



## **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 16 August 2017

**Time:** 2.30 pm

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

**Governance Officer:** Zena West **Direct Dial:** 0115 8764305

### **AGENDA**

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## **PLANNING COMMITTEE**

### **UPDATE SHEET**

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

16 August 2017

#### **4a Radford Bridge Allotment Site to the rear of Russell Drive**

1. The agent has submitted a brief statement on behalf of Avant Homes Midlands to provide clarification on a number of elements that the application has covered prior to the committee meeting.

- The development has gone through a Design Panel Review, where it was viewed favourably, and the scheme has since been developed further, with the help of Nottingham City Council's Urban Design Officer.
- Extensive discussions and liaising has taken place between Avant Homes and the Allotment holders, and Growers, and many of these discussions have been facilitated by Councillor Battlemuch.
- The layout and proposed street scenes have been derived following a considered approach that has recognised the need to maintain and complement the established character of the area. Highways have been strongly involved with the scheme, and have welcomed the approaches that have been taken.
- The separation distances between the proposed and the existing dwellings have been an important factor when designing this development. The distances that have been implemented are above the national standards, this is to ensure that neighbouring amenity is not compromised.

The scheme is the culmination of extensive periods of negotiation and numerous improvements that have been made on the advice of the Council. It constitutes a development that will be an asset to the area in terms of housing numbers and the quality of stock. Most critically, the application is also fully compliant with Local and National Planning Policy.

Given how time sensitive the start on site is, as we want to be able to provide the allotments back to the local community at the earliest availability, I would like to respectfully urge Members to consider the application favourably in line with your officer's recommendation.

#### **2. Amend recommendation:**

GRANT APPROVAL OF RESERVED MATTERS subject to resolution of minor detail design matters.

**The recommendation has altered to reflect that the application is for reserved matters and to enable further tweaking of the composition of the street scenes to occur. The amendments required would be minor as the scheme is well advanced.**

#### **4b THE SPRINGWOOD CENTRE, RANSOM DRIVE**

Further clarification of the highways impact of the development has been obtained.

The existing road is in an acceptable condition and has street lighting along the southern side.

The developer will enter into agreements under S38/278 of the Highways Act to cover the adoption of the new roads, and the works to the existing highway that are necessary in order for the development to take place. These agreements will cover construction details of the new roads, and including street lighting where necessary, and their subsequent adoption by the highway authority.

Highways officers have provided further clarification in relation to the need for a Traffic Regulation Order (TRO) to restrict parking on the existing highway and verges. They agree that such a TRO is not necessary in order for the development to proceed, and that there would be no highway grounds to refuse planning permission in the event of a TRO not being sought.

It is not uncommon for driveways to cross verges, and whilst there are undoubtedly locations within the city where such an arrangement does give rise to amenity/safety problems due to inappropriate parking, there is no evidence to indicate that such problems will arise here.

The new roads within the development will need to be subject to 20MPH speed limits in order to be suitable for adoption, which can be achieved through a separate TRO. Whilst the council would usually require such a TRO to be sought alongside the process for adoption, this is a separate process and it is therefore considered that a planning condition should be imposed to ensure that the developer commits to this process. The wording of such a condition is to be delegated to the Chief Planner, and is covered by the existing recommendation.