

APPENDIX

Report of the Chief Executive

APPLICATION NUMBER:	19/00816/REM
LOCATION:	Land South East Of B & M, Styring Street & Station Road, Beeston
PROPOSAL:	Construct 132 apartments (Class C3) and flexible use commercial unit (retail / financial and professional services / restaurant /bar / takeaway / assembly and leisure - Classes A1-A5 and D2) with car parking and landscaping (reserved matters relating to planning permission reference 18/00360/FUL)

The application is brought to the Committee as the Council is the landowner.

1 Executive Summary

- 1.1 The application contains the “reserved matters” relating to the appearance, layout and scale of the development of 132 apartments and ground floor commercial unit (Classes A1-A5 and D2), including associated landscaping details relating to proposed soft landscaped areas at ground level and two roof gardens and access details. Vehicular access to the site would be taken from Station Road. 50 parking spaces are proposed in a two storey car park. The principle of the development has been established by the grant of outline planning permission as part of a hybrid application (reference 18/00360/FUL).
- 1.2 All apartments meet the minimum sizes as set out in the DCLG Technical Housing Standards – nationally described space standard. The proposed development will comprise four flat roofed blocks, each of a different height and brick type.
- 1.3 The main issues relate to the design of the development, particularly its height, and the impact on amenity and highway safety.
- 1.4 The design and height of the development are considered to be appropriate and acceptable in this town centre location. No harm to heritage assets would result. There is considered to be no adverse impact on neighbour amenity and it is considered the residents of the proposed apartments will have a sufficient standard of amenity. In relation to highway safety, the County Council as highway authority object to the proposal as they consider visibility for drivers exiting the site access will be restricted by vehicles stationed in the adjacent lay-by, resulting in an increased likelihood of danger to other users of the public highway. In addition, the slowing down and turning of vehicles on Station Road will adversely affect the free flow and safety of vehicles on the public highway. However, the traffic associated with the proposed 50 car parking spaces and servicing of the building using the layby is considered to be not so significant as to warrant refusal of the application.

- 1.5 The Committee is asked to resolve that the reserved matters be approved subject to the conditions outlined in the appendix.

APPENDIX

1 Details of the Application

- 1.1 The application contains the “reserved matters” relating to the appearance, layout and scale of the development of 132 apartments and ground floor commercial unit (Classes A1-A5 and D2), including associated landscaping details relating to proposed soft landscaped areas at ground level and two roof gardens and access details. Vehicular access to the site would be taken from Station Road. 50 parking spaces are proposed in a two storey car park within the centre of the site. Five of these spaces will have electronic vehicle charging points and three will be disabled spaces. Pedestrian access points for residents are proposed from Station Road, Middle Street and Styring Street. The commercial unit would be accessed from the new public realm to the north west of the site, with a service layby proposed beside Station Road to serve both elements of the development. Cycle (48) and motorcycle (10) parking and bin storage is proposed within the building.
- 1.2 40 of the proposed apartments will have one bedroom and 92 will have two bedrooms. All apartments meet the minimum sizes as set out in the DCLG Technical Housing Standards – nationally described space standard.
- 1.3 There is a substation on site beside Middle Street which has to be retained and has been incorporated within the proposed development and enclosed by aluminium mesh panels.
- 1.4 The proposed development will comprise four flat roofed blocks, each of a different height and brick type. Beside Station Road, the block will be eight storeys high. There will be a five storey block to the south east of the cinema development, with the ground floor being the commercial unit. A four storey block is proposed beside the tram tracks fronting Styring Street. Between the four and eight storey blocks and projecting towards Middle Street, will be a two storey block. Roof gardens are proposed above the two and four storey blocks. An indicative zone for PV panels has been shown on the roof of the tallest block beside Station Road.
- 1.5 The building will have chamfered corners beside the public realm to the north west, with brick pillars supporting the overhanging structure on each of these two corners and also the overhang beside the Middle Street/Station Road junction. Floor to ceiling glazing is proposed to be used in the commercial unit. The proposed apartments will all have full height windows and some will have balconies, decked areas or small patios.
- 1.6 Amended plans were submitted during the course of the application to add more interest to the Station Road elevation, to provide additional clarity on window

recesses/projections and proposed materials, to make some changes to proposed terracing, to realign the walls of ground and first floor apartments beside the plant room to re-orientate windows to face south east, to provide full 'internal' courtyard elevations and to include previously omitted windows. Additional visuals of the proposed development were also provided.

2 Site and surroundings

- 2.1 The site has an area of 0.36 hectare and is located within Beeston town centre. 1.8m high black mesh fencing surrounds the majority of the site. The land slopes down across the site from north west to south east by approximately 1.4m (along Station Road). It was formerly occupied by a fire station and some commercial units, all now demolished. Part of the site was used as a compound by NET during the construction of the tram tracks. Two council car parks are located towards the north west of the site, both accessed from a single access on Station Road. The south eastern portion of the site is vacant. Hardstanding covers the majority of the site. There is a substation on the site beside Station Road. Vehicular access to the site is only possible from Station Road. A cinema with commercial units at ground floor is under construction on the adjacent site to the north west.
- 2.2 To the immediate south west of the site is the bus and tram interchange on Styring Street with four-five storey apartments beyond, some of which are located within the Beeston West End Conservation Area. Beyond these apartments, to the north west, is St John the Baptist's church (Grade II listed) and churchyard. There are two other Grade II listed buildings within this area – the Crimean war memorial and Village Cross (both located on Church Street). St John's Grove Conservation Area is located to the immediate north west of the West End Conservation Area.
- 2.3 The north western site boundary with the cinema construction site is temporary fencing, with retail/commercial units in Beeston town centre beyond the cinema development site. Station Road adjoins the north eastern site boundary, with the two storey brick and timber clad Tesco store, with adjacent car park, on the opposite side of the road. To the south east and south of the site, there are commercial and residential properties (two-three storey) fronting Middle Street.

