

Report of the Chief Executive

APPLICATION NUMBER:	19/00610/FUL
LOCATION:	232 QUEENS ROAD, BEESTON, NOTTINGHAMSHIRE, NG9 2BN
PROPOSAL:	CONSTRUCT THREE STOREY SIDE EXTENSION AND CONVERT EXISTING HOUSE TO CREATE 7 APARTMENTS, REAR DORMER, FIRST FLOOR REAR EXTENSION, DEMOLISH EXISTING GARAGE, EXTERNAL ALTERATIONS, NEW VEHICULAR AND PEDESTRIAN ACCESS, 7 CAR PARKING SPACES AND BIN AND CYCLE STORES (REVISED SCHEME)

Councillor P Lally has requested this application be determined by Planning Committee.

1 Executive Summary

- 1.1 The application seeks planning permission to construct a three storey side extension and to convert the existing house to create seven, self-contained apartments which are not HMO's (House in Multiple Occupancy). A three storey, partially glazed link with a pitched and flat roof will connect the main property and extension. The existing garage will be demolished and the existing single storey rear extension will be increased in width by 2m. A flat roof dormer will be constructed in the rear roof slope of the main house. A vehicular and pedestrian access will be created and provision for seven car parking spaces and a cycle store will be included.
- 1.2 This is a revised application following the refusal of an application (19/00272/FUL) for nine apartments at planning committee in July 2019.
- 1.3 The main property is a traditional style, three storey, semi-detached property on a corner plot. It has ground and first floor bay windows and an attached flat roof single storey rear extension and garage projecting to the side. The roof slopes down to the rear from three storeys to two storeys and has a two storey rear projecting element with mono-pitched roof.
- 1.4 The main issues relate to whether the principle of converting and extending the property to create seven apartments would be acceptable, if the development is acceptable in terms of flood risk, parking issues and whether there will be an unacceptable impact on neighbour amenity.
- 1.5 The benefits of the proposal would mean six additional homes within a sustainable, urban location with access to regular sustainable transport links which would be in accordance with policies contained within the development plan which is given significant weight. The proposed works would contribute to the local economy by providing jobs during the construction process. There would be some impact on neighbour amenity and available parking but these matters are considered to be outweighed by the benefits of the scheme.

1 Details of the Application

- 1.1 The application seeks planning permission to construct a three storey side extension and to convert the existing house to create seven, self-contained apartments which are not HMO's (House in Multiple Occupancy). A three storey, partially glazed link with a pitched and flat roof will connect the main property and extension. The existing garage will be demolished and the existing single storey rear extension will be increased in width by 2m. A flat roof dormer will be constructed in the rear roof slope of the main house. A vehicular and pedestrian access will be created and provision for seven car parking spaces and a cycle store will be included.
- 1.2 The main differences between this application and the previously refused application (19/00272/FUL) consist of a reduction in the number of apartments by two, increase of one car parking space, removal of the existing garage (previously proposed a first floor extension above with dormer), replacement of gable features with double height bay windows in the south east (front) elevation of the extension, amendments to the fenestration, reduction in footprint of the extension so it aligns with the front elevation of the main house and the rear elevation has been reduced in projection by approximately 0.7m. The proposed block plan shows a purple dashed line outlining the previous scheme in relation to the reduced sized scheme.
- 1.3 The proposed seven apartments will consist of four, two bedroom apartments and three, one bedroom apartments. In addition to the bedrooms, each apartment will have a kitchen/living/dining area and one or two bathrooms/en-suites. Seven parking spaces are proposed to the rear of the three storey extension (accessed from Dagmar Grove) and the cycle store will provide space for approximately three bikes underneath the cantilevered roof.

2 Site and surroundings

- 2.1 The site contains a three storey, semi-detached house with rear extensions positioned on a corner plot. The house is constructed from red brick and grey clay tiles. A two storey extension with mono-pitched roof extends to the rear and adjoins a small single storey flat roof extension and a flat roof garage. There is parking for two cars on site (one space in garage) which is accessed from Dagmar Grove. The site is enclosed by a 2m high fence to the south west which extends across part of the north west boundary. The north west boundary is enclosed by the garage on site and adjoining garage belonging to no. 230. No. 230's garden extends in an L-shape to the north west of the site and two outbuildings in this garden are positioned along the boundary with the site. A 2m high rendered wall and curved top fence extends across the south east boundary of the site (beside Queens Road).
- 2.2 The main house adjoins no. 230 to the north east which is relatively similar in style and scale. No. 6 Dagmar Grove is positioned to the north west of the site and is a semi-detached house with a first floor blank south east (side) elevation with a garden that projects to the north east. No. 234 is a three storey end terrace property positioned on a corner plot to the south west. Nos. 231 and 233 are detached properties positioned to the south east.

