

REPORT OF HEAD OF DEVELOPMENT MANAGEMENT AND REGENERATION

Government Buildings, Chalfont Drive

1 SUMMARY

Application No: 14/02823/PRES4 for approval of reserved matters

Application by: Urbanissta Development Planning on behalf of Bellway Homes East Midlands

Proposal: Reserved matters for 345 dwellings (Phase 1) of outline planning consent reference 09/02049/POUT (details of layout, access, scale, appearance and landscaping).

The application is brought to Committee as this is a major application on a prominent site where there are important design considerations.

To meet the Council's Performance Targets this application should have been determined by 23rd February 2015. Given the complex and lengthy nature of negotiations, an extension of time to determine the application has been agreed with the applicant.

2 RECOMMENDATIONS

GRANT PLANNING PERMISSION for the reasons set out in the report subject to the indicative conditions substantially in the form listed in the draft decision notice at the end of this report.

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

3 BACKGROUND

Site

- 3.1 The Land Registry site extends to 13.42 hectares (33.16 acres) of which approximately 60% was covered with largely single storey office buildings, roads and car parks. These were set within landscaped grounds comprising grassed areas interspersed with small domestic scale tree planting and a few groups of larger more mature trees. The site slopes gently from north to south and also contains, towards its southern end, a Grade II Listed nuclear bunker that was to house the regional seat of government in the event of nuclear attack. The Land Registry and other occupants, consisting of government and public sector organisations have now vacated the site and the existing vacant buildings are currently in the process of being demolished. The Land Registry has relocated to Castle Wharf House, the former Evening Post building located at the corner of Canal Street and Wilford Road.

- 3.2 This application specifically relates to the northern 10.38 hectares of the Land Registry site which extends northwards from Chalfont Drive. The southern part of the site, which includes additional office buildings and the listed bunker, does not form part of this planning application.
- 3.3 With the exception of its western boundary which runs alongside Robins Wood Road, the site is surrounded by housing and bungalows whose rear gardens back onto the site but front Prestwood Drive, Revesby Gardens, Trentham Drive and Chalfont Drive. The site is served by two existing vehicular access points from Robins Wood Road to the west and Chalfont Drive to the east.

Relevant Planning History

- 3.4 In November 2011 outline planning permission (reference: 09/02049/POUT) was granted for up to 475 dwellings, together with open space, vehicular accesses and service infrastructure. All matters were reserved on this outline application, however the submission included a masterplan and design code that set a framework for future detailed proposals. The permission was granted on the basis that the proposal would bring forward a mix of 2-5 bedroom properties, including 20% affordable housing. The outline planning permission was subject to numerous planning conditions and a Section 106 Agreement which in addition to securing affordable housing also secured the provision of an equipped play area to a value of £120k, public transport and sustainable transport measures, on-site management of open space, the swale, the bunker, CHP plant and community garden.
- 3.5 This outline permission has now expired, but the current reserved matters application was submitted before it did so and is therefore a valid scheme. However, a new planning application will be required for the development of the remaining southern part of the site, including the listed bunker.
- 3.6 In October 2014, a full planning application was also submitted by Bellway Homes for the development of the northern part of the site for 345 dwellings and associated works (planning ref: 14/02427/PFUL3). This application, in terms of its layout and design, is the same scheme as the reserved matters application for 345 dwellings. The application is still under consideration and must be assessed afresh, in line with current policy and technical requirements. It is not in a position to be determined at this stage.

4 DETAILS OF THE PROPOSAL

- 4.1 The application seeks reserved matters for Phase 1 of the outline development approved in November 2011. The reserved matters in question are layout, access, appearance, scale and landscaping for 345 dwellings, along with associated details. The proposed layout is informed by the indicative masterplan approved at outline stage and the 345 dwellings comprise:

2 bedroom apartments: 18 (6%)
2 bedroom: 38 dwellings (11%)
3 bedroom: 60 dwellings (17%)
4 bedroom: 229 dwellings (66%)

- 4.2 The dwellings are predominately two storey in height but with some two and a half storey houses and five bungalows also included. The 18 apartments would be

accommodated in two x3 storey apartment buildings located at prominent corners in the centre of the scheme.