3 Relevant Planning History

- 3.1 In 2017, planning permission (reference 17/00498/FUL) was granted to use the site (together with the cinema site to the north west) for outdoor events of more than 28 days duration (e.g. Beeston Beach), including installation of temporary structures. This permission includes a condition which restricts the hours when works in association with an event e.g. construction and dismantling of buildings, commercial deliveries etc can take place (08:00 – 22:00) and restricts the hours when events are open to the public to 09:00-22:00.
- 3.2 A Design Review of the proposed development of the wider site took place in March 2018. The Design Review Panel comprised experts from the built environment sector, chaired by an architect, who provided impartial advice on the proposed development. A site visit was undertaken by the panel and then a

discussion was held by the panel with the Council and the architect. After the panel session was held, a letter containing the comments and recommendations of the panel was provided.

- 3.3 A hybrid planning application (reference 18/00360/FUL) was determined in September 2018 which gave full permission for a cinema and commercial units (Classes A1-A5) on the adjoining land to the north west and outline permission for a mixed use development to include residential dwellings (an indicative number of 132 dwellings was proposed) with car parking, commercial units (Class A1 - A5) and assembly and leisure units (Class D2) with associated ancillary areas (plant and bin stores etc.) with all matters reserved on the application site. A 10m wide public realm between the two sites, between Styring Street and Station Road, was approved as part of the full permission.

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 6: Role of Town and Local Centres
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 11: Historic Environment
- Policy 14: Managing Travel Demand
- Policy 18: Infrastructure
- Policy 19: Developer Contributions

4.2 **Part 2 Local Plan 2019:**

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

- Policy 10: Town Centre and District Centre Uses
- Policy 11: The Square Beeston
- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, Design and Amenity
- Policy 19: Pollution, Hazardous Substances and Ground Conditions
- Policy 20: Air Quality
- Policy 23: Proposals affecting Designated and Non-Designated Heritage Assets
- Policy 24: The Health and Wellbeing Impacts of Development
- Policy 26: Travel Plans
- Policy 32: Developer Contributions

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 7 – Ensuring the vitality of town centres.
- Section 8 – Promoting healthy and safe communities.
- Section 9 – Promoting sustainable transport.
- Section 11 – Making effective use of land.
- Section 12 – Achieving well-designed places.
- Section 16 – Conserving and enhancing the historic environment.

5 Consultations

- 5.1 **The County Council as Highway Authority:** first set of comments, request deferral pending receipt of further information: right turn manoeuvres (in and out of the site) need be catered for to avoid shunting as people speed up to avoid red traffic lights and to avoid obstructing northbound traffic if there are queues at the junction. Right turning out of the site will also result in crossing three lanes of traffic which is a safety concern. The proposed lay-by results in vehicles on the footway and insufficient room to pass and obstruction of visibility for those using the site access. It is suggested servicing takes place within the site (resulting in the loss of two parking spaces) and that the bin store is repositioned adjacent to the through route to avoid refuse vehicles blocking Middle Street.
- 5.1.1 **The County Council as Highway Authority:** Second set of comments, objection: Visibility for drivers exiting the site access will be restricted by vehicles stationed in the adjacent lay-by, resulting in an increased likelihood of danger to other users of the public highway. The slowing down and turning of vehicles on Station Road will adversely affect the free flow and safety of vehicles on the public highway.
- 5.1.2 The proposed access has been justified by the presence of the existing car park access but the two locations are not comparable. Whilst there are other access points located within the overall extents of the Middle Street/Station Road junction along Middle Street, they do not serve the scale of the development proposed by this application and so again, are not comparable.
- 5.1.3 With regards to refuse collection via the proposed lay-by, this type of arrangement has reluctantly been accepted at two other locations along Station Road. On this occasion, a level threshold would need to be provided to ensure bin wagons can reach the lay-by in a safe and controlled manner. This would however encourage other drivers to station their vehicles within it, and could potentially restrict a refuse wagon access if parked up. Amending the Traffic Regulation Order to permit loading/unloading would be necessary, but it would not be able to restrict the loading bay for the sole use of service vehicles ancillary to the site which increases the likelihood of it being occupied by other legitimate users.
- 5.1.4 Road Safety have requested a safety audit to determine the feasibility of yellow box junction markings beside the proposed access but have informally advised that it would likely attract concerns.

- 5.1.5 The concerns regarding servicing may be resolved if bin wagons were able to utilise the pedestrianised area between Station Road and Styring Street but they would need to be able to exit onto Styring Street without hindrance.
- 5.1.6 It is considered the access arrangement to the residential element remains a safety issue that cannot be resolved. However, there would be no objection if this access was removed and nil parking spaces were provided.
- 5.2 **The County Council as Lead Local Flood Authority:** no objection. Note that the surface water management condition on the outline approval will still require discharging.
- 5.3 **The County Council Planning Policy team:** no further comments to make.
- 5.4 **Nottingham Express Transit:** No objection but development will require close liaison with Nottingham Trams Ltd throughout construction to ensure works can be carried out safely. Measures will be needed to ensure no degradation of tram signal, minimisation of dust and noise and construction access should be taken from Station Road. No concerns regarding proposed car park access on Station Road. One of the ground floor doors needs revising as blocked by pole on Middle Street. It should be conditioned that building fixings are attached to the west elevation of the building for the support of tram overhead lines to enable the removal of poles from the Styring Street footway.
- 5.5 **Severn Trent Ltd:** No objection subject to conditioning drainage plans for the disposal of surface water and foul sewage.
- 5.6 **Nottingham West Clinical Commissioning Group:** Request a contribution of £62,640.75 towards enhancing capacity/infrastructure within local GP practices (The Manor Surgery, The Oaks Medical Centre and Abbey Medical Centre).
- 5.7 **Council's Conservation Adviser** (comments relate to original plans): notes site is not located within a Conservation Area, but that the proposal will alter the character of the area, which is in close proximity to the Beeston West End Conservation Area which includes a number of Local Interest Buildings, and statutory Listed Buildings. The most relevant is the Grade II church of St John the Baptist with regards to views of the building, and one of its significant features, the height of its tower. It is considered that the proposed development will not have a direct visual impact or affect the interpretation of Listed assets in close proximity to the development, as each building can still be viewed in isolation, and there would not be an impact to their significance. The long distant views to the church may be affected, as it will not be significantly higher than those around it. However, the height of the church is such that it is not sufficiently high enough to be a tall landmark building in the existing town centre long distance views. The setting of the church was altered in the 1960s when Middle Street was extended. More recent road alterations to accommodate the tram system have provided the church with a clearly defined setting which will not be affected significantly by the proposed development.
- 5.7.1 Considers the Middle Street-Station Road ground and first floor elevation is not particularly visually interesting for a principal entrance to the Town Centre. A