- 2.3 The site lies within a predominantly residential area with some commercial units. The site is within walking distance of Beeston town centre with a regular tram

service. A bus stop is positioned directly to the north east of the site on Queens Road, served by a regular bus service. The site is within a reasonable proximity to Beeston train station. The site is relatively flat and is located within Flood Zone 3 which is land with a high probability (between 1 in 100 or greater) of river flooding.

3 Relevant Planning History

- 3.1 An application for a garage and shower room (77/00444/FUL) was granted permission in July 1977.

- 3.2 An application for a three storey side extension and to convert the existing house to create nine apartments with a first floor garage extension, dormers, external alterations, new vehicular and pedestrian access, 6 car parking spaces and cycle store (19/00272/FUL) was refused permission in July 2019 for the following reason: *“The proposed development would be over-intensive with insufficient parking and the extension would not appear subservient to the existing building. A significant loss of neighbour amenity would result from the proposal. Accordingly, the proposal would be contrary to Policies H4, H7 and T11 of the Broxtowe Local Plan (2004), Policy 10 of the Aligned Core Strategy (2014) and Policy 17 of the Draft Part 2 Local Plan (2018).”* This refusal is subject to an appeal.

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
- Policy 20: Air Quality

4.2 **Part 2 Local Plan**

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

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

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

- Section 2 – Achieving Sustainable Development
- Section 4 – Decision-making
- Section 5 – Delivering a Sufficient Supply of Homes
- Section 11 – Making Effective 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 **Council's Environmental Health Officer:** raises no objection subject to a condition requiring implementation of noise mitigation measures (as stated within the noise report) prior to development starting. An advisory in respect of working hours has been advised.
- 5.2 **Council's Waste and Recycling Officer:** raises no objection.
- 5.3 **Environment Agency:** raise no objection. They have advised that the floor levels should be set no lower than 27.81m AOD (Above Ordnance Datum), flood resilient and mitigation measures as stated in section 6.1.2 of the FRA are carried out, future occupants should register to receive flood warnings and the submitted Flood Warning and Evacuation Plan should be brought into place prior to occupation.
- 5.4 **Nottinghamshire County Council as Highways Authority:** advise that one parking space per apartment is sufficient, particularly given the site's close proximity to regular transport services and local amenities. The junction onto the A6005 is protected with double yellow lines, and there have there been no recorded collisions along Dagmar Grove for over 10 years. They have advised that the recommended conditions on the previous application (19/00272/FUL) are still relevant.
- 5.5 34 neighbouring properties were consulted and a site notice was displayed. 14 objections and one observation were received and can be summarised as follows:
- Loss of light
 - Loss of privacy
 - Could accommodate up to 22 residents (increasing noise and disturbance) and additionally visitors
 - Not subservient to main house and visually overbearing
 - Out of proportion and dominates corner
 - Overdevelopment of plot
 - Extension is taller than neighbouring property
 - Not in keeping with design/appearance of surrounding houses
 - Out of character with existing residential area and traditional Victorian house it is attached to
 - Building is still too large following amendments
 - Considerably taller than surrounding buildings
 - Increase in traffic
 - Highway safety concerns with cars entering and exiting site
 - Lack of parking
 - Increase in parking and congestion on Dagmar Grove
 - Site visits of the street should be undertaken at different times of the day and week to assess the parking
 - Footpaths will be obstructed
 - Dagmar Grove is used as an unofficial park and ride by those using trains, trams and buses

- Loss of family home
- Not geographically suited to the area
- Error on plan not showing seventh apartment
- The meaning of 'duplex' is unclear
- Difficult to understand how the garden/garage can accommodate an extension, cycle/bin store and 7 parking spaces.
- Contradicts policy in relation to design, height, massing, character of the area and domination of student households
- Unclear why such a large development is needed for this site as the Council has set out land allocations for housing
- Large volume of development in the area including the Queens Hotel pub
- Concern over larger properties in Beeston being converted into HMO's
- Proposal is financially motivated
- Loss of trees
- Property was surrounded by trees and vegetation which were cut down and the planning statement says the corner plot suffers from heavy traffic noise and overlooking which is an attempt to mislead the Council
- Only one bus service along this part of Queens Road
- High rent prices in Beeston
- Lack of affordable housing for first time buyers
- Concerns over lamppost and bus stop being relocated.