- 4.3 The layout has evolved the principles of the masterplan and proposes character areas that are defined by a street hierarchy. There are six character areas comprising the 'Boulevard' which forms the main vehicular route through the site, the shared surfaced 'Lanes' on the outskirts of the development to the east and north, the 'Green' which surrounds the central area of open space, the 'Swale' which incorporates the primary SUDs feature, and the 'Mews' style streets within the denser central parts of the layout.
- 4.4 Vehicular access is to be provided at three key points. Existing vehicular access points on Chalfont Road and Robins Wood Road would be utilised, together with a third new vehicular access point further to the north on Robins Wood Road. Four additional pedestrian/cycle access routes are also proposed along the western boundary to link the development with Robins Wood Road. The existing pedestrian footpath in the north east corner of the site from Trentham Drive is to be closed.
- 4.5 The proposed dwellings are largely traditional in their design with brick walls, steep tiled roof pitches, classic fenestration and entrance porches. The two apartment buildings would be of traditional proportion but with contemporary features. A palette of different brick and roof tiles are proposed to add variety to the streetscenes.
- 4.6 The key feature of landscape proposals is a large area of open space measuring approximately 0.8 hectares in size (approx 92m x 87m) identified as the 'Green' on the layout. The 'Green' contains a large grouping of retained mature trees, a children's play area and surface water attenuation pond. From the 'Green' the infrastructure of the site expands southwards with the incorporation of a tree lined 'Swale' (a green channel to hold surface water), linking the 'Green' with the listed bunker. Several other pockets of green space, with retained mature trees, are proposed throughout the layout with the largest being two green areas adjoining Robins Wood Road. A strong tree lined 'Boulevard' is proposed as the main east to west route and street trees are additionally proposed elsewhere throughout the layout.
- 4.7 The applicant has also made a request to vary the S106 package approved as part of the outline consent. The proposed variations to the S106 Obligation are presented in a separate report. That report addresses issues relating to affordable housing, education and integrated transport measures.

5 CONSULTATIONS AND OBSERVATIONS OF OTHER OFFICERS

Adjoining occupiers consulted:

- 5.1 The application has been advertised by a site notice and press advert. In addition the below neighbouring/local properties have been directly consulted:

Beechdale Road – 511-519 (odd), Beechdale Service Station

Chalfont Drive – 3-12 and 4-61

Oakwood Drive – 2

Prestwood Drive – 1-12, 14-39 and 41-49 (odd)

Redbourne Drive – 1-12, 14-20, 22-38 (even)

Revesby Gardens – 1-12 and 14-24

Robins Wood Road – 33, 57-75 (odd), 92-170 (even), Nottingham Girls Academy,
The Martin Jackaman Centre, Robinswood House
Trentham Drive – 1-12 & 14-64, 65-81 (odd), 96-108 (even) and 103
Walesby Crescent – 1-2, 9, 54-55, 57-63 (odd)
Western Boulevard – 131 and 139

5.2 No comments from local residents have been received in response to the consultation on the reserved matters application. However 12 letters/emails have been received in response to the consultation carried out for the full planning application referred to at 3.6 above and as this proposal is for the same scheme, these representations are summarised as follows:

- Inappropriate scale of dwellings adjacent to site boundaries, particularly where two storey dwellings would be adjacent to bungalows on Revesby Gardens and houses on Prestwood Drive; concern has been raised by several residents of the bungalows on Revesby Gardens about the overlooking and overbearing impact of having a two storey property facing onto the rear of their properties, and the potential impact of a two storey blank gable wall within 3m of the rear gardens of 2 and 3 Revesby Gardens; the original masterplan placed bungalows to the rear of the bungalows on Revesby Gardens, which would have been a better solution. Concern over the impact on the value of their properties is also raised.
- Buildings taller than the existing surrounding properties would block views from the bungalows on Revesby Gardens.
- A resident on Trentham Gardens requests that the road (annotated the 'Lane') is placed to the rear of existing properties on Trentham Drive instead of having the rear gardens of the new properties, to provide more distance between existing and new properties.
- The area of green space should be located nearer to existing properties on Trentham and Chalfont Drive to make it more accessible to existing residents and to provide a better view and outlook for existing properties on Trentham Drive across green space rather than back gardens.
- Concern relating to the disturbance and disruption to existing residents during the construction period. Demolition of the existing buildings has already caused a lot of dust. One resident on Robins Wood Road has stated that they have already suffered a lot of disruption and disturbance due to building works at the Girls High School and Jackaman Centre. Residents are not happy that this is set to continue with the development of the Land Registry site.
- Question what the enclosure to the site boundary, including landscaping, would be. Should be adequate to maintain privacy. One resident on Revesby Gardens has requested the provision of more green screening and tree planting adjoining the rear of their property. Concern that existing residents backing onto the site should not be responsible for the new boundary enclosures.
- Loss of trees and planting would be detrimental to neighbouring residents.
- Concern that development to the rear of existing properties will result in devaluation of these properties.
- Objection to any type of council housing.

- Congestion is already bad within the locality of the site, particularly during rush hours. The development would exacerbate this situation, with particular concern regarding increased traffic using Redbourne Drive and Trentham Drive, which are not suitable for heavy traffic. Congestion would be particularly bad on Chalfont Drive and its junction with Western Boulevard. Adequate alternative access to the site, other than Chalfont Drive, needs to be provided. It is also suggested that the traffic lights on the junction of Redbourne Drive, Beechdale Road and Radford Bridge Road need to be configured to allow greater volumes of traffic to move forward. A no parking zone on the eastbound carriageway of Beechdale Road from Redbourne Drive during peak hour is required. The installation of signals on the roundabout that forms the junction of Robins Wood Road with Beechdale Road is suggested together with speed humps to be installed on Redbourne Drive and Trentham Drive to dissuade drivers from using these as a short cut.
- The provision of a Travel Plan is seen to be desirable however it is seen as naïve to suggest that residents would use transport modes other than the car.
- Insufficient local amenities to cope with additional residents, including the schools and shops.

