



## ADDITIONAL / TO FOLLOW AGENDA ITEMS

This is a supplement to the original agenda and includes reports that are additional to the original agenda or which were marked 'to follow'.

### NOTTINGHAM CITY COUNCIL PLANNING COMMITTEE

**Date:** Wednesday, 22 October 2014

**Time:** 2.30 pm

**Place:** Ground Floor Committee Room - Loxley House, Station Street, Nottingham, NG2 3NG

**Governance Officer:** Mark Leavesley **Direct Dial:** 0115 8764302

### AGENDA

### Pages

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## PLANNING COMMITTEE

### UPDATE SHEET

(List of additional information, amendments and changes to items since publication of the agenda)

22 October 2014

**4(a) Site At Saffron Gardens And Beardsley Gardens And Site Of The Former Cromarty Court (Site A), Site At Middle Furlong Gardens (Site B), Site At Tarbert Close (Site C) and Bosworth Walk (Site D)**

The following additional consultation responses have been received:

1. Nottingham Local Access Forum: Express concern that the application lacks clarity on the impact the proposed redevelopment will have on the wider public rights of way network; concerned that the northern part of Bosworth Walk is to be replaced by a shared use highway; consider that without a clear justification of this proposal, it seems to be an expediency rather than a clearly thought out improvement to the layout; would have been helpful to have more reasoning behind the proposal included in the application.

2. Environment Agency: No objections in principle subject to conditions being imposed relating to the height of the finished floor levels, flood resilience, surface water drainage scheme based upon sustainable drainage principles and contamination.

3. Heritage and Urban Design: The scheme goes some way to help achieving the aim of creating safer neighbourhoods, with improved links to adjacent facilities and neighbourhoods. Wherever possible front doors and parking bays to the new houses and bungalows address the street and main pedestrian routes, creating activity and informal surveillance, contributing to a safer place. The proposed opening of Bosworth Walk has been designed to give pedestrian and cycling priority with reduced vehicular speeds, to help create a more legible, coherent street pattern as well as ensuring the area is not used for 'rat running'. The use of the street will be monitored to ensure the design achieves its aims of creating a place for people and not dominated by traffic. However, retrofitting of bollards and street furniture is possible, if further traffic calming is necessary. Dwarf walls and railings, together with contemporary houses built mostly from bricks, will ensure the design quality is of the high standard expected throughout the new build programme. The scheme is aspirational and sets the standard for transforming the neighbourhood.

4. Police Architectural Liaison Officer: Following some modifications to the proposals is now satisfied that the proposals should meet Secured by Design accreditation, subject to the final details of the type of enclosure and any gates. With regard to the proposed design of the length of Bosworth Walk between Thrumpton Drive and Ainsworth Drive some concerns remain that this could become a shortcut through the estate but understands the reasoning for this; advises that the design needs to ensure vehicles are "inconvenienced" and made to slow down when travelling through this area; advises that there may be need for review if there are any issues with vehicles in this location in the future; the rear of the new homes proposed on

Bosworth Walk is a footpath and this should be close with lockable gated for residents use only.

5. The Flood Risk Assessment has identified that all the dwellings have to have a finished floor level of 25.68AOD and this has necessitated the raising of the level of some of the properties. The maximum change in level above existing ground level is 780mm which necessitates the introduction of four steps. This applies to two properties only and most need either a step of 150 mm up to the threshold. All the affected properties will have an alternative accessible route into the house at the rear. A revised site plan and elevations have been submitted and the occupiers adjacent to the affected properties have been re-consulted. The expiry date for comments is 04.11.2014.

**1. Nottingham Local Access Forum.**

***The proposals for Bosworth Walk have been carefully considered and the design developed to give priority to pedestrians and cyclists. Further detailed design work will take place which will ensure that the network of public rights of way is not undermined.***

**2. Police Architectural Liaison Officer:**

***The comments regarding the possibility of road safety issues arising from through traffic using Bosworth Walk are noted. The design has been developed to ensure that vehicle speeds are minimised and to provide a segregated safe route for cyclists and pedestrians and the intention is to monitor. The comments regarding the rear of the properties on Bosworth Walk are addressed by condition.***

**3. The information submitted illustrating the impact of the need to achieve a finished floor level in all properties of 25.68m AOD satisfactorily demonstrates that this can be accommodated without adversely impacting upon the amenity of nearby residents or the streetscene. However, as a result of the need to re-consult nearby residents on the changes to the finished floor levels and as a final response from the Environment Agency is awaited, there is a need for the recommendation on the planning application to be amended:**

