



PLANNING COMMITTEE  
10 FEBRUARY 2021

6.2 LATE ITEMS

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### SUMMARY of LATE ITEMS

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#### 5.1 20/00592/FUL – The Grange Nursing Home, Elm Avenue, Attenborough

**Email** received **01.02.21** raising several inaccuracies in the information presented namely:

- The exhaust ducting, removed on the plans, is still in place and presumably operational; and
- There is no vegetative screening between the Grange and 11 Elm Avenue beyond the first 1.5m which results in absence of privacy. This was removed by the Grange in order to build the outbuilding.

#### 5.2 20/00801/FUL Flewitt House, Middle Street, Beeston

No late items.

#### 5.3 20/00837/FUL 5 City Road, Beeston

No late items.

#### 5.4.1 19/00668/FUL Beeston Maltings, Dovecote Lane, Beeston

**Email** received on behalf of the Dovecote Advocacy Group **01.02.21** raising a number of points which can be summarised as follows:

- No-one is against the development of the site but should be done in a caring way.
- The Part 2 Local Plan shows the site to be developed for 56 dwellings, therefore objects on grounds of scale. Dovecote Lane too narrow and unsuitable for vehicular traffic. Parking spaces for the Victoria Hotel will be reduced impacting on local business.
- Since the permission for the adjacent site was given in 2004, intention was always to have vehicular access from the Maltings site through this site, and not Dovecote Lane, road infrastructure is in place.
- A balancing pond on the adjacent site could easily be expanded to accommodate storm water from the Maltings site, rather than accommodate water under the new houses, which is considered to be a health hazard.
- Had the site in the 2019 Part 2 Local Plan been as proposed, it would have been clear to councillors that this was unacceptable and there may have been a different outcome.

**Email** received **02.02.21** raising a number of comments including:

- Not objecting to the redevelopment of the site for housing
- Understood vehicle access to the site would be from Cartwright Way, not from Dovecote Lane or Ireland Avenue. Access from Dovecote Lane would have an impact on junctions to / from Queens Road; would impact on National Cycle Route 6 as cyclists would be at increased risk; pedestrians, including school children,

use Dovecote Lane, mainly using the railway bridge; not enough parking provision on the site, which means overspill will be onto Dovecote Lane and surrounds, which may result in problems for emergency vehicle and refuse vehicle access; loss of parking for local business (Victoria);

- Inconsistencies in regard to roadway width of Dovecote Lane, on the plans
- Concerns raised with proposed swale and that the adjacent existing houses would be at increased risk of flooding. Stagnant water in the swale, in summer, could lead to flying insects and vermin and associated health risks. Also risk to children and animals as no barrier.
- Too many properties, cramped development and would lead to health issues for occupants.

**Email received 03.02.21** objecting to the scale of the development and the associated number of vehicles which would put too much strain on the local road network and infrastructure, makes reference to the site at Old Station Yard which proposes 42 dwellings. Makes suggestions regarding properties adjacent to Cameron House (apartments on Cartwright Way) that they be turned by 90 degrees to avoid overlooking from existing residents.

**Email received 04.02.21** which makes a number of comments which can be summarised as follows:

- Residents increasingly concerned at the prospect of the development. Affordable housing is desirable but should not be substandard accommodation, makes reference to development on Redwood Crescent,
- Objects to scale of development, proximity to railway line, impact on local drainage structure; excess water to be stored in the under crofts, where there's the possibility of contamination and resultant health hazard; vehicular access from Dovecote Lane will compromise highway safety; loss of parking outside Victoria Hotel; National Cycle Way 6 will be compromised by huge increase in traffic, which would discourage use of sustainable methods of travel; disputes claim of prior consultation with owners of the Victoria pub; developers want to maximise profits by cramming more people in to an undesirable and unsuitable space.

**Email received 05.02.21** which notes a general support for the development but raises a number of concerns including:

- Inappropriate access from Dovecote Lane, especially if the infrastructure for the development is in place on Cartwright Way
- How will 100% affordable housing be monitored, are their penalties for non-compliance?
- Makes reference to petition in relation to development, specifically traffic along Dovecote Lane affecting the National Cycle Route having 724 signatures.

**Email received 07.02.21** including three photos showing measurements of a road (one identifiable as Dovecote Lane) with no commentary.

**Email received 07.02.21** raising questions regarding the width of Dovecote Lane and commenting on a number of matters including: the spur off Cartwright Way providing access to the site; the narrowness of Dovecote Lane and its use as a rat run; existing issues regarding cyclist safety, which will worsen; and that access onto Dovecote

Lane goes against Notts County Council proposal to block off Dovecote Lane on the northern section.

**Email received 07.02.21** which raises no objection to the development of the site but raises a number of objections to the development proposed including:

- Transport Assessment is selective and misleading, does not accurately represent the situation in respect of rat-running including omission of vehicles turning in/from Beeston Rylands at peak hours; does not model cycle traffic; plan of existing parking restrictions is incorrect, as are measurements of road width for Dovecote Lane and Cartwright Way; photo of Cartwright Way is in fact Wharton Crescent; and does not take into account the County Council proposals for closure of the upper part of Dovecote Lane to through traffic.
- General lack of attention to detail in the TA, and ask that members consider carefully the accuracy of the information. Requests a wider traffic plan for Beeston be considered.

