

NOTTINGHAM CITY COUNCIL

PLANNING COMMITTEE

MINUTES of the meeting held at Loxley House, Station Street, Nottingham on 22 October 2014 from 2.30pm to 4.05pm

Membership

Present

Councillor Chris Gibson (Chair)

Councillor Liaqat Ali

Councillor Cat Arnold (present for minutes 34 to 38 inclusive)

Councillor Graham Chapman (present for minutes 34 to 38 inclusive)

Councillor Alan Clark

Councillor Michael Edwards

Councillor Rosemary Healy

Councillor Ginny Klein

Councillor Sally Longford

Councillor Eileen Morley

Councillor Wendy Smith

Councillor Malcolm Wood

Absent

Councillor Azad Choudhry

Councillor Gul Nawaz Khan

Councillor Roger Steel

34 APOLOGIES FOR ABSENCE

Councillor Choudhry

Councillor Khan

Councillor Steel

35 DECLARATIONS OF INTERESTS

None.

36 MINUTES

The Committee confirmed the minutes of the meeting held on 17 September 2014 as a correct record and they were signed by the Chair.

37 NCV GARAGE, HUCKNALL ROAD

Due to his arriving after the start of consideration of this item, Councillor Chapman took no part in the discussion or vote.

Martin Poole, Area Planning Manager, introduced a report of the Head of Development Management and Regeneration on application 14/01791/PFUL3, submitted by DSP Architects on behalf of Aldi Stores Limited and NCV Properties Limited, for the erection, following demolition of the existing building, of a new single-storey, 1,782 square metre food retail store, with associated 120 car parking spaces, servicing and landscaping.

Further to the report, Mr Poole stated the following:

(1) receipt of a letter 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 so another one is not needed and will take trade from them;

(in response it was stated that the comments raised by the objector are covered in the report and by the additional Highway Authority comments below);

(2) additional Highway Authority comments as follows:

- the provision of a 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 and it is envisaged that it may actually 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 of the ALDI access;
- the Highway Authority 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 and 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.

RESOLVED

(1) to grant planning permission subject to:

- (a) the indicative conditions substantially in the form of those listed in the draft decision notice;**
- (b) an additional condition requiring submission of further details for the boundary treatment of the scheme to be submitted for the approval of the Planning Authority;**

(2) to delegate authority to the Head of Development Management and Regeneration to determine the final details of the conditions, including the additional condition at (b) above.

38 SITES AT SAFFRON GARDENS, BEARDSLEY GARDENS, FORMER CROMARTY COURT, MIDDLE FURLONG GARDENS, TARBERT CLOSE AND BOSWORTH WALK

Rob Percival, Area Planning Manager, introduced a report of the Head of Development Management and Regeneration on application 14/02092/PFUL3, submitted by Arcus Consulting LLP on behalf of Nottingham City Homes, for the redevelopment of four sites, comprising a total of fifty four new dwellings, following demolition of the existing buildings, as follows:

Site A

Proposed extension of the existing cul de sac serving Saffron Gardens to link it to Beardsley Gardens, and comprising street frontage development which would be accessed from the new road and from the existing roads serving Crammond Close and Risley Drive. The dwellings proposed comprise six bungalows and twenty eight two-storey primarily semi-detached houses. Each dwelling would have one in-plot car parking space either at the side or the front of the house. The new road proposed as part of the scheme also provides the opportunity for some of the existing properties on Crammond Close to be provided with an in-plot car parking space.

Site B

Middle Furlong Gardens would comprise three bungalows and a pair of semi-detached two-storey houses. Each dwelling would have one in-plot car parking space at the front of the house.

Site C

Tarbert Close would comprise two pairs of semi-detached houses and a terrace of three, all of two-storey. Five of the dwellings would have in-plot car parking at the front of the house. The remaining two dwellings would have the use of a small parking area to be constructed at the head of the existing cul de sac.

Site D

Proposed creation of a new length of highway connecting Thrumpton Drive and Ainsworth Drive, with a 'Home Zone' type treatment which, by its design and choice of materials, would ensure that priority is given to pedestrians and cyclists. A terrace of eight two-storey houses is proposed, each of which would have in-plot car parking located at the front, accessed from the new length of road.

Further to the report, Mr Percival stated that the following additional consultation comments have been received (including his response as necessary):

(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 and 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 and it would have been helpful to have more reasoning behind the proposal included in the application;

Response: 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) 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;

Response: 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 26/08/2014 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;

Reason

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 in the draft decision notice;

(3) Heritage and Urban Design

The scheme goes some way to help achieve 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 is 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 brick, 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 closed with lockable gates for residents' use only;

Response: 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;

- (5) The Flood Risk Assessment has identified that all the dwellings must 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 others only need a step of 150mm 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 4 November 2014.

Response: 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 in the report to be amended to read as follows:

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

- (i) the expiry of the re-consultation period on 4 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.'