6 Assessment

6.1 The main issues for consideration are whether the proposed development is acceptable in flood risk terms, represents an acceptable design and layout, has sufficient parking, has an acceptable relationship with neighbouring properties and provides an acceptable standard of amenity for future occupants.

6.2 Principle

6.2.1 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 boost housing supply which sites such as this can help deliver. The provision of seven apartments is considered to be a benefit in terms of the provision of homes.

6.2.2 Policy 8 encourages a mix of housing tenures, types and sizes. It is considered that the emphasis of the policy is on promoting housing mix rather than preserving the existing character of the street. Queens Road is characterised by varying styles and sizes of properties including houses and flats. This development would add to the housing mix and it is considered that the character of the area would not be harmed to an extent which would justify refusing planning permission.

6.2.3 To conclude, the site is located within an urban location and weight must be given to the need to boost housing supply. It will also provide an additional six residential units within an existing settlement in a highly sustainable location, close to Beeston town centre and public transport links. It is considered the proposed apartments

will not have an adverse effect on neighbour amenity and amendments to the design mean the massing, scale and appearance are considered to be acceptable (as detailed below). The principle of the development is therefore considered to be acceptable.

6.3 Flood Risk

- 6.3.1 The site lies within Flood Zone 3 which is land with a high probability (1 in 100 or greater) of river flooding. A Flood Risk Assessment has been submitted with the application. 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.

- 6.3.2 Within Beeston there are substantial areas which are within Flood Zones 2 and 3 but have a high degree of protection against flooding due to the Nottingham Trent Left Bank Flood Alleviation Scheme. Some of these sites may bring forward the opportunity to provide housing in areas of substantial need. Sequentially, it is considered the site is acceptable and it is considered a positive that this location minimises additional development in the Green Belt in Broxtowe. Therefore when assessing whether other sites are 'reasonably available', this site can be viewed as a 'sustainability benefit' and the Green Belt must be treated as a major constraint.

- 6.3.3 The Environment Agency has raised no objection but has suggested conditioning that the finished floor level of the extension should be set no lower than 27.81m AOD and that the flood resilience techniques as stated in the Flood Risk Assessment, such as using flood resilient materials and design techniques to at least 0.3m above the finished floor level, should be incorporated into the development. An advisory will be recommended in regards to the occupants registering to receive flood warning alerts. It is considered that flood risk issues have been sufficiently addressed.

- 6.3.4 To conclude, within Beeston there are substantial areas which are within Flood Zone 3 but have a high degree of protection against flooding due to the Nottingham Trent Left Bank Flood Alleviation Scheme. A failure to permit residential development on sites such as this which are protected by good quality flood defences, and have a site specific FRA demonstrating the development is acceptable on flood risk grounds, will lead to alternative locations being required in less sustainable locations, including the Green Belt. Subject to a suitable condition, it is considered that the development would be compliant with the requirements of the NPPF in relation to flood risk.

6.4 Amenity, Design and Layout

- 6.4.1 During the course of the application, the plans were amended to include provision for glass recycling and to correct an error in the labelling of the number of apartments which has remained as seven.

- 6.4.2 It is acknowledged that no. 230, the adjoining semi-detached house positioned to the north east, will be one of the properties most affected by this proposal. The amendments to the scheme are considered to improve the relationship with no. 230 and therefore, it is considered that the scheme as proposed would not result in a

detrimental impact on this neighbouring property. The most significant amendment in relation to reducing the impact of the development on no. 230 is the omission of two apartments which reduces the intensity of the scheme. Furthermore, the two rear dormers have been replaced with roof lights and the remaining rear dormer in the main roof has been reduced in width by 0.6m to 2.9m. In the north west (rear) elevation, a first floor window has been removed, one repositioned and reduced in size and a ground floor window removed. Although these dormers and windows do not directly overlook no. 230's garden due to the existing intervening extension, it is considered these will improve the relationship with no. 230 and the perception of feeling overlooked. Concerns were raised about the rear dormer in the main house but the applicant is not willing to amend its design and it is considered a reason for refusal could not be substantiated as the dormer does not cause an unacceptable amount of overlooking to the occupants of number 230.