more active frontage is needed throughout the development at ground floor level, as predominantly residential at ground floor level will affect the character of this commercial area. The graphics do not make it clear how the building directly relates to Tesco if approaching from Station Road, and no visuals are provided from the junction of Wollaton Road/The Square. The visual that is provided shows only the Middle Street/Station Road junction at an angle to focus on the four lane junction, rather than the reality of it being two lanes prior to the junction. The two storey element on Middle Street looks to give the building interest in some of the visuals, but in others looks out of scale, and lacking interest - more could be done with this element of the design. The protruding service area on Station Road feels tacked on and affects a key elevation. The contemporary design would appear to suit the colour and material palette. Many of the examples provided in the Supporting Documents include designs with more brick detailing or recess detail than is apparent in the proposal. Over complicating the design should be avoided, but there is scope for more architectural detailing. Further detailing of the large expanses of glazing is needed as a glazed 'curtain' requires the handling of floors and its impact can be compromised by blanked out sections.

- 5.7.2 **Council's Conservation Adviser:** Comments on amended plans: Accepts that the two storey block fronting Middle Street needs to be this height to ensure light reaches the central area of the development. Notes there are numerous different materials and styles (which will give interest to the individual blocks), and that a material sample 900x900 is offered, which would be useful prior to start (all examples, not per block), so that each palette can be view against each other. Supports the variety of recesses and projection and considers that there is a good variety in texture and style, whilst maintaining a clear architectural uniformity.
- 5.7.3 Also notes that consideration has been given to the Station Road elevation to focus on the visual interest - it is beneficial that the lower two levels are contrasting to the upper sections, helping to define the street scene level and tie in the two storey block to the rest of the scheme.
- 5.8 **Council's Environmental Health Officer:** no objection as all outstanding environmental health requirements are covered by conditions attached to the hybrid permission 18/00360/FUL.
- 5.9 **Council's Business & Projects Manager (Environment):** landscaping concept is acceptable but more details will be required at a later stage of proposed plant species, planting sizes and planting densities.
- 5.10 **Council's Environment Technician:** notes that all refuse and recycling collections are to be undertaken by private contractors on a weekly basis. If it is proposed to use the Council service, bin capacity is insufficient. No capacity shown for trade waste recycling.
- 5.11 **Beeston and District Civic Society:** OBJECT: whilst the attempt to break down the overall mass of the development and the provision of town centre residential accommodation are welcomed, the development fails overall in design terms and does not integrate with its surroundings. It fails to reflect or take inspiration from neighbouring buildings (except the cinema) and is aggressively monolithic. The design lacks visual interest with flat and monotonous rectangular facades. The

proposed metal bolt on balconies do not enhance the design and do not offer privacy, useable space or amenity for occupants. No attempt has been made to ameliorate the visual dominance and impact on the street scene or to express human scale at ground level of what will be the tallest building in the town centre. Horizontal detailing, setting elements of the building back or forward, incorporating curves or brickwork detailing could be used to minimise the verticality and height of the building. The proposed design makes no attempt to provide an attractive active frontage to Station Road and misses the opportunity to design a residents' entrance which could positively contribute to the street scene. The proposal should be seen as integral to its surroundings as a whole – wasted opportunity to create a gateway building. It is considered the tallest block will be a dominant skyline feature in both adjacent conservation areas and other parts of Beeston. Express concern that a microclimate and wind tunnel effect at street level will be created and the development will overshadow the public realm to the north west for large parts of the day. The lack of affordable housing proposed conflicts with Policy 15 of the P2LP. Advise that the impact of only providing 50 parking spaces should be considered. The proposed landscaped areas are considered to be insubstantial and only visible to some of the residents – more planting, all over and adjacent to the building, should occur.

5.11.1 **Beeston and District Civic Society:** Maintain objection to amended plans as these do not address the massing, scale and design of the Station Road facing block and that this elevation still has a service road appearance. They remain concerned regarding the wind tunnel effect.

5.12 275 properties surrounding the site were consulted by letter and three site notices were displayed in relation to the initial submission. 91 responses were received comprising: 52 objections, 3 in support and raising no objection, 20 in support, 6 with no objection and 10 with observations.

The objections raise the following concerns:

Design

- Unexciting, unimaginative and mediocre design
- Station Road elevation is bland
- Design too modern
- Scale, mass and height excessive, overpowering and out of keeping/proportion with Beeston
- Development will be an eyesore - 1960's style monstrosity
- Building does not integrate into surroundings
- Lack of landmark features
- Opportunity lost to create inspiring, landmark building – generic design
- Building lacks distinction and fails to respond to Beeston's identity – town not a city
- Red brick should be used
- Over development
- Urban building in suburban setting
- Repetitive fenestration prison-like and bland
- No sensitivity to street scape/human scale
- Buildings right up to pavement – canyon effect created

- Adds service yard feel to area
- Queried whether independent assessment of proposal by architectural consultant will be carried out
- Will dominate skyline
- Many details unclear

S106

- No s106 contributions/affordable housing proposed
- Developer should pay to improve capacity of Middle Street/Station Road junction

Landscaping/environmental considerations

- Minimal/tokenistic green space and visual linkage with parish church yard
- Landscaped areas not accessible to non-residents
- Landscaping species non-native or monoculture
- London Plane trees inappropriate as too large, their leaves cause disposal problems and their seeds cause respiratory problems (NB these trees were proposed on public realm to north west and beyond the site boundary – a revised species has been approved)
- Use of decking - maintenance concern, attract vermin and use of chemicals will destroy invertebrate/insect habitats
- Insufficient biodiversity features/habitats – opportunities for swift and bat boxes, green roofs etc not been taken
- Lack of environmental considerations e.g. more PV panels could be used, insufficient EVCs
- Garden on corner of Middle Street needs more thought
- Gardens areas are not linked with other green areas
- Insufficient green spaces/landscaping/trees proposed
- Street trees should be provided on surrounding streets by developer including on Station Road/Middle Street corner to create landmark
- Development should be carbon neutral

