

Report of the Chief Executive

APPLICATION NUMBER:	26/00040/FUL
LOCATION:	Land At Rear Of 1A To 1D Willoughby Street, Portland Street Beeston Nottinghamshire
PROPOSAL:	Construct apartment building to create 8 x 1 bedroom apartments over three floors, and associated landscaping works.

The application is brought to the Committee at request of Councillor Bunn.

1. Purpose of the Report

1.1 The application seeks full planning permission to construct an apartment building consisting of eight, one bedroom apartments over three floors with associated landscaping works on land to the rear of 1A to 1D Willoughby Street, Portland Street Beeston Nottinghamshire.

2. Recommendation

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

3. Detail

3.1 The application seeks full planning permission to construct an apartment building consisting of eight, one bedroom apartments over three floors with associated landscaping works on land to the rear of 1A to 1D Willoughby Street, Portland Street Beeston Nottinghamshire.

3.2 Two parking spaces and 10 cycle storage spaces are provided to the rear.

3.3 Each apartment will have an open plan living, kitchen, dining area, a bathroom and bedroom. The two roof apartments will have en-suites serving the bedrooms instead of bathrooms.

3.4 The main planning issues consist of whether the principle of residential development is suitable on this site in this town centre location, if the height, scale, massing and design are appropriate, if the living conditions of existing surrounding neighbours and future occupiers has been considered accordingly and if sufficient parking and landscaping has been provided to serve the scheme.

3.5 The benefits of the scheme are providing eight additional homes on a brownfield site within a town centre location which will not only benefit the borough but the economy of Beeston town centre. The site is currently used as informal parking and residential accommodation is considered to be a

practical use for this site, especially considering this is largely a residential area.

4. Financial Implications

4.1 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.

5. Legal Implications

5.1 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

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

7. Background Papers:

N/A.

Appendix

1. Details of Application

- 1.1 The application seeks full planning permission to construct an apartment building consisting of eight, one bedroom apartments over three floors with associated landscaping works on land to the rear of 1A to 1D Willoughby Street, Portland Street Beeston Nottinghamshire.
- 1.2 Two parking spaces and 10 cycle storage spaces are provided to the rear.
- 1.3 Each apartment will have an open plan living, kitchen, dining area, a bathroom and bedroom. The two roof apartments will have en-suites serving the bedrooms instead of bathrooms.

2 Location and Site Characteristics

- 2.1 The site is located within Beeston town centre on Portland Street, within walking distance of the primary shopping frontage on High Road.
- 2.2 The site consists of hardstanding and serves informal parking. A wire fence encloses the site from Portland Street.
- 2.3 The site is enclosed by an office building to the north east, the rear of shop buildings to the north west, residential properties and a single storey church office to the south west and residential properties beyond Portland Street to the south east.
- 2.4 The site is occupied within a residential/ commercial area and is characterised by mainly terrace and semi-detached red brick properties with gable roofs. The office building enclosing the site is two storeys with a gable roof with air conditioning units facing the site. This neighbouring office building site is owned by the applicant. The piecemeal buildings enclosing the site to the north west are single storey and temporary in appearance. The terrace properties to the south west have rear gardens with fences adjoining the site. The church office building to the south west abuts the boundary of the site.

3 Relevant Planning History

3.1	Planning		
	20/00088/FUL (Office block next door)	Retain and upgrade six existing air conditioning units in amended position	PERC
	25/00894/FUL (Office block next door)	Proposed external alterations to existing building by way of new and altered window openings within side elevations.	PERC

4 Development Plan Policy

4.1 National Planning Policy

National Planning Policy Framework 2024

- Section 2 - Achieving Sustainable Development
- Section 5 - Delivering a sufficient supply of homes
- Section 4 - Decision-making
- Section 11 - Making effective Use of Land
- Section 12 - Achieving well-designed places

4.2 Local Planning Policies

4.2.1 **Part 1 Broxtowe Aligned Core Strategy 2014**

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

- Policy A: Presumption in Favour of Sustainable Development
- Policy 2: The Spatial Strategy
- Policy 6: Role of Town and Local Centres
- Policy 8: Housing, Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity

Part 2 Local Plan 2019:

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

- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-Making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions

5 Consultee and Third Party Comments

5.1 Consultees

- **Environmental Health** – no objection subject to the request of a noise report to satisfy that the air conditioning units will not significantly impact the living conditions of future occupiers, the submission of a Construction Management Plan and prohibiting construction outside of specified hours. An advisory in respect of prohibiting burning waste is advised.

