



**ADDITIONAL AGENDA ITEMS**

This is a supplement to the original agenda and includes reports that are additional to the original agenda.

**NOTTINGHAM CITY COUNCIL  
PLANNING COMMITTEE**

**Date:** Wednesday, 20 June 2018

**Time:** 2.30 pm

**Place:** Ground Floor Committee Room - Loxley House, Station Street, Nottingham, NG2 3NG

**Governance Officer:** Zena West **Direct Dial:** 0115 8764305

**AGENDA**

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## PLANNING COMMITTEE

### UPDATE SHEET

(List of additional information, amendments and changes to items since publication of the agenda)

20 June 2018

#### 4a 100 Woodyard Lane

1. For the avoidance of doubt regarding the issue of Vacant Building Credit, the Recommendation is amended as follows:

#### **2 RECOMMENDATIONS**

*(i) The requirement to provide 20% affordable housing should any subsequent reserved matters submission comprise of 25 dwellings or more subject to the vacant building credit.*

2. Additional feedback has been received from Highways in response to residents' concerns. Taking each highway related concern in turn they have commented as follows:

- ***Woodyard Lane currently takes the form of a narrow single width road. There is concern that the road is too narrow to accommodate the traffic associated with the development.***

- The highway authority accept in principle the road width and design put forward by the developer.

- The width of the road is acceptable for two vehicles to pass along the length of the access drive except in areas where the design places traffic calming measures to ensure vehicle speeds are reduced. The reduction in vehicle speeds is to promote road safety.

- There are many areas in Nottingham where there are these road width measurements and it is felt that reducing road widths is beneficial to overall road safety.

- The traffic generated from the development will be that associated with residential traffic. The Transport Assessment has been accepted and indicates that the site will generate fewer traffic movements than the current Siemens development and planning use classification.

- ***The junction of Woodyard Lane / Tom Blower Close / Lambourne Drive is considered to be dangerous. The lack of sightline (particularly when approaching southeast on Lambourne Drive), its narrow swan neck layout and 3 into 1 triple T-junction shape of the junction caused regular conflicts when Siemens operated from the site. Regular use of the junction area for parking of delivery, postal and maintenance vehicles, and parking overspill from the Kingswood Methodist Church often exacerbates the problem. There is concern that any increase of traffic using the junction would result in a collision hotspot. Residents request that the junction is redesigned as part of***

***the development and should include parking restrictions in the immediate junction area.***

- The accepted Transport Assessment demonstrates that with the residential development there will be reduced vehicle movements during the am and pm peaks.
- This junction has operated within acceptable toleration of vehicle movements whilst Siemens has been operational. This includes the junction operating with large HGV vehicles as well as staff associated traffic.
- With the development's proposed reduced vehicle movements during peak periods the junction should provide for residential vehicle movements.
- With the road safety analysis carried out as part of the Transport Assessment the junction does not have any significant historic collision history and as such has been operating as a junction allowing for expected vehicle movements.

***• They consider that the transport assessment has missed an important point by counting 'peak hour trips'. In their opinion it has failed to fully account for the direction of trips. Siemens traffic was into Woodyard Lane in the morning; commuter traffic from the new development will be out of Woodyard Lane, and will therefore be additive to traffic from Lambourne Drive and Tom Blower Close. The reported conclusion that "the proposed development would significantly reduce vehicle flows from the development site" is therefore selective; total volume may decrease, but peak directional flow will increase, and traffic from Siemens was negligible in evenings and weekends, whereas traffic from the development will be more significant through the day and week.***

- The Transport Assessment looked at the peak hour vehicle flows as expected for a typical urban area and residential dwelling development.
- The largest volume of traffic on the roads is between 7.30am – 9.00am and 4.30pm – 6.00pm. This was taken into account during the assessment of the residential development.
- The traffic generated for the residential development is considered acceptable for the existing network.

***• Another resident has raised concerns that the Traffic Assessment has neglected to consider traffic impact on Torvill Drive and its western exit onto the A609, which directly runs through from Lambourne Drive. Given the potential increase in traffic in both directions they consider its lack of inclusion to be significant. The Traffic Assessment should also consider the potential implication of increased traffic along Torvill Drive resulting from increased trip to the major supermarket on the A609.***

- The access off Torvill Drive onto Trowell road (A609) is not controlled by traffic signals unlike the junction of Lambourne Drive with Wollaton Road.
- Right turn movements onto the A609 at this location would not be as attractive to residential vehicles compared to these movements at a signalised junction.
- The route along Lambourne drive to this junction would not be as attractive to the majority of left turn vehicle movements as their journey has increased in length with no discernable advantage to the accessing onto the A609.
- Any potential split traffic movements generated from the residential development wanting to access the A609 from Lambourne Drive at this western junction would not be sufficient in number to warrant an upgrade to a signalised junction at this location.

