

WARDS AFFECTED: Bridge

REPORT OF CHIEF PLANNER

Temporary Car Park London Road, Canal Street

1 SUMMARY

Application No: 17/01992/PFUL3 for planning permission

Application by: Gracemachin P P on behalf of PSG SIPP Trustees Ltd And PSG SSAS Trustees Ltd

Proposal: Erection of student accommodation.

The application is brought to Committee because it is for a major development on a prominent site where there are important design and heritage considerations.

To meet the Council's Performance Targets this application should be determined by the extension of time agreed for 16th June 2018.

2 RECOMMENDATIONS

2.1 GRANT PLANNING PERMISSION subject to:

(a) Prior completion of a section 106 planning obligation which shall include:

- (i) An off-site financial contribution of £14,125.61 towards public open space for the Cliff Road/Sussex Street area; and
- (ii) A student management scheme, which shall include a restriction on car usage.

(b) The indicative conditions substantially in the form of those listed in the draft decision notice at the end of this report.

Power to determine the final details of both the terms of the planning obligation and the conditions of planning permission to be delegated to 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 would not exceed the permissible number of obligations according to the Regulation 123 (3) Community Infrastructure Levy Regulations 2010.

3 BACKGROUND

3.1 The application site is bounded by Cliff Road, Canal Street and Pemberton Street, and sits to the north west of the London Road roundabout. The site is currently

being used as a car park but the front of the site was formerly occupied by the Plumtree Alms Houses. To the west of the site are residential properties whilst to the east is the former London Road petrol filling station (now being used as a car wash but committee resolved to grant planning permission for 85 apartments subject to a section 106 in September 2016). The Lace Market Cliff forms the backdrop to the site and marks the edge of the Lace Market Conservation Area.

- 3.2 The site is allocated as a regeneration site within the Local Plan and also falls within Flood Zone 2 and 3, an air quality management zone and also a ground water source protection zone.

4 DETAILS OF THE PROPOSAL

4.1 The application seeks permission to develop the site for purpose built student accommodation, providing 67 bedrooms. The main entrance to the site would be on the corner of Pemberton Street and Canal Street. The ground floor would comprise of communal facilities and bedrooms. The communal facilities would be located to the Canal Street frontage. The bedrooms would have individual bathroom and kitchen facilities. A garden area is proposed in the area between the rear of the building and the boundary to the Cliff Road properties. Within the garden area would be a bike store. A bin store area is proposed to the northern edge of the site which is accessed off Pemberton Street.

4.2 The building would take a linear form and would sit on the pavement edge of Pemberton Street and Canal Street. It would be a mix of 2 and 3 storeys. The fenestration and architectural detailing have been refined since submission to create a building of contemporary design that reflects the character and appearance of the older industrial buildings in the Lace Market. The façade would have a regular grid pattern. The design employs large glazed openings with recess detailing around the windows reveals. The building would be brick with bronze aluminium windows. The rear of the building would be similar in design to its front, however in places the eaves level has been set down and angled oriel windows have been used for reasons of protecting the neighbours' privacy.

5 CONSULTATIONS AND OBSERVATIONS OF OTHER OFFICERS

Adjoining occupiers consulted:

Properties on Cliff Road, London Road, Canal Street and Pemberton Street. A total of 41 letters were sent to neighbouring properties. The application was also publicised through a site and press notice. As a result of this publicity 8 letters of representation have been received, these letters raise the following matters:

- Concerns over boundary treatment
- Request for further tree planting along neighbouring boundaries
- Concern over the location of the bin store
- Concern over the impact on neighbouring properties in regards to overshadowing, overlooking, noise and disturbance
- The scheme is for student housing which is unsustainable and would not add to the quality of the area. The proposal would exacerbate the current anti-social behaviour that local residents suffer in this area
- The area does suffer from poor air quality and this is not conducive to providing a good living environment for new residents

- Concern over the consultation process
- The application is supported as it would enhance and improve the appearance of the area

Additional consultation letters sent to:

Environmental Health and Safer Places: The proposed development site is adjacent to a main arterial road and a former Petrol Filling Station, is within a current Air Quality Management Area (AQMA) and has a history of commercial/industrial use. As such conditions are recommended requiring an air quality assessment, noise assessment and also remediation strategy.

