

## Report of the Chief Executive

<b>APPLICATION NUMBER:</b>	<b>19/00808/FUL</b>
<b>LOCATION:</b>	<b>147 - 151 QUEENS ROAD, BEESTON, NOTTINGHAMSHIRE, NG9 2FE</b>
<b>PROPOSAL:</b>	<b>CONSTRUCT 9 ONE BEDROOM APARTMENTS (revised scheme)</b>

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

1 Executive Summary

- 1.1 This application seeks permission to construct a two/three storey, flat roof building comprising nine, one bedroom apartments. Each apartment will have a bedroom, kitchen/dining/living room and shower room with toilet. A 2.5m high fence will extend along the boundary with no. 1 Hawthorn Grove. A communal internal bin store will be provided at ground floor level. Five cycle stands will be located to the rear of the building and a cycle store is proposed within the building. One car port parking space is proposed. The proposal is for self-contained apartments and not for HMO accommodation.
- 1.2 This is a revised application following the refusal of an application (18/00516/FUL) for 10 apartments at Planning Committee in March 2019.
- 1.3 The main issues relate to whether the principle of nine apartments is acceptable and if the development is acceptable in terms of flood risk, parking issues and impact on neighbour amenity.
- 1.4 The benefits of the proposal would mean nine 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.
- 1.5 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 This application seeks permission to construct a two/three storey, flat roof building comprising nine, one bedroom apartments. Each apartment will have a bedroom, kitchen/dining/living room and shower room with toilet. A 2.5m high fence will extend along the boundary with no. 1 Hawthorn Grove. A communal internal bin store will be provided at ground floor level. Five cycle stands will be located to the rear of the building and a cycle store is proposed within the building. One car port parking space is proposed.
- 1.2 The main difference between this application and the previously refused application (18/00516/FUL) is the omission of one apartment and re-design of the internal layout to increase the internal floor space. Each apartment will have an internal floor space of 37 square metres which is in line with the Government's Technical Housing Standards. Relatively minor changes have been made to the fenestration and shape of the building but the dimensions of the building have largely stayed the same. One first floor window will be inserted in the south east (rear) elevation. This will be conditioned to be obscurely glazed and the opening element 1.7m above the finished floor level.

2 Site and surroundings

- 2.1 The application site operates as a car sales business with a forecourt for cars and a single storey flat roof building located beside the south eastern boundary. 2m high metal railings extend across the boundary with Queens Road and Hawthorn Grove. A 2m high fence and the single storey building extend across the boundary with no. 145 Queens Road. A path extends between the north east boundary next to the side elevation and garden of no. 145 Queens Road.
- 2.2 The site lies within a predominantly residential area with some commercial units. The site is within walking distance of Beeston town centre and is in close proximity to the tram and regular bus services along Queens Road. The site is relatively flat and is located within Flood Zone 2 which is land with a medium probability (between 1 in 100 and 1 in 1000) of river flooding.
- 2.3 No. 145 is an end terrace dwelling positioned to the north east and has a second floor window in the south west elevation. No. 1 Hawthorn Grove is a semi-detached dwelling with a first floor window and ground floor window and door in the north west (side) elevation. No. 3 Hawthorn Grove is a semi-detached dwelling positioned to the south east. On the north west side of Queens Road, no. 140 is an off-licence (Booze Express), no. 140A is a takeaway (Better than home) and no. 142 is a takeaway (King Cod). All these premises have first floor flats above. Nos. 144 and 146 are semi-detached properties positioned to the west. A bingo hall and retail outlet with associated car park are located to the south.

### 3 Relevant Planning History

- 3.1 An application for a sales office (74/00185/FUL) was granted permission in July 1974.
- 3.2 An application for an extension to an office to form a car valeting bay (81/00504/FUL) was granted permission in August 1981.
- 3.3 An application for 10, one bedroom apartments (18/00516/FUL) was refused permission in March 2019 for the following reasons: *“The proposed building by virtue of its size and scale represents an over intensive development of the site which would be out of keeping with the character of the area. Insufficient parking has been provided on site which would result in parking problems in the immediate area. Accordingly, the proposal is contrary to the aims of Policies H7 and 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).”*
- 3.4 The application (18/00516/FUL) was appealed and dismissed. The Inspector concluded that the reason for dismissing the appeal was based solely on inadequate living conditions for future occupiers with regards to internal living space for five out of 10 of the apartments.