**GRANT PLANNING PERMISSION for the reasons set out in this report, subject to:**

- (i) the expiry of the re-consultation period on 4<sup>th</sup> November 2014 and subject to the receipt of no representations raising material issues or objections that have not been addressed in this report**
- (ii) the conditions substantially in the form listed in the draft decision notice in the report.**

**Power to determine the final details of the conditions to be delegated to the Head of Development Management and Regeneration.**

**4. The following additional condition is required to address the Environment Agency comments:**

**The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) "Meadows Site, Nottingham", Report Reference: 14078b/FRA/1 version 3, compiled by RWD Associates on 26/8/2014 and the following mitigation measures detailed within**

**the FRA:**

- 1. Finished floor levels are set no lower than 230mm above the 100 year plus climate change flood event.**
- 2. Incorporating the flood resilience techniques as described in section 7.0 of the submitted FRA.**

**The mitigation measures shall be implemented prior to occupation and subsequently in accordance with the phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.**

**Reasons**

- 1. To reduce the risk of flooding to the proposed development and future occupants and to reduce the consequence of flooding and facilitate a quicker recovery in the event of a flood in accordance with Local Plan policy NE10.**

**The recommendations relating to surface water drainage and contamination are already addressed by the draft decision notice.**

(Additional background papers: Comments received from Nottingham Local Access Forum, Email received from Police Architectural Liaison Officer dated 14.10.2014, Email dated 10.10.2014 from Heritage and Urban Design, Letter from Environment Agency dated 22.10.2014)

#### **4(c) Site Of 2-28 And 179-217 Cranwell Road**

Heritage and Urban Design comments:

The scheme has been redesigned so as to address the street to a greater degree and the parking and public space is now a more satisfactory solution. The change of levels between the street and the site create difficulties in achieving a secure entrance which addresses the street, this has now been achieved without the need for 'bridging over'. The proposed front garden areas, despite being below street level are of an appropriate size to encourage their use by the occupiers of the ground floor units. The combination of brick, stone and render has helped to produce interesting elevations, but larger windows are essential to not only add more interest but to maximise the internal natural light.

(Additional background papers: Email dated 10.10.2014 from Heritage and Urban Design)

#### **4(d) NCV Garage, Hucknall Road**

1. A letter has been received from a resident of Bulwell, objecting to the proposal for the following reasons:

- It will spoil the environment of Bulwell Forest;
- It will increase traffic and cause delays at the junction of Kersall Drive and Hucknall Road;
- There are other stores in the vicinity- another one is not needed and will take trade from them

**The comments raised by the objector are covered in the report and by the additional highways comments.**

2. Additional Highways comments.

The provision of the ghost island right hand turn facility as part of the access arrangements for the new ALDI store on Hucknall Road is to enable any vehicles wishing to enter the site from the north to be safely accommodated beyond the main through flow on the A611 Hucknall Road so that no undue delay is caused on the strategic road network. This facility is not considered to have a significant impact upon the operation of Hucknall Road and Kersall Drive; it is envisaged that it may in fact assist right turners exiting Kersall Drive as a greater number of gaps may be created as a result of the altered traffic movements further north at the ALDI access.

We are aware that there has been a longstanding desire to improve the junction, in particular to assist the number 17 bus turning right out onto Hucknall Road and this is something which has been looked at by a number of officers over the past decade.

However, to ask ALDI to undertake mitigation at the junction is considered unreasonable, because it is an existing issue and it is considered that the impact upon which the introduction of ALDI at the NCV Car Sales site will have on this junction is negligible. Supermarkets are well known to generate little 'new' traffic; future ALDI customers will already be shopping elsewhere and so the bulk of the traffic which will be attracted to ALDI will be either already passing by on the Hucknall Road, diverting from another supermarket elsewhere or linking their trip to ALDI with something else.

The Highway Authority queries whether a revised junction arrangement can be achieved without significant land take and/or increased delay and queuing along the Hucknall Road strategic corridor.

3. The applicant has clarified that the relocation of NCV Sales and G&M Motors is to be to a site in Burton Joyce.

(Additional background papers: Letter from resident of Thames Street dated 17/10/14, Highways email received 20/10/14, email from applicant dated 15/10/14)