Highways: The application as submitted should not be accepted at present. Amended details should be provided to include a set back of the building adjacent to the Pemberton Street junction to ensure sufficient visibility is maintained for vehicles emerging from the junction. Confirmation should be provided that appropriate visibility will be maintained in accordance with standards. The application plans should also be amended to remove any doors opening out over the public highway.

Revised plans have been submitted on which further Highways comments are awaited.

Historic England: The application site is on the site of the former Almshouses on the London Road roundabout and at the western end of Canal Street. It occupies a prominent position fronting London Road - the southern gateway route into the centre. The site is overlooked by the dramatic cliff face of the Lace Market with numerous listed buildings including the Grade I listed St Mary's church, visible on the skyline and forming prominent landmarks within the Lace market conservation area. The site is north of the Station Conservation area.

Map regression shows the extent of the post medieval development along the southern edge of the Lace market cliff - one of the two hills on which the centre of Nottingham developed and expanded. The prominence of the Lace Market Cliff with the rich townscape of warehouses, town dwellings and the landmark churches of St Peter's and St Mary's, is one of the iconic and evocative views of Nottingham. From arriving at the city by station and travelling towards the centre, it reveals both the natural topography of the city centre and its historic and architectural development - the latter reflected in a large number of listed buildings within the conservation area. St Mary's, reputed to be the largest parish church in the county after Newark, is a Grade I listed building of outstanding national significance and one of Nottingham's most important city landmarks with the tower crowned by battlements and eight pinnacles. One of the key views of the cliff is from London Road where the prospect of this part of the city centre is strikingly revealed. The application site is clearly within this important view. The late 20th century residential blocks clustered within the immediate vicinity of the site and stepping down towards London Road, work reasonably well and do not detract substantially from the appreciation of the historic townscape and understanding of topography.

The application site, now cleared, formed part of the 18C and 19C intensive industrial and residential development of the southern area when the River Leen was canalised, and significantly, the creation in the 19C of London Road as a key route from the south towards Plumtree Square.

The application site is currently used as short stay car park and provides a significant opportunity to create high quality development which response positively to context, enhancing and revealing the historic townscape of Nottingham and embracing the urban design challenges presented by the London Road junction.

The provision of active frontage onto London Road and a strong building line is encouraging. It is important that such frontages are well designed and legible and to ensure any new design enhances the route and experience towards the city centre. We recognise that much thought has been given to the proposed scale and height, in relation to retaining views of St Mary's along London Road. However whilst the development will respond in scale to London Road, it will restrict views of the Cliff, compromising the character and appearance of the Lace Market Conservation Area.

The building reads as a large, linear form and whilst fenestration and architectural details are used to try to break down the massing and create interest, it is not particularly convincing. Our concern is that the overall effect is a 'blocky' development which could fragment, rather than help create a more cohesive townscape. There is an opportunity to create a dynamic response by expressing different vertical elements to balance the overall size, create variation and to explore ways for the building to be read as a series of small forms rather than one flat façade - taking clues from the rhythm and character of the plot widths and the variation of roof heights within the Lace Market townscape. Brick is characteristic of this area and whilst having no objection to the use of this material, we strongly recommend the highest quality of materials and finishes.

This application we believe will affect the significance of designated heritage assets - Grade I and Grade II listed buildings and conservation areas, focusing on the Lace Market Conservation Area. As such, the statutory requirement to have special regard to the desirability of preserving a listed building or its setting, or any features of special architectural or historic interest which it possesses, and the character and appearance of the conservation area (sections 66(2) and 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act, 1990) must be taken into account by your authority when making its decisions. This is a high test and needs to be given the appropriate weight in determining these applications. As the NPPF states, great weight should be given to the conservation of heritage assets (paragraph 132). All harm requires 'clear and convincing justification'.

Historic England supports the regeneration of this site and sees this as an opportunity to create a high quality development in this prominent location below the Lace Market Cliff. We have concerns regarding the application on heritage grounds, specifically in relation to the proposed design and archaeological considerations. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 63-65 and 128-137 of the NPPF. We recommend further advice is sought from your conservation and urban design officers and your City Archaeologist.