- **Private Sector Housing** – appropriate fire safety measures are installed that are suitable to the design and layout of the property to ensure protection for each occupied and communal areas.
- **Environment - Bins** – no comments received.
- **NCC Highways** – (27.4.26) - The access is an insufficient width and will need to be 5.8m in width to comply with current standards. Bin store collection point will need to be shown near the access point (no decrease in the 5.8m). Visibility splays of 2.4m x 43m in both directions will need to be shown on a revised plan. They currently cut through buildings on both sides and are not clear of obstructions, if an access is to be constructed. Given the location being within the town centre location, and the access width being substandard, together with loss of on street parking on street, it would be advised that no car parking is provided for the apartments. A plan showing the above requirements will need to be submitted, before the Highways Authority can comment further.
- **Cllr G Bunn - Beeston Central Ward** – Do not object to the potential use of this land for flats, but significant concerns over internal space standards, lack of accessibility e.g. disabilities, lack of parking, landscaping (lack of amenity space/trees/greenery), and loss of light to neighbouring properties which the study shows to be significant. See Policy 17 in local plan especially, e.g. "Provides sufficient, well-integrated, parking and safe and convenient access; provides attractive, clearly-defined and safe private and public spaces; provides adequate external storage and amenity space; ensures a satisfactory degree of amenity for occupiers of the new development and neighbouring properties; enables convenient use by people with limited mobility; encourages walking and cycling; and incorporates ecologically sensitive design, with a high standard of planting and features for biodiversity;". It is also out of keeping with the houses opposite and fails to meet the following: "Policy 10 - All new development should be designed to: a) make a positive contribution to the public realm and sense of place; b) create an attractive, safe, inclusive and healthy environment; c) reinforce

valued local characteristics; d) be adaptable to meet changing needs of occupiers and the effects of climate change" The site is surrounded by narrow roads with heavily restricted parking and we get frequent complaints about accidents. It's already dense terracing opposite and this will compound the problem.

- **Cllr V Smith - Beeston Central Ward** - no comments received.

5.2 Neighbours

- 16 neighbours were consulted on the application, four objections were received and one raising no objection which can be summarised as follows:
 - At home business relies on a quiet and private environment which will be compromised by construction noise and vibration and additional residents with increased comings and goings, refuse collection, general occupancy noise and noise associated with additional residents
 - Creates unsafe environment for existing clients who attend at home business
 - Increase in traffic, parking demand and congestion
 - Impact on privacy and feeling overlooked
 - Existing parking on Portland Street operates under a permit based system
 - If proposed scheme only provides two spaces and renders existing on-street parking unusable it will result in loss of parking for whole street
 - Parking restrictions would then mean there is not on-street parking available for existing residents
 - Concerns in respect of dust, noise and air pollution
 - Appropriate mitigation measures via a Construction Management Plan should be provided and regular window cleaning for neighbouring properties from dust generating activity
 - Amendments do not address risks posed to at home business

6 Assessment

6.1 Principle

- 6.1.1 Policies 8 and 15 of the ACS (2014) and P2LP (2019) state that residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes. Policy 17 of the P2LP (2019) 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) of the ACS states that massing, scale, proportion, materials, architectural style and detailing will be considerations when assessing development. Policy 6 of the ACS states that vitality and viability of all centres will be maintained and enhanced.

