

NOTTINGHAM CITY COUNCIL

PLANNING COMMITTEE

MINUTES of the meeting held at Ground Floor Committee Room - Loxley House, Station Street, Nottingham, NG2 3NG on 20 September 2017 from 2.32pm – 3.23pm

Membership

Present

Councillor Chris Gibson (Chair)
Councillor Cat Arnold (Vice Chair)
Councillor Graham Chapman
Councillor Azad Choudhry
Councillor Josh Cook
Councillor Rosemary Healy
Councillor Gul Nawaz Khan
Councillor Sally Longford
Councillor Brian Parbutt
Councillor Andrew Rule
Councillor Mohammed Saghir
Councillor Wendy Smith
Councillor Malcolm Wood
Councillor Linda Woodings
Councillor Michael Edwards (substitute for Councillor Young)

Absent

Councillor Steve Young

Colleagues, partners and others in attendance:

Sebastian Foster	-	Wilson Bowden Developments
Lisa Guest	-	Principal Officer, Development Control Highways Programmes
Michael Halston	-	Planning Graduate
Sarah Hancock	-	Technical Officer Development Control
Judith Irwin	-	Solicitor
Martin Poole	-	Heritage and Urban Design Manager
Jim Rae	-	Principal Planning Officer
Nigel Turpin	-	Design and Conservation Manager
Zena West	-	Governance Officer

25 APOLOGIES FOR ABSENCE

Councillor Young – Councillor Edwards substituting

26 DECLARATIONS OF INTERESTS

None.

27 MINUTES

The minutes from the meeting of 16 August 2017 were agreed as a correct record and signed by the Chair.

The minutes from 19 July 2017 will be amended to reflect that Councillor Khan had submitted apologies for non-attendance due to ill health.

28 PLANNING APPLICATIONS : REPORTS OF THE CHIEF PLANNER

a TRENT BASIN AND LAND TO WEST OF TRENT LANE, TRENT LANE (Agenda Item 4a)

Martin Poole, Area Planning Manager, introduced application 17/01385/PRES4 by Blueprint (General Partner) Limited, for approval of reserved matters (layout, scale, appearance of landscaping) for Phase 2B of Planning Permission 13/03029/PFUL3, comprising 10 dwellings, public realm, hard and soft landscaping and associated work, which application is brought to Committee at the request of a ward councillor.

Martin Poole delivered a brief presentation which included a map showing the location of the site, full elevation of riverside frontage, slides showing the design of the scheme and detail with regard to the eaves line, the focal point 4 storey building on the corner, the riverside walkway and cycleway view, and detailed elevation drawings showing window size.

The Area Planning Manager informed the Committee that the scheme is for the erection of 10 new dwellings in total, in a courtyard configuration linking in with the mews road that forms part of phase 2a. The Committee was informed that the phase fronts on to the riverside and Trent Lane and follows the form of terrace housing in other phases. The Committee was further informed that it is intended that there will be a total of 7 car parking spaces for the 10 units, with an expectation that some of the parking will be provided on street.

Martin Poole reported that concern has been expressed by a resident over the number of parking spaces, and there were also concerns from ward councillors on the issue and the impact of car-owning residents of the development needing to park on Trent Lane. The Committee was informed that the developer is committed to delivering a sustainable development in which residents are encouraged and assisted to reduce private car use. The developer is seeking a Traffic Regulation Order (at no cost to the Council) for a residents' parking scheme in respect of three houses within the scheme which will not have allocated parking and which front onto Trent Lane. There are particular pressures such as football parking which are pertinent to this development. It is part of the overall package to make the scheme work in highways terms, and is reflected in the conditions.

The developer is actively promoting a more eco-friendly ethos, such as the establishment of an electric car share scheme, so residents may have at most 1 car and optimistically may not require a car for their lifestyle in this location at all.

Martin Poole reported also that this is the only phase of the Trent Basin scheme in which the provision of parking is less than one space per dwelling and residents of this phase needing to park may be able to park in adjacent phases having spare parking spaces.

Councillors' comments included:

- (a) a number of councillors were concerned about the parking provision of less than 1 space per dwelling, and suggested the expectation of up to 1 car per dwelling may be unrealistic for larger family houses. There was also a concern of safety in the local area given the proximity of an industrial estate, and some councillors felt that residents may not feel safe walking or cycling late at night;
- (b) some councillors felt that the visuals of the scheme had not been reflected in the quality of materials used in phases 1 and 2a. Whilst phase 2b is being considered in isolation, councillors felt it important to note that high quality materials should be used in order to achieve aesthetics closer to those presented at Planning Committee;
- (c) councillors noted that, should this phase of the scheme be approved, it must be recognised that the ratio of parking spaces to dwelling in this phase is a consequence of the shape of this parcel of land, and the constraints resulting from the Council's wish to keep the river front free of vehicles and enhance the riverside path for pedestrians and cyclists. It is a unique set of circumstances and any approval must not set a precedent for the ratio of parking spaces to dwelling for any future phases in the overall scheme;
- (d) some concern was raised regarding the practicality of the bin stores, though Martin Poole informed the Committee that no problems have been reported with a similar bin store system already in place in phase 1 of the scheme;
- (e) the images on the slides show 3 different types of brick, and a timber panelling element. It is important that the quality of the materials is high, and in keeping with the existing phases of the scheme. Councillors noted that the design may not be to individual tastes, but the Committee is tasked with assessing whether the architectural quality and attention to detail that has been evident in phase 1 will be carried through to phases 2a and 2b;
- (f) councillors were keen to ensure that measures will be in place to prevent residents from parking on the riverfront pedestrian and cycle path. Reassurances were offered that the path will remain vehicle free, and measures will be put in place to prevent vehicles from accessing it;
- (g) in answer to councillors' questions, Martin Poole informed the Committee that phase 1 is now more than 2/3 occupied, with only 1 or 2 units remaining to be sold;
- (h) some councillors noted that the shortage of parking spaces was a trade-off against the location and other features of the scheme, which would be taken into account by any purchaser. Potential residents will know in advance that there are only 7 allocated spaces for these 10 dwellings, and that they may need to park on street at times.

RESOLVED to approve the reserved matters for Phase 2B of Planning Permission 13/03029/PFUL3 subject to the indicative conditions listed in the draft decision notice at the end of the report.

Councillor Rule asked that his vote against the above decision be recorded.