

## Report of the Chief Executive

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| <b>APPLICATION NUMBER:</b> | <b>20/00257/REG3</b>  |
| <b>LOCATION:</b>           | <b>GARAGE BLOCK, OAKFIELD ROAD,<br/>STAPLEFORD, NOTTINGHAMSHIRE</b>   |
| <b>PROPOSAL:</b>           | <b>CONSTRUCT 5 APARTMENTS WITH CAR<br/>PARKING AND ANCILLARY AMENITY SPACES<br/>FOLLOWING DEMOLITION OF 16<br/>PREFABRICATED GARAGES AND<br/>HARDSTANDING</b> |

This application is brought before Planning Committee as the Council is the landowner and applicant.

1 Executive Summary

- 1.1 This application seeks permission to construct a two storey building comprising five apartments. Each apartment will have one bedroom, a bathroom and a kitchen/dining/living area. Five car parking spaces, a cycle store with space for six bikes and a bin store will be provided. The proposal is for self-contained apartments and not for HMO accommodation. A terrace of 16 flat roof garages will be demolished in order to accommodate the building.
- 1.2 A Design and Access Statement, Tree Survey, Car Parking Study, Preliminary Geoenvironmental Site Investigation Report, Flood Risk Assessment and Drainage Strategy have been submitted with the application.
- 1.3 The building will have a pitched roof, a maximum height to eaves of 5.9m and maximum height to ridge of 8.9m. The building will have a loose L-shaped footprint with the projection to the rear having a cantilevered roof to the side to accommodate two of the five car parking spaces. The site will include a mixture of hard and soft landscaping and one of the two trees to the front will be retained.
- 1.4 The main issues relate to whether the principle of five apartments is acceptable and if the development is acceptable in terms of flood risk, parking issues, design and impact on neighbour amenity.
- 1.5 The benefits of the proposal would be five additional homes within a sustainable, urban location with access to regular bus services along Derby Road and within a reasonable proximity to Stapleford town centre which would be in accordance with policies contained within the development plan which is given significant weight. The proposed apartments 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.
- 1.6 The Committee is asked to resolve that planning permission be granted subject to the conditions outlined in the appendix.

## Appendix 1

**1     Details of the Application**

- 1.1     This application seeks permission to construct a two storey building comprising five apartments. Each apartment will have one bedroom, a bathroom and a kitchen/dining/living area. Five car parking spaces, a cycle store with space for six bikes and a bin store will be provided. A front ramp with railings will provide access to the front door. The proposal is for self-contained apartments and not for HMO accommodation. A terrace of 16 flat roof garages will be demolished in order to accommodate the building.
- 1.2     The building will have a pitched roof, a maximum height to eaves of 5.9m and maximum height to ridge of 8.9m. The building will have a loose L-shaped footprint with the projection to the rear having a cantilevered roof to the side to accommodate two of the five car parking spaces. The site will include a mixture of hard and soft landscaping and one of the two trees to the front will be removed.

**2     Site and surroundings**

- 2.1     The application site accommodates a terrace of 16 flat roof garages which are rented by property owners in the surrounding area. The site is enclosed by trees and vegetation beyond a 1.8m high brick wall to the rear of the site. Two end terrace houses with blank elevations enclose the site to the north east and south west. Fencing ranging from 1m to 1.8m in height extends across these side boundaries. The site frontage is open with two trees and a grass verge.
- 2.2     The site lies within a residential area with a mix of terrace and semi-detached houses. Oakfield Road is predominately terrace houses. The site is within a reasonable proximity to Stapleford town centre and is within walking distance of Derby Road which has regular bus services. The site is relatively flat and is located within mainly Flood Zone 2 which is land with a medium probability (between 1 in 100 or greater) of river flooding but a small proportion of the site is within Flood Zone 3 which is land with a high probability (between 1 in 100 or greater) of river flooding. The River Erewash is positioned beyond the site to the west.
- 2.3     No. 83 Oakfield Road is an end terrace house positioned to the north east of the site. It has a blank south west (side) elevation which abuts the site. No. 71 Oakfield Road is an end terrace house positioned to the south west of the site. It has a blank north east (side) elevation which abuts the site. No other houses adjoin the site.