- 6.4.3 To conclude, it is considered the dormer and four first floor roof lights are an acceptable size and positioning and although three of these windows will serve primary rooms, it is considered these are not dissimilar to what is accepted under permitted development and no adverse overlooking will occur as a result. The proposal of first floor windows in the north west (rear) elevation of the extension are considered to be acceptable and will be partially obscured from the view of no. 230's primary amenity space which is positioned to the north east of the existing rear extensions. The previous application (19/00272/FUL) proposed a first floor extension with dormer over the existing garage; this application proposes a removal of the garage entirely meaning an element of openness will be created for part of no. 230's garden. It is acknowledged that no. 230's amenity will be affected by the proposal to a limited degree but the existing two storey element with mono-pitched roof which mirrors that of the application property already provides a level of screening from the proposed extensions and alterations. Furthermore, the extension could be seen as replicating a house with first floor windows and roof lights in the rear elevation so this type of relationship is not uncommon in an urban area such as this. It is considered there will not be an unacceptable detrimental impact on the amenity of the occupants of no. 230 and the amendments to this scheme in relation to the previous scheme (19/00272/FUL) are acceptable.
- 6.4.3 No. 6 Dagmar Grove is a semi-detached house positioned to the north west of the application site which is the other property that will also be most affected by the proposal. No. 6 Dagmar Grove does not directly adjoin the site and is separated by no. 230's garage and garden. It has a first floor blank south east (side) elevation and a door and two windows at ground floor level. However, these windows and door are obscured from view of the application site by the garage belonging to no. 230. No. 6 Dagmar Grove's garden projects to the north east which adjoins no. 230's rear garden and not the application site. The proposed north west (rear) elevation of the extension will be a minimum of 17m from the south east (side) elevation of no. 6 Dagmar Grove. The three storey extension will largely face the south east (side) elevation of no. 6 Dagmar Grove. Taking the above into consideration, the separation distance and intervening garden, garage and driveway of no. 230, it is considered the proposed extension and alterations will not have a detrimental impact on no. 6 Dagmar Grove.
- 6.4.4 Whilst it is accepted the building will be closer to the boundary with Dagmar Grove and will have side facing windows at ground, first and second floor level, the north east (side) elevation of no. 234 has one first floor window which is obscurely glazed and due to the intervening road, it is considered this relationship is acceptable and

reflects similar relationships of residential properties in the area being built close to a corner boundary. Therefore, it is considered there will not be a detrimental impact on the amenity of the occupants of no. 234.

- 6.4.5 It is considered the proposed extension and alterations are a sufficient distance from other neighbouring properties that there will not be a detrimental impact on their amenity.
- 6.4.6 The overall style of the property reflects a contemporary appearance which is considered to be an acceptable design approach. Although the extension is considered to be large, the design is not dissimilar to a pair of semi-detached dwellings on this spacious corner plot and therefore, it is considered to some extent it retains the appearance of a residential family home. Furthermore, a contemporary design is a widely accepted design approach in Broxtowe Borough and the surrounding properties are considered not to be of an architectural merit that this building would detract therefrom.
- 6.4.7 The layout of the three storey extension aligns with the front bay window and main rear elevation of the host dwelling meaning the extension will not be visually overbearing. Whilst it is acknowledged the three storey extension is significantly wider than the host dwelling, the extension could be read as a pair of semi-detached properties as the host dwelling and no. 230 are, and that a degree of symmetry is reflected between these properties. The courtyard to the rear and cantilevered roof will retain an element of openness to the scheme when viewed from Dagmar Grove which is considered to be a positive element of the scheme.
- 6.4.8 The materials have not been stated on the plans and therefore a condition will be included to ensure that details and samples are provided in advance of building works commencing.
- 6.4.9 It is considered the application has been reduced in footprint, scale and number of apartments that the amenity of surrounding neighbours will not be significantly compromised.
- 6.4.10 The apartments are considered to be an acceptable size with each providing sufficient internal space to provide living/kitchen/dining rooms and bedrooms. Furthermore, each apartment has appropriately positioned windows to provide an outlook from each bedroom.
- 6.4.11 The site is not in an Air Quality Management Area. In addition, the approval of residential developments that are within walking distance of tram, train and bus provision is considered to have a positive benefit on wider air quality issues by encouraging public transport use and therefore reducing the need to travel by private car.
- 6.4.12 Policy 10 of the Aligned Core Strategy states that development should be assessed in relation to its massing and scale, materials, design and impact on the amenity of nearby residents. It is considered the design of the property, whilst contemporary, relates to the massing of the host dwelling and no. 230 with a matching eaves and ridge height and reflecting a degree of symmetry. The development has been reduced in scale and is considered to not be dissimilar to the size of a pair of semi-detached dwellings. It is considered the design is acceptable overall.