### 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 4: Employment Provision and Economic Development
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity

#### 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 9: Retention of Good Quality Existing Employment Sites
- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, Design and Amenity
- Policy 20: Air Quality

#### 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.

5.2 **Council’s Waste and Recycling Officer:** raises no objection due to the bins being privately managed.

5.3 **Environment Agency:** no comments provided as standing advice applies due to the site being located within Flood Zone 2.

5.4 **Severn Trent Water Ltd:** advise that in order to connect to existing sewers the applicant should contact Severn Trent Water to discuss a solution which protects the public sewer and the building.

5.5 14 neighbouring properties were consulted and a site notice was displayed. Three objections were received and can be summarised as follows:

- Plans too similar to previous application
- Loss of daylight/ sunlight
- Loss of privacy
- Sense of enclosure
- Imposing due to flat roof
- Parking along Hawthorn Grove is a continued problem
- More parking is required due to other development being undertaken close by
- Parking problems were not given the adequate consideration by the Planning Inspector
- The number of parking spaces should equal the number of apartments
- Concerns with security and privacy due to people accessing the rear of the building
- Census data is out of date and should not be used to dismiss parking problems
- Increase in density of population along Queens Road due to number of applications
- Sense of community is being lost
- Concerned that the developer can appeal to the Secretary of State who only sees the legal side of the application.

6 Assessment

6.1 The main issues are considered to be the principle of the proposed development, if the development is acceptable in flood risk terms, the design and layout, parking, the loss of employment land and the relationship to neighbouring properties.

## 6.2 Principle

- 6.2.1 Policy 8 of the Broxtowe Aligned Core Strategy (2014) 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 area. Queens Road is characterised by varying styles and sizes of properties including houses, flats and some commercial buildings. This development would add to the housing mix and it is considered that the character of the area would not be harmed.
- 6.2.2 The site is within an existing residential area and provides an opportunity to provide additional housing outside of the Green Belt. There is also a need to boost housing supply which sites such as this can help deliver. The provision of nine apartments on this brownfield site is considered to be a benefit in terms of contributing to the provision of homes in the borough.
- 6.2.3 Whilst it is acknowledged there will be a loss of a small car sales business, it is considered the loss is outweighed by the proposal of residential units which make an efficient use of the land. Whether there is sufficient space for nine apartments and the impact a development of this size will have on neighbouring properties will be discussed below.
- 6.2.4 Concerns were raised in the representation received that there is an increasing amount of applications being submitted for development along Queens Road. Whilst it is acknowledged there are a number of applications that have been considered for development along Queens Road, this is a main road with a wide mix of properties, including commercial. It is considered the approval of this application would add to the housing mix and would not impede a sense of community.
- 6.2.5 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 nine 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 the design, 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 is relatively flat and is located within Flood Zone 2 which is land with a medium probability (between 1 in 100 and 1 in 1000) of river flooding. A Flood Risk Assessment (FRA) has been submitted with the application. The Environment Agency were consulted on this application and did not provide comments due to the site being located within Flood Zone 2 and being subject to standing advice.

- 6.3.2 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 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.
- 6.3.3 From reviewing the FRA, it is considered that flood risk issues have been satisfactorily addressed. The FRA has addressed the probability of flooding, climate change, flood resilience measures within the design of the building, floor levels in relation to the probability of flooding and off-site and residual risks. The FRA states that new hardstandings are to be constructed using porous paving and the existing site is mostly made of impermeable surfacing so the proposal will not increase run-off.
- 6.3.4 To conclude, within Beeston there are substantial areas which are within Flood Zone 2 but have a high degree of protection against flooding due to the Nottingham Trent Left Bank Flood Alleviation Scheme. Some of these sites are on previously-developed land and some may bring 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. It is considered the development is acceptable in terms of dealing with the issues of flooding.

#### 6.4 Amenity

- 6.4.1 Concerns have been raised in regards to the impact the building will have on a loss of light, privacy and sense of enclosure.
- 6.4.2 No. 1 Hawthorn Grove is a semi-detached dwelling adjoining the south east of the site. The proposed building will be 1.3m higher than no. 1 and will be relatively in line with the main east (rear) elevation of no. 1 and set back 1.1m from the adjoining boundary. Beyond this, the building reduces to two storeys and is set back 3.4m from the boundary with no. 1. A 2.5m high fence is proposed across the boundary with no. 1 which will largely obscure the ground floor windows from view. Whilst it is acknowledged the building is positioned to the north west of no. 1 and will cause some loss of light to the rear garden, it is considered the separation distance, and relatively comparable height of the building to no. 1 with the reduction to two storeys to the rear will mean an acceptable amount of amenity will be retained and there will not be a detrimental impact on sunlight or daylight. No. 1 has an obscurely glazed second floor window in the north west (side) elevation. It is acknowledged the three storey element of the building will be opposite this window causing a loss of light but it is considered the separation distance of 4.25m between the two storey part of the building and this neighbouring house is sufficient that it would not be detrimental to the light received into this window that would warrant refusal of the application.

