

Report of the Chief Executive

APPLICATION NUMBER:	19/00563/FUL
LOCATION:	FORMER SITE OF 8TH BEESTON SCOUT HUT HEADQUARTERS, WAVERLEY AVENUE, BEESTON
PROPOSAL:	CONSTRUCT TWO STOREY APARTMENT BLOCK, INCORPORATING 3 TWO BED UNITS AND 1 ONE BED UNIT

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

1 Executive Summary

- 1.1 The application seeks planning permission for the erection of a two storey detached building comprising four apartments with four parking spaces, and cycle and bin storage.
- 1.2 The site was formerly occupied by a Scout Hall, which has since been demolished. The site is now cleared.
- 1.3 The main issues relate to whether the principle of residential development is acceptable, if the design, scale and massing and impact on neighbours is acceptable, and the impact on highway safety and parking.
- 1.4 The benefits of the proposal are that it would see the redevelopment of a vacant site, would provide housing in an existing urban area and would be in accordance with the policies contained within the development plan. This is given significant weight.
- 1.5 The negative impact is the potential for an increase in on-street parking in the surrounding area.
- 1.6 The Committee is asked to resolve that planning permission be granted subject to the conditions outlined in the appendix.

APPENDIX

1 Details of the Application

- 1.1 The proposal seeks to build a two storey detached building containing four apartments (three x two bedrooms, and one x one bedroom). The building is proposed to be positioned to front the Queens Road / Station Road junction, and would have a centrally located glazed entrance, via steps, from the corner. The building would have two pitched roofs, with a flat roof between, set back from the first floor roof edge. During the course of the application, the building footprint has been reduced, and as a result, the distance between the rear elevation and the side elevation of 4 Waverley Avenue has been increased by 1m (to 9.1m).
- 1.2 Vehicle access to the site would be from Waverley Avenue, utilising the existing access. Parking and servicing would be provided to the rear of the building, with bin and cycle storage now proposed to be adjacent to the north elevation of the building, and accessed from Station Road. Four parking spaces (which has increased by one, following the receipt of amended plans) and four cycle spaces would be provided. One of the parking spaces would be in an enclosed area to the south west of the building, adjacent to the Waverley Avenue boundary. A pedestrian entrance to the rear of the plot would be provided between the proposed building and 198 Station Road.
- 1.3 The building would be faced mainly in red brick, with grey fibre cement cladding panels to either side of the full height glazed entrance and stair core, to the centre of the frontage, and fibre cement slates to the roof and also to part of the side and rear elevation. A brick and railing enclosure is proposed to the frontage of the site.

2 Site and surroundings

- 2.1 The site, irregular in shape, is located at the junction of Station Road (to the north east), Queens Road (to the south east) and Waverley Avenue (to the south west) and was formerly occupied by a scout hall, a detached single storey timber faced building with a pitched roof that sat centrally within the site. Large advertisement hoardings enclosed the site to the Queens Road and Station Road frontage, with timber fencing and gates to the Waverley Avenue boundary. The scout hall has been demolished and the hoardings removed.
- 2.2 There are two dwellings which share a common boundary with the site. 4 Waverley Avenue is to the north west of the site. This is a two storey detached property which has a single storey flat roof garage adjacent to the application site. There are no windows in the side elevation of this property, facing the site.
- 2.3 198 Station Road is to the north of the site. This is a two storey semi-detached property and has a two storey wing at right angles to the main house, at the rear, typical of a Victorian semi. This property has habitable room windows at both ground and first floor within the side elevation of the wing, facing the site.
- 2.4 To the south west of the site, on the opposite side of Waverley Avenue, is 286 Queens Road. This is a two storey end of terrace dwelling and also has a two storey extension to the rear. There are habitable room windows at both floor levels facing

toward the site. Two and three storey dwellings continue south west along this side of the road.

- 2.5 In the wider area there is a mix of uses. To the north east, on the opposite corner of the junction, advertisement hoardings enclose a commercial use behind. There is a retail unit beyond, facing onto Queens Road. Predominately residential uses continue north east along Queens Road. To the east, on the diagonally opposite corner, there are further retail units housed in a two storey building, which turn the corner into Station Road. To the south of the junction, and south east of the site, there is a flat roof single storey building which is occupied by a supermarket. To the south west of the supermarket, further along Queens Road, there are two blocks of three storey apartments.
- 2.6 The site occupies a prominent position within the street scene, and is approximately 800m south of Beeston Town Centre. The site is within Flood Zones 2 and 3.