Nottingham Civic Society: Nottingham Civic Society supports the proposed residential scheme of student flats on the temporary car park at Pemberton Street. The detailed analysis of the potential impact of built development on this sensitive site in front of the Lace Market Cliff is welcomed. The scale and mass of the buildings appear to respect the setting of key listed buildings nearby, especially St Mary's. The arrangement of buildings on the site recognises the significance of

views of the Lace Market which rises up behind the application site. The protected views and vistas are set out in the adopted City Centre Urban Design Guide. It is refreshing that this appreciation of Nottingham's distinctive topography is informing a development of such modest height to the overall benefit of the townscape.

Whilst the scheme would largely interrupt existing views of the lower portion of The Cliff's exposed sandstone face, upon which the angled ascent of the medieval route Malin Hill is still detectable, the historic skyline silhouette would be respected and the benefit of repairing the London Road street edge for enhanced community safety and improved streetscene at this point, outweighs the maintenance of the lower cliff face view.

Whilst a landscaped roof terrace on the lower portion of the building is entirely reasonable, it is suggested that trees are not included in the planting scheme for this element as they might interrupt the view safeguarded by the step down in the mass of the building.

Archaeology: Although the scheme has been amended since comments were submitted in October, the impact on archaeological remains is such that a programme of archaeological works would be required. This should initially consist of a scheme of archaeological evaluation (to consist of both of the following: borehole survey followed by trial trenching). The evaluation would then help determine whether further archaeological work is needed (further work would consist of excavation and/or watching brief).

Recent analysis (including radiocarbon dating) of deposits encountered on the adjacent site (Lace Market Point/the former petrol station) has revealed substantial medieval deposits and rich archaeological deposits. Similar remains can be anticipated at the Pemberton Street site.

Conservation Officer: The proposed development on land at Pemberton Street is in the immediate setting of a number of heritage assets of high significance. Of particular note are the Lace Market Cliff, a highly significant topographical and geological feature, the Lace Market Conservation Area which encompasses the extent of pre Norman Nottingham, a significant number of grade II listed buildings and St Mary's Church which is grade I listed. The site's development has the potential to impact on the significance of all these assets. Its position on lower ground at the base of the Lace Market Cliff is highly prominent in views from the north end of London Road (as identified in the adopted Urban Design Guide), one of the key entry points to the City.

The design of the proposed scheme has been informed by a good understanding of the heritage constraints (as set out in the supporting Heritage Statement). The restrained height of the development reflects the need to preserve existing views of listed buildings in the Lace Market as well as the drama of the topography. The varied roofline and the rhythm of the fenestration proposed help to break down the new building's mass. Furthermore, a combination of good quality materials and façade detailing will help the new building to make a valid contribution to the architectural character of the area in its own right.

For these reasons the application is felt to comply with policy BE10 (setting of listed buildings), BE12 (setting of conservation areas) and policy 11 of the Greater Nottingham Aligned Core Strategy (Historic Environment).

Environment Agency: The Environment Agency initially objected to the proposed development as a result of deficiencies with the submitted Flood Risk Assessment. A revised Flood Risk Assessment has been submitted which has been reviewed by the Environment Agency, who have withdrawn their objection. They recommend approval subject to conditions.

Drainage: No objections subject to conditions that the proposal is carried out in accordance with the Flood Risk Assessment.

6 RELEVANT POLICIES AND GUIDANCE

National Planning Policy Framework (March 2012)

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 unless material planning considerations indicate otherwise, the NPPF is a material consideration in the assessment of this application.

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. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.

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.

Section 12 of the NPPF sets out the approach to be taken to preserve and enhance heritage assets and to determining applications that could affect the setting of Conservation Areas and Listed Buildings.

Paragraph 94 advises that local planning authorities should take full account of flood risk when making planning decisions. Paragraphs 100 to 104 set out that local authorities should steer development to areas at least risk of flooding and ensure that flood risk is not increased elsewhere. Local authorities should only consider development appropriate in areas at risk of flooding which are supported by an appropriate flood risk assessment.