6.4.13 To conclude, the proposed extension is positioned on a relatively spacious corner plot and the proposal to extend the existing property and subdivide this into seven apartments is considered to be acceptable. Furthermore, it is considered the scheme has incorporated sufficient amendments to reduce the scale and intensity for this plot of land since the previous application (19/00272/FUL) that an acceptable relationship with neighbours has been achieved. Although the style would be contemporary, it is considered this is an acceptable design approach and the architectural style of the surrounding dwellings is not of such merit that there

would be a requirement to replicate or that a deviation from their design would necessarily be harmful to the character of the area.

6.5 **Parking**

6.5.1 It is evident within the consultation responses that there is concern that the development does not include sufficient parking provision and that this will lead to increased demand for on-street parking which would be detrimental to the area. However, it is considered the amount of parking proposed (seven spaces, one space for each apartment) is acceptable and due to a lack of objection from the Highways Authority and the sustainable location, it is considered the development is acceptable in regards to parking and highway safety.

6.5.2 In relation to assessing the highway impacts of a proposal, paragraph 109 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 105 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.

6.5.3 The site lies within a sustainable location with access to regular bus services along Queens Road (with a bus stop being positioned directly in front of the site) and within walking distance of Beeston town centre which provides access to a regular tram service. It is acknowledged that the properties on Dagmar Grove do not have off-street parking and the main concern would be that there would be an increase in on-street parking along this road. However, seven car parking spaces have been provided and the Highways Authority have not raised any objection in relation to the development, especially considering its sustainable location. It is considered likely that car ownership associated with the apartments will be low. However, it is acknowledged that there could be an increase in parking in the surrounding area but for the reasons set out above, it is considered this would not be detrimental to

parking, traffic or highway safety. Therefore, it is considered that a pragmatic approach needs to be taken in respect of developing the site for residential development.

6.6 **Other issues**

6.6.1 A number of concerns have been raised within the consultation process which will be addressed within this section.

- 6.6.2 Trees have been removed from site but as they were not protected by Tree Preservation Orders and the site is not located within a conservation area, consent would not have been required.
- 6.6.3 Two of the apartments are labelled as 'duplex' apartments as they are situated over ground and first floor, connected by a staircase.
- 6.6.4 Any potential obstruction of the footpaths by works on-site should be reported to Nottinghamshire County Council as Highway Authority.
- 6.6.5 The error on the plans in regards to the numbering of the flats has been corrected.
- 6.6.6 Property/rent prices and if the application is financially motivated are not planning matters that can be taken into consideration with this application
- 6.6.7 The repositioning of the lamppost would be a matter dealt with by Nottinghamshire County Council as Highway Authority. There is no proposal to relocate the bus stop as a result of this application.
- 6.6.8 Although the Council has allocated land for housing within the Part 2 Local Plan, it is considered the proposal is acceptable on this site for the reasons stated in the report. Furthermore, this site is located outside the Green Belt in a highly sustainable area which is considered a benefit of the scheme.
- 6.6.9 The apartments are not specifically targeted at one demographic. The Design and Access Statement states that the different mixture of one and two bedroom apartments could accommodate families, professionals and students. It is therefore considered this development is compliant with Policy 8 of the Aligned Core Strategy which highlights that residential development should maintain, provide and contribute to a mix of housing tenures, types and sizes. Furthermore, the justification of this policy recognises that the projection of smaller households is likely to continue to grow. Therefore, it is considered, developments such as this can cater for this growing need for smaller dwellings.
- 6.6.10 The proposal is for self-contained apartments and not for HMO accommodation.