3 Relevant Planning History

- 3.1 A planning application (planning reference 19/00314/FUL) for the erection of a three storey detached building to accommodate six apartments (with two parking spaces) was refused permission by committee on 8th October 2019, for the following reason:

The proposal is considered to be an over-intensive form of development due to the small size of the site. In addition, it would create unacceptable parking problems due to the insufficient provision of on-site parking, resulting in a detrimental impact on neighbour amenity. Accordingly, the development would be contrary to Policy T11 of the Broxtowe Local Plan (2004), Policy 10 of the Broxtowe Aligned Core Strategy (2014) and Policy 17 of the Draft Part 2 Local Plan (2018).

- 3.2 An appeal against the refusal of the above planning application has been submitted to the Planning Inspectorate and is currently awaiting a start date.

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 2: The Spatial Strategy
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 14: Managing Travel Demand

4.2 **Part 2 Local Plan**

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

- Policy 1: Flood Risk

- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, design and amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions

4.3 National Planning Policy Framework (NPPF) 2019:

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 5 – Delivering a sufficient supply of homes.
- Section 11 – Making efficient use of land.
- Section 12 – Achieving well-designed places.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change.

5 Consultations

5.1 Nottinghamshire County Council as Highway Authority: The proposal for four apartments, with three parking spaces, complies with the requirement for unallocated parking. As such there are no concerns subject to conditions in regard to the provision of the access, the dropped kerb being widened, and the cycle spaces, parking and turning areas being available for use and surfaced in a bound material prior to the occupation of the apartments. The Highway Authority have commented on the amended plans, which now include four parking spaces, and have no objections subject to the conditions previously recommended.

5.2 Council's Environmental Health Officer: No objections, subject to a condition requiring glazing and ventilation to be installed in accordance with the approved noise assessment report, and to a note to applicant in regard to hours of noisy works and to no bonfires on site at any time.

5.3 Environment Agency: No objections subject to the development being carried out in accordance with the submitted Flood Risk Assessment (FRA). This will be secured by condition.

5.4 Waste and Recycling Officer: Sets out the requirements for the amount of bins and requirement for the bins to be presented at the edge of the adopted highway on collection day. The proposed layout shows a bin store area of a sufficient size to accommodate the required amount of waste storage containers.

5.5 NET: The application site is over 300m away from the NET tram tracks and therefore there are no comments or concerns.

5.6 22 properties were consulted and a site notice was displayed. 22 responses were received, 19 objecting on the following grounds:

- Three parking spaces for four apartments is insufficient, the proposal could house up to 14 people who would each have a car. The increase in vehicles would have a detrimental effect on the amenity of the local residents by increasing the use of the already overstretched parking along the nearby roads and pavements.

- Day time parking is mainly people working in the local area, evening parking is the residents of Queens Road and Station Road. Both cause problems for emergency services vehicles and refuse vehicles.
- Vehicles would have to reverse out of the site, at a risk to pedestrians, cyclists and other road users. A turning area should be provided within the site so that drivers can exit in a forward gear.
- The County Council's recent decision to refuse a residents parking permit scheme on Waverley Avenue will put more pressure upon on street parking particularly in the vicinity of the junction of Queens Road and Waverley Avenue.
- The design of the flats is not in keeping with the local character, as the modern design does not blend in with the local housing.
- During the recent wet weather, the sewerage system as existing could not cope. The development will exacerbate the issue.
- Queried whether highway land has been included within the site.
- No. 4 Waverley Avenue would lose privacy as a number of windows in the rear elevation overlook that garden.
- Over-intensive and out of keeping for the area and location. Will dominate the junction.
- Feels underhanded that the application has been put in twice without amendments.
- Family housing with parking and outside space for each property would be more appropriate.
- The building will overcrowd and overshadow the neighbouring properties and would cause overlooking.
- Access for emergency vehicles and refuse lorries would be compounded if the proposal were to be granted.
- The amount of air pollution given out at the traffic junction must be at a dangerous level, particularly during peak times. Surprised that a residential development of this intensity is considered suitable.