Nottingham Local Plan (November 2005):

Policy ST1 – Sustainable Communities

Policy H2 – Housing Density

Policy H6 – Student Housing

Policy BE10 – Setting of Listed Buildings

Policy BE12 – Setting of Conservation Areas

Policy T3 – Car, Cycle and Servicing Parking

Policy NE9 – Pollution

Policy NE10 – Water Quality and Flood Protection

BE16 – Archaeological Constraint Areas

R2 – Open space in Developments

Aligned Core Strategy (ACS) (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 – Historic Environment

Policy 17 – Biodiversity

Policy 19 – Developers Contributions

Building Balanced Communities Supplementary Planning Document

Monitoring of Student Households report (March 2017)

Planning Guidance for the Provision of Open Space within Developments,
Supplementary Planning Guidance

7. APPRAISAL OF PROPOSED DEVELOPMENT

Main Issues

- (i) Principle of student accommodation
- (ii) The design and appearance of the development and impact on heritage assets
- (iii) Impact on residential amenity
- (iv) Highway considerations

(i) Principle of student accommodation (Policies A and 8 of the Aligned Core Strategy, Policies ST1 and H6 of the Local Plan and the Building Balanced Communities SPD (BBCSPD))

- 7.1 The latest Nottingham Authority Monitoring Report (March 2018) highlights that between academic year 2015-16 to 2016-2017 that the number of fulltime students increased from 52,636 to 57,709 and that there was an increase in 1,400 students requiring accommodation within the City. Both universities have indicated that they wish to expand. The monitoring report also advises that despite an increase in purpose built student accommodation its supply has been less than the demand for such accommodation from the expanding student population. Without providing

additional purpose built student accommodation the monitoring report concludes that there would be additional pressure for HMOs. The report also states that purpose built student accommodation still only makes up 11% of the City Centre residential properties.

- 7.2 The monitoring report recognises that policy guidance contained within the BBCPD and Policy H6 of the Local Plan has been effective in assisting to maintain and promote balanced communities by encouraging well-managed purpose built student accommodation (PBSA) in appropriate locations, with the intention of freeing up more traditional residential properties for occupation by other households. The last few years has seen a significant increase in the supply of PBSA, which reached its highest level in 2016/17 when 1,412 additional bed spaces were made available. Vacancy surveys were undertaken for the academic year 2014/15 and 2015/16 and PBSA providers reported very low vacancy rates of less than 1%. Despite the increase in number of purpose-built student bed spaces, general housing stock in the traditional areas of high student concentration i.e. Dunkirk and Lenton and Radford and Park, remain attractive to students, with little reduction in Council Tax exemptions for student households in these areas. A continued steady supply of new bed spaces in attractive PBSA accommodation will continue to be required if there is to be a significant reduction in these numbers.
- 7.3 The site is located within the City Centre as defined by the Local Plan Proposals Map. In such locations student accommodation is considered to be acceptable, generally situated within mixed-use commercial/residential environments. While positioned in an AQMA and alongside a busy arterial route into the City Centre, Environmental Health are also satisfied that this is an appropriate location for residential accommodation with the appropriate mitigation measure secured by condition. Through the use of an obligation requiring details of a student management scheme, it is considered that any potential anti-social issues can be addressed.
- 7.4 It is concluded that the principle of the development for student occupation is acceptable and the proposal accords with the Policies A, 8 and 11 of the Aligned Core Strategy, Policies ST1, BE12 and H6 of the Local Plan and the Building Balanced Communities SPD (BBCSPD).

(ii) The design and appearance of the development and impact on street scene and heritage assets (Policies 10 and 11 of the Aligned Core Strategy and Policies H2, BE10, BE12 and BE16 of the Local Plan)

- 7.5 The application site occupies a prominent position fronting London Road with a backdrop of the Lace Market Cliff within the Lace Market Conservation Area and numerous listed buildings, including the Grade I listed St Mary's church. The site is also north of the Station Conservation Area.
- 7.6 The scale and mass of the scheme largely respects the views and vistas of the Lace Market escarpment, but it is recognised that there would be a restrict views of the lower cliff face that are currently visible from the London Road approach. Whilst this impact would be significant, it must be balanced against the fact that the proposal would repair this gap site and the broken street edge of London Road that it currently creates. In conclusion it is felt that the proposed development would have considerable townscape benefits that would outweigh the harm caused by the loss of these longer views of the lower cliff face. The benefits of the proposal would outweigh any harm caused and would meet the tests of paragraph 134 and 135 of

the NPPF. It is also noted that the lower cliff face would still be visible in shorter and glimpsed views along Cliff Road and Pemberton Street.