- 6.1.2 The site is within an existing residential area and provides an opportunity to provide additional housing outside of the Green Belt. There is also a need to increase housing supply which sites such as this can help deliver. The provision of eight flats on this brownfield site is considered to be a benefit in terms of contributing to the provision of homes in the borough, especially given its location within Beeston town centre. The principle of residential development in this location is considered to be acceptable given the site is located within an urban and highly sustainable location within Beeston town centre which is served by regular public transport links.
- 6.1.3 The site is currently underutilised as an informal parking area and therefore the addition of eight dwellings is considered to be a positive use of this space.
- 6.1.4 To conclude, the NPPF encourages residential development within town centres to support their vitality and viability, particularly higher density living such as the development proposed. Allowing development such as this promotes the long term viability of a town centre by making use of existing vacant spaces and increasing footfall. Therefore, it is considered the principle of residential development on this site is acceptable.
- 6.2 Design
- 6.2.1 During the course of the application it was advised that the massing and scale of the building was significant and appeared out of keeping with surrounding buildings. In addition, it was advised the rear dormer dominated the roof space and should be reduced. The height of the building was reduced by approximately 0.7m. The dormer was not reduced due to it compromising the third floor living areas. Whilst it is accepted only the height was reduced (which now is now a more similar height to the adjacent office building), the apartment building will be shorter in height than the terraced properties opposite on Portland Street. Whilst the massing is relatively substantial, the site is of a size that it can support this and would not warrant refusal only. Furthermore, the expanse of the building is not dissimilar to that of the terrace properties opposite.
- 6.2.2 Whilst it is acknowledged it does not strictly follow the traditional design of the properties along Portland Street, it does follow design cues such as having a gable roof, resembling a line of terrace properties and being constructed from slate, brick and stone. However, there is still a mix of different designed buildings within the immediate area and there is no requirement to replicate what is existing. The proposed front elevation will be broken up by windows, false windows and a modest porch style overhanging element. The windows and doors between the ground and first floor and ground to second floor in the rear elevations have an element of symmetry and reflect a cohesive design.
- 6.2.3 Whilst the dormer is relatively large, it will be largely obscured from view from Portland Street and only glimpsed at particular angles. It will be clad with a standing seam cladding.
- 6.2.4 Manufacturing details and samples of external facing materials will be requested to ensure the overall finish of the development reflects an acceptable appearance.

- 6.2.5 To conclude, it is considered the design and layout of the building is acceptable and responds to the plot size and will not appear out of character with the area.
- 6.3 Amenity
- 6.3.1 During the course of the application, concerns were raised that the positioning of the apartment block would pose a significant impact on the living conditions of no. 1D Willoughby Street due to the fact this property has a short rear garden which would have caused an overbearing impact. The original position of the building meant the south west elevation was approximately 0.5m from the boundary where an access way/no. 1D's garden adjoined. The building was repositioned to the north east of the site meaning there is now a separation distance of approximately 4m from the south west elevation to the boundary with boundary with the access way/no. 1D's rear garden. Given the orientation of no. 1D's garden being north east, it will already experience a diminished amount of light and whilst it is acknowledged the building will impact this garden in terms of its presence, it is considered the approximate 4m is an acceptable separation distance that would not warrant refusal. Furthermore, the site is located within the town centre where higher density living is expected and smaller gardens with larger intrusive buildings within closer proximity are expected and accepted.
- 6.3.2 No. 1C and 1B Willoughby Street are within a terrace of three properties with no. 1B Willoughby Street and are positioned to the north west of 1D. The rear elevation of the apartment building will stop short of the rear boundary of no. 1C and therefore does not overlap either of these two gardens, so whilst the building will be visible, it will be at an oblique angle and therefore it is considered not be detrimental to the living conditions of these two adjoining neighbours.
- 6.3.3 The apartment block will be built relatively close to Portland Street. The predominant built form on Portland Street is largely characterised by terrace properties with small front paved gardens. The road itself is relatively short in width. It is acknowledged that the apartment building will be within close proximity to nos. 10, 12, 14 and 16 Portland Street; however, there is an intervening road and the building is facing front elevations and not rear elevations or private rear amenity space. This is a highly urbanised area and the town centre boundary runs directly through Portland Street meaning developments with these close relationships are widely accepted and are not refusable on amenity grounds.
- 6.3.4 The apartment block is within close proximity to the office building to the north east. The south west of the office building has a number of windows that will be completely blocked by the apartment block. As this is not a residential building, this would not be a sufficient to refuse the development on and therefore this relationship is accepted.
- 6.3.5 The apartment block is considered to be a sufficient distance from all other remaining residential dwellings that there will not be a significant impact on living conditions.

6.4 Ecology

- 6.4.1 The application is exempt from BNG requirements due to the site being a sealed surface as specified in The Biodiversity Gain Requirements (Exemptions) Regulations 2024. The site is hardstanding (sealed surface) and is effectively exempt from the 10% net gain requirement. However, a small amount of landscaping is proposed and details of such will be conditioned to provide further information prior to commencement.

