the site is requested and this was subsequently provided by the applicant. It is noted that discussions about education contributions are ongoing. The site lies within a Minerals Safeguarding and Consultation Area for sand and gravel but extension of the quarry into the site is stated as being highly unlikely. It is required that footpaths 62 and 76 are not affected or obstructed in any way by the proposed development unless subject to appropriate diversion or closure orders.

Following the ongoing discussions about the school expansion land, the County Council Planning Policy Team Manager provided comments specifically about this element of the scheme. It is confirmed that the proposed development needs to mitigate the impact it would have on primary school capacity. During the course of the Beeston Business Park application, an application for a mixed use scheme was submitted for the Boots site which would impact on the same primary school catchment area. 60 primary aged pupils would be generated by the development of Beeston Business Park and 95 by the Boots development. As there is no surplus capacity within the catchment area to accommodate the primary pupils from either development, it was agreed that 1.1ha of land would be set aside on the Technology Drive part of the site to provide for the required extension to Rylands Junior School and associated playing fields which would facilitate the release of the detached school playing field. The County Council raises no objection to the application providing appropriate triggers are in place to enable the timely delivery of the additional primary accommodation. Such triggers should ensure the existing school playing field is maintained for use until a replacement is available and that the school expansion land is released prior to any house building commencing to enable a replacement playing field to be established.

- 5.6 The Business and Projects Manager (Environment) provided comments on the original landscaping scheme and requested the incorporation of additional frontage tree and shrub planting and amendments to the proposed play equipment. It was advised that the location of the play area is good as it is grouped with the community building and school expansion area. A request was made for the school expansion area to be open for public use until it is required by the school. The school expansion land cannot be provided as additional open space as there is no mechanism for this in the s106 Agreement and the area of land is due to be transferred to the school upon the occupation of the 50th dwelling. Comments on the amended landscaping proposals are awaited.
- 5.7 The Environmental and Business Development Manager provides guidance on the requirements for bin provision and the location of bin collection points/stores.
- 5.8 The Housing Services and Strategy Manager has no objection as an affordable housing contribution has previously been agreed.
- 5.9 The Tree Officer has no objection.
- 5.10 The Environmental Health Officer has no objection.
- 5.11 Natural England has no comments to make on the application but advises that this does not mean that there are no impacts on the natural environment but

only that the application is not likely to result in significant impacts on statutory designated nature conservation sites (i.e. the Attenborough Gravel Pits Site of Special Scientific Interest).

- 5.12 Cadent Gas advise they have a gas pipeline running through the proposed development which needs to be maintained.
- 5.13 No comments have been received from Severn Trent Water Limited or the Clinical Commissioning Group.
- 5.14 101 neighbours were consulted on the application and 16 letters of objection and one petition (signed by four residents) have been received. Concerns have been raised about:
- disruption, noise and dust from construction, particularly given problems during demolition
 - lack of progress with development of the site
 - loss of privacy and security and increased anti-social behaviour (from proposed Trafalgar Road paved area and beside Victory Road)
 - loss of hedgerow to rear of Trent Vale Road properties (or maintenance arrangements queried if hedgerow to remain) and resultant loss of privacy/wildlife corridor
 - lack of vegetation proposed on site – lost opportunity given proximity to nature reserve
 - lack of pedestrian/cycle link through to Trent Vale Road
 - increased traffic (particularly in light of approved commercial units too)
 - exacerbation of drainage problems on Trent Vale Road
 - noise and smells from sewage pumping station
 - infrastructure e.g. roads, schools, doctors etc. unable to cope with number of dwellings proposed
 - loss of privacy (Trent Vale Road), particularly given higher level of development
 - pedestrian link to LEAP from Trent Road needs to be high quality, well lit and landscaped
 - community building and LEAP location
 - insufficient parking provision for community building will cause problems for existing residents who have to park on the road
 - noise, general disturbance and lack of privacy from use of community building
 - four storey apartments out of keeping with area, eyesore and over development
 - anti-social behaviour associated with playground use at night
 - community building not needed - doctors' surgery and pharmacy would be more beneficial to local community
 - community building is unattractive
 - queried what the community building will be used for and capacity, hours of use etc.
 - access to community building should be taken from Trent Road
 - community building should be located where previous social club was/away from existing residents/attached to the school
 - loss of privacy (for Victory Road residents) from playground particularly given land levels

- not known playground and community building proposed in outline application
- housing should adjoin Nelson Road as was expected from outline application
- extent of existing housing (95 Victory Road) not shown accurately on the plans
- lack of site sections
- no need for playground
- community building and playground not referenced in application description
- footpath across site should remain open during construction of development
- footpath should be resurfaced once construction complete and mesh fencing should be removed.

