

REPORT OF CHIEF PLANNER

Land At Site Of Forest Mill, Alfreton Road

1 SUMMARY

Application No: 16/02524/POUT for outline planning permission

Application by: Landmark Planning Ltd on behalf of Maryland Securities Ltd
Forest Investments Ltd

Proposal: Hybrid planning application. Full application for erection of 8 storey building comprising 81 residential units and 7 commercial premises. Outline application for up to 229 residential units.

The application is brought to Committee because it is a major application on a prominent site where there are important land use, design and heritage considerations. Also, officers may recommend that policy compliant S106 contributions be waived or reduced on the grounds of viability, depending on the awaited conclusions of the District Valuer.

To meet the Council's Performance Targets this application should be determined by 31st January 2017, an extension of time has been agreed to the 24th April 2017.

2 RECOMMENDATIONS

2.1 GRANT PLANNING PERMISSION subject to:

- a) Prior completion of a planning obligation which shall include:
- (i) an off-site financial contribution towards public open space;
 - (ii) a financial contribution towards education;
 - (iii) on-site provision of affordable housing

Subject to the conclusions of the District Valuer's independent assessment of the developer's viability appraisal as to whether the whole or part of the policy compliant section 106 contributions should be required.

- b) The indicative conditions which will form part of the Committee Update Sheet

Power to determine the final details of the conditions and the obligation to be delegated by the Chief Planner.

- 2.2 That Councillors are satisfied that Regulation 122(2) Community Infrastructure Levy Regulations 2010 is complied with, in that the planning obligation sought is (a) necessary to make the development acceptable in planning terms, (b) directly related to the development and (c) fairly and reasonably related in scale and kind to the development.

- 2.3 That Councillors are satisfied that the section 106 obligation(s) sought that relate to infrastructure would not exceed the permissible number of obligations according to the Regulation 123 (3) Community Infrastructure Levy Regulations 2010.

3 BACKGROUND

- 3.1 The site is bounded by Alfreton Road, Highurst Street, Denman Street East and Boden Street. Thackeray Street runs through the site and links Boden Street to Denman Street East. The site is adjacent to commercial properties on Alfreton Road, houses on Boden and Highurst Street and industrial units on Denman Street East. The site covers an area of approximately 1.22 ha.
- 3.2 The area of land bounded by Alfreton Road, Highurst Street, Denman Street East and Thackeray Street forms part of the Alfreton Road/Gamble Street Conservation Area.
- 3.3 There are level changes across the site. The Alfreton Road frontage sits at a higher level and whilst the site slopes down gradually towards Denman Street East at first, there are significant changes to the Denman Street East and Highurst Street corner of the site.
- 3.4 The site consists of a disused office building which is in a derelict state; the remainder of the site has been cleared, surfaced in crushed stone and enclosed with security fencing. Part of the site is currently being used as a surface level car park. A triangular area of land located between Thackeray Street, Boden Street and Denman Street East is a green area with grass and trees. Thackeray Street is used to provide additional residential parking for the surrounding area.
- 3.5 Conservation Area consent (11/01244/LCAC1) was granted in 2012 to enable demolition of former mill and bath house buildings that had previously covered the site. More recently in 2013 planning permission was sought to retain the temporary car park on the site. This application was refused, but the use was allowed for a temporary 1 year period following an enforcement appeal. This period has now expired and planning permission was sought earlier this year to allow the car park use to continue. Again this was refused and is the subject of on-going enforcement action.

4 DETAILS OF THE PROPOSAL

- 4.1 The application seeks approval for 310 apartments and 7 commercial units. Originally it was proposed to provide up to 325 apartments, but the scheme has been amended to address concerns over the scale of the development. The submission seeks full planning permission for the part of the site that fronts Alfreton Road (approximately a quarter of the site), and outline planning permission for the remainder of the site. The outline aspect of the proposal seeks approval for access, scale and layout, with appearance and landscaping reserved for future approval. It is intended to deliver the development in three phases: Phase 1 would consist of the proposed development fronting Alfreton Road; Phase 2 relates to the area of land bounded by the Phase 1 development, Highurst Street, Denman Street East and Thackeray Street; and Phase 3 relates to the triangular piece of land bounded by Boden Street, Denman Street East and Thackeray Street.
- 4.2 The full planning permission proposal consists of an eight storey building that would contain 7 commercial units at ground floor with 81 apartments above. The building

would have a boundary with Alfreton Road, Highurst Street and Boden Street. To its rear is proposed a shared surface access road and public square that would be landscaped and primarily for pedestrian access and use, but also for vehicles to service the apartments and commercial units in a one way flow. A pedestrian link is also proposed through the building between Alfreton Road and the new square.