Highway safety and parking

- Detrimental impact on traffic flow
- Traffic light controlled access to car park will cause problems
- Lack of parking (in conjunction with no parking for cinema)
- If service layby in use, this will block visibility for those exiting site
- Insufficient parking proposed will cause pressure and safety issues on nearby streets
- Service lay-by too small and does not align with bin store
- Bins will have to be moved over footway
- Glare for drivers from the proposed reflective materials
- Bus stop should be provided outside Tesco on Station Road/Middle Street to avoid having to wait at the junction

Amenity

- Loss of light and overlooking of flats to south west
- Overshadowing - permanent shadow on north side of building
- Loss of view

- Glass balconies will not provide sufficient amenity for occupants and will be screened with other means e.g. willow fencing etc.
- Apartments are too small – should have larger open plan living, dining rooms and kitchens to appeal to wider professional market
- Small size of apartments will lead to transient population
- Lack of sunlight for eastern side apartment residents
- Fewer, larger apartments should be provided
- Air pollution for proposed residents from Station Road/Middle Street junction
- Adverse psychological effects caused by size of building making town centre feel oppressive

Other

- Interchange will be closed in, unsafe and lack winter sunlight
- Station Road will be unattractive, overshadowed, narrow corridor for pedestrians
- Insufficient sewerage system
- Interrupted electricity supply
- Insufficient capacity for extra passengers at the interchange
- Will create tunnel effect on Station Road
- No need for more shops/bars/restaurants/takeaways/student accommodation
- Need affordable family housing or social housing
- Queried whether civic society have been consulted.

5.12.1 The observations can be summarised as follows:

- Positive to increase population of town centre
- Development will dominate town
- Scale and materials need to fit in
- Lack of a top to the building
- Some bedrooms lack windows
- Size of apartments should meet national standards
- Doors not compliant with building regulations
- Plans need careful consideration
- No drawings including existing buildings to show perspective
- Lack of kitchens
- No consideration for families
- Building will dominate landscape
- Footpath beside B & M should be kept open
- Public conveniences should be provided
- Use of phrase 'where feasible' in relation to environmental policies in ACS is a concern
- Council should insist on incorporation of range of 'green' features within development
- Green walls should be used
- Scale of building not been accurately presented
- Building should be student lets at lower levels and executive lets/freehold at upper floors

- Blocks should be staggered to include more roof gardens
- Public viewing platform should be included.

5.12.2 The letters of support include the following summarised comments:

- Extra footfall welcomed to support local businesses
- Tall building appropriate
- Sustainable location next to Beeson facilities and transport options
- More residents will support the night time economy
- Will be an asset to Beeston
- Good for young people and those wanting to get on the property ladder
- Good size apartments
- Building outwards rather than upwards creates urban sprawl and adds to journey times
- Should focus on maximising brownfield sites such as this
- Well designed development.

5.12.3 In relation to the amended plans, these were received following the implementation of changed notification procedures following the Coronavirus pandemic so all those who had provided an email address were notified by email (86 respondents) and three site notices were posted around the site. No re-consultation letters were sent out in the post (i.e. those who did not provide an email address with their comments and those who did not comment and were consulted originally were not sent letters in line with the Council's amended procedures). 11 representations have been received of which 4 are objections and 7 are observations. The following new issues are raised:

- Material palette has improved
- Columns of corners of tallest block are not an elegant solution and spoil the effect of the floating residential block above
- The ground floor appears more appealing but the upper floors have an outdated appearance
- Questioned whether use of private bin collection firm means standards do not have to be met
- Two sets of doors to access cycle store makes use more difficult
- Management company information submitted is irrelevant.
- Disruption during construction
- Location of coffee lounge and gym queried
- Highway objections should be considered.

6 Assessment

6.1 The main issues for consideration are the design of the scheme (including the impact on heritage assets), the impact on neighbour amenity and highway safety.

6.2 **Principle**

6.2.1 Policy 11 of the Broxtowe Part 2 Local Plan requires the provision of a minimum of 132 homes, active frontages at ground floor level and landmark buildings providing a gateway into Beeston from the south and tram/bus terminus to the south west. The principle of the residential development with ground floor commercial use has been established by the grant of the outline permission (as

part of the hybrid application reference 18/00360/FUL). This reserved matters application provides the detail of the access, appearance, landscaping, layout and scale of the development.

6.3 Design

6.3.1 The design of the development is in accordance with the principles of the Design Code submitted at outline stage, with monolithic blocks of different heights proposed. It is recognised that part of the building will be the tallest structure in the town. The proposed building will have a maximum height of 30.6m (beside Station Road). The approved cinema building will be 19.6m high. The Lace Mill on Wollaton Road is approximately 21m tall, the Council Offices are 13.6m tall and the Tesco store on the opposite side of Station Road to the site has a maximum height of approximately 10m. However, the development will take place on a prominent town centre site which is considered to be capable of accommodating a building of the height proposed without detriment to the character of the area or neighbour amenity, particularly given the wide roads separating the site from neighbouring buildings. The site is a brownfield site in a highly sustainable location, the P2LP policy requires a minimum of 132 dwellings to be provided on the site and in order to achieve this number of dwellings, a tall building is required as part of the development. There will be four blocks of accommodation and only the block beside Station Road will be eight storeys high at circa 30m high. This part of the development will create a landmark building and act as a wayfinding point from Beeston station to the south. Station Road varies in width from two lanes of traffic beside the north western part of the site to four lanes beside the south eastern part, with a wide footpath on both sides of the road. Accordingly, it is considered that having the tallest part of the development beside this road is appropriate. The main block beside Styring Street will be four storeys in height which is comparable to the height of the development to the south west. Styring Street is a wide road so it is considered the development will have no adverse impact on the openness of the transport interchange. The chamfered corner of the block to the south east of the cinema development will open up the public realm area to those using the interchange. In addition, the full height glazing of the commercial unit adds interest at ground level and is relatable to pedestrians. This block will be of a comparable height to the cinema building. The lowest block is towards the centre of the site, fronting Middle Street and will have two storeys. This provides a contrast in scale to the tallest part of the building and provides a sense of space between the north eastern and south western blocks.