6 Appraisal

6.1 As outline permission has previously been granted which establishes the principle of residential development of the site as acceptable, the main considerations with this reserved matters application are the design of the scheme and the impact on residential amenity.

6.2 **Residential amenity**

6.2.1 The proposed development adjoins existing residential properties on Trafalgar Road, Grassy Lane, Trent Vale Road, Victory Road and Nelson Road. Levels across the site will be raised so that finished floor levels of the proposed dwellings are a maximum of 1.2m above existing ground levels. The increase in levels at the site boundaries is in the region of 0.6m. Taking into account this proposed increase in levels, proposed garden lengths are generally considered to be sufficient to protect existing residential amenity.

6.2.2 The dwellings proposed to the rear of 10-26 Trafalgar Road are considered to be sufficient distance away to have no harmful impact on existing residential amenity. An area of land between numbers 10 (takeaway) and 18 (house) Trafalgar Road, where the former social club was located, cannot be built upon because of a proposed sewer easement in this area. It is proposed for this area to be tarmacked and used as a parking area by the two adjacent neighbours. As the land will likely be under the control of the immediate neighbours, it is considered this should reduce the potential for anti-social behaviour/loss of security and/or amenity.

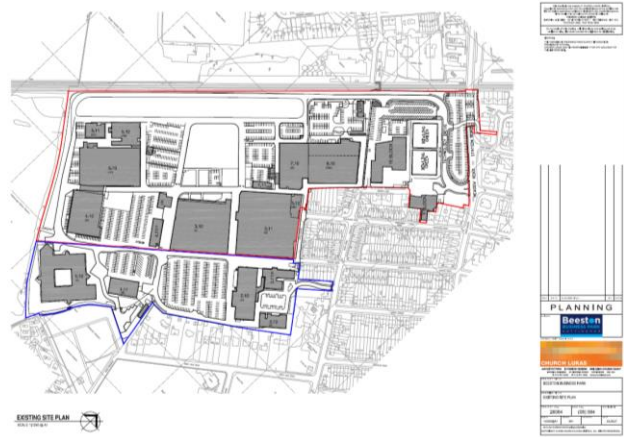
6.2.3 The dwellings which are proposed to adjoin Grassy Lane are all two storey and given the minimum separation distance of 14.5m between the proposed dwellings and the existing bungalows on this road, this relationship is considered to be acceptable.

6.2.4 2 Trent Road is a house which presents a largely blank side elevation to the site (it has two small windows in the north west elevation) and has conifer trees to the rear which form the boundary (located on the application site). These conifers (which continue to the rear of 76-82 Trafalgar Road) are proposed to be retained at a height similar to the eaves height of the proposed adjoining houses (around 5m). Rear gardens are proposed to adjoin 2 Trent Road and these are at least 10m in length. Given the proposed retention of the conifers, the relationship is considered to be acceptable.

- 6.2.5 A minimum back-to-back distance of 33m is achieved between the proposed dwellings and 76-90 Trafalgar Road. This is considered to be an acceptable separation distance, particularly for the residents of 76-82 Trafalgar Road who have the tall conifers beyond their rear boundaries.
- 6.2.6 There are four proposed dwellings located at least 14m from the south west side boundary of 90 Trafalgar Road. There was previously a three storey flat roofed commercial building extending beside part of number 90's garden. Given this previous building had windows closer to this boundary, the proposed relationship is considered to be acceptable.