- 6.4.3 During the course of the previous application (18/00516/FUL), amendments were made to the scheme in order to improve the relationship with the neighbouring property which are reflected in this proposal. A large portion of the third floor of the building facing the north east was removed in order to reduce the bulk of the building and improve the relationship with no. 1 Hawthorn Grove and no. 145 Queens Road. It is acknowledged that no. 145 has a second floor window in the south west (side) elevation which is the only source of light to a primary room. However, the third floor element is positioned 9.6m from this window and therefore it is considered this relationship is acceptable as light can still be received into this window. Whilst it is acknowledged that no. 145's garden is positioned to the south east of the building, it is considered the main impact of the building will be the two storey element which could be compared to the impact a house may have.
- 6.4.4 In relation to the impact on neighbour amenity, the Inspector stated in the appeal decision for 18/00516/FUL that the first floor window in the north west (side) elevation of no. 1 would not experience a significant loss of outlook as it is obscurely glazed. In relation to the second floor window in the south west (side) elevation of no. 145, the Inspector was satisfied that sufficient amendments had been made to the application in order to allow for an adequate outlook from this bedroom window. In relation to the impact of the building overall on these two neighbouring properties, the Inspector concluded the following *"At the rear, the development would reduce to 2 stories in height and would be set in further from the boundary than the existing single storey building, which would limit any additional loss of light. Overall, I consider that the proposal would not significantly harm the living conditions of the occupiers of either No 145 Queens Road or No 1 Hawthorn Grove."* The Inspector was satisfied that the impact on neighbour amenity was acceptable and the scheme now proposed is largely reflective of the previous scheme. Any refusal based on amenity grounds could therefore incur costs being awarded against the Council (should a costs appeal be submitted if the application is refused).
- 6.4.5 To conclude, it is acknowledged that no. 1 Hawthorn Grove and no. 145 will be the most directly affected by the development. However, it is considered the scheme ensures a satisfactory level of amenity can be retained for these neighbours.
- 6.4.6 It is considered the proposed building is a sufficient distance from the remaining neighbours consulted that there will not be a detrimental impact on their amenity or cause a significant sense of enclosure.
- 6.4.7 With regards to the amenity of the prospective occupiers, each apartment will have a minimum of 37 square metres gross internal floor space which is in line with the Government's Technical Housing Standards. Furthermore, it is considered each flat will have an acceptable outlook.
- 6.4.8 Although no outdoor amenity space is provided, this is commonly accepted with apartments. However, the building is within walking distance to Broadgate Recreation Ground. It is considered the amenity of the future occupants has been considered adequately. The Inspector stated the following in the appeal decision for 18/00516/FUL *"The development does not propose any outdoor*

*amenity or garden space. However, the appeal site is only a short walk from Broadgate Recreation Ground, which is a high quality open space. This would provide adequate access to outdoor recreation for future occupiers. Moreover, given the size of the proposed dwellings, they would be unlikely to appeal to a family with children.”*

6.4.9 To conclude, it is accepted the difference of a car sales business to an apartment block on this plot of land is relatively significant but it is considered in line with the Inspectors conclusion that the development is acceptable in regards to impact on neighbour amenity.

## 6.5 Design and Layout

6.5.1 It is considered the proposed building positively addresses the street scene from the frontage. The three storey part of the building creates a focal point for the development without creating an overbearing appearance to the adjoining residential properties. The surrounding area has a mix of buildings alongside the typical residential dwelling. Mecca bingo is a large flat roof building positioned to the south and there is a terrace of flat roof buildings to the north (Subway/KFC/One Stop/Papa Johns). There is a three storey apartment block (Fountains Court) positioned to the north west. The Methodist Church positioned to the south west is a prominent building along Queens Road. Considering the mix of designs, materials and variance in heights and number of flats roofs, it is considered a contemporary, flat roof building would not appear out of character with the surrounding area.