6.5 Access and Parking

- 6.5.1 Policy 17 of the Part 2 Local Plan 2019 states that planning permission will be granted for new development that provides sufficient, well-integrated parking and safe and convenient access. Policy 10 of the Aligned Core Strategy states that development should be designed to reduce the dominance of motor vehicles. In relation to assessing the highway impacts of a proposal, paragraph 116 of the National Planning Policy Framework states that development should only be refused on transport grounds where the residual cumulative impacts are severe. Whilst paragraph 112 refers to the setting of local parking standards rather than the determination of planning applications, it provides a list of factors which should be taken into account, including the availability of and opportunities for public transport and the type, mix and use of the development. Policy 10 of the Aligned Core Strategy states that development should be designed to reduce the dominance of motor vehicles.
- 6.5.2 During the course of the application concerns were raised in respect of the positioning of the building and its impact on the amenity of no. 1D Willoughby Street. The building was repositioned closer to office building to the north east. In doing this, the access to the site has switched positions to the side of no. 1 Willoughby Street.
- 6.5.3 The Highways Authority provided comments and stated that a revised plan should be submitted to show sufficient visibility splays and access width, alongside a bin storage near the access point. However, the comments then go on to say that given the location being town centre, the substandard access width and loss of on street parking that the development should be “no parking”.
- 6.5.4 To clarify, it is considered unreasonable to ask for visibility splays (which cannot be met due to obstructions of buildings) and the access width to the site increased if the scheme will have no parking spaces. The permitted parking on Portland Street will remain in-situ and it is the responsibility of the developer to apply for a Traffic Regulation Order (TRO) to reposition this. Until it is agreed by a TRO, the permitted parking will essentially block the access into the site if the developer chose to build without the TRO agreed. The site also shares access with shops that rely on an access from this site. It is not a material planning consideration that the development, rear shop access and permitted parking on Portland Street could all be in dispute of access rights and blocking one another subject to an approval of the application and the application is determined on its own merits.

- 6.5.5 In respect of the visibility splays requested by the Highways Authority, cars already enter and exit this site due to the access required to the rear of the shops and given the width and length of the road and the parking bay, it is likely cars will drive slowly and with caution that not meeting the requirements is not detrimental to highway safety.
- 6.5.6 Therefore, the plans were amended to remove the two parking spaces and it will be a no parking development. Given that the building is within the town centre and within an extremely sustainable area, within walking distance of shops, amenities, public transport links and each flat has one bedroom, indicating that car ownership would be low, it is considered this arrangement is acceptable and would not warrant refusal. Furthermore, the building will be marketed as a no-parking development meaning future occupiers will be aware that there is no parking available directly associated with the site. If any future occupants do have cars, the parking restrictions on nearby roads will ensure that cars are dispersed to no cause a significant build-up of on-street parking outside the development.
- 6.5.7 It is noted that directly outside the site there is a permitted parking bay and that future occupiers are entitled to apply for a permit to potentially gain access to using this space. However, this is not guaranteed and is at the discretion of Nottinghamshire County Council as Highways Authority.
- 6.5.8 During the course of the application concerns were raised in respect of the positioning of the building and its impact on the amenity of no. 1D Willoughby Street. The building was repositioned closer to office building to the north east. In doing this, the access to the site has switched positions to the side of no. 1 Willoughby Street. This means the access into the site will be directly through the permitted parking bay. As the site is now a no parking development, vehicles associated with the building will not require access and therefore it is unjustified in planning terms to ask for a Traffic Regulation Order to amend the parking bay which overlaps the access. However, it is acknowledged that the rear of shops from High Road that face into the site from the north west do have a right of access into the site which may be used for deliveries. Given this is a right of access matter, in planning terms, this is non-material and considered to be a civil matter between the land owner and shop owners. Therefore, there is a possibility the land owner may still apply for a Traffic Regulation Order to amend the parking bay away from the access but in planning terms it is unreasonable to request this via a condition on this planning decision.
- 6.5.9 To conclude, whilst no parking is proposed, it is considered given the town centre location, the flats being one bedroomed, car ownership being likely to be low and access to regular bus/tram services, the development is acceptable on highway safety grounds and would not result in an increase in on-street parking demand to such an extent as to demonstrably harm living conditions of neighbouring occupants.

