

Report of the Chief Executive

APPENDIX 1

APPLICATION NUMBER:	19/00297/FUL
LOCATION:	1 QUEENS ROAD EAST, BEESTON, NOTTINGHAMSHIRE, NG9 2GN
PROPOSAL:	CONSTRUCT STUDENT ACCOMMODATION BUILDING (PROVIDING 36 BEDROOMS) FOLLOWING DEMOLITION OF BUNGALOW AND SINGLE STOREY EXTENSION (AT 3 QUEENS ROAD EAST)

The application has been called in to Committee by Councillor P Lally.

1 Executive Summary

- 1.1 Following discussions with the applicant at pre-application stage and during the course of this application, the proposed scheme has been reduced from a six block building providing 45 bedrooms, to a three block building providing 36 bedrooms. The amendments to the scheme have enabled an increase in the provision of car parking from six spaces to 10 spaces, and a significant reduction in the scale and massing of the development.
- 1.2 Parking requirements for HMOs states that one space is required for every 6-8 bedrooms. The proposal to offer 10 parking spaces therefore exceeds this requirement. A Parking Management Strategy has been submitted with the application to detail how access and parking at the start and end of term will be managed to minimise impact on the surrounding area.
- 1.3 The design of the proposal has a contemporary appearance which is not considered to be harmful to the street scene or out of keeping with the character of the area. It is also considered that the proposal will not have an unacceptable impact on the amenity of neighbouring dwellings.
- 1.4 The proposal makes effective use of a previously developed site in a built up area. The proposed site is in a sustainable location, well placed for public transport networks such as the tram, as well as cycle paths leading to Nottingham city centre and Beeston town centre. The site is within walking distance of the University of Nottingham, making it ideally placed for student accommodation.
- 1.5 It is acknowledged that there are concerns regarding the impact of an increase in the student population on the surrounding area. However, as a purpose built scheme, it has been designed to minimise the impact in terms of noise and traffic generation. Purpose built schemes such as this will help to reduce the pressure on privately owned family homes being converted to student accommodation elsewhere in the area.
- 1.6 It is therefore recommended planning permission is granted in accordance with the resolution contained within the appendix.

APPENDIX

1 Details of the Application

- 1.1 This application seeks permission to construct a student accommodation building providing 36 bedrooms. The proposal will replace the fire damaged bungalow that currently occupies the site and will also include the demolition of the single storey side extension at No. 3 Queens Road East.
- 1.2 The proposed scheme will consist of six cluster flats, each of which will contain six en suite bedrooms with shared kitchen and living facilities. The scheme includes the provision of 10 car parking spaces, secure cycle storage and a communal bin store.
- 1.3 The building is designed to accommodate the apartments within three separate flat roofed blocks, all of which will be four storeys high. There will be a central staircase and lift shaft between Block 1 and 2, with a separate staircase to access Block 3.

2 Site and surroundings

- 2.1 1 Queens Road East is currently a detached residential dwelling that is derelict due to damage caused by a fire. The site is located at the end of a cul-de-sac and accessed via a slip road off Tattershall Drive which runs parallel to Queens Road East.
- 2.2 To the south of the site is a row of detached, two storey residential dwellings with Serina Court, a three storey apartment block, being positioned on the corner of Tattershall Drive. The University of Nottingham sports ground is situated to the north and east of the site, with Queens Road East adjoining the west boundary. The west side of Queens Road East is largely characterised by two storey semi-detached dwellings. The west boundary of the site is currently made up of a low level wall with conifer trees, with mature trees and vegetation making up the north and east boundaries.
- 2.3 The application site is located to the north east of the main built up area of Beeston, with the University of Nottingham being located directly to the north of the site. The University Boulevard tram stop is to the north of the site, providing access to the centre of Beeston as well as the University campus and Nottingham city centre.

3 Relevant Planning History

- 3.1 In January 2019, planning permission 18/00571/FUL was granted to construct a new residential dwelling at No. 3 Queens Road East. The dwelling would adjoin the north side elevation of the existing dwelling at No. 3, essentially making it a pair of semi-detached dwellings. This planning application covers the area of land required to construct this additional dwelling. Therefore if planning permission for this scheme is granted, both the scheme for student accommodation and the dwelling granted under planning permission 18/00571/FUL could not be built.