6.5.2 The design and size of the scheme largely reflects that of the previous scheme (18/00516/FUL). The reason for refusal made reference to the building appearing out of character with the area due to its size and scale. The Inspector stated the following in regards to the design and size of the development for 18/00516/FUL *“The development would have a modern design with a three storey flat roof element on the corner. It would be constructed predominantly in brick, which is the main material in the vicinity, with areas of cladding and glazing. Its scale and height would be broadly in keeping with the surrounding properties, and its position next to a main road provides an opportunity for a slightly taller element on the corner. The surrounding area contains a mix of architectural styles and built forms, and there are a number of other flat roof buildings nearby. In this context, I do not consider that the development would appear out of place. In my view, it would be well designed and would not unduly dominate its surroundings.”* Any refusal based on the design, size and scale could therefore incur costs being awarded against the Council (should a costs appeal be submitted if the application is refused).

6.5.3 The building will be constructed from bricks with cladding features but specific details of the materials have not been stated and therefore it is considered necessary to include a condition to request these in advance of construction.

6.5.4 It is considered the recessed windows and cladding on the front and side elevations break up the massing of the building and provide visual interest. The varying height from three to two storeys ensures the building is in keeping with the appearance of the street scene. To conclude, it is considered the proposed



building achieves an acceptable level of design that is not out of keeping with the surrounding area.

## 6.6 Parking

- 6.6.1 Concerns were raised by neighbours in the previous application (18/00516/FUL) that the development did not include sufficient parking provision which would have led to an increased demand for on-street parking which would be detrimental to the area. Part of the reason for refusal for the previous application stated “...*Insufficient parking has been provided on site which would result in parking problems in the immediate area...*”
- 6.6.2 In respect of parking, the Inspector concluded on the appeal decision for 18/00516/FUL that the site is in an accessible location which would discourage the use of the private car and as the apartments would be likely occupied by 1-2 people, it would not generate a significant parking requirement. The Inspector concluded that the development would not lead to a rise in nuisance or dangerous parking in the area and a sufficient amount of parking had been provided. The Inspector stated the following, “*I conclude that the development would not significantly contribute to on street parking stress. It would therefore accord with the relevant sections of Policy 17 of the Broxtowe Part 2 Local Plan (2019), which requires that new development provides sufficient parking.*” As this application is for one less apartment than the previous scheme with the same amount of parking, any reason for refusal based on insufficient parking could incur costs being awarded against the Council (should a costs appeal be submitted if the application is refused).
- 6.6.3 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 (2014) states that development should be designed to reduce the dominance of motor vehicles.
- 6.6.4 The site lies within a sustainable location with access to regular bus services along Queens Road and within walking distance of the tram and Beeston town centre. Hawthorn Grove has double yellow lines restricting parking which would deter an increase of parking along this road. The Highways Authority did not raise any objection to the previous application in relation to a lack of parking and this application is for one less apartment. As the apartments are one bedroom each, it is considered likely that car ownership associated with the building will be low. However, it is acknowledged that there is likely to 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 highway safety. Therefore, it is considered that a pragmatic approach needs to be taken in respect of developing this plot of land for residential development, particularly given the Inspector’s comments on parking provision.

**6.7 Other issues**

- 6.7.1 Concerns were raised within the neighbour consultation response that the Census data from 2011 was too old to be considered. The same supporting information that was provided with the 18/00516/FUL application has been submitted with this application which includes a travel plan statement, parking survey and review of census data. The Inspector acknowledged the data from the 2011 Census and although it is accepted this information was not collated in recent years, it is the most up to date Census information available. Furthermore, this only forms part of the justification of providing one parking space due to private car ownership in the area.
- 6.7.2 As with any application, there is a right to appeal where the decision could either be upheld or overturned by an Inspector.
- 6.7.3 It is considered the site will have adequate security due to the 2.5m high fence which will extend across the south east boundary. Although there will be a modest sized gap between the rear of the building and the pathway to the north east, this will encourage natural surveillance from occupiers of the building entering and exiting this part of the site.

**7 Planning Balance**

- 7.1 The benefits of the proposal are that it would provide nine 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 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.