- 4.3 4 disabled car parking spaces are to be provided to the rear of the Alfreton Road building. It is anticipated that there would be 2 HGV movements per day, with approximately 10 other service vehicles accessing the site on a daily basis. This route would be open with no gates proposed at the entrance points on Highurst Street and Boden Street.
- 4.4 The main entrances to the commercial units would be provided onto Alfreton Road and Highurst Street. 3 of the units would also have direct access onto the public realm at the rear. The main entrance to the apartments would be from the corner of Alfreton Road and Highurst Street. Within this main entrance would be a reception area along with a lift and stair core providing access to the upper floors. The reception area would also be accessible from the public square at the rear.
- 4.5 Within the Alfreton Road building there would be 30 x 1 bed apartments, 49 x 2 bed apartments and 2 x 3 bed apartments.
- 4.6 The development that would be delivered as part of the outline permission comprises three buildings and two additional shared surface spaces, providing further areas of public realm and 65 car parking spaces. A total of 229 apartments would be provided. One of the shared spaces would broadly follow the existing line of Thackeray Street and would provide a vehicular and pedestrian link between Denman Street East and Boden Street. The other space would have a vehicular and pedestrian access off Denman Street East, just down from its junction with Highurst Street. At its other end there would be a pedestrian only link to the new square at the rear of the Alfreton Road building. The three buildings would be sited so that the easternmost building would front onto Highurst Street (Highurst Building), the central building (Spine Building) would be positioned between the two shared spaces and the westernmost building (Corner building) would sit on the corner of Boden Street and Denman Street East.
- 4.7 The Highurst building would be 4 storeys in height, the Spine building would be 3 to 6 storeys and the Corner building would be 3 to 5 storeys. It is indicated that the following accommodation could be provided within each of the buildings:

Highurst – 5 x 2 bed town houses, 2 studios, 15 x 1 bed apartment, 25 x 2 bed apartments and 5 x 3 bed apartments

Spine – 7 studios, 24 x 1 bed apartments, 70 x 2 bed apartments and 1x 3 bed apartment

Corner – 3 x 2 bed town houses, 8 studios, 20 x 1 bed apartments, 43 x 2 bed apartments and 1 x 3 bed apartment

Each building would have its own reception area and communal storage facilities for bicycles and bins.
- 4.8 The indicative layouts provided for the Highurst, Spine and Corner buildings show that the new groundfloor dwellings could be provided with their own entrances

directly onto the surrounding streets and internal shared surface spaces, with individual terraced areas in some places to address the change in levels across the site.

- 4.9 The Alfreton Road building has a strong red brick frame with roof level floors and recessed elements in standing seam zinc. The retail units would be provided with floor to ceiling glazing and a number of the upper floor apartments would have recessed balconies.

5 CONSULTATIONS AND OBSERVATIONS OF OTHER OFFICERS

Adjoining occupiers consulted:

83 Neighbouring properties were notified of the proposal by letter on the 7th November 2016. The application was also publicised through a press and site notice. The notification period expired 7th December 2016. No letters of representation have been received as a result of this publicity.

Additional consultation letters sent to:

Environmental Health and Safer Places: No objections, subject to conditions securing the submission of:

- A remediation strategy
- Noise assessments for the commercial and residential units and details of appropriate noise mitigation measures
- Ventilation schemes in relation to the commercial units where food is proposed to be cooked

Highways: No objections. Highway colleagues agree with the findings of the submitted Transport Assessment which concludes that the proposal would result in a net reduction in the amount of traffic generated compared to the site's current use as a car park, and previous factory use. Conditions to secure the following have been requested:

- Implementation of the submitted travel plan
- Detailed design drawings of the junctions of the proposed new accesses
- Provision of a Construction Management Plan for each phase of development
- No service deliveries to take place on Alfreton Road

Highway colleagues have also requested a number of informatives relating to: reinstatement of redundant footway crossings and other general requirements of the Highway Act; the need for the stopping up of Thackeray Street; the need for revisions to Traffic Regulation Orders in the area. They have also advised that the future occupants of the development may not be eligible for the Residents Parking Scheme that exists within the area.