4 Relevant Policies and Guidance

4.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

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

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1: Climate Change
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity

4.2 **Saved Policies of the Broxtowe Local Plan (2004):**

4.2.1 The Part 2 Local Plan is currently under preparation (see paragraph 4.3). Until adoption, Appendix E of the Core Strategy confirms which Local Plan policies are saved.

- Policy H7: Land not allocated for housing purposes
- Policy T11: Guidance for Parking Provision

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

4.3.1 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 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 and 17 but has suggested changes to other policies, including Policy 15. Whilst this is not the inspector's final report, and the examination into the local plan has not been concluded, it does mean Policies 1 and 17 can now be afforded moderate weight, with Policy 15 being afforded limited weight.

- Policy 1: Flood Risk
- Policy 15: Housing size, mix and choice
- Policy 17: Place-making, design and amenity

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

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 5 – Delivering a sufficient supply of homes.
- Section 12 – Achieving well-designed places.
- Sections 14 – Meeting the challenge of climate change, flooding and coastal change

5 Consultations

5.1 **Lead Local Flood Authority (Nottinghamshire County Council):**

No comments provided as it falls outside the guidance set out by the Government for applications that do require a response from the LLFA.

5.2 Environment Agency:

Raises no objection subject to a condition requiring the development to be carried out in accordance with the submitted Flood Risk Assessment (RPS Consulting Services Ltd., dated May 2019) and in particular the following mitigation measures detailed within:

- Finished floor levels shall be set no lower than 27.25mAOD;
- Flood resilient construction measures shall be incorporated throughout the development to a minimum height of 27.61mAOD.

5.3 Council's Tree Officer:

Raises no objection to the proposal, the trees to the rear belong to Nottingham University which is outside of the Broxtowe Borough Council boundary.

5.4 Nottingham City Council Tree Officer:

Advises that if planning permission is given then conditions should be applied requiring a site specific method statement in respect of the protection of the trees to the rear of the proposal during construction work. A plan should be produced showing the retained tree's Root Protection Areas in respect of the new building, hard surfaces etc. and mitigating data provided, where necessary. A tree protection plan should also be required describing where the tree protection measures will be sited in the context of the new structures and the trees. Site specific detail of what pruning works might be necessary to facilitate the development.

Reports, surveys and plans submitted in fulfilment of planning conditions should be carried out to the standards set out in the BS5837 and submitted to and approved by the LPA in writing.

5.5 Private Sector Housing Officer:

Provides comments seeking to ensure the apartments comply with building regulations.

5.6 Nottinghamshire County Council as Highway Authority:

Raises no objections to the proposal subject to a number of conditions requiring the access to be widened prior to the first use of the site, the finishing of the parking bays and turning areas in a bound material and to prevent unregulated discharge onto the public highway, the construction of the cycle stores prior to first use of the development, the use of flush/pin kerb to clearly show the boundary of Highway land and the provision of the visibility splays for the pedestrian access.

5.7 NET:

If the construction involves works within 6m of the nearest NET asset, or vehicular movements across the tram tracks, the site management will need to contact NET for advice.

5.8 Nottingham University Hospital Trust:

Financial contribution of £14,752 sought to provide additional health care services to meet patient demand.

5.9 Council's Environmental Health Officer:

Has no objections to planning approval being granted subject to conditions relating to noise mitigation measures.

5.10 Six properties either adjoining or opposite the site were consulted and a site notice was displayed at the site. 36 letters of objection have been received in respect of this application. The reasons stated for the objections can be summarised as follows:

- Design not in keeping with the area.
 - Over intensive development on the site.
 - Height of the development is out of keeping with the other properties on the road.
- Unbalanced mix of residents in the area – too many students.
- Noise pollution created by daily activities of students.
- Insufficient parking for the development.
- Increased traffic generation – negative impact on cycle and pedestrian routes.
- Loss of privacy for neighbouring residents.
- Loss of trees and hedgerows.

6 Assessment

6.1 The main issues for consideration are the principle of the development, the design and appearance of the proposal, the impact on neighbouring amenity and the impact on trees and hedgerows.