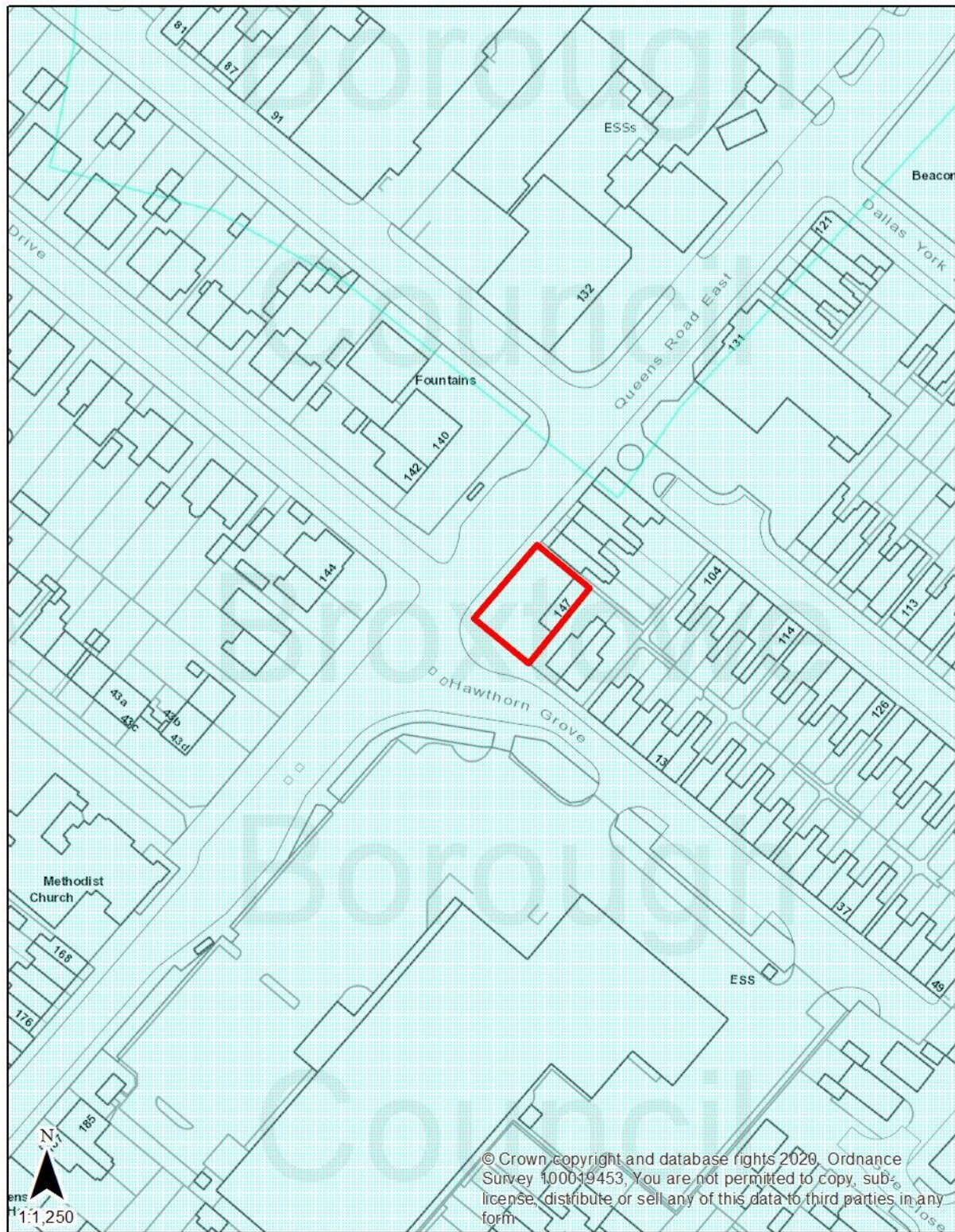
**8 Conclusion**

- 8.1 To conclude, the Inspector outlined in the appeal decision for 18/00516/FUL that the sole reason for dismissing the appeal was due to the insufficient internal floor space for each flat which would have led to a poor standard of amenity for future occupants. This issue has been addressed within this application with each flat now meeting the minimum space requirement as set out in the Government's Technical Housing Standards. Any refusal based on amenity, parking, design, size or scale of the building could incur costs being awarded against the Council (should a costs appeal be submitted if the application is refused). It is considered the proposed apartments are of an acceptable size, scale and design that there will not be an adverse effect on neighbour amenity and an acceptable standard of amenity for future occupants of the apartments will be provided.