Previous three storey building located beside 90 Trafalgar Road in 2014



Plan to show layout of previous buildings on the business park site as a whole (2008)

- 6.2.7 Residents have raised concern about potential disruption (noise, exacerbation of parking problems on the existing roads adjoining the site, potential anti-social behaviour and loss of privacy) from and the intended use of the community building which is proposed to be located beside Nelson Road. Concern has also been raised that this was not proposed in the outline application and was not included in the application description. The community building formed part of the application description and was included in the outline scheme (reference 14/00242/FUL) at the request of Committee to provide some form of replacement for the social club which was previously located on the site between Technology Drive and Trafalgar Road. Its provision is secured through the s106 agreement associated with the 2017 permission but its location was not specified in the s106 nor agreed as part of the outline application. It is intended for the community building to be managed by a local community group and used by the local community. Locating the community building adjacent to the play area and school is considered to be appropriate as it creates a group of community facilities. Given the last use of the site was largely unrestricted in terms of use and working hours, it is considered the proposed community building will not be harmful to residential amenity. In addition, a management scheme is a requirement of the s106 agreement and it is considered this will minimise the potential for anti-social behaviour to arise. Access to the building cannot be taken from Trent Road as the plans have been amended during the course of the application to include a house on the land beside number 36. Parking will be addressed below but the four spaces proposed on the site for this building is

considered to be sufficient given the building is intended for use by the local community.

- 6.2.8 In terms of the impact of the proposed housing on the Nelson Road residents, given the intervening road and as the proposed houses will be side on to Nelson Road, the relationship is considered to be acceptable.



Nelson Road 2014 (site on right hand side)



Building previously adjacent to 95 Victory Road (2014)

- 6.2.9 95 Victory Road will adjoin an area of open space which is located between the proposed play area and community building. As can be seen from the photographs above, number 95 was until recently adjacent to a seven storey building (now demolished). The play equipment will have a maximum height of 3.9m (to top of climbing frame) and it is considered it will be used by younger children during the day. This play area is a requirement of the s106 agreement associated with planning permission reference 14/00242/FUL. The community building will be located 10m away from the boundary with number 95 and will be a single storey building with a ridge height of 5.6m. It is considered the proposed open space, play area and community building will have no significant impact on the amenity of this neighbour.

- 6.2.10 The side boundary of 36 Trent Road and the rear gardens of 77-95 Victory Road will adjoin plot 310. This plot will have a double garage towards the rear, located beside the boundary with no. 36. The proposed house will have four bedrooms, an L-shaped footprint, a gable roof and will front Trent Road. This plot of land has been unused for many years and is surrounded by various types of fencing. It is proposed the garden will be bounded by 1.8m high close boarded fencing. Given the proposed boundary treatment and as the north west side elevation of the proposed house will be 15m from the rear of the Victory Road houses and the south east side elevation will be separated from 36 Trent Road by a driveway, it is considered this proposed house will have no significant impact on neighbour amenity.

- 6.2.11 The bungalows along Trent Vale Road are generally located at a lower level than the site. The dwellings proposed on the site adjacent to these bungalows are all two storey properties, all to be located with a finished floor level generally

1m higher than the existing site level. Proposed rear garden lengths vary between 8m and 13m. The Trent Vale Road bungalows have rear gardens varying in length from between approximately 15m and 23m. The minimum separation distance between the existing and proposed dwellings is 26m. All the dwellings, bar one, proposed on the site adjacent to these bungalows have hipped roofs which helps maintain some sense of space between the dwellings. There is a conifer hedge of varying heights along the site boundary with the Trent Vale Road properties. It is proposed to retain this hedge at a maximum height of approximately 5m, to infill any gaps with additional planting and to provide a 1.8m high hit and miss fence (so the hedge can be accessed and maintained by the occupiers of the proposed houses) on the site side of the hedge. The retention of this hedge for the lifetime of the development will be conditioned. Given these factors, it is considered the relationship is acceptable.