Environment Agency: No objections, subject to conditions securing the submission of a remediation strategy and piling and foundation details to prevent ground water contamination.

Drainage: No objections, subject to a condition requiring details for the disposal of surface water.

Biodiversity Officer: No objections. Biodiversity colleagues have reviewed the ecological reports submitted and agree that the site is of low ecological value. The provision of bird and bat boxes within each phase of the development should be secured through condition. The ecological value of the site could be enhanced through an appropriate landscaping scheme that makes use of native and non-native plant species that are of accepted wildlife value.

Conservation Officer: The layout and massing of the buildings proposed on the site would be acceptable in principle. A concern was raised on the original scheme over the depth of the Alfreton Road building as it turns the corner onto Highurst Street. Following revisions this issue has been addressed and they now raise no Conservation Area issues.

Tree Officer: The outline application site contains a number of mature trees and those along Boden Street have significant amenity value and long life expectancy. Ideally these should be retained as part of the new development.

6 RELEVANT POLICIES AND GUIDANCE

National Planning Policy Framework:

- 6.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies. Planning applications still need to be determined in accordance with the development plan unless material planning considerations indicate otherwise; the NPPF is a material consideration.
- 6.2 The NPPF advises that there is a presumption in favour of sustainable development. Paragraph 17 of the NPPF lists the core planning principles that should underpin decision making 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.
- 6.3 Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.
- 6.4 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.
- 6.5 Paragraph 111 states that planning decisions should encourage the effective use of land by re-using land that has been previously developed.
- 6.6 Also of relevance to this application is section 12 of the NPPF that relates to conserving and enhancing the historic environment.

Aligned Core Strategy (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 11: The Historic Environment.

Policy 14: Managing Travel Demand.

Policy 19: Developer Contributions.

Nottingham Local Plan (November 2005):

ST1 - Sustainable Communities.

MU8.5 - Allocation for Mixed Use development.

H2 - Density.

H5 - Affordable Housing.

R2 - Open Space in New Development.

BE12 - Development in Conservation Areas.

NE5 – Trees.

NE9 - Pollution.

NE12 - Derelict and Contaminated Land.

T3 - Car, Cycle and Servicing Parking.

Supplementary Planning Guidance:

Affordable Housing Policy and Developers Contributions

Planning Guidance for the Provision of Open Space Within Developments

7. APPRAISAL OF PROPOSED DEVELOPMENT

Main Issues

- (i) Principle of development**
- (ii) Density, layout and design considerations**
- (iii) Impact on the Alfreton Road/Gamble Street Conservation Area**
- (iv) Impact on residential amenity**
- (v) Highway considerations**
- (vi) Planning Obligations**

Issue (i) Principle of development (NPPF, Policies A and 8 of the Aligned Core Strategy, Policies ST1 and MU8.5 of the Local Plan)

- 7.1 Policy MU8.5 of the Local Plan allocates the site for a mix of uses which could include housing, employment, community and leisure uses. As indicated in policy MU8.5 a development brief was prepared for the site in 2002. Given the length of

time since its publication this now carries little weight, although it was consistent in suggesting that residential and employment uses would be appropriate for the site.

- 7.2 The provision of small retail units within the Alfreton Road street frontage would be a welcomed addition to this significant Local Shopping Centre. The proposed residential element would also be compatible with the residential properties on Boden Street and Highurst Street, which are designated within the Local Plan's Primarily Residential Area. Whilst there are industrial premises fronting onto Denman Street East to the south of the site, these are largely dated and under-utilised premises that do not present a significant conflict in amenity terms. Forest Mill is a focus for regeneration, recognised by its designation as a mixed use development site in the Local Plan, and would hopefully provide a catalyst to redevelopment in the wider area. This mixed use scheme is therefore considered to be acceptable in principle.
- 7.3 The proposal would provide a welcomed opportunity to enhance the built environment and regenerate the surrounding area. It would support Local Plan policy ST1 and a core principle of the NPPF in bringing back into use previously developed land. Additionally, the development is located in a sustainable location, close to local facilities and public transport. It is also within walking distance of the City Centre.
- 7.4 The NPPF, Aligned Core Strategy and Local Plan all support the delivery of a wide choice of high quality homes, the widening of opportunities for home ownership and the creation of sustainable, inclusive mixed communities. They indicate that local planning authorities should plan for a mix of housing and identify the size, type, tenure and range of housing to meet local needs. The proposal allows for the creation of up to 310 dwellings, the majority of which would be 2 bed roomed apartments of a generous size (approximately 65 sq m). The mix would also incorporate some innovative 2 and 3 bed town houses at groundfloor level, with their own front doors. Overall it is considered that the proposed range of house types would contribute towards the City Council's strategic objectives to create sustainable balanced communities and a varied mix of housing options.
- 7.5 The proposal therefore accords with NPPF, Policies A, 8 and 10 of the Aligned Core Strategy, and Policy ST1 of the Local Plan.