6.2 Principle

6.2.1 The application site is within existing residential use and offers an opportunity to provide additional housing on previously developed land in an area that is predominantly residential. It is considered that subject to an assessment of the proposal in terms of impact on neighbouring amenity, the design of the proposal and impact on highway safety, the principle of student accommodation can make effective use of the site whilst contributing to delivering a boost to housing supply.

6.2.2 The site is situated off Queens Road East, close to the junction with University Boulevard. The University of Nottingham is located immediately to the north of the site and is within easy walking distance. The site is approximately 0.5 miles from Beeston town centre where there are a range of retail outlets and services to support the development. The University Boulevard tram stop is located

immediately north of the application site, offering convenient public transport to Beeston town centre and Nottingham city centre. There is also a cycle track that runs immediately outside the site and along University Boulevard towards Nottingham city centre. As such, it is considered that the application site is in a sustainable location, with access to a range of facilities and with easy access to a choice of sustainable transport methods.

6.3 Amenity

- 6.3.1 The application site has no neighbouring properties immediately to the north or east of the site. The dwellings to the west of the site are set away from the boundary of the site by the intervening road, resulting in a separation distance of approximately 20m. This is considered sufficient to ensure that the proposal will not result in any unacceptable loss of amenity for the neighbouring properties to the west of the site.
- 6.3.2 The south side elevation of the proposed accommodation building will be approximately 13.4m from the south boundary of the site, adjoining No. 3 Queens Road East. The stairwell on the south side of the building projects out by 4.4m, and therefore is closer to the boundary. The height of the proposed building is 13.01m, with the south stairwell stepped down to 9.61m. The proposed building is at an oblique angle to No. 3, further increasing the separation between the properties to the south of the site. It is considered that the separation distance from the proposed building to No. 3 is sufficient to ensure it will not result in an unacceptable loss of light or sense of enclosure for the residents at No. 3.
- 6.3.3 No windows are proposed on the principal south side elevation of the application building. The stairwell that will adjoin the south side of the building will be predominantly glazed on the side facing towards No. 3, although as this is not a principal living area and as primary views would be to the car park or side elevation, it is not considered it will result in an unacceptable loss of privacy for the neighbouring property. The oblique angle of the proposed building to No. 3 will further reduce any potential overlooking from the openings on the rear elevation of apartment 5 and 6. Taking these factors into account, it is considered that the proposal will not result in an unacceptable loss of amenity for the neighbouring residents to the south.
- 6.3.4 Objections have been raised on the grounds that student accommodation will result in noise pollution and anti-social behaviour to the detriment of neighbouring residents. The development is designed to set the accommodation as far away from the neighbouring dwellings to the south of the site as possible, to reduce the potential impact on existing residential dwellings. The angle of the building will also help to reduce the levels of noise travelling from the rear of the building to the neighbouring properties to the south. The position of the application site on a busy junction between Queens Road East and University Boulevard, along with the tram line running to the north of the site ensures that the development is unlikely to result in a noticeable rise in noise and disturbance for the surrounding area. A property management company will oversee the management of the property and be responsible for tenancy agreements and compliance thereof. Notwithstanding this, any anti-social behaviour or unreasonable disturbance

which occurs can be reported to the relevant body, being either the Environmental Health section of the Council, or the Police.

- 6.3.5 In regard to living standards for future occupiers, the apartments offer sufficiently spacious communal areas and adequately sized bedrooms, all of which have en suites. The bedrooms and living areas will have access to sufficient access to natural light and to outlooks that would provide a satisfactory living environment. The development incorporates access to outdoor amenity space immediately surrounding the building. Overall, it is considered that the proposal will provide a satisfactory standard of amenity for the future occupiers of the properties.