6.6 Other Matters

- 6.6.1 It is acknowledged there will be a degree of noise and disturbance whilst construction is undertaken on site. However, anything deemed excessive can be reported to the Council's Environmental Health Department. Construction hours will also be conditioned to ensure the noise is kept outside of unsociable hours. It is considered this is sufficient to protect the living conditions of surrounding neighbours.
- 6.6.2 The introduction of eight flats is not considered to introduce an unacceptable degree of noise to the locality. Given this is a town centre location, a degree of noise and disturbance outside of a typical suburban area is expected and with the introduction of this number of flats will not likely increase this to an unacceptable level.
- 6.6.3 A Construction Method Statement will be requested as part of a pre-commencement condition to ensure dust and noise is controlled to an acceptable level.
- 6.6.4 The developer has agreed to liaise directly with affected neighbours for regular window washing throughout the construction phase. Given this is outside of the reasonable remit of what can be requested via planning conditions, this will not be conditioned.

7 Conclusion

- 7.1 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 Duty and comments raised in the representations received, the development is acceptable and that there are no circumstances which otherwise would justify the refusal of permission.

8 Recommendation

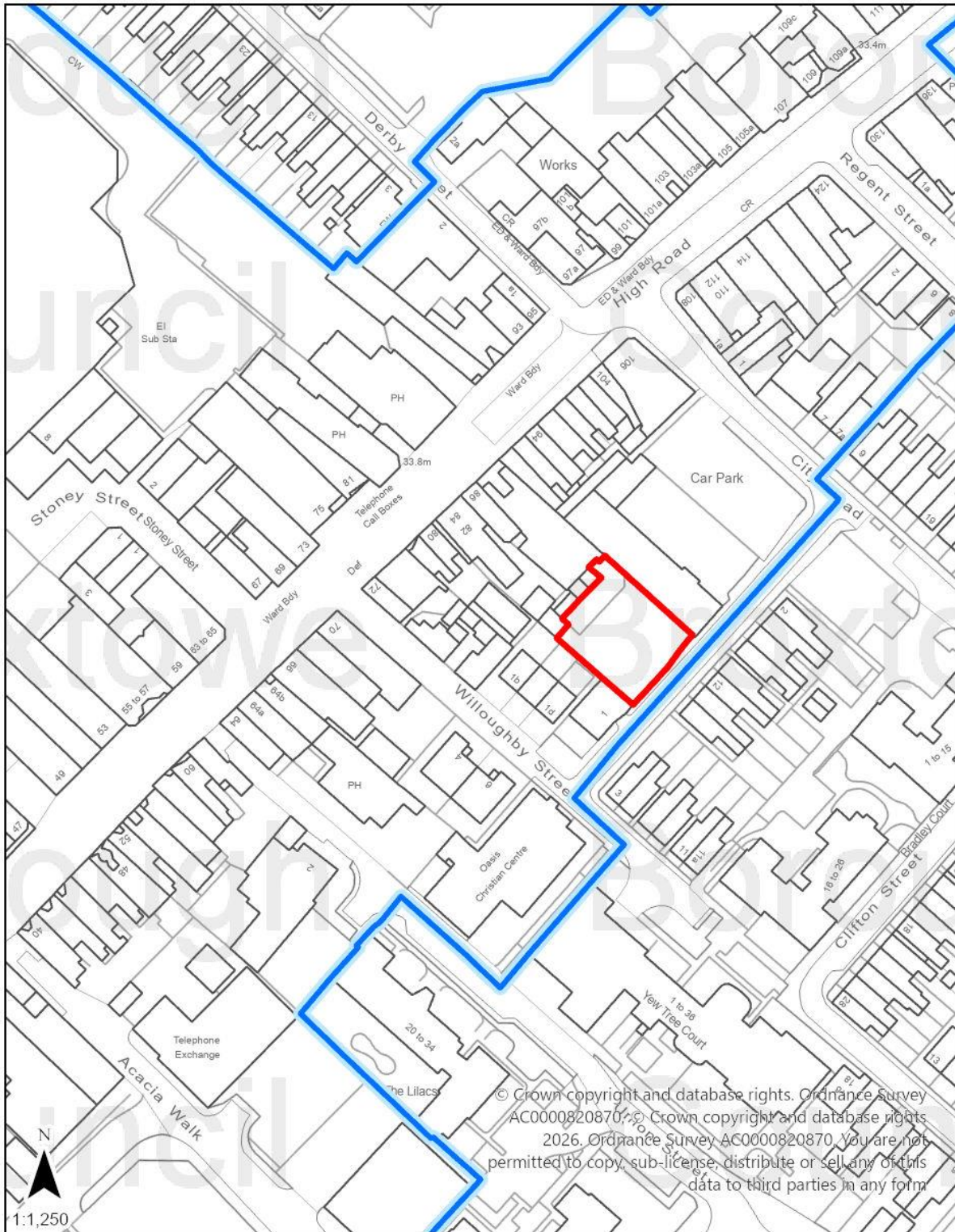
- 8.1 It is recommended that planning permission be Granted subject to the following conditions for the reasons stated below.