5.6.1 Three letters of observation made the following points:

- The size of the second double bedroom is too small to enable someone to walk round the double bed and would not be classed a double. The design should be changed to a single if people are not going to be crammed in. The scheme would then look like a development for professional people rather than another HMO.
- If the ground floor two bedroom apartment is changed to a one bed, the space gained can be used for the bin store and cycle rack, enabling a fourth parking bay to be provided, one space per apartment.
- Consideration could be made to placing a restriction on any occupier of the proposed development not being able to join any local parking scheme. This encourages people to use public transport and not add to the problem of over parking.

5.6.2 A re-consultation on the amended plans has been carried out and responses received will be reported as late items.

6 Assessment

6.1 The main issues for consideration are impact on the amenities of the occupiers of neighbouring property; impact on highway safety and parking; flood risk; and amenity of the future occupiers of the apartments and whether previous reasons for refusal have been addressed.

6.2 **Principle**

6.2.1 The site is not allocated for any specific purpose within the Broxtowe Local Plan. Whilst there is a mix of uses in the area, the immediate surrounds to the north, north west and south west is one of a residential character. The principle of residential development on this site is acceptable, subject to the considerations set out below.

6.2.2 The proposal for the two storey building follows on from the consideration of the previous planning application, which was for a three storey building of six apartments. This previous scheme was refused at October committee as it was considered the development would be over-intensive (due to the small size of the site) and would create unacceptable parking problems due to the insufficient provision of on-site parking. It is considered that the revised application, which is the subject of this report, addresses the concerns raised in that the density of development has been reduced, from six apartments to four, and the amount of parking spaces has increased from two to four, thereby increasing the apartment to parking ratio by providing one parking space per apartment, thereby minimising any potential impact in regard to on-street parking.

6.3 **Amenity**

6.3.1 The rear elevation of the proposed building, which faces both 4 Waverley Avenue and 198 Station Road, would have three windows at ground floor level, which would face these two properties, and three windows at first floor level. Two of the first floor windows would be oriel windows, which are angled so as to face toward Waverley Avenue, and the third is shown to have obscure glazing. There are a further two small windows (one to each floor) within the side elevations directly facing 198 Station Road. These windows are shown to be obscurely glazed and serve en-suite bathrooms. As such it is considered that the development would not result in a loss of privacy for the occupiers of these two properties. In regard to outlook and loss of light, it is considered that the building, being positioned to the east and south east of the site, would not result in a significant loss of light for these occupiers, and in terms of outlook, there are no facing windows in the side elevation of 4 Waverley Avenue. It is considered that views from the windows in the rear wing at 198 Station Road would not be significantly affected.

6.3.2 286 Queens Road, to the opposite side of Waverley Avenue, has windows in the side elevation facing the site. Whilst there are windows proposed in the side elevation of the proposed building, and the oriel windows face toward Waverley Avenue, it is considered that due to the distance between, over the public highway, the development would not have a significant impact on the amenities of the occupiers of this property.

- 6.3.3 Amended plans include an increase in the distance between the proposed building and the adjacent properties, as the footprint of the building has been reduced. There is an increase of 1m between the proposed building and 4 Waverley Avenue, and the north elevation has been set back from the common boundary with 198 Station Road, to allow for bin and cycle storage. The roof shape has also been altered, with a flat roof element introduced to the central part. These amendments would further minimise any impact that the building would have on the amenities of the occupiers of 4 Waverley Avenue and 198 Station Road.
- 6.3.4 Even with the slight reduction in floorspace, the internal layout would provide the future occupiers with an acceptable amount of living space, which complies with the Department for Communities and Local Government's Nationally Described Space Standards, and provide access to natural light and to an outlook. All four apartments would have Juliette balconies, to the front elevation. In regard to air pollution, it is acknowledged that the site is close to a busy signal controlled traffic junction and that at busy times of the day air pollution may be higher than normal. The apartments would need to comply with any requirements under the Building Regulations and as such the occupants would have access to adequate ventilation at times when they may choose to keep any windows and doors closed.
- 6.3.5 The site is located at a busy traffic controlled junction. A noise assessment has been submitted which includes recommendations for mitigation measures such as choice of building materials, glazing and ventilation requirements in order to ensure that the future occupants are protected from background noise arising from traffic standing at the junction, and general road noise. A condition to ensure that the development is carried out in accordance with the noise mitigation measures detailed in the noise assessment will be included as part of the decision.