Issue (ii) Density, layout and design considerations (NPPF, Policy 10 of the Aligned Core Strategy and Policy H2 of the Local Plan)

- 7.6 The NPPF recognises the importance of design in making better places. It states that decisions should not attempt to impose architectural styles and that great weight should be given to schemes that raise the standard of design in an area.
- 7.7 Both the full and outline elements of the application propose a development of a high residential density. Alfreton Road is lined on both sides by high density development dating predominantly to the late 19th and early 20th centuries. The area is also characterised by some larger buildings that have deep rectangular forms and indeed, until 2012 the site itself was occupied by larger buildings that had been extended over time to cover most of the site. It is therefore felt that the density of the proposed development is in itself acceptable. It is commented above that the residential units are of a generous size; the shared surface public realm and car parking areas within the scheme are also generously proportioned, creating

attractive spaces and adequate separation distances in terms of privacy and the ingress of natural light.

- 7.8 The proposed buildings have been laid out to respect existing routes and to anticipate future desire lines through the site. In particular a new north/south route has been created from the eastern part of Denman Street East through to Alfreton Road. The four buildings that form the development have also been configured to address both the surrounding streets and proposed shared spaces within the development. Their orientation maximises natural daylight into these public spaces between the buildings.
- 7.9 An active frontage has been provided to Alfterton Road with the shop fronts of the retail units, which would be extended around the corners onto both Boden Street and Highurst Street. The shared space to the rear of the Alfreton Road is also activated as result of the way that commercial units and the apartment's reception area have been configured.
- 7.10 The indicative plans for the Corner, Spine and Highurst buildings include groundfloor units with front doors onto the adjoining streets and new shared spaces, which would ensure that the whole of site and its perimeter would be appropriately activated. The shared spaces would also allow permeability through the site, reinforcing the sense of natural surveillance and a safe environment.
- 7.11 The indicative landscape plans show that the square and other shared spaces are capable of being landscaped in a manner that would create attractive and functional areas of public realm. Although largely hard landscaping, soft landscaping is included that would also assist in enhancing the ecological value of the site. Car parking spaces are shown to form an integral part of the overall landscape design and would complement the character and appearance of the shared spaces. Some residential properties on the ground floor of the Corner, Spine and Highurst buildings are indicated as having their own private terraces onto these shared spaces. Details of hard surfacing and landscaping would be dealt with by condition.
- 7.12 The scheme has been designed so that buildings respond to the varying scale of the existing area. The development steps down from the highest part of the site (the corner of Alfreton Road and Highurst Street) where the eight storey element is intended as the focal point of the development. Although this element would become the tallest structure in the area, it is felt to appropriate for the site. This is the location of the existing tall structure on the site, albeit one which is very poor in aesthetic quality. It does however demonstrate the merits of a tall element at this point, particularly in views westward along Alfreton Road, when approaching from Canning Circus. It would landmark the site and retain a sense of the larger scale buildings that existed on the site historically.
- 7.13 The other buildings within the development range from 3 to 6 storeys. Whilst these would be higher than the industrial buildings to the south and the residential properties to the east and west, their proposed scale would be representative of the buildings that formerly occupied the site and sympathetic to the character of Alfreton Road and the Gamble Street area opposite, which lies within the same conservation area.
- 7.14 The Alfreton Road building has been designed to reflect the established streetscape of the area, having a strong brick frame with ordered and regular window openings and deep brick reveals. The commercial units have full height

glazed shop fronts, separated by brick piers. Images have been provided to indicate how the other three buildings proposed could be designed, suggesting a consistent architectural theme is used throughout the development. The elevational treatment and choice of materials are of a quality that would be a welcomed addition to the site and its surroundings. The final details of the materials would be dealt with by condition.