Additional consultation letters sent to:

Highways: No objections. Highways previously offered no objections to the outline application subject to conditions and S106 contributions towards integrated transport measures. The original outline application was supported by a Transport Assessment and Framework Travel Plan, both of which were considered to be acceptable. Highways accept that the development would result in a net reduction in the amount of traffic generated in comparison to the previous office use. As part of ongoing improvements to the Ring Road discussions are presently underway to improve the junction of Chalfont Drive and the Ring Road to make it more pedestrian and cycle friendly.

Alterations to the existing highway are limited to the provision of a new T junction onto Robins Wood Road, whilst the footway will require dropping to facilitate vehicular access to the new homes being built along Robins Wood Road. On Chalfont Drive itself, the redundant bellmouth beside 54 Chalfont Drive will revert to footway to join up with the existing footway already in place along the northern side of Chalfont Drive, and carry forward into the development site together with highway verge.

The proposed layout is well connected and has been designed to maximise off street car parking. The majority of dwellings are being provided with 2 off street parking spaces in the form of driveways and or garages, with every dwelling benefiting from at least one space each.

Conditions relating to a construction management plan, hard surfacing, drainage and the submission of a full residential travel plans are recommended. (*Comment: these conditions have been imposed on the original outline consent.*)

Tree Officer: No objections.

Police Architectural Liaison Officer (PALO): This is a fairly traditional layout with homes facing the street and the majority having active rooms facing the street. The homes largely have on plot parking and private rear gardens, and it is encouraging to see there are no public footpaths through the development. A small number of properties are proposed with remote parking located away from the dwelling, or in areas with poor natural surveillance. It is recommended that these properties with remote parking be designed out of the scheme.

Urban Design: The proposed scheme has been designed around existing natural features with the large area of mature landscaped open space located at the heart of the development, providing an attractive setting and backdrop to the scheme. This will be further reinforced with the swale providing an attractive green link between the open space and the bunker to the south. Revisions to the layout now provide a strong logical hierarchy of street pattern and good variety between the scheme's different character areas, in terms of street design, surfacing and house types used. A large number of additional trees will be planted to develop boulevards and build-outs creating attractive calmed streets. Buildings and windows addressing the street will add to the visual amenity as well as contributing to a safer neighbourhood. Overall the house designs and materials add variety to the scheme, which is fully supported. A variety of strong boundary solutions need to be agreed which together with off street parking will help to produce a high quality, uncluttered street scene.

6 RELEVANT POLICIES AND GUIDANCE

National Planning Policy Framework:

- 6.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies. While planning applications still need to be determined in accordance with the development plan, which are set out in the report, the NPPF is a material consideration in the assessment of this application.
- 6.2 The NPPF advises that there is a presumption in favour of sustainable development and that development which is sustainable should be approved. Paragraph 17 of the NPPF lists the core planning principles that should underpin decision taking on planning applications. Of particular relevance to this application is the need to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and to contribute to conserving and enhancing the natural environment and support the transition to a low carbon future.
- 6.3 Paragraphs 56-64 of the NPPF sets out the approach for achieving good quality design, including responding to local character, creating a strong sense of place and resisting poor design that fails to take opportunities to improve the character and the quality of an area.
- 6.4 Paragraph 96 states that new development should be expected to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 6.5 Paragraph 118 states that local planning authorities should aim to conserve and enhance biodiversity by applying a range of principles including that if significant harm can not be avoided, mitigated or as a last resort compensated, then permission should be refused.

Nottingham Local Plan (November 2005):

- 6.6 The following policies have been saved and are considered to be relevant to assessment of the application. The policies are considered to be consistent with the NPPF and therefore should be attributed full weight in the decision making process.