- 6.2.12 Concern has been raised about the potential for odour and noise from the sewage pumping station to be located towards the south western site boundary. This is the lowest part of the site which will be served by the pumping station. The applicant has advised that Severn Trent stipulate a 15m easement from the pumping station which is sufficient to prevent noise or odour affecting residential amenity. Some of the proposed dwellings are closer to this pumping station than the properties on Trent Vale Road. Accordingly, it is considered that the proposed pumping station will cause no significant harm to neighbour amenity.
- 6.2.13 In relation to the concern raised by residents about disruption during construction, it is recognised there were issues during demolition but the hours of construction are restricted by condition on the outline permission (condition 25), as is the use of piling or other forms of penetrative foundation design (condition 27). It is considered these conditions will minimise disruption to existing residents during construction. They do not need to be included on the reserved matters approval because the conditions on the outline will need to be complied with as this is the planning permission for the development.
- 6.2.14 All the proposed houses will have a garden which is considered to be of sufficient size and rear gardens will generally be bordered by 1.8m high close boarded fences to maintain privacy between plots (a 3m high acoustic fence is located to the rear of plots adjoining the commercial buildings approved under permission reference 18/00465/FUL). It is considered the houses all have adequate sized rooms and the siting of the proposed dwellings is sufficient to maintain a good standard of amenity. However, there is one plot to which it is considered 'buyer beware' applies: the occupants of the proposed house on plot 3 will have a garden subject to overlooking from 22-26 Trafalgar Road as these properties have first floor rear windows only 7m from the boundary of this rear garden. Given the other 309 dwellings are considered to have a satisfactory standard of amenity, it is considered the concerns about this plot would not be sufficient to amount to a reason for refusal. Rooms in the apartments are considered to be of sufficient size and the landscaping proposed around the apartment buildings will provide an attractive outlook from these buildings.
- 6.2.15 The houses and apartment buildings to the north west and south west of the site will adjoin the adjacent business park site which contains existing buildings and buildings which have planning permission but are yet to be constructed.

Acoustic trickle vents and enhanced glazing will be used on the plots beside the site boundary with the commercial site and the Environmental Health Officer has confirmed this will be sufficient mitigation, together with a condition on planning permission reference 18/00465/FUL which places a restriction on the noise from plant, equipment and machinery. Several amendments have been made to the layout to minimise the impact of the adjacent commercial buildings on the proposed gardens and to ensure proposed occupants have a satisfactory standard of amenity. Generally, a good separation distance has been achieved, particularly to the south west of the site where there is an intervening area of open space.

- 6.2.16 To conclude on amenity, it is considered the proposed development will have no significant impact on neighbouring residential amenity and that the proposed residents will have a satisfactory standard of amenity which complies with Policy H7 of the 2004 Local Plan, Policy 10 of the Core Strategy and Policy 17 of the Draft Local Plan.

6.3 **Design**

- 6.3.1 A good mix of house sizes and dwelling types is proposed. At the entrance to the site, two frontage 'green' areas which incorporate the existing group TPO (with additional tree planting) are proposed. These are considered to create an attractive frontage for the development.
- 6.3.2 Across the development, buildings located on a corner plot are dual fronted so address both street scenes. Bricks walls (rather than close boarded fencing) have been used where rear garden boundaries are parallel to the road. Dwellings will directly front the existing footpath across the site which provides surveillance and improves the safety for users of this path which is currently narrow and enclosed by fencing on both sides. One dwelling will front Grassy Lane, addressing this street scene. The two dwellings proposed beside Nelson Road will front this road and their rear garden boundaries adjoining the road will be a brick wall. This will create a positive addition to the street scene. Each of these dwellings forms the end dwelling to two rows of terraced housing which is reflective of the terraced housing adjoining this part of the site. The dwellings across the development will have varied roof heights which add interest to the street scene. It is considered that the design of individual houses is generally acceptable. Generally, the proposed house types are considered to be acceptable but concerns were raised with the applicant about one house type (Hesketh) which was considered to be of poor design in terms of the appearance of the front elevation. The applicant has considered the comments made and declined to amend the design of the house type as they state it would compromise the internal layout of the house. When considering housing developments, the Council strives to achieve high quality design. Given there are no significant issues with the other 14 house types on the site, it is considered that the poor design of this single house type would not be sufficient to justify a refusal.
- 6.3.3 The density of the development (37 dwellings per hectare) is considered to be appropriate. Section 12 of the NPPF advises that a fundamental aim of the planning process should be to create high quality buildings and places. Policy 17 of the Draft Local Plan states that development should create a place with a

locally inspired or otherwise distinctive character. Policy 10 of Aligned Core Strategy states that new development should make a positive contribution to sense of place and create an attractive environment and will be assessed in terms of its legibility and architectural style and detailing. Concerns were raised with the applicant about the character of the development and its legibility (how easy it would be to find your way around the development). This concern was partly arising from the fact that the house types are not bespoke to the site, although it is recognised that this is a common trait of major house builders. To address this concern, the applicant proposes six landscape character areas: Green Gateway (site entrance encompassing frontage TPO); Hedge Lined Street; Tree Lined Avenue; Community Square (area encompassing community centre and public open space); Green Edge (plots front green space); and Mews (low planting to frontages). This landscape led approach to the design of the streets will provide an identifiable street hierarchy, aid legibility and contribute to providing character to the development. A well detailed landscaping scheme for the site will be key to achieving a high quality development.