- 7.15 In conclusion, this is felt to be a well-considered scheme in urban design and architectural terms that complies with the aims of the NPPF, policy H2 of the Local Plan and policy 10 of the Aligned Core Strategy.

Issue (iii) Conservation Area (NPPF, Policy 11 of the Aligned Core Strategy and BE12 of the Local Plan)

- 7.16 The design of the scheme is considered to respond well to the Alfreton Road /Gamble Street Conservation Area, that covers the northern part of the site. As indicated above, Alfreton Road is characterised by a high density pattern of largely two and three storey commercial buildings with residential accommodation on the upper floors. There are larger mill buildings to the north on Russell Street, Gamble Street and Raleigh Street. These have a repetitive and symmetrical rhythm of large windows across their facades, which are replicated within the Alfreton Road building and, it is suggested, could be followed for the other three buildings on the site. The proposal also respects the historic pattern of streets which assists in maintaining the character and appearance of the Conservation Area. In this regard the development therefore complies with the NPPF, policy 11 of the Aligned Core Strategy and BE12 of the Local Plan.

Issue (iv) Residential Amenity (Policy 10 of the Aligned Core Strategy and Policy NE9 of the Local Plan)

- 7.17 At 3 to 5 storeys, the buildings opposite the existing residential properties are felt to be of an appropriate scale, having regard to the circumstances relating to each particular element of the development. Overall, the proposed buildings would be sited at sufficient distance to prevent any significant detrimental impact on neighbouring properties with regards loss of privacy, day light, sunlight or immediate outlook.
- 7.18 The apartments proposed within the Alfreton Building are of a generous size, with 1 bed apartments being of 48.5 sqm, 2 bed apartments being 65 sqm and 3 bed apartments being 83.2 sqm. Indicative layout plans demonstrate that similar size apartments could be provided within the Corner, Spine and Highurst Buildings. 80% of the units within the Alfreton Road building would be provided with their own private balcony areas. With regards the other three buildings, future occupants would have balconies or terraces and ground floor units on the road frontages would have their own front doors. Each building would have its own reception area and access to communal bin and bicycle storage facilities. Car parking areas are well surveyed and would be easily accessible to future occupants to whom spaces are allocated.
- 7.19 Windows have been positioned within the Alfreton Road building to prevent overlooking between apartments. For the outline scheme this would need to be addressed at the reserved matters stage.

- 7.20 The buildings' configuration in terms of their height and siting in relation to one another are such that internally, within the development there would be no detrimental impact on future occupants in terms of loss of daylight, sunlight or outlook. The size and orientation of the shared spaces would also provide a pleasant environment for future occupants that would further enhance the quality of the scheme.
- 7.21 To prevent noise, disturbance and odours from the commercial units on the ground floor of the Alfreton Road building, details of appropriate noise mitigation measures and ventilation schemes can be secured through conditions.
- 7.22 The proposal's impact upon the amenities of existing and future occupants therefore accords with policy NE9 of the Local Plan and Policy 10 of the Aligned Core Strategy.

Issue (v) Highway considerations (Policies 10 and 14 of the Aligned Core Strategy and Policy T3 of the Local Plan)

- 7.23 Highway colleagues have reviewed the Transport Assessment submitted with the application and concur that the traffic generated by the development would be less than that associated with the existing car park use and the previous use of the site. A condition preventing deliveries on Alfreton Road can be imposed, to ensure that servicing for both the commercial and residential units within the Alfreton Building does not impede the flow of traffic on this main thoroughfare. The travel plan framework is acceptable and its implementation can be secured by condition.
- 7.24 This site is located on Alfreton Road, a high frequency bus route in and out of the City Centre. It is also within walking distance of the City Centre and close to local shopping and community facilities. The level of parking provision is considered appropriate for this highly sustainable location, but it has been recommended by Highways colleagues that the car parking spaces should be allocated to prevent demand for on-street car parking in the area. Adequate bicycle storage facilities are proposed throughout the development. As the development could be delivered in phases, a condition securing a car parking strategy is recommended to address interim arrangements. A construction traffic management plan to cover the construction phases of the development can also be secured by condition.
- 7.25 There is a residents car parking scheme in operation around the site and Highways colleagues have indicated that residents of the proposed development may not be eligible for parking permits due to this being oversubscribed. Highway colleagues have also indicated that existing Traffic Regulation Orders in the area would need to be reviewed and Thackeray Street would need to be stopped up. The applicant is aware of these matters, and they can also be contained as informatives to the planning decision.
- 7.26 Through the use of conditions it is considered that the proposal would comply with policies 10 and 14 of the Aligned Core Strategy and Policy T3 of the Local Plan.