7 Planning Balance

- 7.1 The benefits of the proposal are that it would provide six additional homes within an existing urban area and would support short term benefits such as jobs during the construction of the proposed dwellings and would be in accordance with policies contained within the development plan. Whilst it is acknowledged there will be
- 7.2 some impact on the amenity of neighbours and on-street parking, this is outweighed by the benefits of the scheme and due to its location within a highly sustainable area.

8 Conclusion

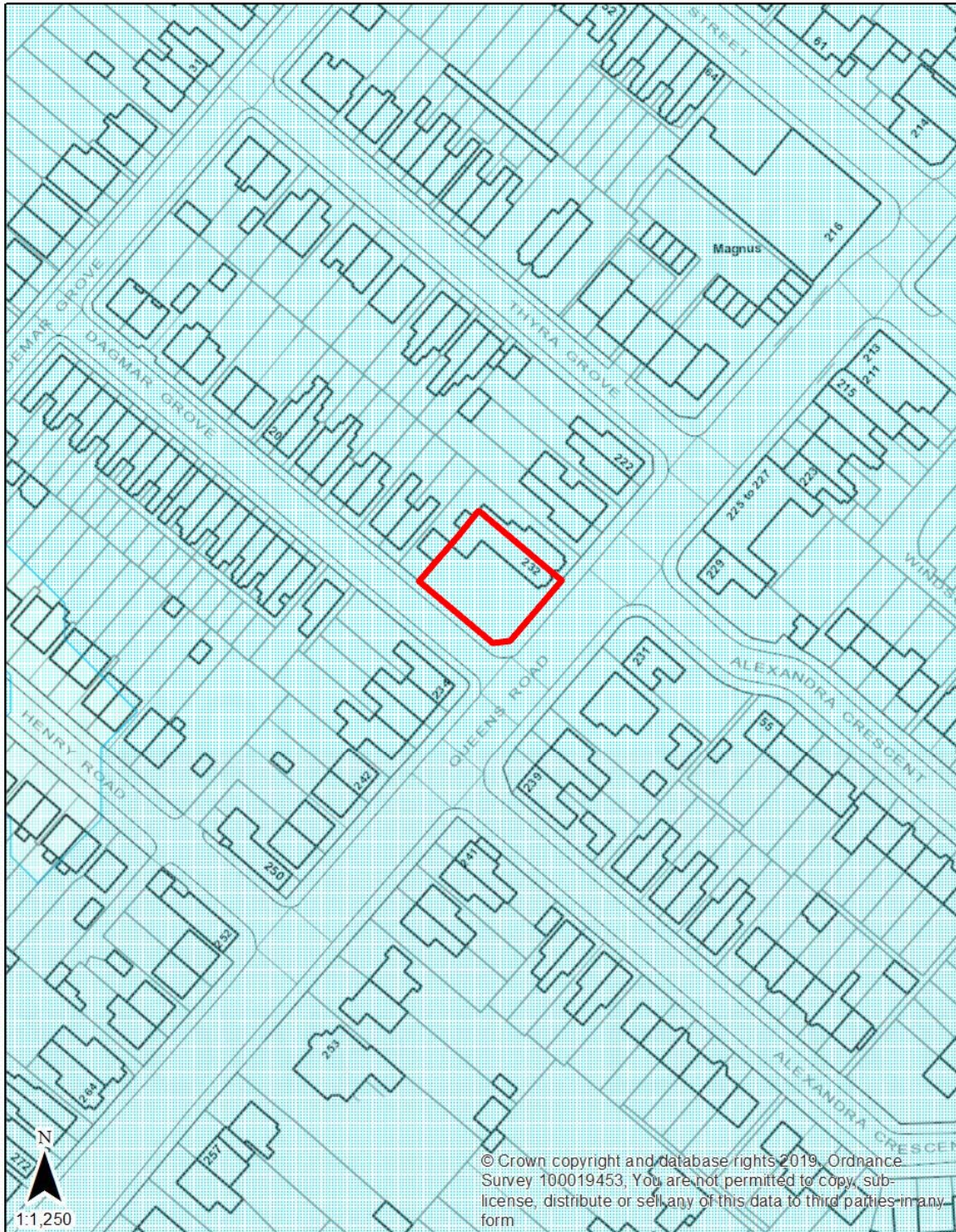
- 8.1 To conclude, it is considered the proposed extensions and alterations are of an acceptable size, scale and design that there will not be an adverse effect on neighbour amenity and provide an acceptable standard of amenity for future occupants of the apartments. The proposed apartments are considered to be an

acceptable design as the height of the extension relates to the host property and the contemporary design is considered to be acceptable.