6.4 Design, scale and appearance

- 6.4.1 The application site occupies a prominent position within the street scene and as such it is important that the scale and massing as well as the design and materials are of a high quality.
- 6.4.2 A two storey building is proposed, built slightly set back from the pavement. There are three storey buildings within the area, these being the apartment buildings to the south west of Queens Road, and there are tall Victorian two storey dwellings along the same side of Queens Road as the application site, as well as along Station Road, directly adjacent to the site. The proposed building has two pitched roofs, with a flat roof between, inset from the building edge. The scale of the building is similar to other buildings in the immediate area. A full height glazed entrance, with contrasting cladded panels, is shown to the front elevation and it is considered that this would help to minimise any impact in terms of massing by providing a visual break along the frontage. It is considered that the density of the site is appropriate and is in keeping with the character of the area.
- 6.4.3 The materials proposed are to be a mix of red brick, grey fibre cement cladding panels, grey fibre cement hanging slates, grey powder coated aluminium window and door frames, and grey fibre cement slates to the roof. These materials reflect the palette of the surrounding buildings and are considered acceptable in principle. Details of materials will be secured by condition.

6.4.4 There would be a brick boundary wall with railings along the street frontage, to Queens Road / Station Road, at a height of 1.8m. The bin and cycle store is adjacent to the north elevation, and would be accessed from both Station Road and from the parking area. Landscaped areas would be provided within the site, to the front behind the boundary wall, and to the rear.

6.5 Access and Parking

6.5.1 Vehicular access into the site will utilise the existing access from Waverley Avenue. This is considered to be acceptable due to the site's location at a junction. A pedestrian gate would be provided off Station Road, giving access to the bin and cycle storage and to and from the parking area.

6.5.2 Access into the building is via a stepped entrance to the front elevation. The ground floor level is raised in order to comply with flood risk requirements. Whilst the entrance would not be fully accessible by all potential occupiers, it is considered that due to the site's location within Flood Zone 3, a stepped entrance would be acceptable. Access into the building would need to comply with Building Regulations.

6.5.3 Four parking spaces and four cycle spaces are proposed within the site.

6.5.4 It is clear from the consultation responses to both this and the previous planning application that there is significant concern that the development does not include sufficient parking provision within the site and that this would lead to increased demand for on-street parking. Concerns are also expressed in regard to existing congestion along Waverley Avenue and adjacent streets.

6.5.5 In regard to assessing the highway impacts of a proposal, paragraph 109 of the NPPF states that development should only be refused on transport grounds where the residual cumulative impacts are severe. Whilst paragraph 105 refers to the setting of local parking standards rather than the determination of 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.

6.5.6 The site lies within close proximity to both Beeston town centre (10 minutes walk) and to the railway station (5 minutes walk). Bus services also run along Queens Road and bus stops are close by. The parking spaces are of sufficient dimensions. It is accepted that there may be additional parking demand from the development and this may lead to on-street parking along Waverley Avenue. However, it is considered that there would not be a severe highways impact and residents would have the opportunity to use more sustainable transport options. Furthermore, the Highways Authority states no objection and it is considered that a pragmatic approach also needs to be taken in respect of developing sites within existing urban areas. Based on the above, it is considered that there would not be sufficient policy justification for refusing the application on transport or parking grounds.

6.5.7 A condition is required to ensure that the dropped kerb is extended and the parking area suitably surfaced and drained, and available for use, along with the cycle

parking, prior to the occupation of the apartments, and that the access is of a sufficient width.