- The junction of Lambourne Drive with Wollaton Road has been assessed as acceptable to the residential traffic proposed.
- ***Notwithstanding the traffic assessment, which has been based on a single day in June, residents consider that traffic at the traffic light controlled junction of Lambourne Drive and Wollaton Road to be busy and often queued. They consider that this has been exacerbated by the recent addition of Co-op and additional care homes, which have led to general full parking on both sides of Lambourne Drive, and reduction in effective road width. Residents feel that consideration should be given to extending the 'double yellow lines' on one side of Lambourne Drive further from the junction of Wollaton Road, to reduce congestion and 'head to head' vehicle conflicts.***
- The traffic survey associated with the Transport Assessment was carried out within a neutral month which is acceptable.
- The Transport Assessment has been agreed as acceptable.
- The impact from the proposed development on the highway and surrounding network has been assessed and TROs (yellow lines) were not put forward as a recommendation on Lambourne Drive.
- The road width of Lambourne Drive in this location near to the A609 junction with Wollaton Road is over 8m wide. The road width can therefore accommodate parked vehicles and moving traffic adequately. The vehicle speeds are reduced in areas where road widths are reduced either by physical traffic calming measures or by parked vehicles.
- The management of TROs and poor parking blocking existing private driveways will be a separate highway function to this application.
- There are private drives located near to the junction which serve to further constrain parking without the need for TROs.
- ***No consideration has been given to the improvement for cyclists as part of the development. This should be integral to the submitted Travel Plan and would be seen to compensate for potential increases in vehicular traffic.***
- Cycle provision was considered for the residential development in that cyclists can use the road space of Woodyard Lane to access the development as well as any through routes to existing PROW.
- Residential homeowners will be able to use their garage and if they desire a shed to store their personal cycles.
- The PROW from Woodyard Lane is designated as a bridleway and cyclists can use this route.
- ***Residents are seeking the assurance that the fence line of properties along the eastern edge of Woodyard Lane with Tom Blower Close would be respected. A detailed assessment of land ownership along Woodyard Lane is requested. It is believed that the existing eastern fence line along Tom Blower Close does not reflect the true landownership between the Woodyard Lane and abutting properties.***
- The design for the access road at the residential development along Woodyard Lane utilises the existing adopted highway lines.
- The highway works are all contained within the adoptable highway.
- There may be a number of existing trees along Woodyard Lane whose trunks straddle both the adopted highway and other land ownership. At these locations the road design will take the tree location into consideration and will ensure that the

design incorporates a safe approach to retaining the trees in question. This work will be carried out under the S278 agreement and all associated road Safety Audits will be part of this work.

• **Residents feel that the traffic assessment does not take into account the use of Woodyard Lane has a heavily trafficked bridleway and cycle route between Wollaton Park and the Beechdale Road/Hollington Road/Wigman Road area. They state that traffic at the weekend traffic from Siemens is light and is predominantly heavy at commuter times during the week, affording full use of the road by pedestrians and cyclists. It is considered that use for residential traffic would be more evenly distributed through the week resulting in increased pressure on this road and pedestrian/cyclist safety.**

- Woodyard Lane will still be able to function as it has previously as an adopted highway suitable for use by all traffic including pedestrians, cyclists, horses and vehicles. As a residential development there will be significant reductions in HGV movements which previously have been associated with Woodyard Lane.

3. The applicant has requested that members of the Planning Committee be made aware that they do not agree with the description of Woodyard Lane as a narrow single track road. It has a width of 4.2m and a footpath of 1.3m. Two cars are able to pass each other.

4. Cllr Armstrong has requested a condition whereby the development shall not be occupied until off-site highway works have been completed.

**1. No further comment.**

**2. The additional comments from Highways are noted and confirm their acceptance of the proposed development in terms of highway safety as set out in the appraisal section of the main report.**

**3. Noted.**

**4. To address this matter it is proposed to amend condition 21 as follows:**

*Prior to the first occupation of the development a timescale for the installation of the roads, pavements, footpaths **and all off-site highways works shall** be submitted to and agreed in writing with the Local Planning Authority.*

*Thereafter their installation shall be carried out in accordance with the approved timescales.*

#### **4b Site Of Apollo Hotel PH, Hucknall Lane**

##### **Further Information**

**Performance Target Date:** It has been noted that the introduction to the report is missing the Performance Target date. The application should be determined by 20 June 2018.

**Environmental Health:** Further advice has been sought from Environmental Health regarding the issue of rats. It is advised that the river Leen is likely to be the major source, exacerbated by bird feeding by the river bank. No baiting of the area can take

place within 8 metres of the river due to water vole activity. Following an inspection by the Food Team it is advised that there has been no evidence of pests associated with any food storage within the storage containers on the site.

Applicant Email: The applicant has provided the following information in relation to the timescale for works to implement the proposed revised site layout plan:-

1. Pump Units: Relocation implemented with a bespoke container housing to be installed by the end of this week.
2. Acoustic Fence: To be implemented within 4 weeks.
3. Storage Containers: To be relocated within 2/3 weeks.
4. Toilet and Bin Storage Area: To be relocated immediately following the relocation of the storage containers (1 day).
5. Fencing to Subdivide Site: A temporary heras fence to be erected upon the completion of the above relocation works, with a permanent fence to be erected upon the intended sale/lease of the adjoining land when the precise location is able to be defined.

The applicant has also advised of their intent to apply for a permanent planning permission with further improvements to be carried out to the site facilities.

*It is recommended that the above further information be noted and considered.*

1. Additional background papers (Environmental Health, 15.6.18, Applicant Email, 19.6.18)

#### 4c                    **54 Charlecote Drive**

Since the committee report was written three further objections have been received from neighbouring residents.

The objections raise concerns that the alterations proposed to the front of the property will be out of keeping with the property and the rest of the street. There is also concern that the extension would result in a large property set within a small plot.

Concern has also been raised that the alterations would block light to the gardens of nearby properties.

***The application has been recommended for refusal due to the impact that the alterations proposed would have on the appearance of the front of the property and the wider street scene.***

***The extension proposed to the rear would be single storey and is proposed in line with the rear walls of the adjacent property. Given its relationship to neighbouring properties it would not raise any issues in regards to light, privacy or immediate outlook for neighbouring properties.***

***The extension to the side would be two storey, but again it is aligned to the side elevation of the neighbouring house and it is not considered that it would cause an undue impact on neighbouring property.***

Additional background papers (Verbal Comments received 5<sup>th</sup> June and 11<sup>th</sup> June, Written Comments received 7<sup>th</sup> June and 9<sup>th</sup> June)