<b><u>Recommendation</u></b>	
<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 drawing numbers: 005 Rev L, 002 Rev U and 004 Rev S received by the Local Planning Authority on 20 December 2019 and 003 Rev O and 006 Rev T received by the Local Planning Authority on 23 January 2020.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
3.	<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 17 of the Part 2 Local Plan (2019) and Policy 10 of the Aligned Core Strategy (2014).</i></p>
4.	<p>No above ground works shall take place until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include the following details:</p> <ul style="list-style-type: none"> <li>a. numbers, types, sizes and positions of proposed trees and shrubs</li> <li>b. details of boundary treatments;</li> <li>c. proposed hard surfacing treatment and</li> <li>d. planting, seeding/turfing of other soft landscape areas.</li> </ul> <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><b><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 Policy 17 of the Part 2 Local Plan (2019) and Policy 10 the Broxtowe Aligned Core Strategy (2014).</i></b></p>
5.	<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 SCC Consulting Engineer dated 18 December 2019. Flood resilient measures and design techniques shall be used as detailed in Section 6 and the finished floor levels shall be set no lower than 27.57m AOD. These mitigation measures shall be maintained and retained for the lifetime of the development.</p> <p><b><i>Reason: To reduce the risk of flooding and in accordance with the aims of Policy 1 of the Part 2 Local Plan (2019) and Policy 1 of the Broxtowe Aligned Core Strategy (2014).</i></b></p>
6.	<p>The building hereby approved shall be constructed to include the noise mitigation measures as detailed within section 4 of the noise assessment report ref: 12581.02.v1 dated December 2019. Confirmation of the installation of these measures shall be submitted to and approved in writing by the Local Planning Authority, prior to occupation of the development.</p> <p><b><i>Reason: To protect future occupiers from excessive environmental noise and in accordance with Policy 17 of the Part 2 Local Plan (2019).</i></b></p>
7.	<p>The windows in the north east elevation 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 fixed shut and retained in this form for the lifetime of the development.</p> <p><b><i>Reason: In the interests of privacy and amenity for nearby residents and in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014).</i></b></p>
8.	<p>The first floor window in the south east elevation 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) with any opening elements 1.7m above the finished floor level.</p> <p><b><i>Reason: In the interests of privacy and amenity for nearby residents and in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014).</i></b></p>

<p>9.</p>	<p>No construction or site preparation work in association with this permission shall be undertaken outside of the hours of 07.30-18.00 Monday to Saturday and at no time on Sundays or Bank Holidays. Exceptionally, specific works or operations may be carried out outside these times, but these must be agreed in writing with the Local Planning Authority 7 days in advance of being undertaken.</p> <p><i>Reason: In the interests of the amenities of nearby residents and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p><b>NOTES TO APPLICANT</b></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 eight week determination timescale.</p>
<p>2.</p>	<p>The prospective building manager/occupants should register to receive flood warnings.</p>
<p>3.</p>	<p>Wheel washing facilities should be installed on site in order to prevent mud being deposited on the road from construction vehicles.</p>
<p>4.</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>5.</p>	<p>The applicant is advised to contact Severn Trent Water on tel: 0800 707 6600 prior to development commencing.</p>



© Crown copyright and database rights 2020. 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
-  Flood Zone 2

Photographs



View of site facing east



View of north west boundary and side elevation of no. 1 Hawthorn Grove on right and side elevation of no. 145 on left



View of south west site boundary with side elevation of no. 145 Queens Road in centre and no. 1 Hawthorn Grove on right



Pathway beyond north east site boundary (side elevation of no. 145 to the left)