- 6.3.4 It is proposed to create a parking area between 10 and 18 Trafalgar Road for use by these existing properties due to a proposed sewer easement in this area. Having a wide gap in the Trafalgar Road street scene will potentially be visually poor, although some planting is proposed in this area and fencing between brick piers is proposed between plots 2 and 3, albeit set 20m back from Trafalgar Road.
- 6.3.5 During the course of the application, the design of the apartment buildings has been amended to add interest through the introduction of front and side gables and grey weather boarding and a change has been made to the design of the entrance door feature. It is considered the design of these buildings is acceptable and will provide interest in the street scene and beside the existing footpath. Concern has been raised by a resident that the four storey apartment buildings are too tall and not appropriate for the site. These proposed pitched roof buildings will be 14m tall and this is considered to be comparable to the commercial units to be built to the rear of the apartments which have a ridge height of 10.7m and shallow pitched roofs. In addition, this height is comparable to the flat roofed ATOS building located to the north of the four storey apartment buildings which has a total height of 15.3m.
- 6.3.6 The design of the community building has been amended to include a deeper roof overhang, projecting gable features at the two entrances, two windows facing Nelson Road and some horizontal grey weather boarding. It is considered this building will create a positive street scene presence (and the additional windows will minimise the potential for anti-social behaviour).
- 6.3.7 As the design of the proposed development is not generally reflective of the adjacent (predominantly) terraced housing, the development will have similar materials to provide some linkage with the existing development and character of the area. The surrounding dwellings are predominantly red brick and plain tiled. A red brick is proposed for the dwellings at the front of the site beside Technology Drive and red bricks will be the predominant bricks used across the development – five different types of red brick are proposed for use. A buff brick is also proposed and there will be some grey weather boarding used on certain

buildings. Large flat grey tiles and red pan tiles are proposed. It has been requested that some smaller tiles be included too so as to reflect the plain tiles which are predominant in the local area. A condition will be recommended accordingly.

6.4 **Highway matters**

6.4.1 It was established at the outline stage that the proposed development (together with the consented commercial uses) would generate less traffic than the historical permitted employment use of the site could (were the site to be fully occupied). Traffic generation is therefore considered to not have a severe effect on the existing highway network. It is considered that sufficient parking has been proposed on the site with each house having space for at least two cars. Some houses have garages but County highways advise these appear to have insufficient internal dimensions or door opening widths to be counted as a parking space. All dwellings are considered to have sufficient parking notwithstanding this. In addition, the site is in close proximity to Beeston railway station and within walking distance of Beeston town centre.

6.4.2 It is positive that a mixture of parking types has been provided on the site. Generally, expansive runs of frontage parking spaces have been avoided but where such parking is proposed, it will be visually broken up by soft landscaping.

6.4.3 Vehicular access to the site will be taken from Technology Drive and this was agreed as part of the outline application.

6.5 **S106 Agreement revisions**

6.5.1 The applicant wishes to revise the trigger point agreed for the provision of the community building in the s106 Agreement which related to permission reference 14/02242/FUL. The agreed trigger point was prior to the practical completion of 50 dwellings on site and the applicant wishes to amend this to 150 dwellings. In addition, the applicant wishes to include clauses relating to marketing the building prior to construction to see if there is interest from a community group to manage it. If no interest is expressed, the applicant proposes to pay a financial contribution towards a community facility on the Rylands instead of constructing the building. The applicant also proposes to amend the trigger point for the provision of the play area (which is located beside the community building) from prior to the practical completion of 100 dwellings on site to prior to the practical completion of 150 dwellings.

6.5.2 The proposed clauses relating to the marketing of the building are considered to be reasonable and acceptable as are the amendments to the trigger point for provision of the community building and play area. As access to the construction site will be taken from Technology Drive and the community building and play area will be located beside Nelson Road, it is considered reasonable to allow at least all the dwellings between the site access point and the community building and play area to be constructed prior to provision of the community building and play area.