<u>Recommendation</u>	
<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) the following conditions:</p>	
1.	<p>Conditions :</p> <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 24 April 2026:</p> <ul style="list-style-type: none"> • Proposed Floor Plans ref: 29-25-PL01 Rev C • Proposed Elevations 29-25-PL02 Rev B • Proposed Site plan and Sectional Plan ref: 29-25-PL03 Rev C <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Construction Method Statement shall include:</p> <ul style="list-style-type: none"> a) The means of access for construction traffic; b) parking provision for site operatives and visitors; c) the loading and unloading of plant and materials; d) the storage of plant and materials used in construction of the development; e) a scheme for the recycling/disposal of waste resulting from construction works; and f) details of dust and noise suppression to be used during the construction phase. <p><i>Reason: No such details were provided and the development</i></p>

	<p><i>cannot proceed satisfactorily without such details being provided and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>4.</p>	<p>No development shall commence until details of a noise assessment have been submitted to and approved in writing by the Local Planning Authority. The report shall be prepared in accordance with the provisions of the current BS8233 to predict noise levels at the nearest noise sensitive location. Predictions shall be contained in a report which sets out: a largescale plan of the proposed development; noise sources and measurement/prediction points marked on plan; a list of noise sources; a list of assumed noise emission levels; details of noise mitigation measures; description of noise calculation procedures; noise levels at a representative sample of noise sensitive locations; a comparison of noise level with appropriate current criteria.</p> <p>Where current criteria are exceeded at any location it should be explained why that excess is immaterial or what further mitigation will be undertaken to ensure that criteria will be met.</p> <p><i>Reason: No such details were submitted with the application, due to the location of the building next to air conditioning units and to protect occupiers from excessive external noise and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>5.</p>	<p>No above ground works shall commence until manufacturing details of external facing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed only in accordance with the approved details.</p> <p><i>Reason: No such details were submitted with the application and in the interests of the appearance of the development and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>6.</p>	<p>No above ground works shall take place until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following details:</p> <ul style="list-style-type: none"> a) numbers, types, sizes and positions of proposed trees and shrubs b) details of boundary treatments; c) proposed hard surfacing treatment;

	<p>d) planting, seeding/turfing of other soft landscape areas; and e) timetable for implementation of the scheme.</p> <p>The approved scheme shall be carried out strictly in accordance with the approved details and shall be carried out not later than the first planting season following the substantial completion of the development and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased, shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p><i>Reason: Insufficient details were submitted with the application and to ensure the development presents a satisfactory standard of external appearance to the area and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>7.</p>	<p>No construction or site preparation work in association with this permission shall be undertaken outside of the hours of 08:00-18.00 Monday to Friday, 08:00-13:00 Saturdays and at no time on Sundays or Bank Holidays.</p> <p><i>Reason: To minimise disturbance to neighbours and in accordance with the aims of aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>
	<p>NOTES TO APPLICANT</p>
<p>1.</p>	<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>
<p>2.</p>	<p>The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242. Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK</p>
<p>3.</p>	<p>Burning of commercial waste is a prosecutable offence. It also causes unnecessary nuisance to those in the locality. All waste should be removed by an appropriately licensed carrier.</p>

4.	<p>This permission is valid only for the purposes of Part III of the Town & Country Planning Act 1990. It does not remove the need to obtain any other consents that may be necessary, nor does it imply that such other consents will necessarily be forthcoming. It does not override any restrictions contained in the deeds to the property or the rights of neighbours. You are advised to check what other restrictions there are and what other consents may be needed, for example from the landowner, statutory bodies and neighbours. This permission is not an approval under the Building Regulations.</p>
5.	<p>As this permission relates to the creation of new units, please contact the Council's Street Naming and Numbering team: 3015snn@broxtowe.gov.uk to ensure addresses are created. This can take several weeks and it is advised to make contact as soon as possible after the development commences. A copy of the decision notice, elevations, internal plans and a block plan are required. For larger sites, a detailed site plan of the whole development will also be required.</p>