6.6 Flood Risk

6.6.1 The site is within Flood Zones 2 and 3 which is land with a high probability (1 in 100 or greater) of river flooding. A Flood Risk Assessment (FRA) has been submitted with the application. Paragraphs 155 – 158 of the NPPF state 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. All plans should apply a sequential, risk-based approach to the location of development in order to steer new development to areas with the lowest risk of flooding. A Sequential Test has also been submitted with the application which concludes that there are no alternative sites available within areas located in zones with a lower probability of flooding. The Environment Agency has raised no objections subject to the development being carried out in accordance with the submitted FRA, which includes the elevated internal floor levels; the use of flood resistant external materials; high level utility services and sockets; and non-return valves fitted to drains. An appropriate drainage system would be included. It is considered that the proposal would satisfactorily mitigate for flood risk.

6.7 Other Matters

6.7.1 In regard to the sewerage system, this is not considered to be a material planning matter and would be one which would be covered under building regulations.

6.7.2 The application site boundary, which is shown to extend into the footpath, is annotated as being within the ownership of the site owner. Notwithstanding this, no part of the built form is shown to encroach on this land and as such the ownership or otherwise would not have an impact on the assessment of the application.

6.7.3 The comment that the application has been put in twice with no amendments is incorrect, as the former application, reference 19/00314/FUL, proposed six apartments and two parking spaces whilst the current application, which is the subject of this report, is for four apartments with four parking spaces.

6.7.4 Family housing with parking and amenity space has been suggested as an alternative to the apartment scheme. Whilst a scheme of this nature could be acceptable in principle, the planning authority is statutorily obliged to consider the planning application as submitted. Should an application be submitted for an alternative scheme, this would be assessed separately.

6.7.5 It would not be considered reasonable or enforceable to place a restriction on occupiers of the proposed building from being able to join any local parking scheme. It is understood that the County Council have recently determined that they would not be implementing a residential parking permit scheme in this area, given that the occupiers of properties on Queens Road and Station Road are unable to park outside their properties and therefore are expected to park on the side streets, if required, which includes Waverley Avenue. Notwithstanding this, should there be a scheme in the future, each property would need to apply or comply in accordance with the requirements set down in that scheme.

6.7.6 The plans have been amended to include a further reduction in the ground floor footprint, to facilitate the accommodation of an additional parking space.

6.7.7 Whilst double beds are shown in each bedroom, these are for illustrative purposes only and would not determine the actual level of occupation. Additionally, the type of tenancy (e.g. professionals or non-professional) cannot be considered as a material planning matter. The proposed sizes of the apartments, which range from 46.4 square metres for a one-bed and between 62.8 and 72.6 square metres for a two-bed, are in excess of the internal floor areas of a minimum 39 square metres, for a one-bed, and a minimum of 61 square metres, for a two bed, set out in the Department for Communities and Local Government Technical Housing Standards (nationally described space standard) and as such are considered to be able to provide an adequate level of internal space, with access to natural light and to an outlook for all habitable rooms.

7 Planning Balance

7.1 The benefits of the proposal are that it would see the redevelopment of a vacant site, would provide housing in an existing urban area and would be in accordance with the policies contained within the development plan. This is given significant weight.

7.2 The negative impact would be the potential for an increase in on-street parking in the area.

8 Conclusion

8.1 The proposed development of four apartments is considered to be acceptable and would not be harmful to the character or appearance of the area. The proposal also gives an opportunity to return the site into use and provide housing in a sustainable location. The on-site parking provision ratio has been increased (to 100 per cent), and a covered cycle store is to be provided, which satisfactorily reduces the potential for an increase in on-street parking. Residential amenity will not be unduly affected by the proposals.