<u>Recommendation</u>	
<p>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</p>	
1.	<p>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</p> <p><i>Reason: To comply with S91 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with the Site Location Plan (1:1250) and drawing numbers: 232-19-2002 Rev P06 received by the Local Planning Authority on 25 September 2019, 232-19-2001 Rev P05 received by the Local Planning Authority on 29 October 2019 and 232-19-3001 Rev P11 received by the Local Planning Authority on 11 November 2019.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<p>No part of the development hereby approved shall be commenced until a noise report, prepared in accordance with the provisions of DoT Calculation of Road Traffic Noise to predict noise levels at the nearest noise sensitive location has been submitted to and approved in writing by the Local Planning Authority. Predictions shall be contained in a report which sets out a large scale 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, a description of noise calculation procedures, noise levels at a representative sample of noise sensitive locations and a comparison of noise level with appropriate current criteria. Mitigation measures should be implemented where criteria is exceeded at any location.</p> <p>The dwellings shall not be occupied until all necessary mitigation measures have been implemented.</p> <p><i>Reason: To protect future occupiers from excessive environmental noise and in accordance with Policy 17 of the Part 2 Local Plan (2019).</i></p>
4.	<p>No above ground works, including site clearance, 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"> • numbers, types, sizes and positions of proposed trees and shrubs • details of boundary treatments; • proposed hard surfacing treatment and • planting, seeding/turfing of other soft landscape areas. <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: No such 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 Policies 10 and 11 of the Broxtowe Aligned Core Strategy (2014) and Policy 17 of the Part 2 Local Plan (2019).</i></p>
<p>5.</p>	<p>No above ground works shall commence until samples 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 10 of the Aligned Core Strategy (2014) and Policy 17 of the Part 2 Local Plan (2019).</i></p>
<p>6.</p>	<p>Prior to the first occupation of the apartments hereby approved, the development shall be constructed in accordance with the submitted Flood Risk Assessment prepared by Inspire Design & Development ref: SS-1423-01-FRA-001 dated April 2019. Flood resilient materials and design techniques shall be used as detailed in paragraph 6.1.2 and the finished floor levels shall be set no lower than 27.81m AOD. These mitigation measures shall be maintained and retained for the lifetime of the development.</p> <p><i>Reason: To reduce the risk of flooding and in accordance with the aims of Policy 1 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>7.</p>	<p>The development hereby approved shall not be brought into use until:</p> <ul style="list-style-type: none"> • dropped vehicular footway crossing has been provided and existing dropped vehicular footway has been made redundant in accordance with the Highway Authority's specification. • the parking area has been surfaced in a hard, bound material and each space has been clearly delineated as shown on drawing 232-19-2001 Rev P05 and

	<ul style="list-style-type: none"> • the cycle stands have been provided and are available for use. <p>These measures shall be maintained for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019).</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 prospective building manager/occupants should register to receive flood warnings. The Flood Warning and Evacuation Plan for the site should be brought into place prior to occupation of the development, with this information being made available to occupants.</p>
<p>3.</p>	<p>The applicant is advised to contact the Council's Waste and Recycling Section (0115 917 7777) to discuss waste and refuse collection requirements.</p>
<p>4.</p>	<p>Contractors should limit construction and demolition works to between 07:30 and 18:00 Monday to Friday, 08:00 and 13:30 on Saturdays and at no times on Sundays and bank holidays. No waste from the development shall be burnt on site at any time.</p>
<p>5.</p>	<p>The development makes it necessary to construct a 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 for on telephone 0300 500 80 80 to arrange for these works to be carried out.</p>



Legend

-  Site
-  Flood Zone 3
-  Flood Zone 2

South west (side) elevation of main house



South west (side) elevation of main house



View of no. 230 and application site from rear garden of no. 6 Dagmar Grove



South east (front) elevation of site and main house and no. 230



View of no. 234 Queens Road and entrance to Dagmar Grove



South east (front) elevation of main house and side garden