6.4 Design and Appearance

- 6.4.1 A number of discussions have taken place from the pre-application stage of this proposal to achieve a standard of design that meets the needs of the applicant whilst responding to the character of the site and surrounding area. Over the course of these discussions, the scale of development has been significantly reduced from an initial 45 bedroom scheme across six blocks, down to a 38 bedroom scheme across four blocks and finally to the current design which proposes 36 bedrooms across three blocks.
- 6.4.2 The building has a contemporary appearance with a relatively simplistic design to avoid unnecessarily fussy features. Contrasting red and grey bricks and a staggered front elevation break up the expanse of the width with horizontal corbelling detailing breaking up the mass and adding further to the texture of the brickwork. The central lift shaft with a rendered finish and glazed stairwells either side break up the units whilst providing visual permeability through and reinforcing the contemporary appearance.
- 6.4.3 The proposal has been designed to respond to the nature of the application site as well as the character of the surrounding area. Brickwork is proposed to reflect the residential use and link it to the character of the surrounding area. Whilst most of the neighbouring properties are two storey residential dwellings, there are examples of more intensive use of land, such as the three storey apartment block, Serina Court on Tattershall Drive, and the three storey apartment buildings off Hassocks Close, which front on to Queens Road East. The building has been set away from the neighbouring residents to the south to create space around the development and ensure it does not result in a dominant addition to the street scene. The separation means that from the main public realm at Queens Road East, the building will be viewed as a standalone development that is not harmful to the street scene of Tattershall Drive.
- 6.4.4 The vegetation along the north and east boundaries of the site will reduce the prominence of the development from University Boulevard. Whilst the building will be prominent from Queens Road East, it is considered that the building has been designed to a standard that will ensure it will make a positive contribution to the street scene and the character of the surrounding area.

6.5 Access and Highway Safety

- 6.5.1 Discussions with the applicant regarding the design of the structure have also aimed to ensure satisfactory access and on site parking arrangements are achieved. Parking requirements for HMOs state that on site car parking will need to be required at a ratio of one space per six to eight beds. The requirement for this scheme therefore is a total of six parking spaces. Following discussions with the applicant regarding their original proposal, the size of the development was significantly reduced to increase the provision of parking from six spaces to 10 spaces. This is considered sufficient to serve the development.
- 6.5.2 At the start and end of terms, there is likely to be an increase in vehicular activity as students are dropped off and picked up. To negate the impact of these busier periods on the site and the surrounding area, the applicant has provided a Parking Management Proposal. This sets out a clear strategy to use a booking system to book parking spaces for loading and unloading cars. This service will only permit the use of six spaces at any one time, leaving four parking spaces free at all times to be used as contingency.
- 6.5.3 The application site is located within easy walking distance of the University of Nottingham and Beeston town centre. There is a cycle path running along University Boulevard towards Nottingham city centre, as well as towards Beeston town centre. Secure cycle storage will be provided on site, further enabling this as a principal method of transport. Appendix B of the Design and Access Statement submitted with this application sets out the main transport methods that could potentially be used by the residents of the proposed development to key destinations such as Beeston town centre, the university campus, Queens Medical Centre and Nottingham city centre. Taking into account the cost of parking and fuel consumption, as well as the relatively similar journey times between taking the tram/walking and driving, the cost of driving would significantly exceed the cost of alternative methods of transport. It is also noted in Appendix B that the University of Nottingham has a policy that students who live in halls of residence or have a term time address within a 15 mile radius of University Park will not be eligible for a parking permit. When considering the location of the site and the accessibility of the tram and cycle paths, it is considered likely that these methods of transport would be favoured by residents of this development.
- 6.5.4 Pedestrian access to the site will be provided along the west boundary of the site onto Queens Road East. To ensure safe pedestrian access to and from the site, the existing wall will be reduced to 0.6m in height adjacent to the pedestrian access to enable the provision of 2 x 2m pedestrian visibility splays. This is considered acceptable to ensure safe pedestrian access to the site.
- 6.5.5 The Highway Authority has raised no objections to the proposal as amended, and has recommended a range of conditions to ensure that the provision of off street parking is adequate and that highway and pedestrian safety is not compromised as a result of the development.

6.6 Trees and Hedgerows

- 6.6.1 The Council's Tree Officer has raised no objection to the proposal. The trees along the east boundary of the site belong to The University of Nottingham, and are not covered by Tree Preservation Orders. Whilst the canopy of the trees may

be close to the rear elevation of the proposed building, it is considered that due to the nature of the proposed use as student properties which will mainly be resided in during term time and for limited periods, it is not likely these trees will result in undue pressure for cutting back. Furthermore, the principal living areas are either dual aspect or positioned to the front of the building, ensuring the trees will not restrict natural light to the main living areas.

