



Tuesday, 2 March 2021

Planning Committee
Wednesday, 10 March 2021 at 7.00 pm.

LATE ITEMS

1.1 FURTHER LATE ITEMS

(Pages 1 - 4)

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SUMMARY of LATE ITEMS

5.1 19/00668/FUL Beeston Maltings, Dovecote Lane, Beeston

Letter (received 23.02.21) from agent regarding viability of the scheme. He comments that the alterations to the scheme, including the provision of adoptable roads, has further reduced the viability of the scheme. However, the developer will stand by the previously proposed sum of £107,899.00.

Email (received 03.03.21) from Nottinghamshire County Council as Education Authority – Reduced number of dwellings (74 to 62) would generate a financial contribution of £238,750 for secondary education (Previously £286,500).

Email (received 04.03.21) from Nottinghamshire County Council as Highways Authority – Requests additional information/amendments including:

- Tracking information on the loop road to demonstrate that large vehicles can complete their manoeuvres.
- A service margin to the north west side to ensure lighting columns can be accommodated.
- Road 3 also requires tracking, and a service margin.

Also comments that there are a number of three bed properties with only a single parking space, which although unlikely to result in a detriment to highway safety, may be an amenity issue for the residents.

Amended plans (received 08.03.21) in response to highway comments received 04.03.21, which show revised tracking details for large refuse vehicles.

Email (received 09.03.21) from Nottinghamshire County Council as Highways Authority. The amended plans received 08.03.21 address highway comments of 04.03.21 and therefore there are no objections. Recommend conditions in respect of:

- i) entering into a TRO prior to commencement;
- ii) Parking spaces provided prior to occupation;
- iii) The agreement of a Construction Method Statement; and
- iv) Off-site highway works being completed prior to occupation

A Note to Applicant is also recommended in respect of works to the public highway.

In light of the above, the recommended conditions within the report are amended as follows:

Condition 2: The development hereby permitted shall be carried out in accordance with drawings numbered 766 004, 766 005 rev D, 766 006 rev B, 766 008 rev C, 766 009 rev D, 766 010 rev A, 766 016, 766 017, 766 018, 766 019 and F18003/19 received by the Local Planning Authority on 01.12.20, 766 020 received by the Local Planning Authority on 11.01.21, 766 002 rev G and 766 003 rev F received by the Local Planning Authority on 17.02.21, 766 001 rev C1, 600312-HEX-00-00-DR-C-0101 rev P01, 600312-HEX-00-00-DR-C-0102 rev P01, 600312-HEX-00-00-DR-C-0103 rev P01 and 600312-HEX-00-00-DR-C-0104 rev P01 received by the Local Planning Authority on 08.03.21.

Reason: For the avoidance of doubt.

Condition 7:

The development shall not be commenced until a Traffic Regulation Order as shown indicatively on approved drawing 766 001 rev C1 has been entered into with the Highway Authority. The approved TRO shall thereafter be implemented prior to the occupation of any part of the site.

Reason: In the interests of Highway Safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).

Condition 18:

No dwelling hereby approved shall be occupied or otherwise be brought into use until the off-site highway works as shown for indicative purposes on approved drawing reference 600312-HEX-00-00-DR-C-0104 rev P01 have been provided to the satisfaction of the Highway Authority.

Reason: In the interests of highway safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).

The following conditions shall be **removed**:

Condition 16:

No dwelling fronting an unadopted (private) road hereby approved shall be occupied or otherwise be brought into use until details of the proposed arrangements for the future management and maintenance of the private road including associated drainage have been submitted to and approved in writing by the Local Planning Authority. The private road and drainage shall thereafter be maintained in accordance with the approved details, until such time that a private Management and Maintenance company has been established.

Reason: In the interests of highway safety, in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019).

Condition numbering will be adjusted to reflect the removal of condition 16.

The note to applicant (no. 3) should remain as reported.