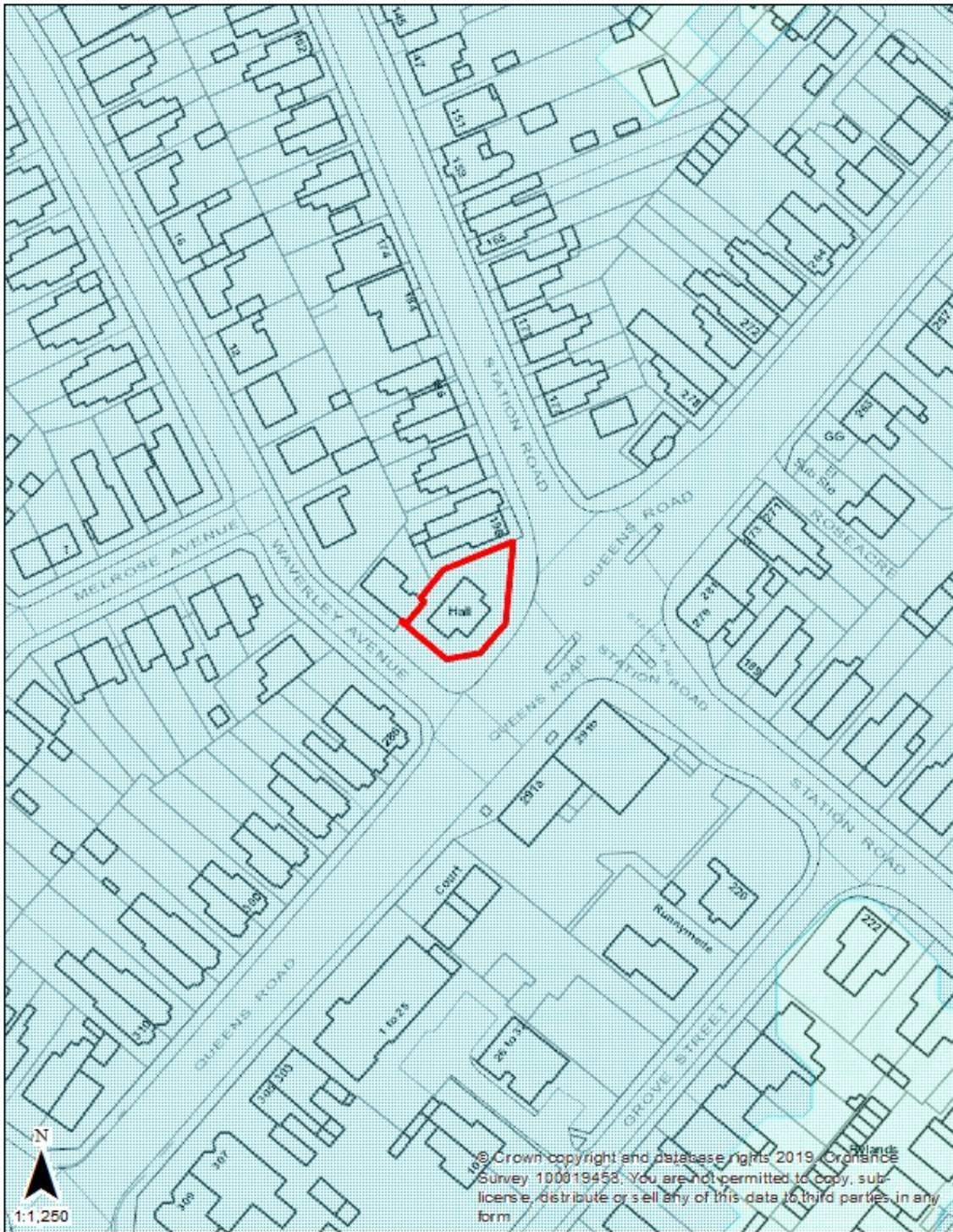
<u>Recommendation</u>	
The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.	
1.	The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission. <i>Reason: To comply with S91 of the 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 Site Location Plan received by the Local

	<p>Planning Authority on 3 September 2019, and drawings numbered 2598(08)A11 rev A, 2598(08)A12 rev B, 2598(08)A13 rev A, 2598(08)A14 rev A, 2598(08)902 rev A, 2598(08)202 rev A, 2598(08)E12 rev A, 2598(08)E11 rev A, 2598(08)G02 rev B 2598(08)102 rev A and 2598(08)S11 rev A received by the Local Planning Authority on 22 November 2019.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
<p>3.</p>	<p>No above ground works shall be carried out until details of the manufacturer, type and colour of the bricks, tiles and cladding to be used in facing elevations have been submitted to and approved in writing by the Local Planning Authority, and the development shall be constructed only in accordance with those details.</p> <p><i>Reason: Limited details were submitted and to ensure the development presents a satisfactory standard of external appearance, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>4.</p>	<p>No above ground development 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 shrubs (b) proposed hard surfacing treatment (c) planting, seeding/turfing of other soft landscape areas. <p>The approved scheme shall be carried out strictly in accordance with the agreed details.</p> <p><i>Reason: Limited details were submitted and to ensure that the details are satisfactory in the interests of the appearance of the area and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>5.</p>	<p>No above ground development shall take place until details of the bin store and a covered cycle store have been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: Limited details were submitted and to ensure the development presents a satisfactory standard of external appearance, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
<p>6.</p>	<p>No part of the development shall be occupied until the vehicular access has been widened, made available for use and constructed</p>