ST1 – Sustainable Communities

H2 – Density

R2 – Open Space in New Development

R3 – Access to Open Space

NE5 – Trees

NE10 – Water Quality and Flood Protection

T3 - Car, Cycle and Servicing Parking

Aligned Core Strategy (Adopted September 2014)

Policy A: Presumption in Favour of Sustainable Development

Policy 1: Climate Change

Policy 8: Housing Size, Mix and Choice

Policy 10: Design and Enhancing Local Identity

Policy 14: Managing Travel

Policy 16: Green Infrastructure, Parks and Open Space

Policy 17: Biodiversity

7. APPRAISAL OF PROPOSED DEVELOPMENT

Main Issues

- (i) Layout and landscaping;
- (ii) Access;
- (iii) Appearance/Housing Design;
- (iv) Impact on Residential Amenity

(i) Layout, Scale and Landscaping (NPPF Par 17 and 54-56, Aligned Core Strategies (ACS) Policies A, 8, 10, 14, 16 and 17, Local Plan Policies ST1, H2, R2, R3, NE5 and T3)

Layout and Scale

- 7.1 The principle of residential development has been established with the outline planning permission and this application concerns the details or 'reserved matters' of the scheme. The application proposes a total of 345 dwellings over a net

developable area of 8ha which equates to a density of 39 dwellings per hectare. This is a brownfield site and it is considered that the proposed density strikes the appropriate balance between making good use of land and being respectful of the site's surrounding context and intrinsic landscape features, which accounts for 1 ha of the site. Of the total number 345 of the dwellings proposed, (83%) will be classed as family accommodation (3 bedrooms or above) and of the remaining 56 dwellings (17%), 26 are proposed as two bedroom houses, 18 as two bedroom apartments and 5 as two bed bungalows. It is evident that the scheme will deliver family housing in accordance with ACS Policies A and 8 and Local Plan Policy ST1 and that the density is appropriate for the site, its surroundings and the type of housing that is proposed. The proposal is therefore also in accordance with Local Plan Policy H2. The layout also demonstrates that the proposed development will provide a range of house types in compliance with ACS Policy 8.

- 7.2 The principles of the masterplan approved at the outline stage have evolved to create a detailed layout that will create character and interest. The layout is structured around a street hierarchy that informs the character of the place, with a clear rationale behind the formation of the streets and its 6 character areas. The road layout takes its reference from the surrounding road network and maximises connectivity with Robins Wood Road. The layout also has a strong landscape theme, involving the retention of the most significant trees and incorporating these within the open space, landscaped areas and private gardens.
- 7.3 A central 'Boulevard' runs between the existing vehicular access point on Chalfont Drive and the new access point on Robins Wood Road. This is the main vehicular route through the site but is designed so that it is not direct, but with bends and minimum widths to ensure a reduction in vehicular speed and a highway that is not visually dominant. The lower Boulevard section towards the south of the site in particular incorporates tight bends with changes in surfacing, ensuring that character is not compromised by necessary highway infrastructure, whilst also being designed to reduce its attractiveness to through traffic.
- 7.4 The proposed houses are sited to address key roads both externally and internally to the development, to create active frontages and well surveyed streets. There is a strong building frontage to Robins Wood Road and Chalfont Drive as it extends into the site, with some properties set back, in small cul-de-sac, at an appropriate distance along Robins Wood Road to retain sections of the existing mature hedge and mature trees of high amenity value. Properties would front onto these small pockets of green space to ensure that the houses, set within a mature landscape setting, make a positive and active contribution towards the streetscene along Robins Wood Road.
- 7.5 Internally the layout is designed with a series of blocks that vary in form and shape but also provide legible connections and good permeability. The housing addresses all streets with good building coverage throughout and changes in density enhance character. In terms of scale, it is predominantly a 2 storey development to reflect the character of the surrounding area but with increased height of 2.5 and 3 storeys for buildings surrounding the central 'Green', to help strengthen its visual enclosure. A row of 5 bungalows have been sited in the north east corner of the site to provide a better relationship with neighbouring bungalows on Revesby Gardens.
- 7.6 The eastern and northern peripheries of the proposed layout seek to create a more informal, lower density edge to the layout, with the creation of shared surface 'Lanes' fronted by larger 3 and 4 bedroom houses. The 'Lanes' have been

designed with a varied road width and the incorporation of build outs to create a naturally traffic calmed street.

- 7.7 Higher density development, with a tighter urban grain, is concentrated in central parts of the layout. This is particularly evident in the street layout surrounding the 'Green', where a strong and more formal layout of taller 2.5 storey semi-detached houses are proposed, positioned close to the street edge to provide enclosure and to maximise surveillance. The 'Swale' area maintains this close relationship of houses to the street, but is defined by its linear green corridor, created by the swale channel which runs down its centre and links the 'Green' with the bunker to the south. Single width roads loop the swale to create a 'one way' system around it, with shared pedestrian and vehicle points across the swale being positioned at the entrances to the 'Mews' areas. The position of the 2 x three storey apartment buildings to the southern edge of the 'Green' further accentuate views from the Green down this linear green route.
- 7.8 The highest density of all the character areas is seen within the small 'Mews' courts, where a tighter urban grain of terraced houses frame hard landscaped, shared parking courts.
- 7.9 A challenge with a housing development of this size, even at a comparatively modest density, is to provide and successfully integrate sufficient parking into the layout. With the exception of properties on the 'Mews' style streets which provide parking equivalent to a minimum of 1.5 spaces per dwelling, all other dwellings provide a minimum of two spaces per dwelling (including garages), with the larger houses generally accommodating in excess of this. The parking is predominately provided on plot with some frontage parking in the higher density areas. On some dwellings there are examples of long driveways, the appearance of which is proposed to be mitigated by entrance gates which will reduce the extent of visible hard-standing. With the parking located either on plot or to the front of the dwellings as part of the street layout, future residents should be able to park appropriately and conveniently, reducing the prospect of streets cluttered with vehicles.