Legend

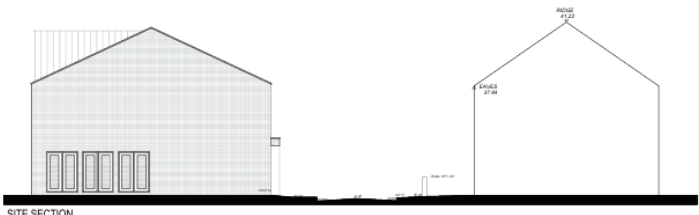
-  Site
-  Town Centre Boundaries

Plans (not to scale)



Site Plan (office building with car park outlined with blue line is in ownership of applicant)

Plans (not to scale)



SITE SECTION

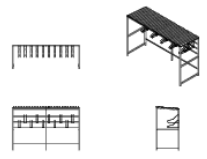
PROPOSED SCALE 1:100



STREET SCENE

PROPOSED SCALE 1:100

The Bike Storage Company
Vertical Bike Hanger Shelter



- Standard dimensions: 3345mm x 2200mm x 1800mm
- Available in galvanneal steel or polycarbonate panels to a RAL colour
- Available in 5, 8, 10, 12 & 14 spaces
- 200mm spacing between vertical bike racks
- Open fronted or gate option (swing or sliding)
- Modular design, can be extended or altered to suit almost any size
- Underground or overground use

PROPOSED SCALE 1:100



FRONT ELEVATION

SIDE ELEVATION

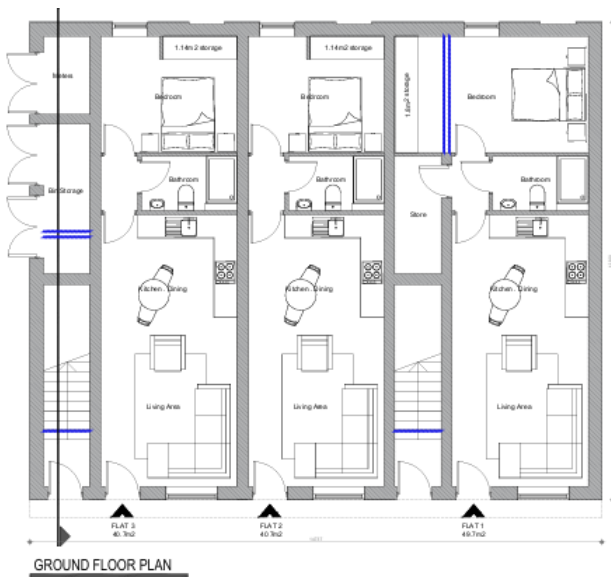
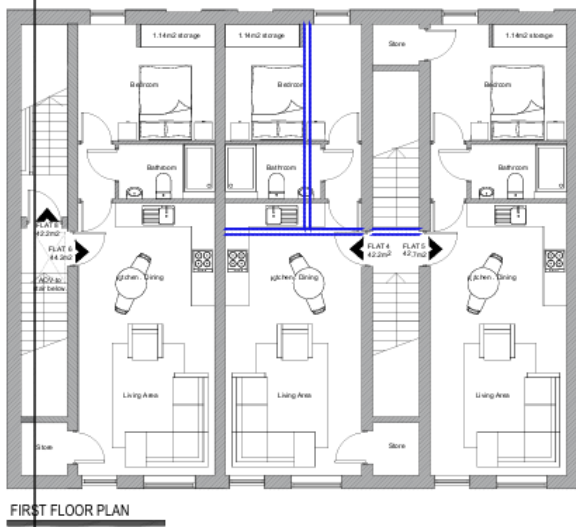
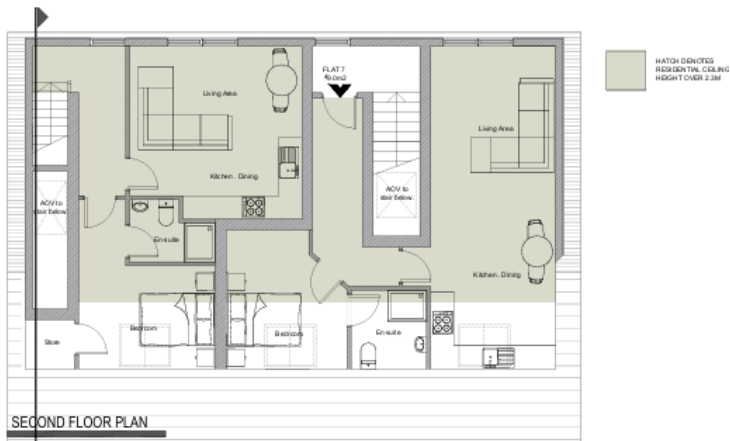
REAR ELEVATION