- 7.7 The building's linear form is considered to be the correct approach to the site and as a result of design refinements its form is now broken down into distinct elements, and its elevations have a rhythm that works well in the street scene. Changes to the fenestration, together with the provision of communal rooms along the London Road frontage, and bedrooms elsewhere, would create welcomed active frontages.
- 7.8 The requirements of the Council's Archaeologist are to be addressed by condition. Policy 11 and BE16 are therefore capable of being complied with.
- 7.9 Overall, it is felt that the scheme is respectful to the setting of the Lace Market Conservation Area and its listed buildings, and that any harm to views of the lower cliff face are outweighed by its townscape benefits. The scheme therefore complies with Section 12 of the National Planning Policy Framework paragraphs 131 to 140, Policies 10 and 11 of the ACS, and Policies BE10, BE12 and BE16 of the Local Plan.

(iii) Impact on Residential Amenity of occupiers (Policy 10 of the Aligned Core Strategy and Policies H2, H6 and NE9 of the Local Plan)

- 7.10 The internal space standards are generous and would help provide a good standard of amenity for occupiers of the development. Environmental Health have requested a condition to ensure that the noise attenuation is appropriate, bearing in mind the location adjacent to a busy road.
- 7.11 A number of residents have responded to the consultation process and expressed concern about the impact of the development on their properties, in terms of loss of privacy, a view, outlook and light.
- 7.12 The rear elevations of the properties on Cliff Road would face onto the rear elevation of the proposed building. There would be a minimum interface distance of approximately 18.5m between the Cliff Road properties and the new building. The rear elevation has been amended to respond to this relationship, stepping down from 3 stories at the front to largely 2 at the rear. Angled oriel windows have also been used in the rear elevation to protect the privacy of the neighbouring residents. As a result of these design changes the impact on the adjacent residential properties is felt to be appropriately mitigated in terms of privacy, light, outlook and any overbearing impact. This is a fringe city centre location with buildings of commensurate scale and a generally tight urban grain. Even taking into account the suburban character of the neighbouring dwellings, it is felt that the proposed development would have an acceptable relationship with its neighbours.
- 7.13 It is recognised that there is a need for strong management arrangements with purpose built student accommodation. It is therefore recommended that the S106 obligation include a management plan to negate issues regarding any anti-social issues associated with the property. An integral part of the management plan would be a procedure for local residents to communicate with the management on anti-social issues. A planning condition is also proposed to deal with traffic matters relating to the drop off and pick up of students at the beginning and end of each term.

- 7.14 Concerns have been raised in relation to the proposed bin store, boundary treatments and landscaping. The bin store access arrangements have been altered so that the bins would be collected away from the two residential properties located on the turning head of Pemberton Street. Appropriate conditions are recommended to restrict bin collection times to prevent any undue noise disturbance for adjacent residents, and to require the details of the boundary treatments and landscaping.
- 7.15 The design of the scheme, its relationship with surrounding properties and management arrangements for its occupants would ensure that the proposal would not unduly harm the amenity neighbouring residents. The proposal therefore complies with the requirements of Policy 10 of the Aligned Core Strategy and Policies H2, H6 and NE9 of the Local Plan.

(v) Highways considerations (Policy 14 of the Aligned Core Strategy and Policy T3 of the Local Plan)

- 7.16 Policy T3 seeks to preclude development that would be detrimental to highway safety.
- 7.17 There is no parking provision for this development and there would be a restriction within the Section 106 obligation to prevent residents from bringing vehicles to the development and surrounding area. As indicated above, a condition is recommended with regard to drop off and pick up arrangements at the beginning and end of term. Highways have requested amended plans to show a set back of the building adjacent to the Pemberton Street junction to ensure sufficient visibility is maintained for vehicles emerging from the junction and to remove any doors opening out over the public highway. Revised plans have been received which Highways are currently reviewing, the matters would be capable of being conditioned.
- 7.18 It is fully recognised that this is a confined site and that a construction management plan is imperative to ensure that the impact of the development during its construction on existing residential properties and London Road is minimised. A requirement for a construction management plan together with other matters requested by Highways can be addressed by condition.
- 7.19 In light of these factors the development is considered to accord with Policy 14 of the Aligned Core Strategy and Policy T3 of the Local Plan.