Landscaping

- 7.10 The integration of open space and an extensive number of street trees into the layout is a significant element of the design. The main open space within the development takes the form of the 'Green', a large green space (0.8 ha in size) located at the heart of the development. A copse of retained mature trees located in the western area of the 'Green' will give the setting of the open space instant maturity, with informal pathways meandering through the trees to link surrounding residential areas with the open space. A new drainage attenuation pond, sympathetically designed with decorative stone outfalls and native planting will further enhance the ecological and wildlife value of the 'Green'. A natural play area is proposed in the north east corner of the 'Green' which is highly accessible and has good natural surveillance in accordance with Local Plan Policy R3.
- 7.11 The landscape objectives for the 'Swale' are to create an attractive landscape feature whilst respecting its requirement to perform as an important sustainable drainage feature. Decorative stone outfalls and walls at crossing points together with the use of pebbles and gravel to the base of the drainage channel will be incorporated amidst wildflower meadow grassland, proposed to enhance the wildlife potential of the corridor, and tree planting informally grouped along its length to soften the appearance of the street scene.

- 7.12 Street trees are prevalent throughout the scheme with main routes such as the 'Boulevard' incorporating trees into grass verges adjoining the pavement. Other narrower roads provide build outs to accommodate the trees. This philosophy builds on the retention of existing mature trees of intrinsic amenity value throughout the site, incorporating these within the open space, landscaped areas and private gardens. A total of 155 largely ornamental trees are proposed to be removed to facilitate development, however landscape proposals include over 354 new trees to replace them which is above the usually prescribed 2:1 ratio for replacements. The strong presence of open space and landscaping is both welcome and appropriate and will be vitally important in establishing the character and sense of place of the site.
- 7.13 A key feature of the proposed layout is the inclusion of front boundary treatment which is proposed throughout. The front boundary proposals include a mix of treatments comprising railings, walls, hedges or combinations of these. The proposed boundary treatments are thoughtfully grouped together and provide variety, together with a strong sense of enclosure helping define public and private defensible space.

(ii) Access (Aligned Core Strategy Policy 14 and Local Plan Policy T3)

- 7.14 The objections raised from residents in relation to traffic reflect those received in response to the submission of the outline planning application. The outline application was accompanied by a detailed Transport Assessment (TA) where it was recognised that this site was already a high traffic generator. The site previously accommodated approximately 700 employees and at full capacity held approximately 1,200 employees. The key change is to the direction of flow with the previous use of the site generating a peak inward flow in the morning and peak outward flow in the evening. The proposal would reverse this situation but also reduce the extent of the peaks, with some journeys dispersed throughout the day. On this basis both Highways and Transport Strategy were satisfied with the content of the TA and concluded that the proposed development would not adversely impact upon the wider highway network. This reserve matters application in terms of highways matters relates to the proposed access to the development and new highway layout proposed.
- 7.15 The outline consent, by condition and through the S106 Agreement, provided for a package of integrated transport measures aimed at reducing car usage and improving the site's pedestrian, cycle and public transport accessibility.
- 7.16 In line with the outline consent and its accompanying masterplan, the development utilises the existing access points from Chalfont Drive and Robins Wood Road. One additional vehicular access point is proposed further to the north along Robins Wood Road, which is proposed to link through to Chalfont Drive to provide the main vehicular access route through the site, along the 'Boulevard'. To address residents concerns about rat running, the 'Boulevard' has been designed to provide an indirect route through the development which also incorporates traffic calming measures to make it less attractive to vehicles travelling on the wider highway network. The existing access from Robins Wood Road provides a secondary access into the development but does not allow a through route to Chalfont Drive. Highways are satisfied with this element of the proposal.

- 7.17 From a highways perspective the layout is seen to be logical permeable and generally easy to navigate. Robins Wood Road presents the only meaningful opportunity to maximise permeability with the surrounding area and in addition to two roads entering the site from this western side of the site, there are four further pedestrian and cycle access points proposed which would provide direct access to the Green and new residential areas.
- 7.18 All other issues raised by Highways have been addressed by the proposed layout, with the inclusion of additional traffic calming measures in the design of streets, throughout the layout, being particularly welcomed.