**3     Relevant Planning History**

- 3.1     No relevant planning history.

**4     Relevant Policies and Guidance**

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

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

- Policy A: Presumption in Favour of Sustainable Development
- Policy 1: Climate Change
- Policy 2: The Spatial Strategy
- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 14: Managing Travel Demand

#### 4.2 Part 2 Local Plan

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

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

#### 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:** no objection subject to a condition requiring a survey to be carried out before development commences to assess the site for potential ground and water contamination with remedial measures undertaken to address any contamination or identified problems. Advisory in respect of construction hours, prohibiting burning of commercial waste and the safe removal of asbestos.

5.2 **Council's Waste and Recycling Officer:** no objection and advise requirements for bins.

5.3 **Council's Tree Officer:** no objection. Two purple plum trees to the front of the site. One tree (T2) is proposed to be removed and one to be retained (T1). Regular pruning will be required for the retention of T1 to maintain clearance with the building.

5.4 **Environment Agency (EA):** no objection subject to a condition ensuring the finished floor levels are set no lower than 38.12M AOD (Above Ordnance Datum).

It is recommended that contact is made with emergency planners and emergency services to determine whether the proposal is safe and in accordance with the Planning Practice Guidance (PPG).

The applicant/occupants should register for flood warnings.

A Flood Risk Activity Permit will be required due to the proximity to the River Erewash.

5.5 **Coal Authority:** the site falls within the defined Development Low Risk Area which means there is no requirement for a Coal Mining Risk Assessment. Advise standing advice.

5.6 9 neighbouring properties were consulted and a site notice was displayed. One objection was received and can be summarised as follows:

- Site notice not easily visible
- Devaluing houses as result of loss of garages, trees and grass verge
- Questions if compensation would be provided for devaluing of houses
- Unrealistic results of car parking survey as undertaken during a holiday period
- Loss of garages and visitors to the flats will increase parked cars
- Increase in illegally parked cars
- Current parking already obstructs emergency vehicles
- Construction vehicles trying to access the site would be obstructed by parked cars and would inconvenience residents
- Flats should have been built on the site of the newly built garages on The Mount which is a better location.

## 6 Assessment

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

### 6.2 **Principle**

6.2.1 The site is within an existing residential area and provides an opportunity to provide additional housing outside of the Green Belt. There is also a need to boost housing supply which sites such as this can help deliver. The provision of five apartments on this brownfield site is considered to be a benefit in terms of contributing to the provision of homes in the borough.

6.2.2 Whilst it is acknowledged there will be a loss of 16 garages, 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 five apartments and the impact a development of this size will have on neighbouring properties will be discussed below.

6.2.3 To conclude, the site is located within an urban location and weight must be given to the need to boost housing supply. It will also provide an additional five residential units within an existing settlement in a sustainable location, within reasonable proximity to Stapleford town centre and public transport links on Derby Road. 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 lies mostly in Flood Zone 2 and partly in Flood Zone 3. The River Erewash is a potential flood risk but the site is protected from flooding by existing flood defences to the west. However, the site is shown to be at risk of flooding from Boundary Brook to the north of the site. The Flood Risk Assessment (FRA) submitted with the application states that the EA has not recorded flooding in this area since 1947. 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. A sequential, risk-based approach to the location of development in order to steer new development to areas with the lowest risk of flooding should be applied. A Sequential Test has also been submitted with the application which concludes that there are no alternative sites available within areas located in zones with a lower probability of flooding.

6.3.2 It is considered this is an acceptable site and it is considered a positive that this location minimises additional development in the Green Belt in Broxtowe. Therefore, when assessing whether other sites are 'reasonably available', this site can be viewed as a 'sustainability benefit' and the Green Belt must be treated as a major constraint.