During discussion, the Committee made the following comments:

- generally welcomed this improvement in housing quality, but raised a couple of detailed queries about the enclosure to the Bosworth Walk units and why the 'sunpipe chimneys' weren't on all of the units;
- liked the design of the dwellings but requested some variation for future NCH schemes;
- challenged the perceived wisdom of opening up vehicular access to the Bosworth Walk section and while it recognised the efforts that had gone into consultation and developing this proposal, it wanted assurance that the Council could revert to a closed route if problems arose;
- raised doubt about the whether the 'homezone' of Bosworth Walk would be successful and expressed concern about this being two way;

A motion was put forward to defer approval of the Bosworth Walk element of the scheme, for better particulars of matters dealing with vehicular and pedestrian access and permeability to be submitted for written approval of the Planning Authority and a final condition dealing with this matter to be approved by the Head of Development Management and Regeneration after consultation with Chair, Vice-Chair and Opposition Spokesperson but, after further discussion, it was agreed to amend the recommendation to reflect this concern (see resolution (1)(iv) below).

RESOLVED to

(1) grant planning permission subject to:

- (i) no representations raising material issues or objections which have not been addressed in the report being received prior to the expiry of the re-consultation period on 4 November 2014;**
- (ii) the conditions substantially in the form listed in the draft decision notice;**
- (iii) an additional condition as requested by the Environment Agency to address flood risk in the form set out above;**
- (iv) a further additional condition requiring additional details of the Bosworth Walk element of the scheme (Site D) to be submitted for the approval of the LPA, to address vehicular and pedestrian access and permeability.**

(2) delegate authority to determine the final details of the conditions at (ii) and (iii) above to the Head of Development Management and Regeneration;

(3) delegate authority to determine the final details of the condition at (iv) above to the Head of Development Management and Regeneration after prior consultation with the Chair, Vice Chair and Councillor Edwards (in his capacity as local ward Councillor).

39 31 CURZON STREET AND 24-34 ST MARKS STREET

Martin Poole, Area Planning Manager, introduced a report of the Head of Development Management and Regeneration on application 14/01925/PFUL3, submitted by GMA Architecture Limited on behalf of Globalcove Limited, for the erection, following demolition of existing buildings, of a new seven-storey student accommodation.

It was stated that the proposed development includes:

- meeting rooms, games rooms, a cinema room, a prayer room, a squash court and a gym;
- a reception space at the upper ground floor level, which is raised above street level, plus student accommodation at this level and on four floors above;
- a total of 198 studio bedrooms, comprising 178 single rooms and 20 double rooms;
- kitchen facilities within each studio bedroom;
- large communal lounges and kitchen/dining rooms at each level;
- a lift serving all floors.

During discussion, the following comments were made:

- generally the scheme was welcomed;
- pleased to see the application reflected the developers awareness of the need to deal effectively with student management and, in particular, their arrival and drop-off arrangements at the beginning and end of term;
- endorse the high quality of the design, but raised concern that the Planning Authority monitors the continuing policy justification for such uses. Acutely aware of the need to build balanced communities that continue to promote the vitality of the City, especially during academic term recess periods.

RESOLVED

(1) to grant planning permission, subject to:

- (a) prior completion of a Section 106 Planning Obligation, including a financial contribution of £79,724.70 towards the upgrade or improvement of open space or public realm within the city centre and inclusion of a student management agreement, including a restriction on car ownership;**
- (b) the indicative conditions substantially in the form of those listed in the draft decision notice;**

- (2) to delegate authority to the Head of Development Management and Regeneration to determine the final details of both the terms of the Section 106 Planning Obligation and the conditions of the planning permission;**
- (3) that Councillors are satisfied that Regulation 122(2) Community Infrastructure Levy Regulations 2010 is complied with in that the planning obligation sought is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.**

40 2-28 AND 179-217 CRANWELL ROAD - SITE OF

Rob Percival, Area Planning Manager, introduced a report of the Head of Development Management and Regeneration on application 14/01934/PFUL3, submitted by Arcus Consulting LLP on behalf of Nottingham City Homes, for the redevelopment of two sites on Cranwell Road, comprising a total of twenty new dwellings, following demolition of the existing buildings, as follows:

East site

A block of two-storey, one-bed apartments on the eastern side, including pedestrian access to the flats from four different points, with each entrance door serving no more than two flats. The area at the rear of the apartments is proposed to be private rear gardens for the ground floor apartments.

West site

Eight two-storey, semi-detached houses which will form a street frontage development on the eastern side of Cranwell Road. Each of the houses on the west site includes at least one in-plot parking space, either at the front or the side of the dwelling. The apartment block has communal parking for five vehicles on the south side of the site and there will be some additional parking in a lay-by alongside Cranwell Road, adjacent to the flats. Secure cycle storage facilities will be provided for all dwellings.

Mr Percival stated that further to the report, the following comments from Heritage and Urban Design had been received:

- 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.

During discussion, the following comments were made:

- queries over the means of enclosure to the front of the houses and that it needs to be comprehensive and robust;
- queries whether the bin storage, currently to the rear of the buildings, could be relocated to the dwellings' front gardens;
- request that ward councillors be kept informed about the details being approved, by condition, in relation to the two items above.

RESOLVED

- (1) to grant planning permission subject to the indicative conditions substantially in the form of those listed in the draft decision notice;**
- (2) to delegate authority to the Head of Development Management and Regeneration to determine the final details of the conditions.**