(vi) Planning obligations (Policy A of the Aligned Core Strategy and Policies ST1, H6, R2 and ST19 of the Local Plan)

- 7.20 In order to comply with development plan policies H6 'Student Housing' and R2 'Open Space in New Developments' and to make the development acceptable in planning terms as a consequence of the issues that can arise from the parking requirements of student drivers and the need for public open space arising from future occupants of the development, a section 106 obligation would be required to secure the following:
- Public Open Space off-site contribution of £14,125.61
 - A student management scheme, which shall include a restriction on car usage
- 7.21 The public open space contribution is based on the formula within the Council's

relevant Open Space Supplementary Planning Guidance. This would be directed towards improvement of the public realm along Cliff Road/Sussex Street, which is located a short distance to the west of the site.

- 7.22 The 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 ISSUES

Flood Risk (Paragraphs 104 of the NPPF, Policy 1 of the Aligned Core Strategy and Policy NE10 of the Local Plan):

- 7.23 The NPPF states that inappropriate development in areas at risk of flooding should be avoided, but where development is necessary, it should be made safe without increasing flood risk elsewhere. Authorities should apply a sequential, risk-based approach to the location of development. The site is considered acceptable for residential development in sequential terms with appropriate flood mitigation measures incorporated within the development.
- 7.24 The site lies within Flood Zone 2 and Flood Zone 3. The main source of potential flooding is from the River Trent and as such, the application has been accompanied by a Flood Risk assessment (FRA). The Environment Agency (EA) originally objected to the FRA on the grounds that the FRA was inadequate.
- 7.25 A revised FRA was subsequently submitted which included revised finished floor levels to meet the modelled level plus climate change, and also incorporated flood resistant construction techniques to provide further protection. Based on the revised FRA and subject to a flood excavation plan for the development, the EA now considers the development acceptable in terms of flood risk subject to conditions.
- 7.26 The proposal therefore accords with Policy 1 of the Aligned Core Strategy and Policy NE10 of the Local Plan.

Air Quality and Remediation (Policy NE9 and NE12 of the Local Plan):

- 7.27 The site is located in an Air Quality Management Zone. The proposal would lead to the removal of a short stay car park, the loss of which would assist the poor air quality matters raised by local residents. Proposed changes to traffic routes in the area will also help to improve air quality in the long term. To ensure that residents of the proposed development would not be adversely affected by poor air quality, the conditions suggested by Environmental Health and Safer Places are to be included. Likewise the remediation conditions requested should also be imposed on any planning permission granted. The proposal would therefore comply with Policy NE9 and NE12 of the Local Plan.

Consultation Process:

- 7.28 The application has been subject to the usual consultation process. Those neighbouring properties located around the site have been notified of the proposal and the application has also been publicised through both a press and site notices.

8. SUSTAINABILITY / BIODIVERSITY (Policy 1 of the Aligned Core Strategy)

- 8.1 The proposed building would meet or exceed current Building Regulations requirements with appropriately insulated walls, floors and roofs.

9 FINANCIAL IMPLICATIONS

A financial contribution of £14,125.61 has been negotiated in accordance with the Open Space Supplementary Planning Guidance.

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 residential development.

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

Safer Nottingham: The development is designed to contribute to 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: 17/01992/PFUL3 - link to online case file:

<http://publicaccess.nottinghamcity.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OVUP4VLY01B00>

17 Published documents referred to in compiling this report

Nottingham Local Plan (November 2005)

Aligned Core Strategy (Sept 2014)

Building Balanced Communities Supplementary Planning Document

Monitoring of Student Households report (November 2016)

Planning Guidance for the Provision of Open Space within Developments,
Supplementary Planning Guidance

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