28 emails (received 23.02, 24.02, 25.02, 26.02, 27.02, 28.02, 01.03, 02.03, 05.03 06.03 and 09.03) objecting to the proposals. These comments largely repeat previous grounds of objection included in the report and can be summarised as follows:

- The vehicular access should be from Cartwright Way;
- Reference to the County Council proposals for closing part of Dovecote Lane (north) for cycle use;
- No to access through Cartwright Way, would lead to increase in traffic, loss of security and privacy;
- Concerns in regard to water storage under dwellings;
- Parking and impact on surrounding streets;
- Impact on privacy for occupants of Cameron House, Cartwright Way;
- Impact on business (The Victoria Hotel);
- The amount of traffic leaving the site via a mainly single file road
- Concerns for safety of cyclists if main access from Dovecote Lane due to presence of cycle route
- Too many dwellings
- Pedestrians highly vulnerable to increased traffic due to narrow road and pavements

A number of new matters are also raised and can be summarised as follows:

- The ransom strip should be negotiated with the other owners so as to allow for vehicle access;
- The cycle path leads nowhere so should be disregarded;
- 62 dwellings, as reduced, still above the 56 already agreed;
- The foreman's house should be retained as a reminder of the industrial past. It would make two attractive flats or converted to a visitor attraction;
- Dwellings still do not meet the minimum guidelines for floorspace;
- There should be a 3m high acoustic fence along the boundary with Cartwright Way, as is shown to the rear of Redwood Crescent;
- Questions the need for the proposed footpath/cycle link, considers that there is no need to connect the two estates and would lead to an increase in anti-social behaviour, there is also an existing cycle route on Dovecote Lane, and Cartwright Way is not suitable for cyclists;
- Revised road layout show roads too small to be adopted;
- Concerns re drainage runoff from new road to rear gardens on Redwood Avenue;
- No details as to how biodiversity on the site will be improved;
- Inaccuracies in the previous committee report in respect of house sizes, which have been acknowledged as wrong;
- Will generate issues such as that experienced on Wharton Crescent, which attracts the dumping of rubbish and debris which is not cleared;
- Question raised as to why the development is all social housing, should it not be mixed housing
- The cycle route and EATF plans not adequately addressed in the access plans and Transport Assessment
- Cost/viability motive for the choice of vehicular access

Email (received 7.3.21) from resident which comments on an application for housing at Redwood Crescent which was granted planning permission and the issues relating to this.

Email (received 9.3.21) from resident which comments that the planning dept. has not checked if the developer has approached the owners of the ransom strip and questions why the planning dept. has not refereed the developer to the long term plan signed off by the council and national government.

Email (received 09.03.21) from resident which comments that the developer has not spoken to the owners of the ransom strip, who have confirmed they would be willing to discuss this and that access through to Cartwright Way was the long term plan. Considers that the developer has provided misleading information on a number of matters, which raises concerns should permission be granted, with the quality and adequacy of the development and mitigation measures.

Email (received 10.3.21) from resident which comments that future generation will question why direct link to Cartwright Way and the facilities on this development wasn't realised if the scheme is approved as proposed.

Consultation response (received 10.3.21) from Nottinghamshire County Council as LLFA: No objections subject to a condition in respect of surface water drainage details to be agreed. [note, this is already a condition within the recommendation]

Email (received 10.03.21) from resident raising concerns with the committee report, in respect of DCLG's space standards, considering the figures contained in paragraph 4.3 are erroneous and misleading. Requests that the report is either withdrawn or for a formal notice to be raised with committee in that respect.

5.2 19/00524/OUT Cossall Dry Ski Slope Cossall Industrial Estate, Soloman Road, Cossall

Email (received 8.3.21) from Building Control. They confirm the following:

- they would not be involved in ground regarding or earthworks;
- the foundation to the proposed housing would require specialist designed foundation as it will be fill strata;
- The drainage and road will also require a design to eliminate any subsidence; and
- The site of the old ski slope was built on an old coal slag hill and therefore ground gases and methane will also require consideration.

5.3 21/00023/FUL Land North of Home Farm Cottage and Park View Cottage, Main Street, Strelley

No late items.

5.4 20/00027/REG3 2 Station Road, Beeston

No late items.

5.5 20/00667/FUL 28 Park Road Chilwell

Amended plans (received 24.02.21) show the second floor side windows to be obscurely glazed and non-opening. Additional information showing a 45 degree line from the rear window toward 26 Park Road has also been provided.

5.6 20/00541/FUL 42 – 44 Brookhill Leys Road Eastwood

No late items.

5.7 20/00741/FUL 259 High Road Chilwell

Email (received 3.3.21) from resident with attachment showing parked cars on High Road. Comments that this shows a typical day and demonstrates existing parking issues which affects access onto the High Road. Further comments that the proposal would exacerbate the situation, that the site is overdeveloped, and is in a conservation area.