6.3.3 The FRA states that the floor level of the building should be raised to be above the 1 in 1000 year flood level which is 38.12m above Ordnance Datum (AOD) which is shown on the plans. In the event of a flood, occupants on the ground floor would be able to seek refuge on the first floor to await rescue.

6.3.4 The Environment Agency (EA) has raised no objection to the application provided that a condition in respect of the floor levels is included in the decision. The floor levels should be set no lower than 38.12M AOD. An advisory in respect of obtaining a Flood Risk Activity Permit will be included in the decision due to the site's proximity to the River Erewash.

6.3.5 To conclude, the EA have raised no objection to the application subject to the conditioning of finished floor levels and a sequential test has been provided which demonstrates there are no other reasonably available sites in order to accommodate the development. Subject to a condition, it is considered that the development would be compliant with the requirements of the NPPF in relation to flood risk.

### 6.4 Amenity

6.4.1 The two properties that will be mostly affected by the proposal will be nos. 71 and 83 Oakfield Road which adjoin the site.

6.4.2 The building will be 1m from no. 71 and no. 71 has a blank north east (side) elevation. The main part of the building will project 1.9m (approximately) beyond

the rear elevation of no. 71. As the building is positioned north east of no. 71, the orientation will mean there will not be a significant loss of light or overshadowing to the rear garden. Although there will be a first floor window serving a bedroom in the north west elevation of the main building, it is considered this is not dissimilar to the relationship this property would have with a rear window in a neighbouring house. Furthermore, the window is set in from the side elevation that it will have an oblique view of no. 71's rear garden. The building will have a two storey rear projection but it will have a blank south west (side) elevation facing no. 71 and be set in 5.5m from the boundary with no. 71. Although it is acknowledged the building will be approximately 1.2m higher than no. 71, it is still considered the combination of factors set out above, mean a neighbourly relationship can be achieved with this property. To conclude, it is considered the level of overlooking and loss of light caused by the building is acceptable and would loosely replicate that of a house with rear extension.

- 6.4.3 No. 83 is positioned to the north east of the building. Although it is acknowledged there will be two first floor windows in the north east elevation serving living areas, it is considered the 8.8m separation distance and proposed obscure glazing will reduce the potential of overlooking. The level of obscurity will be conditioned. Although cars will enter the site beside the boundary with no. 83, the number of car parking spaces are low that it is considered this will not cause a significant amount of noise and disturbance. Furthermore, it is considered this could be similar to cars and people accessing the existing garages. To conclude, it is considered the building is a sufficient distance from no. 83 to maintain a neighbourly relationship.
- 6.4.4 It is considered the building is a sufficient distance from other neighbouring properties that it will have minimal impact on their amenity.
- 6.4.5 The bin store is considered to be a sufficient size, height and distance from any neighbouring property to not cause excessive odour or significant impact on amenity.
- 6.4.6 It is considered each apartment is an acceptable size with primary rooms having sufficient outlook from windows. The apartments will have a shared rear amenity space which is considered to be acceptable. It is considered the relationship with the two neighbouring properties does not afford an unacceptable amount of overlooking to future occupants of the apartments.
- 6.4.7 To conclude, it is acknowledged the building will be approximately 1.2m higher than the two neighbouring properties; however, it is considered the separation distances, obscurely glazed windows and window placement means a neighbourly relationship can be achieved that an acceptable level of amenity can be retained. It is also acknowledged the future occupants will have an acceptable level of amenity.

## 6.5 Design and Layout

- 6.5.1 The site is located within the centre of Oakfield Road which is largely made up of terrace houses which form a linear pattern and reflect a traditional design. The garage blocks represent a visual break in the street scene between nos. 71 and

83 Oakfield Road and therefore it is considered a residential building of this size is appropriate and would be in character with the street scene. Furthermore, the building is relatively in line with the linear pattern of properties along this side of Oakfield Road.