SIDE ELEVATION

PROPOSED SCALE 1:100

Proposed Elevations

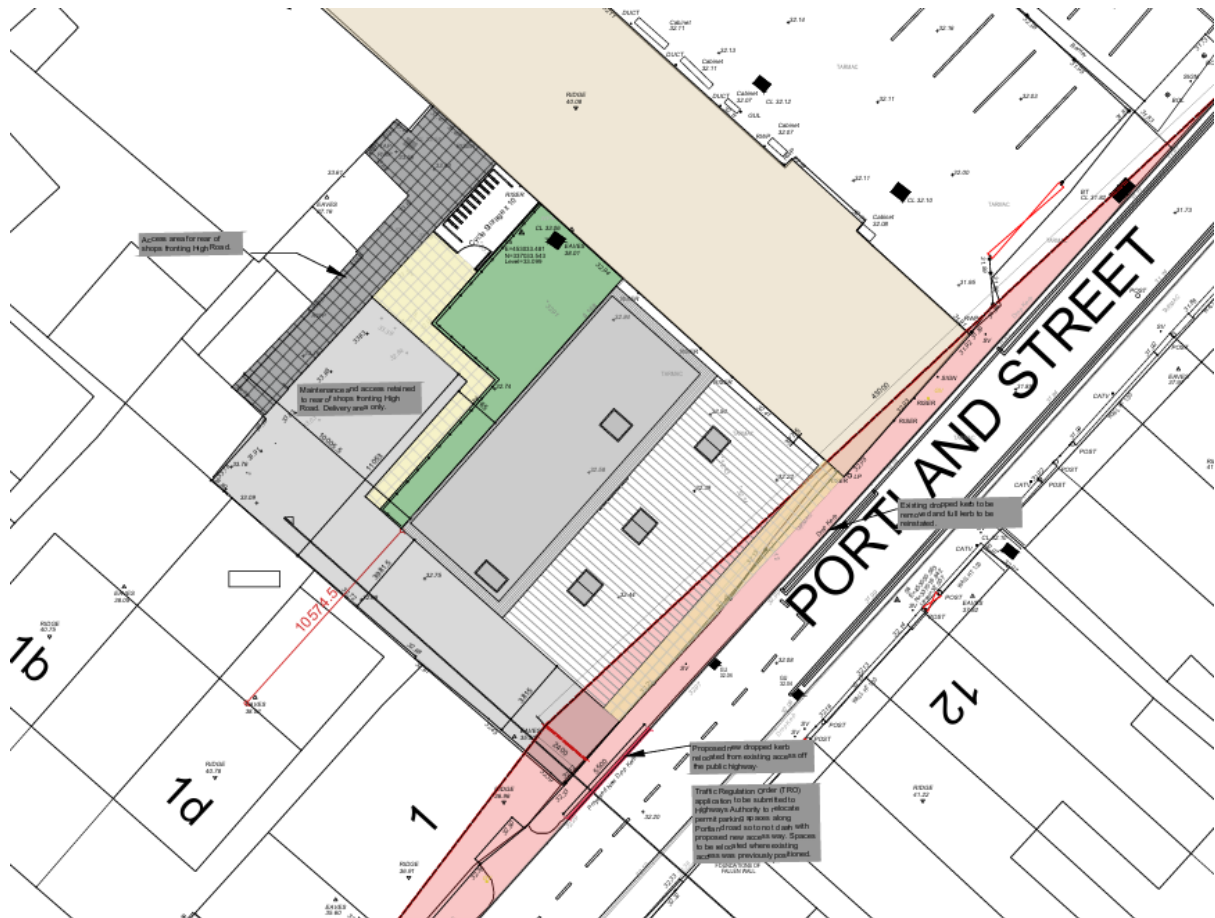
Plans (not to scale)



PROPOSED SCALE 1:50

Proposed Floor Plans

Plans (not to scale)



Site Plan