6.6.2 The applicant has provided a tree report which sets out required pre-development preparation works to protect the trees and specifications for hard surfacing and foundations to prevent damage to the trees. It will be conditioned that the works are carried out in accordance with the recommendations of this report to ensure the protection of these trees.

6.6.3 Overall, it is considered that the proposal will not result in unacceptable harm to the trees within and bordering the application site.

6.7 Flood Risk

6.7.1 The application site is located within Flood Zone 3, whereby the annual probability of fluvial flooding is classified as greater than 1 in 100 in any given year in the absence of flood defences. In line with the NPPF, Section 14, any application for new development within Flood Zones 2 and 3 should be subject to a sequential test to determine if there are any other reasonable available sites of equivalent size in Flood Zone 1 where the probability of flooding is lower. The Flood Risk Assessment includes a table which identifies all the sites allocated for development in the SHLAA. It is accepted that none of the sites identified within a lower flood zone than the application site are suitable for the proposed development. The vast majority of the sites are not suitable as they would be too small, a significant distance from the university or result in the underdevelopment of the site and therefore would be detrimental to meeting housing targets.

6.7.2 The Environment Agency requested that the finished floor levels of the original scheme be raised by 60mm to bring the development in line with the requirements for a development in a 1 in 100 year flood event zone. As part of the amended proposal, the applicant has complied with this request. The Environment Agency has therefore recommended a condition be attached to any planning permission granted that the development be carried out in accordance with the Flood Risk Assessment provided.

6.7.3 Subject to compliance with this proposed condition, it is considered that the proposal will be acceptable in terms of flood risk.

6.8 S106 Contributions

6.8.1 The Nottingham University Hospital Trust has requested a financial contribution of £14,752 to provide additional healthcare services to meet additional patient demand as a result of this development. Due to the size of the development, financial contributions by way of a Section 106 agreement are not required and would not be policy compliant. The development is not a major application and therefore the applicant is not required to make this payment.

7 Planning Balance

- 7.1 The benefits of the proposal are that it would provide six purpose built student flats accounting for 36 bedrooms. An increase in purpose built student accommodation will work to reduce the pressure on existing family dwellings being converted to HMOs for student accommodation. The proposal makes use of a previously developed site in a sustainable location close to a range of public transport networks.
- 7.2 It is acknowledged that the proposal will significantly intensify the use of the site, having formerly been a single residential dwelling, with the surrounding area being largely characterised by detached and semi-detached residential dwellings.
- 7.3 On balance, it is considered that the significant benefits of the scheme coupled with an acceptable design and limited impact on neighbouring amenity outweigh the potential concerns raised.