(iii) Appearance/Housing Design (Aligned Core Strategy Policy 10)

- 7.19 A range of house types is proposed which vary in both size and scale. The design approach to the architecture is largely traditional but with a spectrum of design details which will ensure both quality and variety. These include steep roof pitches, dormer windows, classic style windows, eaves detailing, strong gable projections, different porch designs, and the use of different bricks and roof tiles, dependent upon the house type and character area. The differing combination of these details, coupled with the characteristics of individual streets and the extensive range of boundary treatment, will ensure interesting and varied properties within the development.
- 7.20 The different house types are considered acceptable in isolation but there is also a design logic in how they have been fitted together within the scheme. The character areas which have been informed by the street hierarchy, also have regard for the architectural styles and density of housing.
- 7.21 The 2x three storey apartment buildings have been located to provide book ends at each corner of the 'Swale' with the 'Boulevard' (overlooking the 'Green'). As with the proposed houses, their architecture is broadly traditional but with a slightly more contemporary edge. The use of forward gable projections and large full height windows with Juliette balconies provide interest to the facades, which overlook the 'Swale' and 'Green'.

(iv) Impact on Residential Amenity (ACS Policy 10)

- 7.22 The relationship between proposed dwellings and existing properties on Trentham Drive, Prestwood Drive, Revesby Gardens, and Trentham Drive has been carefully considered in formulating the layout. Where principal elevations of the proposed dwellings face directly towards the rear elevations of existing dwellings, an average garden length of 12m is proposed to ensure a minimum back to back distance of 25m is achieved. In a lot of instances this distance would be closer to 30m. Two storey blank side elevations of the proposed dwellings have been set back by 5m from the rear boundaries of existing dwellings to ensure a minimum side to back distance of 15m is achieved.
- 7.23 In response to concerns raised by residents of Revesby Gardens whose bungalows back onto the site, the layout has been designed to position 5 bungalows adjacent to these properties. A road is also proposed to run along the southern rear boundary of other adjacent bungalows on Revesby Gardens, to provide a minimum front to back separation distance of 22m. Additional tree planting is proposed along the boundary to further screen views of the development from the rear of these properties. The residents of 2 and 3 Revesby Gardens have expressed concern

regarding the close proximity of the two storey blank side elevation of plot 301 to the rear boundary of their properties. This side gable has been set back by 5m from the boundary to ensure an adequate separation distance is provided.

- 7.24 Within the development a minimum back to back distance of 20m is proposed. The minimum garden length of 10m is considered appropriate and the proposal will provide housing that affords an appropriate level of amenity for its future occupants.
- 7.25 Concern about the treatment of the existing site boundaries was a particular concern of neighbouring residents through the consultation process. This is understandable with many neighbours backing onto the site. The submission of the full details of boundary enclosures is covered by a condition on the outline consent. The applicant has indicated that it is proposed to construct a 1.8m (minimum height) boundary wooden fence within the edge of the site boundaries which would leave the existing rear boundary enclosures of properties backing onto the site untouched. Maintenance of new boundary fences would be the responsibility of each respective property.
- 7.26 Some disruption and disturbance during the construction period is inevitable but will in part be mitigated by condition 15 of the outline consent which requires a construction management plan to be agreed.
- 7.27 It is considered that the proposed development has been designed to ensure that there would be no adverse impact upon the amenities of existing residents or future occupants of the new development in terms of light, outlook and privacy and that the development would therefore comply with ACS policy 10.

Other Issues

- 7.28 As this is a reserved matters application, the number of conditions on the draft decision notice are limited, as the vast majority of issues are covered by the conditions imposed on the outline planning permission, which were extensive in breadth and detail.
- 8. SUSTAINABILITY / BIODIVERSITY** (b Aligned Core Strategies Policies 1, 10 and 17 and Local Plan policies NE5)
- 8.1 Surface water drainage proposals incorporate the use of sustainable urban drainage measures in the form of the attenuation pond in the 'Green', the swale and the use of permeable paving. Condition 11 of the outline consent requires further details of the surface water drainage scheme to be agreed.
- 8.2 The development proposes the retention of the trees of high amenity value and the planting of further trees which will be predominantly native species. Furthermore, the landscaping scheme proposes the creation of extensive green space and corridors throughout the development, with native planting to further enhance the wildlife and ecological value of the site.

9 FINANCIAL IMPLICATIONS

None.

10 LEGAL IMPLICATIONS

Where the development involves changes to highway and rights of way status, a separate legal process is necessary. Highway rights may only be extinguished where legal criteria are met and any stopping up order is subject to an objection period. If objections are received and not withdrawn, the matter will be determined by the Planning Inspectorate.

Save for the above, the issues raised in this report are primarily ones of planning judgement. Should legal considerations arise these will be addressed at the meeting.

11 EQUALITY AND DIVERSITY IMPLICATIONS

None.

12 RISK MANAGEMENT ISSUES

None.

13 STRATEGIC PRIORITIES

Neighbourhood Nottingham: would provide high quality and sustainable residential development.

Safer Nottingham: would help provide a safer and more attractive neighbourhood.

14 CRIME AND DISORDER ACT IMPLICATIONS

None.