6.3.2 Amendments have been made to the plans during the course of the application, including the incorporation of horizontal brickwork detailing between the ground floor windows of the Middle Street and Station Road corner of the building. A white/cream brick is proposed for the lower levels on this corner. The existing substation beside Station Road is proposed to be screened by metal 'weave effect' mesh rather than incorporating it as part of a larger projecting element as originally proposed. It is considered that these amendments have improved the appearance of the building, particularly from Station Road and give the building a relatable human scale at the lower levels.

- 6.3.3 All four blocks have a vertical emphasis with tall windows and the proposed balconies add to this verticality. The placement of the windows gives a rhythm to the development. Inset areas of curtain wall glazing help to break up the overall mass of the building. Each block will have different window detailing: the block beside Styring Street will have brick reveals with metal modesty panels set into the window units; the Station Road block will have brick reveals with fully glazed window units; the block beside the cinema building will have projecting metal frames and reveals with metal modesty panels set into the window units and the lowest block beside Middle Street will have metal reveals to openings with metal modesty panels set into the window units. This variety of window treatment will add interest to the appearance of the building.
- 6.3.4 The Design Review Panel (April 2018 letter) commented as follows regarding the proposed architectural approach: *the Panel considered the proposal to locate the leisure/cinema to the north of the site and the residential to the south of the site to be an appropriate response. In terms of the architectural treatment, the proposals were broadly welcomed, albeit further justification concerning proposed materials would be beneficial, to ensure a truly contextual response.* Brick will be the main external material used with a different brick proposed for each of the four blocks. The tallest block will be a cream/brown flashed multi brick with white/cream brick at the two lower levels, continuing round to Middle Street and also used on the two storey block. Beside Styring Street, the block will be mottled red brick and opposite the cinema building, the block will be a red multi brick. The use of brick is considered to be appropriate and will ensure the building relates to surrounding development and also that the four blocks interrelate. Sample panels will be conditioned to ensure appropriate bricks are used.
- 6.3.5 In terms of environmental considerations, the scheme incorporates two roof gardens with 10 bug hotels and soft landscaping at ground level beside Middle Street and Station Road. The corner beside Middle Street/Styring Street is also shown as being soft landscaped but this is currently not within the applicant's ownership. However, Heads of Terms have been agreed with the landowner. The proposed soft landscaped areas are considered to have been well designed. Additional details of proposed shrub and other planting will be conditioned. 10 of the parking spaces will have electric vehicle charging points, with the building designed for more to be included if electrical network capacity permits. The scheme has been designed with the necessary infrastructure to support photovoltaic (PV) panels on the roof of the block beside Station Road and these will be installed where the technical and commercial requirements of the local network can be met. Details of such measures will be conditioned to be submitted. Bat and bird boxes are proposed to be incorporated and the details of these will be conditioned to secure provision.
- 6.3.6 To conclude, the design and scale of the proposed development is considered to relate well to its town centre location and sufficient environmental measures are considered to have been incorporated within the design.

6.4 Heritage

- 6.4.1 Although the site itself contains no designated heritage assets, there are heritage assets in the surrounding area, notably those located to the north west of the site,

including the Beeston West End Conservation Area (and St John's Grove Conservation Area beyond to the north west) and three listed buildings (Church of St John the Baptist, the Village Cross and Crimean War Memorial). Of these, the setting of the cross and memorial would not be affected by the development due to intervening development and the limited nature of the setting of these structures. Other listed buildings in the locality would also not be affected due to separation distances and intervening development. As such, the church (grade II) is identified as the only protected building that could potentially be affected. The height of the church is such that it is not sufficiently high enough to be a tall landmark building in the existing town centre long distance views.

- 6.4.2 In relation to the setting of the church, road alterations to accommodate the tram system have provided the church with a clearly defined setting which it is considered will not be affected significantly by the proposed development.
- 6.4.3 The current appearance of the application site is considered to detract from the adjacent West End Conservation Area as it is visible on approaching the town centre with the Conservation Area as a backdrop. As the development will remove the gap site, it is considered it will be of benefit to the appearance of the Conservation Area. It is considered the proposal will be a visually cohesive and high quality development. The area has a number of multi storey buildings and the scale of the development is considered to respond to these. Although the scheme would introduce a taller building than any of the existing buildings, the massing of the different blocks should ensure it will not be overly dominant or overbearing. Furthermore, as Styring Street is wide, this will ensure adequate separation distance remains and allow views of the buildings forming the boundary of the Conservation Area. It is therefore considered the proposal will not be harmful to the character or appearance of the West End Conservation Area.
- 6.4.4 The Council's Conservation Advisor has raised no objection to the application. Overall, it is considered the proposed development will not harm any heritage assets.

6.5 Amenity

- 6.5.1 The Manor Centre development is comprised of four-five storey buildings fronting Styring Street to the south west of the site, with Middleton House on the corner of Styring Street and Middle Street being a three-four storey building. There is a distance of over 30m between the site and the nearest residential neighbours on the Manor Centre development. Although the residential/commercial properties to the south east of the site on Middle Street are located at a lower level than the site, there is a separation distance of over 35m between the site boundary and the nearest property on this road. Given these separation distances and as the site has roads on three sides and on the fourth side adjoins the cinema development site, it is considered the proposed development will not be overbearing or cause any significant loss of light or privacy to nearby residents.
- 6.5.2 The site is located in the town centre beside the tram/bus interchange and the commercial unit proposed on the site is therefore considered to be acceptable in terms of residential amenity given the level of noise created in such a location.