8 Conclusion

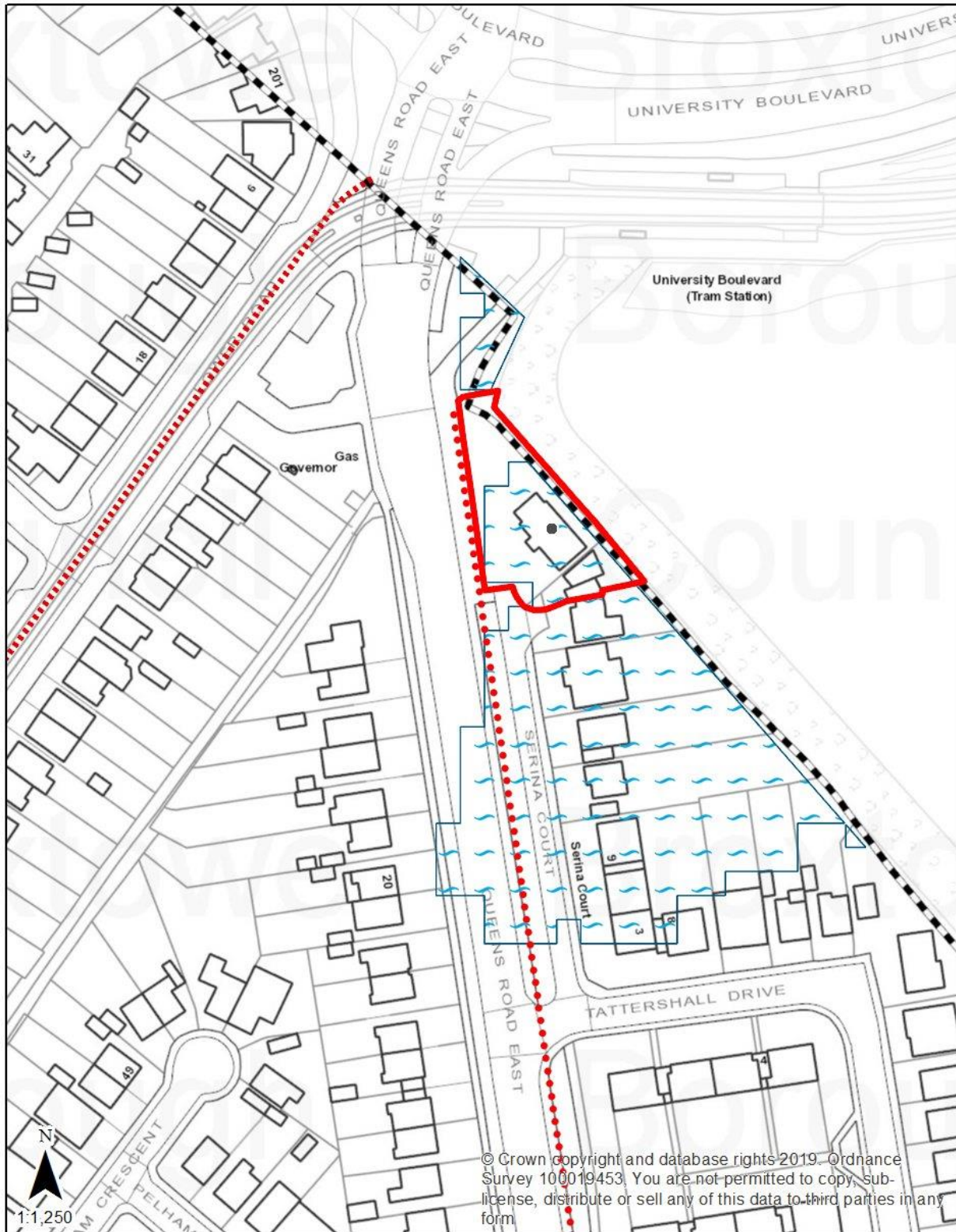
- 8.1 To conclude, it is considered that the proposal has been designed to a satisfactory standard that responds well to the street scene and the character of the surrounding area. The design aims to minimise impact on neighbouring amenity and the natural environment, whilst ensuring that satisfactory off-street parking is achieved with minimal disruption to the highway network as a result of the development. It is therefore considered that the scheme is acceptable and planning permission should be granted.

<u>Recommendation</u>	
The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.	
1.	The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission. <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>
2.	The development hereby permitted shall be carried out in accordance with the drawings numbered DL/446/303 Rev A, DL/446/305 Rev G, DL/446/306 Rev F, DL/446/307 Rev F, DL/446/308 Rev C, DL/446/309 Rev E, DL/446/310 Rev B, DL/446/313 Rev B, DL/446/315; received by the Local Planning Authority on 8 July, 12 and 13 August 2019. <i>Reason: For the avoidance of doubt.</i>
3.	No above ground works shall be carried out until the type, style and manufacturer of the materials to be used in the external

	<p>facing elevations have been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: To ensure a satisfactory standard of external appearance in accordance with Broxtowe Local Plan (2004) Policy H7 and Broxtowe Aligned Core Strategy Policy (2014) Policy 10.</i></p>
<p>4.</p>	<p>The development hereby permitted shall be carried out in accordance with the submitted Flood Risk Assessment (RPS Consulting Services Ltd., dated May 2019) and in particular the following mitigation measures detailed within:</p> <ul style="list-style-type: none"> • Finished floor levels shall be set no lower than 27.31mAOD; • Flood resilient construction measures shall be incorporated throughout the development to a minimum height of 27.61mAOD. <p>The mitigation measures shall be fully implemented prior to occupation.</p> <p><i>Reason: To reduce the risk of flooding to the proposed development and future occupants.</i></p>
<p>5.</p>	<p>No part of the development hereby permitted shall be brought into use until the access has been widened and the dropped vehicular footway crossing has been amended and is available for use and constructed in accordance with the Highway Authority specification.</p> <p><i>Reason: In the interests of highway safety.</i></p>
<p>6.</p>	<p>No part of the development hereby permitted shall be brought into use until the parking, turning and servicing areas are surfaced in a bound material with the parking bays clearly delineated in accordance with drawing number DL/446/305 Rev G. The parking, turning and servicing areas shall be maintained in the bound material for the life of the development and shall not be used for any purpose other than the parking, turning and loading and unloading of vehicles.</p> <p><i>Reason: To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking in the area.</i></p>
<p>7.</p>	<p>No part of the development hereby permitted shall be brought into use until the access driveway / parking / turning areas are constructed with provision to prevent the unregulated discharge of surface water from the driveway/parking/turning areas to the public highway. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the life of the development.</p>