- 6.5.2 The building reflects a traditional appearance. Grey roof cement tiles and red facing bricks will be used to construct the building which are considered to be appropriate and tie in with the red brick and grey roof tiles of the surrounding houses. A grey ribbed cladding feature is proposed above the canopy of the front door which along with the soldier course of bricks above the windows, adds visual interest to the building.
- 6.5.3 The building will have a hipped roof which reduces its massing and will tie in with the hipped roofs of nos. 83 and 71. Part of the front elevation will be angled which breaks up the massing of the front elevation.
- 6.5.4 The bin store is considered to be an acceptable height and size for the size of the building and as it will be stained timber and set back from Oakfield Road, it is considered it will have minimal impact on the street scene.
- 6.5.5 The building has been positioned to the south western side of the site in order to allow access to parking and a drainage easement area for an existing sewer pipe. Although it isn't centralised, it is considered this is still acceptable and will not appear out of keeping with the street scene. The building is considered to have an acceptable sized footprint for the site and will not appear as overdevelopment.
- 6.5.6 Whilst the landscaping of the site will be subject to a condition and agreed following the approval of the application, the plans show a mixture of hard and soft landscaping (block paving, vegetation and grassed areas). It is considered this is a visual improvement on the current appearance of the site which is predominantly hard standing.
- 6.5.7 To conclude, it is considered the building reflects an acceptable level of design that will tie in with the traditional appearance of the surrounding properties on Oakfield Road. Whilst it is acknowledged the building will be approximately 1.2m taller than the neighbouring properties, this is considered acceptable that it will not appear out of character and furthermore, this is necessary in order to ensure the site is compliant with flood risk mitigation measures for new buildings.

## 6.6 **Parking**

- 6.6.1 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.
- 6.6.2 Concerns were raised in the representation received in relation to the car parking survey and its validity. Whilst it is acknowledged that the site provides what is

considered to be sufficient parking (one space per each apartment), the car parking survey acknowledges that the removal of the 16 garages will mean that there will be additional on-street parking as a result of the development. However, although the report is unable to provide specific evidence of how many cars are parked in the garages, it is considered that this is likely to be low given that the majority of garages are used for storage as opposed to storing cars. The report does detail that 12 of the garages are let meaning four are unoccupied. The survey was carried out over a weekday period and weekend period when an event at the Old Mill Social Club was taking place which would have increased on-street parking. The surveys determined that Oakfield Road could accommodate up to 150 parked cars (including spaces used in front of dropped kerbs, most likely by direct home owners or visitors of that property). The weekday survey concluded there was capacity for 40 additional vehicles and the weekend survey concluded there was capacity for 19 additional vehicles. Although the surveys were collectively carried out over one week, it is considered there is sufficient evidence (and parking provided on site) to accommodate the development and loss of garages that there will not be a significant impact on highway safety or on-street parking.

6.6.3 Any cars parked illegally or that would block emergency vehicles would be a police matter.

6.6.4 Whilst there will be construction vehicles associated with the site, it is considered there is sufficient space on site for these to be parked to not cause a nuisance.

6.6.5 To conclude, it is considered that sufficient parking has been provided to accommodate five apartments and although it is acknowledged there will be an increase in on-street parking from the loss of garages on site, it is considered the parking survey has provided sufficient evidence to demonstrate that Oakfield Road can support additional on-street parking. It is considered the proposal would not pose a significant highway safety issue and is acceptable on parking grounds.

## 6.7 Other issues

6.7.1 Two site notices were posted which is considered sufficient in relation to visibility and publicising the application. This was in addition to the ten neighbours that were notified of the application by letter by the agent under the temporary validation requirements in line with Covid-19. It is considered this is sufficient in publicising the application clearly.