- 6.5.3 The density of the development is high at 366 dwellings per hectare but it is considered the residents of the proposed development would have sufficient standard of amenity. All bedrooms have a window, as do all living areas. Some of the apartments will have patios or decked areas and some will have balconies. It is proposed that balconies will be aluminium, railing style which it is considered will afford a sufficient level of privacy for occupants. All residents will be able to utilise the garden terraces. All apartments meet the minimum sizes as set out in the DCLG Technical Housing Standards – nationally described space standard which are 39m² for a 1 bedroom, 1 person dwelling and 61m² for a 2 bedroom, 3 person dwelling.
- 6.5.4 In terms of air pollution, Environmental Health have not raised this as an issue and the site is not within or near an Air Quality Management Area. The beneficial impacts of the development with regard to air quality include the provision of high density housing in a town centre location well served by train, tram and bus availability, giving new residents the opportunity to travel by sustainable modes of transport, and therefore reducing the number of more polluting trips by car.
- 6.5.5 To conclude on amenity, it is considered the proposed development will have no significant impact on neighbour amenity and future occupants will have a sufficient standard of amenity.

6.6 Access and highway safety

- 6.6.1 It is proposed to provide vehicular access to the site from Station Road. A traffic light controlled 50 space car park is proposed across two levels within the site. To enable servicing to take place, a lay-by is proposed beside Station Road, to the north west of the proposed vehicular access.
- 6.6.2 The proposed access point will be located 36m north west of the Middle Street/Station Road crossroads. This is circa 20m south east of the existing car park access point.
- 6.6.3 County Highways object to the proposal as they consider that if vehicles are parked in the lay-by, this will restrict visibility for drivers exiting the site access. In addition, they are concerned that vehicles entering and exiting the access will disrupt the free flow of traffic on Station Road.
- 6.6.4 Paragraph 109 of the NPPF states *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*
- 6.6.5 The use of the layby is unlikely to be constant and drivers exiting the site will need to be travelling at low speeds and be able to see traffic approaching from the south east clearly. If they are turning right on exiting the site, they will need to do so with due care and attention. It is therefore considered there is adequate visibility for the site access point in this context.

- 6.6.6 There are a total of 48 spaces in the two current Council car parks that both utilise the same access to the north west of the proposed access point for the development. Given 50 spaces are proposed within the development, it is considered that moving the access position circa 20m, albeit closer to the Middle Street/Station Road junction, will not create unacceptable highway safety issues or disrupt the free flow of traffic to any significant degree.
- 6.6.7 The service lay-by does not align with the bin store but a private refuse company will be responsible for collecting the bins associated with the development and the lay-by is as close to the bin store as it can be given the constrained nature of the site.
- 6.6.8 Concern has been raised that 50 parking spaces are insufficient for the proposed development. Bicycle and motorcycle parking will also be provided within the development. The site is in a highly sustainable location immediately adjacent to the tram and bus interchange and within walking distance of the train station. There may be additional pressure for on-street parking on nearby residential streets but it is not considered that the development would lead to a rise in nuisance or dangerous parking in the area, particularly given the likely levels of car ownership associated with the one and two bedroom apartments proposed.
- 6.6.9 In conclusion, it is considered the proposed development would not have an unacceptable impact on highway safety.

6.7 Other issues

- 6.7.1 In terms of issues raised about the lack of s106 contributions, such matters were considered when the hybrid application was determined and no contributions were sought as the scheme would have been unviable.
- 6.7.2 It is considered no significant wind tunnel effect will be created as a result of the development given the width of the surrounding roads. In addition, south westerly is the predominant wind direction in England. The blocks beside Styring Street and Station Road are orientated north west/south east which is perpendicular to the prevailing wind direction thus minimising wind at street level.
- 6.7.3 Loss of view, the need for the development and the proposed tenure of the apartments are not material planning considerations.
- 6.7.4 The provision of public conveniences, additional bus stop and maintaining the path beside B & M are beyond the scope of this reserved matters application.
- 6.7.5 The applicant has agreed to attach the tram cables to the new building to facilitate the removal of poles from the footpath, subject to formal agreement being in place with NET. This will be conditioned. In addition, the plans have been amended so the layout does not conflict with the OLE pole on Middle Street.
- 6.7.6 The landscaped areas will not be accessible to the general public as it is a private development but the public will have the benefit of the landscaped public realm to

the north west of the building and the soft landscaping beside Middle Street and Station Road will also be visible and enhance the local environment.

- 6.7.7 A viewing platform is not deemed necessary given it is a private development.
- 6.7.8 The management company information was submitted for information purposes.
- 6.7.9 The development will need to comply with the Building Regulations. In addition, Severn Trent Water Ltd and Western Power are aware of the planning application and will need to ensure sufficient capacity is available to service the development.
- 6.7.10 The adjacent interchange is considered to have the capacity to cope with the additional demand created by residents of the development.
- 6.7.11 All the apartments have their own kitchen.
- 6.7.12 Existing buildings have been shown on the submitted elevations and visuals but the height/scale is indicative only using spot levels taken from Ordnance Survey information. It would not be reasonable to expect exact heights of all neighbouring buildings to be provided but the information which has been submitted is considered to be sufficient to provide an accurate context for the proposed development.
- 6.7.13 It is considered no undue glare will result from the proposed materials which are predominantly brick and glazing.
- 6.7.14 The landscaping proposed for the site is considered to be appropriate for this town centre location. Tree planting will occur in the public realm to the immediate north west of the site which will provide a green link through to the churchyard.

7 Planning Balance

- 7.1 The benefits of the proposal are the provision of 132 dwellings and additional commercial space in the town centre on a brownfield site, the highly sustainable location of the site, the construction jobs that the scheme will create in the short term and the development of a vacant plot in a highly visible location. Whilst it is acknowledged there will be some impact created in relation to on-street parking on surrounding streets and the County Council as highway authority objects to the access and servicing arrangements, it is considered the benefits of the scheme outweigh these negatives.

8 Conclusion

- 8.1 It is considered the proposed development will have no significant impact on existing residential amenity and the proposed occupants will have an appropriate standard of amenity. The design of the development is considered to be acceptable. Although there will be some impact on highway safety as a result of the proposed Station Road access and layby, this impact is not considered to be so severe as to warrant refusal of the application. All other matters raised in representations have been considered and it is concluded that these matters do

not lead to a change to the recommendation. The provision of 132 dwellings will make a significant contribution to the delivery of housing in the borough.