**Email received 07.02.21** which comments on the good developments taking place, and the good work being done by members and officers of the Council. A number of concerns are made in relation to the development which can be summarised as follows:

- Need for good quality affordable housing in the area. However, SHLAA identifies the site as suitable for 56 dwellings with access from the former rugby site. Robust flood precautions through balancing ponds were allowed for. Two inspectors agreed and on this basis the Council voted in the core strategy
- This application falls well short of this, the dwellings are below national space standards, very close to the 80mph railway with poor access. Drainage relies on damp areas under the dwellings and not an attenuation pond. An additional 17 dwellings have been crammed in. High quality which should not come before profitability

**Email on behalf of Dovecote Area Action Group (DAAG) received 08.02.21** which notes that there is no objection to the development of the site for housing but raises a number of objections to the development proposed including:

- Current scheme deficient in a number of areas including inaccuracies and contrary to local and national planning guidance
- Report contains contradictory statements and incorrect information, requests that planning application be deferred until these issues are resolved
- A written statement has been submitted to the committees team
- Concerns include; Access from Dovecote Lane rather than Cartwright Way, due to narrowness of the road. Transport Assessment is inaccurate in regard to road widths and Dovecote Lane does not meet Notts County Council Highway Design Guide for accommodating two-way traffic.
- Disputes section of the report where comparisons are made between development and conversion of the former Maltings building, in terms of number of bedspaces generated.
- Disputes the report in respect of traffic restrictions.
- No evidence to support the statement regarding on-road parking related to the use of the football pitches along Cartwright Way.
- The application does not take into account the increase to traffic on Barton Street and Grove Street, which are already congested with parking and used as rat runs

- Amenity – The proposal is contrary to Policy and too dense. Allocation of site was based on a robust process including public consultation, council officer assessment, Planning Inspector assessment and finally adoption by the Borough Council.
- The internal space for each dwelling is substandard. Affordable homes should also be livable homes.
- The proposal does not provide attractive walking and cycle routes through the site to link open space, as required. Although the strip of land preventing this is in private ownership, no information given in regard to any attempts by the developer to purchase this strip. The Council's own Parks and Leisure Officer says that there needs to be a link through. This advice is not being followed.
- Increase in traffic will heighten the risk of accidents involving cyclists using National Cycle Route 6.
- Conflicts with the County Council proposals, under the Active Travel Fund, for making improvements for pedestrians and cyclists along Dovecote Lane, partly achieved by closure of the upper part of Dovecote Lane to through traffic, which aims to provide a quiet route for cyclists and link the cycle route to the town centre and wider cycle network.
- Flooding – The LLFA and Severn Trent Water both request drainage plans to be submitted prior to the commencement of the development. In light of recent flooding details should be submitted and assessed prior to the application being granted planning permission.
- The use of SUDS to assist with drainage on the site is contrary to the Flood Risk Assessment, which notes these are unlikely to be suitable for the site, and also contrary to the comments received by Network Rail, which request that no SUDS system should be within 30m of the railway. As such they cannot be used for large parts of the site and would not therefore provide the level of mitigation that the FRA suggests, and the inability to use these features would undermine the response of the Environment Agency, who require the development to be carried out in accordance with the latest FRA.
- Trees and shrubs were removed from the site in April 2019, during the nesting season. The developers then commissioned an ecology survey which concluded that there was low biodiversity on the site. Notts Wildlife Trust have asked for the submission of a Landscape Ecology Management Plan, as under the NPPF development proposals should show a nett gain in biodiversity. The application does not demonstrate how this can be achieved.
- Pre-application advice was to retain the gatehouse. The only reason why the developers want to demolish it is to maximise development. There is a clear case for reducing the number of dwellings and retaining the gatehouse. The County Council Policy Team state that the building should be considered as a non-designated heritage asset and should be retained as a significant component of the area's industrial heritage and can be used to enhance the local identity of the site
- It is considered that the proposal is contrary to the Core Strategy, Local Plans and the decisions of Borough Councillors and the Planning Inspectorate. The development falls short of that expected for Beeston and represents a missed opportunity for a quality, affordable housing development without detriment to existing residents.

- Urge the committee to defer or reject this application due to non-compliance with policy.

**Email received 08.02.21** reiterating objections already made including:

- Dwellings substandard in size.
- Access via Cartwright Way is more suitable.
- Concerns in regard to drainage and use of undercroft water storage.
- Long-term devastating impact on Dovecote Lane, Ireland Avenue and Victoria Hotel
- Affordable housing is desirable, however this proposal is inappropriate, contrary to local plans and to local and national cycling policies, and will not produce housing of a sufficient size or quality of life, and is in close proximity to the railway line which may be used by HS2.
- Number of inaccuracies contained in some of the information submitted by the developers, which points to a lack of good character and goodwill.

**Email received 08.02.21** with Dovecote Lane Cycling petition attached. A 35-page document with 738 signatures including from across the UK, and a 4 page document with 33 comments in respect of 'Keep Dovecote Lane cycle friendly'. The commentary with this advises that the signatures and comments have been collected over the last 9 months, from cyclists who believe that the proposed development would remove a quiet safe cycle route. Further comments can be summarised as follows:

- Dovecote Lane has stayed popular with cyclists throughout the recent lockdowns and is being used by a wider range of cyclists as people start to cycle more. This demonstrates need for Dovecote Lane to remain as a quiet safe alternative to link up cycle routes.
- Image included of a delivery van parked opposite parked cars. The image shows that there would not be the 1.5m required to safely pass a cyclist as recommended by Notts Police.
- Opposed to proposals, but would consider other proposals which use a more appropriate access route.

**Email received 09.02.21** in support of the development proposal. Comments further that:

- Access from Dovecote Lane cautiously welcomed;
- Access from Cartwright Way would be a risk to children playing due to parked cars.
- Pedestrian and cycle access would allow people to benefit from the adjoining parks and recreation space.
- More consideration needed in relation to parking and space, for both new residents, and the customers of the Victoria Hotel. Although it is noted a lot of customers arrive on foot, given the nature of the business.

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