6.7.2 Devaluing properties as a result of a planning application is not a material planning matter that can be taken into consideration. Compensation would not be issued for any residents as a result of the development. In relation to the loss of trees and grass verge, only one tree will be removed and soft landscaping will be incorporated into the scheme which is considered to be proportionate to a development of this size.

6.7.3 Although a concern has been raised that the development would be better suited to a neighbouring site, it is considered the proposal of five apartments on this site would be acceptable and is served by sufficient parking and is within a



reasonable proximity to Stapleford town centre that it will be a positive contribution to the area.

- 6.7.4 A pre-commencement condition requiring a site investigation survey to be carried out in line with the Council's Environmental Health department will be included within the decision. It is considered this is necessary to ensure the site is safe for building and future occupants.

## 7 Planning Balance

- 7.1 The benefits of the proposal are that it would provide five 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, it is considered the proposed apartment building is an acceptable size, scale and layout that there will not be an adverse effect on neighbour amenity and it will provide an acceptable standard of amenity for future occupants of the apartments. The proposed apartments are considered to be an acceptable design which reflects the traditional design of Oakfield Road. It is considered the proposal has addressed flood risk issues sufficiently. The scheme is considered to be acceptable and should be approved.

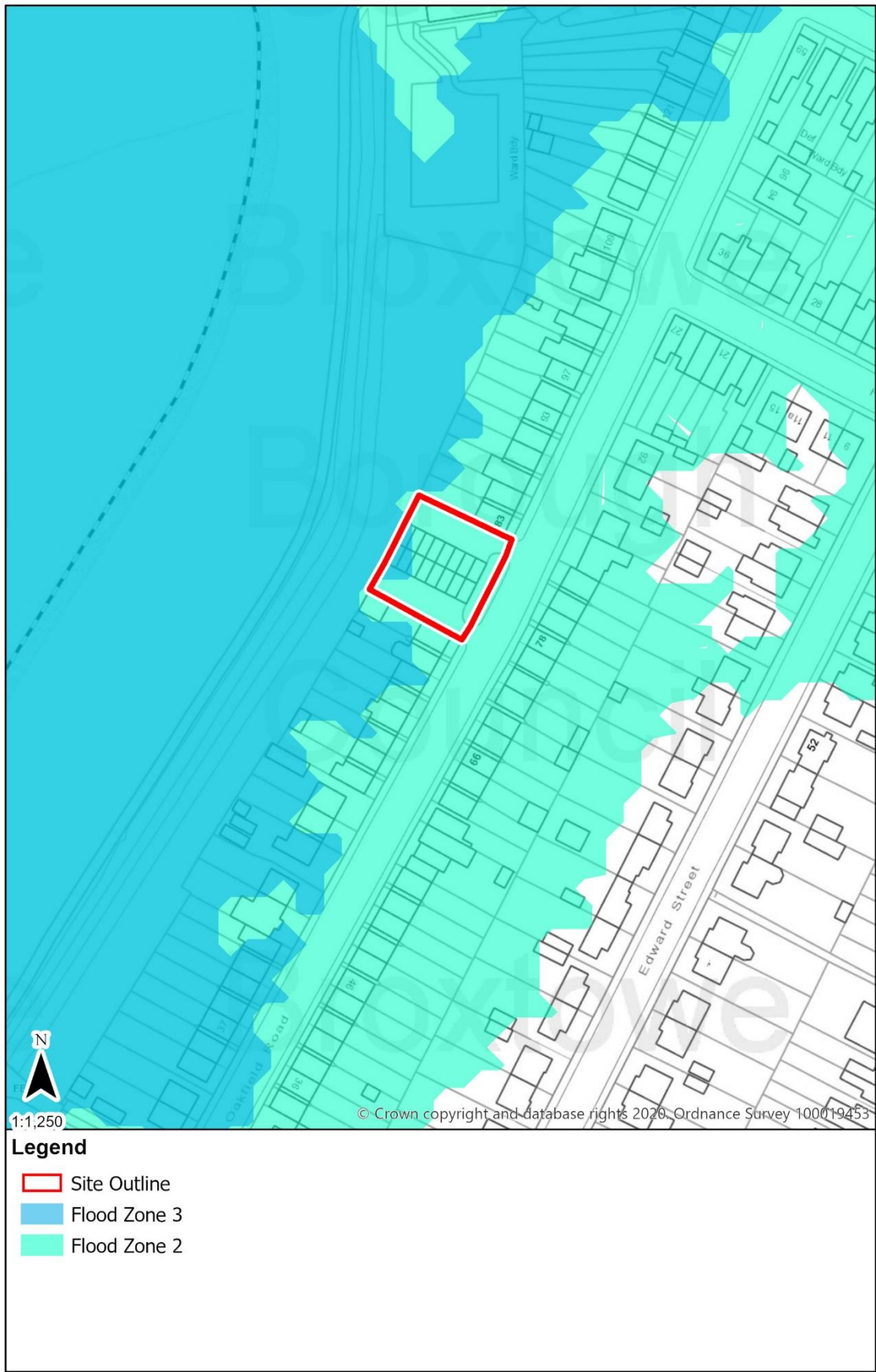
| <b><u>Recommendation</u></b>  |  |
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| <b>The Committee is asked to RESOLVE that planning permission be granted subject to the following conditions.</b> |  |
| <b>1.</b>   | <p><b>The development hereby permitted shall be commenced before the expiration of three years beginning with the date of this permission.</b></p> <p><b><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></b></p>   |
| <b>2.</b>   | <p><b>The development hereby permitted shall be carried out in accordance with drawings: Site Location Plan (1:1250), Drainage Layout Rev P2, Proposed Site Section Rev A, Proposed Elevations Rev A and Proposed Site, Ground and First Floor Plans Rev A received by the Local Planning Authority on 15 April 2020 and Block and Roof Plan received by the Local Planning Authority on 27 April 2020.</b></p> <p><b><i>Reason: For the avoidance of doubt.</i></b></p> |