6.6 **Other matters**

6.7 Pedestrian/cycle link to Trent Vale Road and footpath across site

- 6.7.1 The applicant is unable to provide a pedestrian link through to Trent Vale Road as they do not own the land over which this link would need to cross.
- 6.7.2 The footpath across the site has temporarily been closed during construction for safety reasons. A diversion is available along Trafalgar Road and Technology Drive. It is considered to be reasonable for the footpath to be closed during construction.
- 6.8 Infrastructure
- 6.8.1 The capacity of existing infrastructure including schools, roads, doctors etc. was taken into account when the outline permission was granted and s106 contributions sought where reasonable and necessary. The need for the community building is not a relevant consideration to this application as the requirement to provide it was established with the grant of the 2017 permission.
- 6.9 Flooding/drainage
- 6.9.1 Parts of the site are located in flood zones 2 and 3 (and a large part towards the centre of the site is outside the flood zone). A Flood Risk Assessment (FRA) was submitted with the outline application which identified and assessed the risks from all forms of flooding to and from the development and demonstrated how these flood risks would be managed. Due to the completion of the Nottingham Left Bank Flood Alleviation Scheme in 2012 and the flood defences located to the south west of the site, the site is protected from flooding at the 100 year flood level. Accounting for the 100 year event plus climate change, the site remains protected.
- 6.9.2 Flood mitigation measures were conditioned on 14/00242/FUL and finished floor levels (FFL) are to be raised so as to protect against pluvial flooding and the residual risk of extreme fluvial flooding.
- 6.9.3 Severn Trent Water Ltd has been consulted but has not commented on the application. A drainage scheme for the development as a whole is a condition of planning permission reference 14/00242/FUL and details have been submitted in relation to the residential development and this condition. In their drainage strategy summary, the applicant confirms that the site has been split into two drainage systems with the front part of the site beside Technology Drive draining into the adopted sewer on Meadow Road (foul and surface water). Surface water from the second system flows to the balancing pond in the south western part of the site which ultimately discharges into Siemens Stream, with the foul system flowing via gravity to the pumping station proposed within the southern part of the site. This pumps the foul water to the gravity sewer which ultimately discharges to Nelson Road. It is therefore considered that the drainage of the proposed development should not impact upon Trent Vale Road.
- 6.10 SSSI
- 6.10.1 In relation to Attenborough Gravel Pits SSSI which is located to the south west of the site, a landscaping condition and a condition requiring details of surface water drainage with a specific method statement on how construction and operation of the development will be undertaken to control impacts on the adjacent SSSI were imposed on 14/00242/FUL.

- 6.10.2 Landscaping details have been submitted as part of this application and a Construction Management Plan was submitted during the course of the application.
- 6.10.3 Natural England has stated they have no observations to make on this reserved matters application but they have been consulted on the information submitted to satisfy the relevant conditions on 14/00242/FUL. It is considered that the proposed development will have no significant adverse effect on the SSSI, subject to compliance with the conditions on the outline permission in this regard.
- 6.11 Adequacy/accuracy of plans
- 6.11.1 The applicant provided additional site sections which are considered to provide sufficient information to assess how the proposed development will appear from a number of different points across the site.
- 6.11.2 Concern has been raised that the extent of an existing residential building has not been shown accurately. The application is only required to include plans of the proposed development; there is no requirement to show the neighbouring buildings. A site visit has been undertaken and the buildings adjoining the site have been observed and taken into account when assessing the proposed development.
- 6.12 Housing delivery
- 6.12.1 The applicant is committed to the delivery of the development and proposes a build rate of at least 40 dwellings per annum, with an anticipated start on site later this year which should mean the 310 dwellings are provided by 2028. There is a significant need for housing in the borough and the proposed timing of the provision of the dwellings is considered to be a benefit of the scheme.
- 6.13 **Conclusion**
- 6.13.1 It is considered the proposed development will have no significant impact on existing residential amenity and the proposed occupants will have an appropriate standard of amenity. The design of the development is considered to be acceptable. All other matters raised in representations have been considered and it is concluded that these matters do not lead to a change to the recommendation. The provision of 310 dwellings will make a significant contribution to the delivery of housing in the borough.