<u>Recommendation</u>	
<p>The Committee is asked to RESOLVE that the reserved matters be approved subject to the following conditions.</p>	
1.	<p>The development hereby permitted shall be carried out in accordance with drawings referenced: Red Line Overall Development Rev A; Proposed Block Plan Rev A; Proposed Section AA & BB Rev A; Proposed Section CC & DD Rev B; Ground Level Landscape General Arrangement Plan Rev S4/P04; Site sections S4/P01; 01 Level Podium Garden Hard and Soft Landscape Proposals Rev S4/P01; 03 Level Roof Terrace Hard and Soft Landscape Proposals Rev S4/P01; Proposed East and West Elevations Rev C; Proposed North and South Elevations Rev B; Proposed Plan – Level 00 Rev B; Proposed Plan – Level 00 Mezzanine Rev B; Proposed Plan – Level 01 Rev C; Proposed Plan – Level 02 Rev C; Proposed Plan – Level 03 Rev C; Proposed Plan – Level 04 Rev C; Proposed Plan – Level 05 Rev C; Proposed Plan – Level 06 Rev C; Proposed Roof Plan Rev B; Proposed Section EE & FF and Proposed Section GG.</p> <p><i>Reason: For the avoidance of doubt.</i></p>
2.	<p>No development shall commence until a 1m square sample panel of each proposed brick type, indicating brick bonding, mortar colour and pointing technique, has been constructed on site and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p> <p><i>Reason: In the interests of the appearance of the development and surrounding area, which includes conservation areas, and given the scale of the building, in accordance with the aims of Policies 11, 17 and 23 of the Part 2 Local Plan (2019).</i></p>
3.	<p>No development above slab level shall commence until details of the numbers, types and locations of bat and bird boxes have been</p>

	<p>submitted to and approved in writing by the Local Planning Authority. The bat and bird boxes shall be installed in accordance with the agreed details prior to first occupation of the respective block.</p> <p><i>Reason: To secure the provision of such features in the interests of biodiversity and in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014) and Policies 17 and 31 of the Part 2 Local Plan (2019).</i></p>
<p>4.</p>	<p>No development above slab level shall commence until details of the numbers, species and sizes of proposed shrubs and trees and planting of other soft landscaped areas has been submitted to and approved in writing by the Local Planning Authority. The planting shall take place in accordance with the agreed details.</p> <p><i>Reason: Insufficient details were submitted and to ensure appropriate planting occurs, in accordance with the aims of Policy 10 of the Aligned Core Strategy (2014) and Policies 11 and 17 of the Part 2 Local Plan (2019).</i></p>
<p>5.</p>	<p>No development above slab level shall commence until precise details of environmental measures, including the number and position of any PV panels, have been submitted to and approved in writing by the Local Planning Authority. The development shall take place in accordance with the agreed details.</p> <p><i>Reason: No such details were submitted and to ensure environmental measures are incorporated within the scheme, in accordance with the aims of Policy 1 of the Aligned Core Strategy (2014).</i></p>
<p>6.</p>	<p>The Station Road lay-by shall be provided in accordance with the Proposed Plan – Level 00 Rev B before any apartment or commercial unit hereby approved is first occupied and thereafter retained in the approved form for the lifetime of the development.</p> <p><i>Reason: In the interests of highway safety to ensure the development can be serviced and in accordance with the aims of Policy 17 of the Part 2 Local Plan 2019.</i></p>
<p>7.</p>	<p>No later than 12 months following first occupation of the hereby approved buildings beside Styring Street, any measures to facilitate the fixing of NET equipment to the Styring Street elevations of the buildings shall have been implemented in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority.</p> <p><i>Reason: To minimise clutter in the footpath and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019).</i></p>

	NOTES TO APPLICANT
1.	The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.
2.	The conditions on 18/00360/FUL remain applicable to this development.
3.	The developer will need to maintain close liaison with the tram operator, Nottingham Trams, during construction works and with regard to the technical requirements for the installation of the fixings, Tel: 0115 8246060, email: info@thetram.net. It is not permitted for any vehicles to obstruct the tramway at any time.
4.	In order to carry out off-site works, you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works, you will need to enter into an agreement under Section 278 of the Act. The applicant is advised to contact the County Council Highways team for details on Tel: 0115 9772210.
5.	The provision for refuse and recycling does not comply with the Council's requirements and has been accepted on the basis that a private company will be responsible for refuse/recycling collection.
6.	Ventilation and filtration equipment may require planning permission.
7.	The applicant is advised to contact Western Power before works commence on site in relation to the substation on site.