	<p><i>Reason: To ensure surface water from the site is not deposited on the public highway causing dangers to road users.</i></p>
8.	<p>No part of the development hereby permitted shall be brought into use until the cycle parking has been constructed and is available for use in accordance with drawing number DL/446/305 Rev G.</p> <p><i>Reason: To ensure that adequate cycle parking provision is available.</i></p>
9.	<p>No part of the development hereby permitted shall be brought into use until the area between the adopted highway and the applicants own land is delineated with flush kerb/pin kerb in accordance with drawing number DL/446/305 Rev G.</p> <p><i>Reason: To ensure that highway and applicants land is clearly defined.</i></p>
10.	<p>No part of the development hereby permitted shall be brought into use until the carriageway has been widened at the access entrance to Tattershall Drive in accordance with drawing number F19075/03 Rev B and the footway on Queens Road East/pedestrian access has had the corduroy paving constructed in accordance with drawing number F19075/04 Rev B.</p> <p><i>Reason: In the interests of general highway safety.</i></p>
11.	<p>The development hereby permitted shall be carried out in accordance with the details submitted in Sections 2, 4 and 5 of the Arboricultural Method Statement (document reference 0291/AB); received by the Local Planning Authority on 3 June 2019.</p> <p><i>Reason: To ensure the trees situated adjacent to the site are not adversely affected by the development in accordance with Policy E24 of the Broxtowe Local Plan (2004)</i></p>
12.	<p>The development shall be constructed in accordance with the noise mitigation measures as detailed in sections 7.5 and 7.6 of the Acute Acoustics Ltd noise assessment dated 20th March 2019.</p> <p><i>Reason: To protect the occupiers from excessive external noise in accordance with Policy H7 of the Broxtowe Local Plan (2004).</i></p>
	<p>NOTES TO APPLICANT</p>
1.	<p>The Council has acted positively and proactively in the</p>

	determination of this application by working to determine it within the agreed determination timescale.
2.	Noisy works should be limited to between 08.00 and 18.00 hours Mondays to Fridays, 08.00 and 13.00 hours on Saturdays and no noisy works on Sundays, Bank Holidays and any other public holidays. There should also be no bonfires on site at any time.
3.	It is an offence under S148 and S151 of the Highways Act 1980 to deposit mud on the public highway and as such you should undertake every effort to prevent it occurring
4.	<p>In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works, you will need to enter into an agreement under Section 278 of the Act. Please contact Highways Development Control Team within Nottinghamshire County Council for more information.</p> <p>The development makes it necessary to widen/construct/improve the vehicular crossing over the footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. Works will be subject to a design check and site inspection for which a fee will apply. The application process can be found at:</p> <p>http://www.nottinghamshire.gov.uk/transport/licences-permits/temporary-activities</p>



© Crown copyright and database rights 2019. Ordnance Survey 100019453. You are not permitted to copy, sublicense, distribute or sell any of this data to third parties in any form.

Legend

-  Site
-  Safeguarded Tram Route
-  Millennium Cycle Route
-  Area of 'high' flood risk (Local Plan)

Photographs



Existing bungalow and dwelling at 3 Queens Road East.



View of application site from Queens Road East.



View of application site from Queens Road East.



Access to application site.



Existing dwelling on site.



Existing dwelling on site.



Serina Court.

Plans (not to scale)



Site Plan



Proposed West Elevation



Proposed East Elevation



Proposed North Elevation



Proposed South Elevation