Photographs

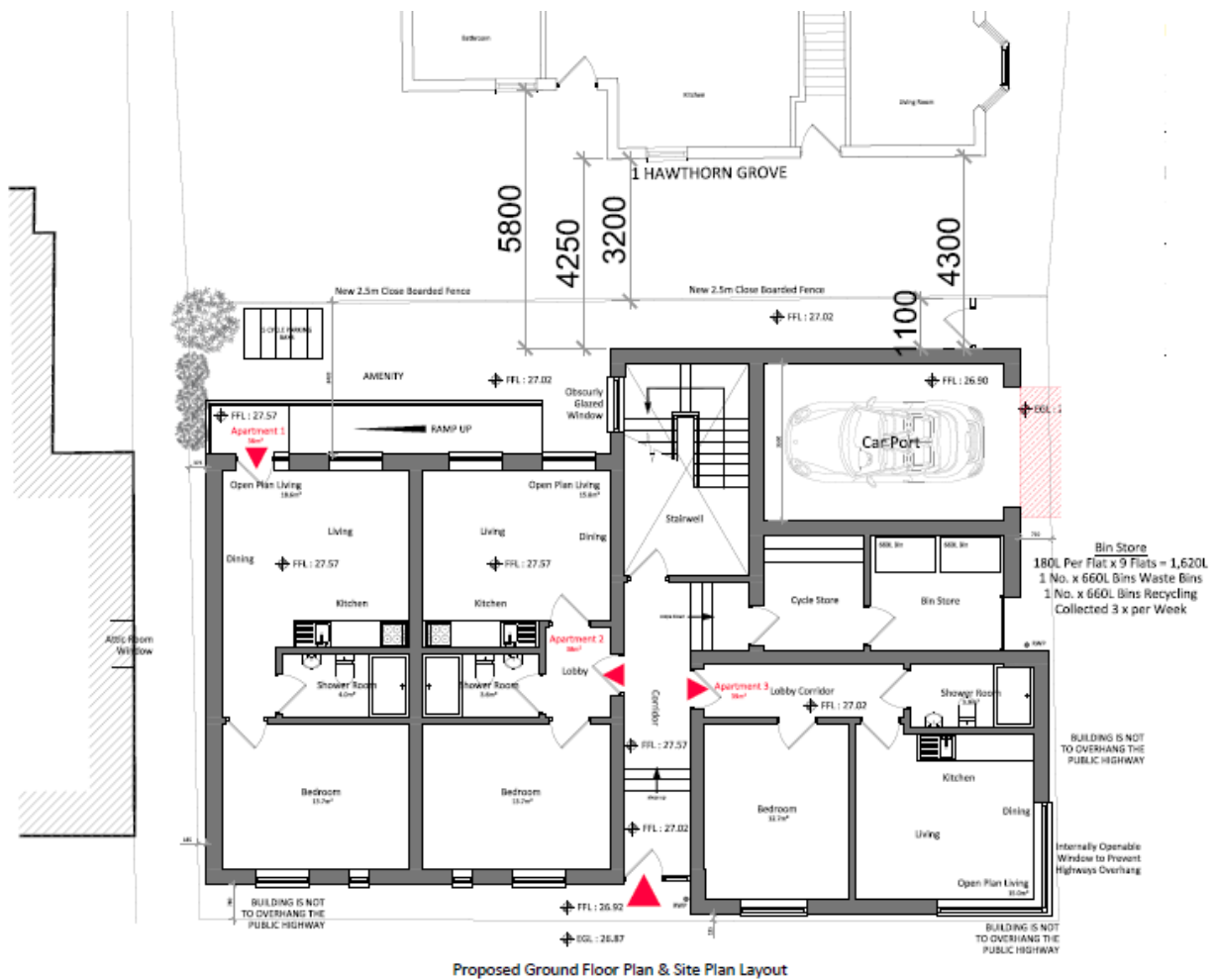


View of site from rear garden of no. 3 Hawthorn Grove



Hawthorn Grove facing southeast

Plans (not to scale)

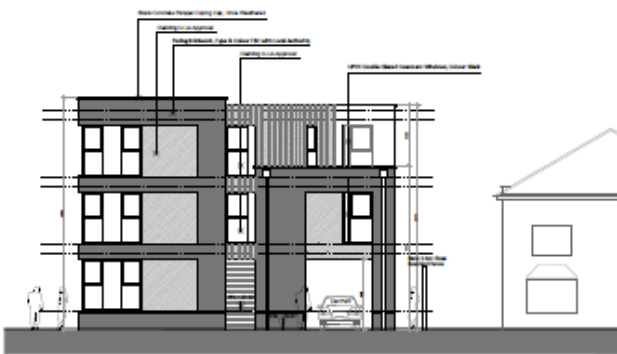




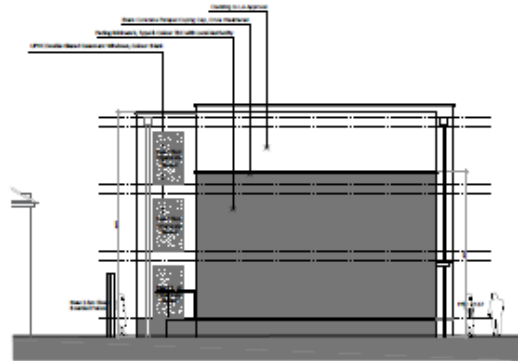
**Plans (not to scale)**



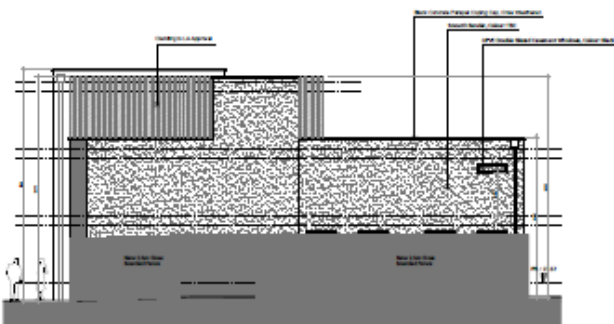
Proposed Front Street Scene Elevation (Queens Road)