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| 3. | <p>(a) No development shall commence until a site investigation scheme has been carried out and a report submitted to and approved in writing by the Local Planning Authority. The scheme must have regard for any potential ground and water contamination, the potential for gas emissions and any associated risk to the public, buildings and/or the environment. The scheme shall include details of any necessary remedial measures to be taken to address any contamination or other identified problems.</p> <p>(b) The building shall not be first occupied until:</p> <ul style="list-style-type: none"> <li>i. All the necessary remedial measures for the building have been completed in accordance with the approved details, unless an alternative has first been approved in writing by the Local Planning Authority; and</li> <li>ii. It has been certified to the satisfaction of the Local Planning Authority, through the submission of a verification report that the necessary remedial measures for the building have been implemented in full.</li> </ul> <p><i>Reason: The development cannot proceed satisfactorily without the outstanding matters being agreed in advance of development commencing to ensure the details are satisfactory, in the interests of public health and safety and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of Broxtowe Aligned Core Strategy (2014).</i></p> |
| 4. | <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 Broxtowe Aligned Core Strategy (2014).</i></p>  |
| 5. | <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. planting, seeding/turfing of other soft landscape areas and</li> <li>d. timetable for implementation.</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</p>  |

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|    | <p>development and any trees or plants which, within a period of 5 years, die, are removed or have become seriously damaged or diseased, shall be replaced in the next planting season with ones of similar size and species to the satisfaction of the Local Planning Authority, unless written consent has been obtained from the Local Planning Authority for a variation.</p> <p><i>Reason: No such details were submitted with the application, to ensure the development presents a satisfactory standard of external appearance to the area, to ensure a sufficient standard of neighbour amenity 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></p> |
| 6. | <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 Michael Evans &amp; Associates LTD dated 30 January 2020. The finished floor levels shall be set no lower than 38.12m AOD as stated in Section 5.4.2. The floor levels shall be maintained and retained at this level for the lifetime of the development.</p> <p><i>Reason: To reduce the risk of flooding and in accordance with the aims of Policy 1 of the Part 2 Local Plan (2019) and Policy 1 of the Broxtowe Aligned Core Strategy (2014).</i></p>   |
| 7. | <p>The first floor 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 retained in this form for the lifetime of the development.</p> <p><i>Reason: In the interests of privacy and amenity for nearby residents and in accordance with the aims of Policy 17 of the Part 2 Local Plan (2019) Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>  |
| 8. | <p>No construction or site preparation work in association with this permission shall be undertaken outside the hours of 08:00-18:00 Monday to Friday, 08:00-13:00 on Saturdays 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>  |
|    | NOTES TO APPLICANT   |

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| 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 prospective building manager/occupants should register to receive flood warnings.   |
| 3. | No waste should be burnt on site at any time.   |
| 4. | In order to comply with the Control of Asbestos Regulations 2012, an assessment is required to determine whether the garages have asbestos containing materials (ACMs). This must be carried out before any structural work on the building occurs. For buildings or demolition, a 'Refurbishment/ Demolition Survey' is required. Copies of reports relating to asbestos identification and management should be sent to the Council's Environmental Health team.  |
| 5. | Wheel washing facilities should be installed on site in order to prevent mud being deposited on the road from construction vehicles.  |
| 6. | The applicant is advised to contact the Council's Waste and Recycling Section (0115 917 7777) to discuss waste and refuse collection requirements.  |
| 7. | The applicant is advised to contact Severn Trent Water on tel: 0800 707 6600 prior to development commencing.   |
| 8. | Any activities that take place within 8 metres of a main river, 8 metres of a flood defence structure or involve excavation within 16 metres of a main river or flood defence of a watercourse will require a flood risk activity permit. The applicant is advised to contact the Environment Agency on telephone number: 03708 506 506. Further guidance can be obtained at: <a href="https://www.gov.uk/guidance/flood-risk-activities-environmental-permits">https://www.gov.uk/guidance/flood-risk-activities-environmental-permits</a> |

Map





Photographs



View of no. 71 to the left and view of site to the north west



View of site facing west



View of no. 83 to the left and view of site facing east



View of no. 83 to the right and site facing west



View of no. 71 to the right and view of site facing east



View of no. 71 to the right and view of site facing east

**Plans (not to scale)**



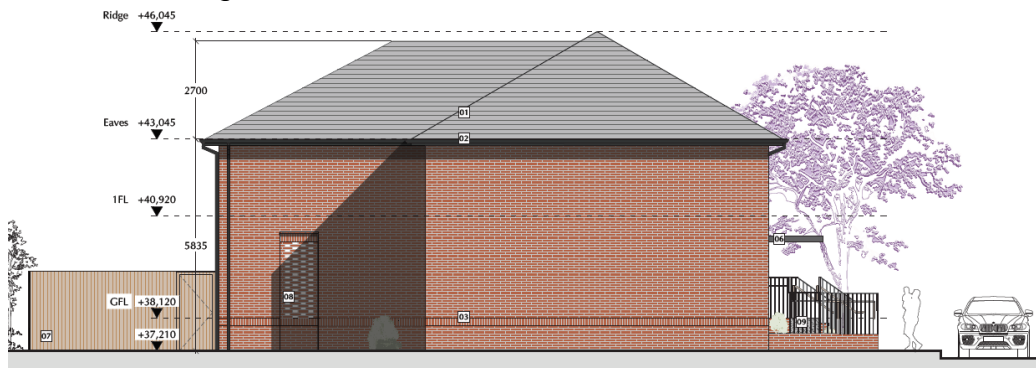
Elevation facing Oakfield Road



Rear elevation



Elevation facing no. 83



Elevation facing no. 71

### Plans (not to scale)



## Block plan and ground floor plan



### First floor plan