Issue (vi) Planning obligations (Policy 19 of the Aligned Core Strategy, Policy ST1 and Policy R2 of the Local Plan)

- 7.27 For this development the policy compliant planning obligations would be:
- Public Open Space - For the full planning element the contribution would be £60,977. The amount for the outline planning element would be formula based
 - Education - For the full planning element the contribution would be £45,817, to provide primary school places. The amount for the outline planning element would be formula based
- 7.28 The total commuted sum contribution for the full application element is therefore £106,794. A 20% on-site affordable housing scheme would also be required in the form of shared ownership units.
- 7.29 In terms of education, the local primary schools are already experiencing capacity issues and the development would therefore increase pressure for school places. The figure above is derived from the Council's established formula for calculating the number of children arising from a residential development, having regard to the number and type of units being proposed, and the cost associated with providing their education. The contribution would be used towards expanding the capacity of Mellors Primary School, which serves the area within which the site is located.
- 7.30 The public open space contribution is based on the formula within the Council's Open Space Supplementary Planning Guidance. This would be directed towards improvements at Ronald Street and Waterloo Crescent.
- 7.31 However, the applicant has submitted a viability appraisal in support of its assertion that the proposed development would not be viable based upon the provision of the full range of S106 developer contributions that the scheme would otherwise be required to meet. The appraisal is currently being reviewed by the District Valuer and the conclusions of that independent assessment will be reported in the Committee Update Sheet.
- 7.32 In both cases, it is considered that Section 106 obligation(s) sought would not exceed the permissible number of obligations according to the Regulation 123 (3) Community Infrastructure Levy Regulations 2010.

Other Matters (Policy 10 of the Aligned Core Strategy and Policies NE5, NE9 and NE12 of the Local Plan)

- 7.33 The existing trees on the site would be lost as result of the proposal. Whilst those on Boden Street do have high amenity value, they are limited in number and it is considered that the overall benefits the scheme would bring in terms of regenerating a prominent and long standing vacant site, with the opportunity to plant new trees within the development, would offset this loss. New trees can be secured through landscaping conditions and as such the proposal would accord with policy NE5 of the Local Plan.
- 7.34 A remediation strategy to deal with ground contamination and noise assessment/sound insulation scheme would be secured by condition. The proposals are therefore in accordance with Policy NE9, NE12 of the Local Plan and Policy 10 of the Aligned Core Strategy.

8. SUSTAINABILITY / BIODIVERSITY

The development is capable of being designed to meet a 10% reduction in carbon emissions (beyond Building Regulations Part L 2013). This could be achieved by a 'fabric first approach' involving highly insulated walls, floors and roofs to provide a high 'u' value for the buildings. A condition can be used to secure this matter and as a result the development would accord with Policy 1 of the Aligned Core Strategy. The use of plants that encourage wildlife and the installation of bat and bird boxes would also assist in enhancing biodiversity.

9 FINANCIAL IMPLICATIONS

None.

10 LEGAL IMPLICATIONS

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: Redevelopment of a long term cleared brownfield site with a high quality, sustainable mixed use development.

Safer Nottingham: The development is designed to contribute to a safer and more attractive neighbourhood.

Working Nottingham: Opportunity to secure training and employment for local citizens through the construction of the development.

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: 16/02524/POUT - link to online case file:

<http://publicaccess.nottinghamcity.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OG0DHXY01B00>

17 Published documents referred to in compiling this report

Nottingham Local Plan (November 2005)

National Planning Policy Framework (March 2012)
Aligned Core Strategy (September 2014)

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Key
 City Boundary

Description
 No description provided