Proposed Side Street Scene Elevation (Hawthorn Grove)



Proposed Side Elevation



Proposed Rear Elevation



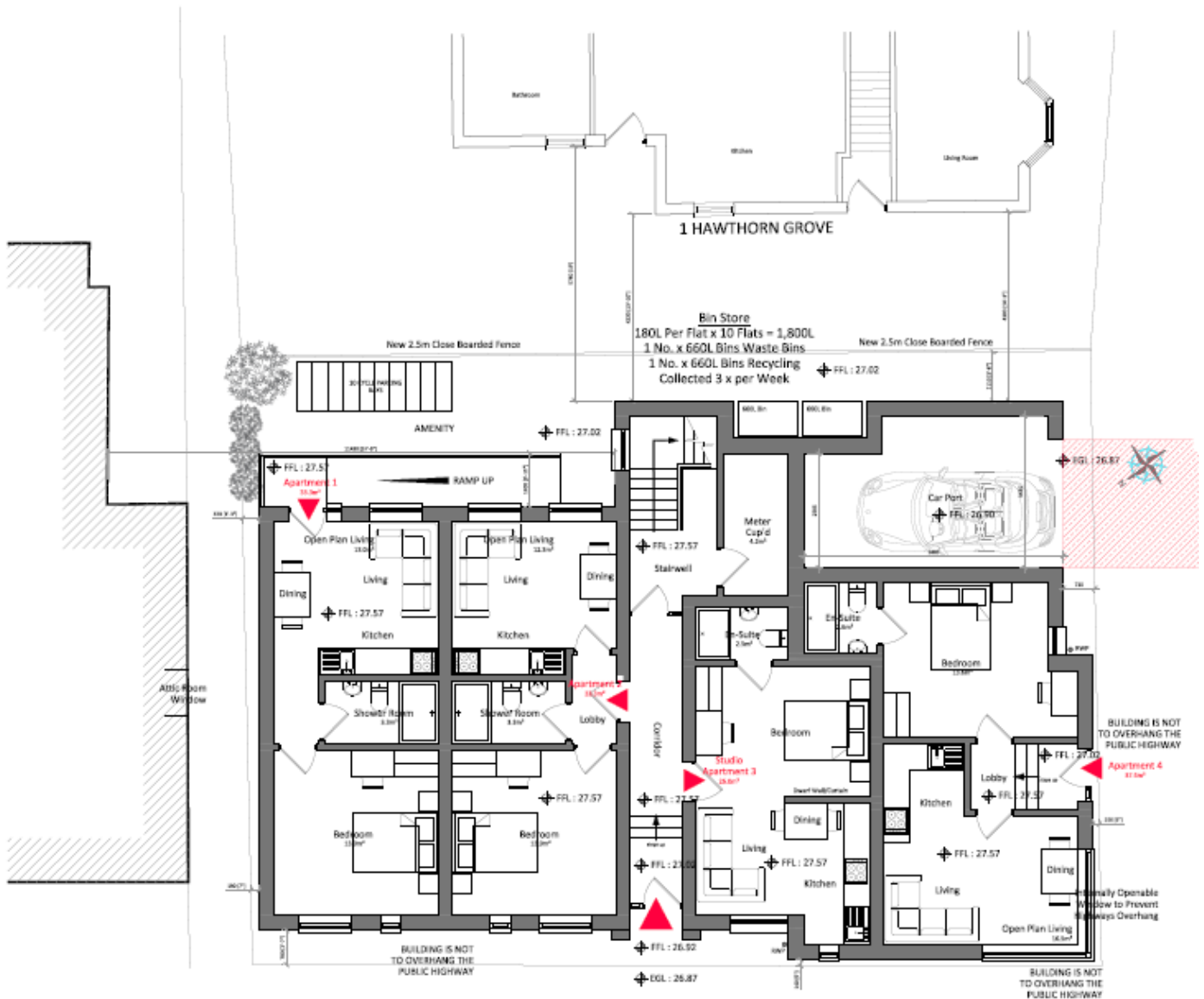
Proposed Site Block Plan 1:500



Proposed Site Location Plan 1:1250

Plans (not to scale)

Previous refused application 18/00516/FUL – 10 apartments



Proposed Ground Floor Plan & Site Plan Layout