Recommendation

The Committee is asked to RESOLVE that:

- i) The deed of variation to the s106 Agreement be agreed and**
- ii) Reserved matters are approved subject to the following conditions:**

1. The development hereby permitted shall be carried out in accordance with drawing numbers BBP/02 Location Plan received by the Local Planning Authority on 7 May 2019; H8032/: CAP1 Character Area Plan; P101 Rev L Planning Layout; 01/S3, 01/S2 Rev C and 01/S1 Rev D Site Sections; 325 Pumping station; 106 Rev E Materials Layout; CB1 Rev A Beeston Community Building; GL1092 08, 09, 10, 11 and 12 Soft Landscape Proposals; GL1092 04A, 05A and 06A Infrastructure Landscape Proposals; GL1092 07B Super LEAP Proposals; amended 01 Rev NM04 Alnmouth Classic (Det) (received 10 May 2019); 02 Ambersham Maldon Elevations; 01 Ambersham Maldon Floor Plans; 01 Ambersham Maldon 4 storey Elevations; 02 and 03 Ambersham Maldon 4 storey Floor Plans; 2016/BH/P/02 Rev NM06 Brentford Haversham Hipped Corner Turner Elevations; 2016/BH/P/01 Rev NM06 Brentford Haversham Hipped Corner Turner Floor Plans; 01 Rev D Derwent Classic (Det); 2016/FIR-DET/C/01 Rev NM11 Fircroft (Det); 2016/FIR/C/01 Rev NM10 Fircroft Elevations; 2016/FIR/C/01 Rev NM10 Fircroft Floor Plans; 01 Haversham (End); 01 Rev B Hesketh Classic (Det); 01 Rev D Kenley Classic (End); 01 Rev D Kenley Classic (Mid); 01 Rev D Kingsley Classic (Det); 01 Rev E Kingsville (End); 01 Lutterworth – End; 01 Rev D Maidstone Classic (End); 01 Rev D Maidstone Classic (Mid); 01 Rev D Moresby Classic (Det); 01 Rev C Moresby Classic (End); 01 Rev E Ripon Classic (Det); 01 Rev D Windermere Classic (Det); 2010/DET/206A 1800mm high close boarded fence; 2010/DET/228 1800mm high timber hit and miss fence; 2010/DET/2029 1200mm vertical metal railings; NM-SD13-004A Boundary Wall – Type 1; DB-SD13-006 close boarded fence; SSG1H8 Single garage elevations, floor and roof plan; SDG1H8 Double garage elevations, floor and roof plan; BSTG3S6 Triple garage elevations, floor and roof plan; Barratt Sales & Information Centre Elevations and floor plans (triple garage), STD6121 Rev 01 Severn Trent Water fencing details, GTC-E-SS-0012_R1-8_1_of_1 Close coupled substation, JF/1002705 1 of 2 2m high envirofence and 2 of 2 3m high envirofence, details of bollards emailed on 10 May 2019 and H8032/BSD1 Bin store detail.
2. Notwithstanding the details shown on the Materials Layout, no development above eaves height shall take place on any plot unless and until details of proposed tiles have been submitted to and agreed in writing by the Local Planning Authority.
3. The hedgerow on the south eastern boundary with the Trent Vale Road dwellings shall be retained and maintained at the minimum heights as shown on the approved Planning Layout drawing for the lifetime of the development.

Reasons

1. For the avoidance of doubt.
2. The proposed tiles are considered to be too large and bulky and alternative slimmer/smaller tiles should also be used to achieve an attractive environment and a development which integrates into its surroundings, in

accordance with the aims of Policy 10 of the Aligned Core Strategy and Policy 17 of the Draft Part 2 Local Plan.

3. In the interests of residential amenity and in accordance with the aims of Policy 10 of the Aligned Core Strategy and Policy 17 of the Draft Part 2 Local Plan.

Note to applicant

1. This reserved matters approval satisfies condition 1 and partially satisfies conditions 4, 5, 20 and 22 of planning permission reference 14/00242/FUL. You are reminded of the need to comply with conditions 2, 23, 25, 26 and 27.
2. Beeston public footpath No. 62 runs through the site and it should remain open and free from obstruction at all times unless a diversion has been previously agreed.
3. The Council has acted positively and proactively in the determination of this application by communicating with the agent throughout the course of the application and seeking amendments to the scheme.

Background papers

Application case file