15 VALUE FOR MONEY.

None.

16 List of background papers other than published works or those disclosing confidential or exempt information

1. Application No: 14/02823/PRES4 - link to online case file:

<http://publicaccess.nottinghamcity.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NFJQZ1LYCB000>

2. Letter from resident of 515A Beechdale Road received 26.10.14.

3. Letter from resident of 2 Revesby Gardens received 13.11.14.

4. Letter from resident of 3 Revesby Gardens received 13.11.14.

5. Letter from resident of 9 Trentham Drive received 17.11.14.

6. Letter from resident of 11 Revesby Gardens received 17.11.14.

7. Letter from resident of 14 Revesby Gardens received 05.11.14.

8. Letter from resident of 17 Chalfont Drive received 22.12.14.

9. Letter from resident of 35 Chalfont Drive received 13.12.14.

10. Letter from resident of 37 Trentham Drive received 17.12.14.

11. Letter from resident of 43 Prestwood Drive received 21.12.14.

12. Letter from resident of 63 Robins Wood Road received 04.12.14.

13. Letter from resident of 100 Trentham Drive received 10.11.14.

14. Tree Officer comments 06.01.15.

15. Urban design comments 27.03.15.

16. Police comments dated 09.12.14.

17. Highways comments 01.04.15

17 Published documents referred to in compiling this report

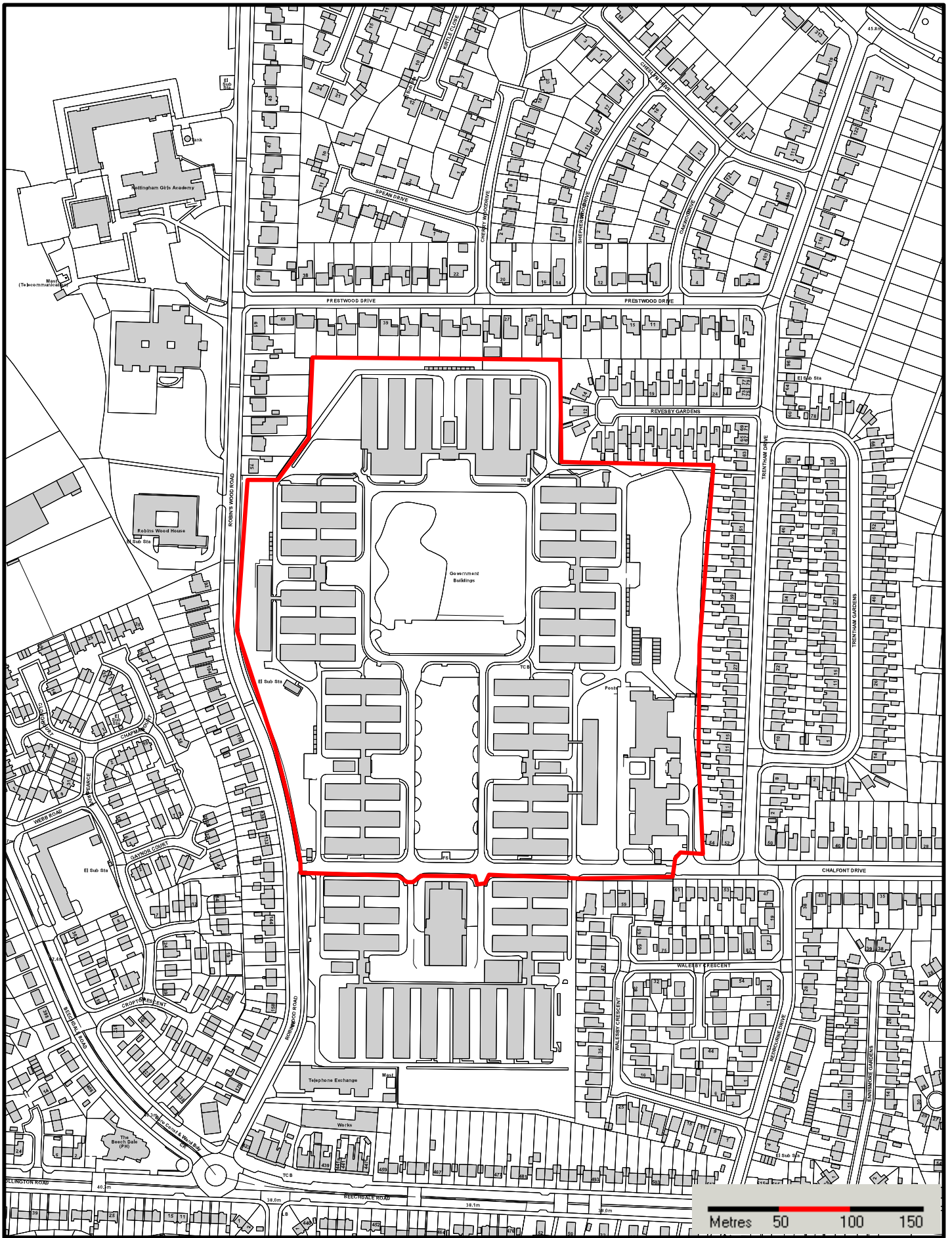
Nottingham Local Plan (November 2005)

Nottingham Aligned Core Strategies (Sept 2014)

Contact Officer:

Mrs Jo Briggs, Case Officer, Development Management.