	<p>in accordance with the Highway Authority specification. The access shall thereafter be retained for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014).</i></p>
7.	<p>No part of the development hereby permitted shall be brought into use until the parking and turning areas are surfaced in a bound material with the parking bays clearly delineated in accordance with drawing number 2598 (08) G02 rev B. The parking and turning 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 and turning of vehicles.</p> <p><i>Reason: In the interests of highway safety in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014).</i></p>
8.	<p>No part of the development hereby permitted shall be brought into use until the cycle parking as indicated on drawing 2598 (08) G02 rev B has been provided and that area shall not thereafter be used for any purpose other than the parking of cycles.</p> <p><i>Reason: In the interests of promoting sustainable modes of transport, in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014).</i></p>
9.	<p>The approved landscaping shall be carried out not later than the first planting season following the substantial completion of the development or occupation of the building, whichever is the sooner 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: To ensure the development presents a more pleasant appearance in the locality and in accordance with Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
10.	<p>The development shall be carried out in accordance with the submitted flood risk assessment (reference FRA-MA10992-R01) and finished floor levels shall be set no lower than 27.84m above Ordnance Datum (AOD) and flood resilience construction measures shall be incorporated throughout the development as stated within.</p> <p>These mitigation measures shall be fully implemented prior to</p>

	<p>occupation and shall be retained and maintained thereafter throughout the lifetime of the development.</p> <p><i>Reason: To reduce the risk of flooding to the proposed development and future occupants, in accordance with the aims of Policy 1 of the Aligned Core Strategy (2014).</i></p>
11.	<p>The windows on the first floor rear elevation and at ground and first floor level on the side (north) elevation annotated as privacy glass on drawing nos. 2598(08)102 rev A and 2598(08)G02 rev B shall be obscurely glazed to Pilkington Level 4 or 5 (or such equivalent glazing which shall first have been agreed in writing by the Local Planning Authority) and retained in this form for the lifetime of the development.</p> <p><i>Reason: In the interests of privacy and amenity for nearby residents and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
12.	<p>The development shall be carried out in accordance with the noise mitigation measures as detailed in the Acute Acoustics Ltd Noise Assessment report, reference 2347 Beeston-Waverley Avenue, dated 18th March 2019.</p> <p><i>Reason: In the interest of the amenities of the future residents and in accordance with the aims of Policy 19 of the Broxtowe Part 2 Local Plan (2019).</i></p>
	<p>NOTES TO APPLICANT</p>
1.	<p>The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.</p>
2.	<p>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 Coal Authority on 0345 762 6848.</p> <p>Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority</p>
3.	<p>The proposal makes it necessary to widen the vehicular crossing over a footway of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact the County Council's Customer Services on telephone 0300 500 80 80 to arrange for these works to be carried out.</p>

4.	Given the proximity of residential properties, it is advised that contractors limit noisy works to between 08.00 and 18.00 hours Monday to Friday, 08.00 and 13.00 hours on Saturdays and no noisy works on Sundays and Bank Holidays. There should also be no bonfires on site at any time.
5.	No planting shall take place within the limits of the adopted highway.
6.	No windows or doors at ground floor level shall overhang the adopted highway.



Legend

-  Site
-  Flood Zone 3
-  Flood Zone 2

Photographs



Across the site to 4 Waverley Avenue (left) and 198 Station Road (right)



View looking west, from the junction of Station Road and Queens Road



286 Queens Road, to the south west of the site and at the corner of Waverley Avenue



Waverley Avenue, taken mid-morning on Monday 23rd September



Co-op store to the south east opposite the site



Hoardings to the north east of the site, on the corner of Queens Road and Station Road

Plans (not to scale)



Ground floor layout



First floor layout



Proposed front elevations



Proposed rear and side elevations