Photographs



Middle Street/Styring Street corner



Styring Street – Manor Centre development and transport interchange



Site viewed from Middle Street with cinema building under construction



Site viewed from Station Road to south east



Site viewed from Middle Street to north east



Site viewed from Station Road to north east



View from existing car park access towards Middle Street/Station Road crossroads



View from Station Road looking towards site and Middle Street



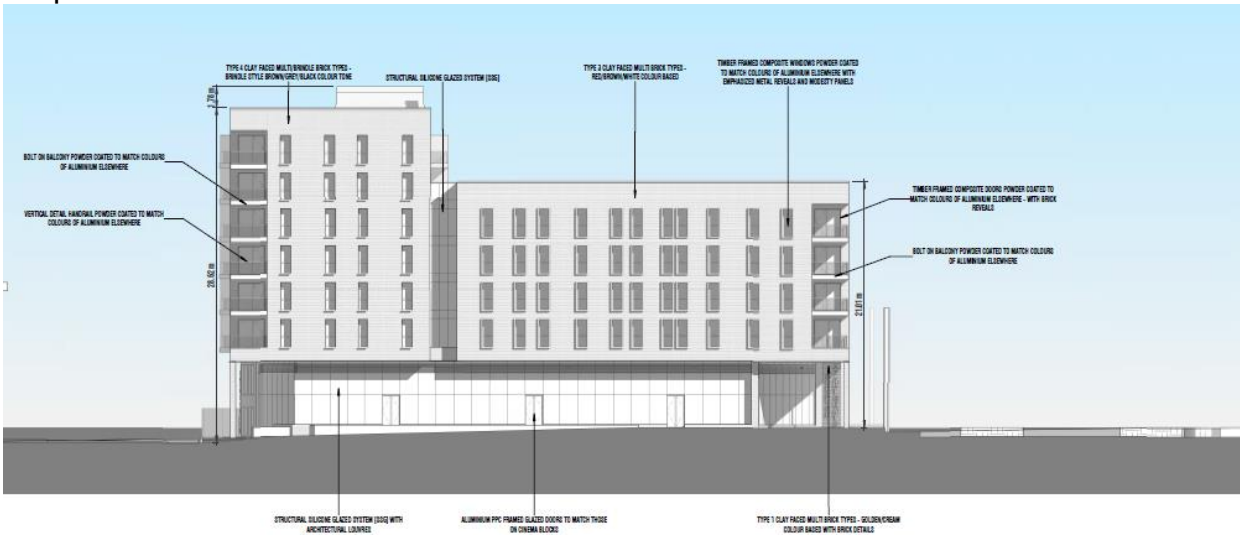
View from Styring Street to north west of site with residential building on RHS in West End Conservation Area and edge of churchyard visible

Plans (not to scale)

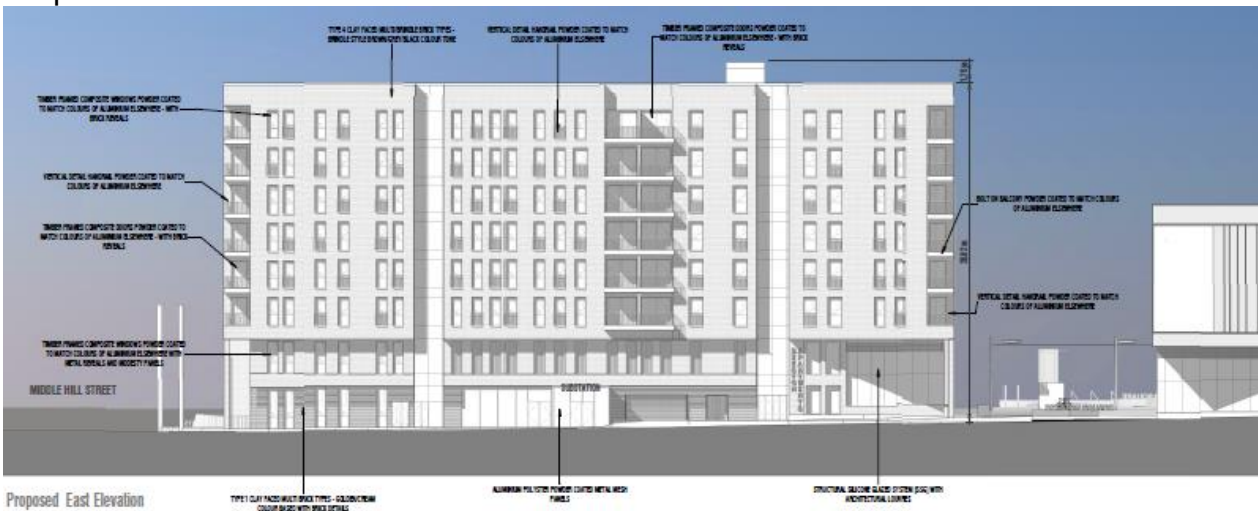
Proposed south elevation



Proposed north elevation

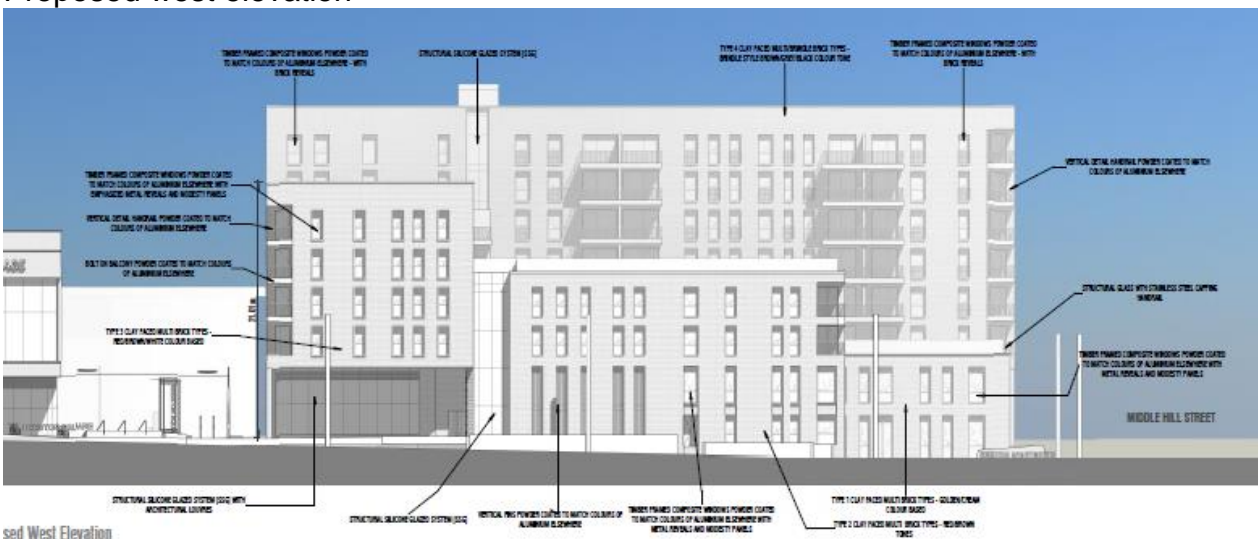


Proposed east elevation



Proposed East Elevation
200

Proposed west elevation



sed West Elevation

Proposed level 00 floor plan (ground floor)



Proposed level 01 floor plan (second floor)



Proposed level 03 floor plan (fourth floor)



Proposed level 06 floor plan (seventh floor – top storey)



Visual from Middle Street/Station Road



Visual from Middle Street/Styring Street



Visual from Styring Street



Visual from Station Road



Visual from Station Road