Email: joanna.briggs@nottinghamcity.gov.uk. Telephone: 0115 8764041



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Nottingham
City Council

My Ref: 14/02823/PRES4 (PP-03809705)
Your Ref:
Contact: Mrs Jo Briggs
Email: development.management@nottinghamcity.gov.uk



**Nottingham
City Council**

Development Management
City Planning
Loxley House
Station Street
Nottingham
NG2 3NG

Tel: 0115 8764447
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Urbanissta Development Planning
FAO: Miss Jo Hanslip
31-35 Kirby Street
London
EC1N 8TE

Date of decision:

**TOWN AND COUNTRY PLANNING ACT 1990
APPLICATION FOR APPROVAL OF RESERVED MATTERS**

Application No: 14/02823/PRES4 (PP-03809705)
Application by: Bellway Homes East Midlands
Location: Government Buildings, Chalfont Drive, Nottingham
Proposal: Reserved matters for 345 dwellings (phase 1) of outline planning consent reference 09/02049/POUT (details of layout, access, scale, appearance and landscaping).

Nottingham City Council as Local Planning Authority hereby **APPROVES** the reserved matters described in the above application subject to the following conditions:-

Pre-commencement conditions

(The conditions in this section require further matters to be submitted to the local planning authority for approval before starting work)

There are no conditions in this section.

Pre-occupation conditions

(The conditions in this section must be complied with before the development is occupied)

There are no conditions in this section.

Regulatory/ongoing conditions

(Conditions relating to the subsequent use of the development and other regulatory matters)

2. All windows shall be recessed by a minimum of 60mm, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the appearance of the development is satisfactory in accordance with Policy 10 of the Adopted Core Strategy 2014.

3. All first floor side elevation windows, together with the first floor window in the rear elevation of the Lichfield house type shall be obscurely glazed, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of neighbouring properties in accordance



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Not for issue

Continued...

with ACS Policy 10.

Standard condition- scope of permission

S1. Except as may be modified by the conditions listed above, the development shall be carried out in complete accordance with the details described in the forms, drawings and other documents comprising the application as validated by the council on 24 November 2014.

Reason: To determine the scope of this permission.

Informatives

1. The reason for this decision, and a summary of the policies the local planning authority has had regard to are set out in the committee report, enclosed herewith and forming part of this decision.

2. This permission is valid only for the purposes of Part III of the Town & Country Planning Act 1990. It does not remove the need to obtain any other consents that may be necessary, nor does it imply that such other consents will necessarily be forthcoming. It does not override any restrictions contained in the deeds to the property or the rights of neighbours. You are advised to check what other restrictions there are and what other consents may be needed, for example from the landowner, statutory bodies and neighbours. This permission is not an approval under the Building Regulations.

Where a condition specified in this decision notice requires any further details to be submitted for approval, please note that an application fee will be payable at the time such details are submitted to the City Council. A form is available from the City Council for this purpose.

Your attention is drawn to the rights of appeal set out on the attached sheet.

RIGHTS OF APPEAL

Application No: 14/02823/PRES4 (PP-03809705)

If the applicant is aggrieved by the decision of the City Council to impose conditions on the grant of permission for the proposed development, then he or she can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

Any appeal must be submitted within six months of the date of this notice. You can obtain an appeal form from the Customer Support Unit, The Planning Inspectorate, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Phone: 0117 372 6372. Appeal forms can also be downloaded from the Planning Inspectorate website at <http://www.planning-inspectorate.gov.uk/pins/index.htm>. Alternatively, the Planning Inspectorate have introduced an online appeals service which you can use to make your appeal online. You can find the service through the Appeals area of the Planning Portal - see www.planningportal.gov.uk/pes.

The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal). This may include a copy of the original planning application form and relevant supporting documents supplied to the local authority by you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information belonging to you that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal.

The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay.

The Secretary of State need not consider an appeal if the City Council could not for legal reasons have granted permission or approved the proposals without the conditions it imposed.

In practice, the Secretary of State does not refuse to consider appeals solely because the City Council based its decision on a direction given by him.

PURCHASE NOTICES

If either the City Council or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. This procedure is set out in Part VI of the Town and Country Planning Act 1990.

COMPENSATION

In certain limited circumstances, a claim may be made against the City Council for compensation where permission is refused or granted subject to conditions by the Secretary of State. The circumstances in which compensation is payable are set out in Section 114 of the Town & Country Planning Act 1990.



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