

Report of the Chief Executive

APPLICATION NUMBER:	22/00619/REM
LOCATION:	Land adjacent and north west of Bramcote Crematorium, Coventry Lane, Bramcote, Nottinghamshire
PROPOSAL:	Construct residential development. Reserved matters relating to outline planning permission reference 20/00352/OUT – approval of details relating to appearance, landscaping, layout and scale

This application is brought to the Committee as the Council is a joint landowner of part of the site, it is an allocated site and because of the size of the proposed development.

1 Purpose of the Report

1.1 This is a major planning application containing “reserved matters” in relation to appearance, landscaping, layout and scale. 169 dwellings are proposed with a mix of terrace, semi-detached, detached and bungalows. Access has already been agreed from Sidings Lane linking to Coventry Lane through the approval of the 20/00352/OUT application in February 2022.

1.2 Recommendation

The Committee is asked to resolve that the reserved matters be granted subject to the conditions outlined in the appendix.

1.3 This allocated site has been split into two and is being managed by two different developers. An outline application (20/00352/OUT) with all matters reserved apart from access has been approved for a large portion of the site (south from Sidings Lane). There is an existing access from Coventry Lane (Sidings Lane) which will be reconfigured with the inclusion of mitigation measures to Coventry Lane. A revised application was approved at Planning Committee in December 2022 subject to a Section 106 Agreement for the second part of the application, north of Sidings Lane under reference 22/00602/FUL.

1.4 The 22/00602/FUL scheme includes a satisfactory access irrespective of which scheme is built out first. Both this scheme and the 22/00602/FUL will retain a sufficient access that doesn’t prevent development on either site and that has been approved by NCC as Highways Authority.

1.5 A Section 106 Agreement has been secured via the 20/00352/OUT for affordable housing, healthcare, education and transport (bus service contribution and mitigation measures to Coventry Lane highway).

1.6 The main issues relate to whether 169 dwellings on this site would be acceptable and if the scheme is acceptable in respect of appearance, landscaping, layout and scale.

1.7 The benefits of the proposal would mean 169 additional homes within a sustainable, urban location with improvements to local infrastructure, on a site that has been allocated for housing. The proposed works would contribute to the local economy by providing jobs during the construction process. There would be some impact on neighbour amenity but this is considered to be outweighed by the benefits of the scheme.

1.8 The Committee is asked to resolve that planning permission be granted subject to the conditions outlined in the appendix.

1.9 Financial Implications

There are no additional financial implications for the Council with the costs/income being within the normal course of business and contained within existing budgets.

1.10 Legal Implications

The comments from the Head of Legal Services were as follows: The Legal implications are set out in the report where relevant, a Legal advisor will also be present at the meeting should legal considerations arise.

1.11 Data Protection Compliance Implications

Due consideration has been given to keeping the planning process as transparent as possible, whilst ensuring that data protection legislation is complied with.

1.12 Background Papers

As part of the application, a Design and Access Statement and a Planning Statement were submitted.

APPENDIX

1 Details of the Application

- 1.1 This application seeks permission to construct 169 dwellings on a site to the west of Coventry Lane. This site has been allocated for housing within the Part 2 Local Plan (2019) under Policy 3.4.
- 1.2 Policy 3.4 of the Part 2 Local Plan (2019) refers to the whole allocated site and the ability to accommodate up to 240 houses. However, this application is south of Sidings Lane as shown below. The triangular parcel of land to the north east of Sidings Lane is being dealt with under 22/00602/FUL.



Site Location Plan (1:1250)

- 1.3 There is an existing access from Coventry Lane (Sidings Lane) which will be reconfigured with the inclusion of mitigation measures to Coventry Lane including a double island on Coventry Lane/Ilkeston Road and an application to reduce the speed on Coventry Lane from 50mph to 40mph. These changes have already been agreed within the 20/00352/OUT application.
- 1.4. The application proposes 51 affordable dwellings (30%) which comprises 17 dwellings that are shared ownership (10%) and 34 dwellings that are affordable rent (20%). The affordable units will be broken up into two areas of the site (east and west). The site will encompass a mix of dwelling types ranging from terrace, semi-detached, detached houses to bungalows.
- 1.5 As mentioned above, the site is served by a single point of access from Coventry Lane which is in line with Policy 3.4 of the P2LP (2019). The layout of the scheme provides a bus loop for the future provision of a bus service that will connect the wider allocation and local areas.
- 1.6 Footpaths and a cycle access are provided within the site which provide connectivity to the wider allocation (the east of Coventry Lane under Policy 3.3), the Field Farm development and the Erewash Valley Trail which is in line with Policy 3.4 of the P2LP (2019).

- 1.7 A buffer in excess of 10m has been provided between the closest houses on the site and Bramcote Crematorium in order to protect the amenity of visitors of this site. Design features such as lower density development in the adjoining area, dwellings being set back behind low-trafficked private drives, and gardens orientated away from the Crematorium to maximise the distance between the development and the closest part of the crematorium. This complies with Policy 3.4 of the P2LP (2019).
- 1.8 The layout, design and appearance of the site is considered to be acceptable. The site is relatively isolated from any existing residential development and there is no requirement to replicate nearby design styles. However, the design is considered to be largely traditional with elements of contemporary which will tie in with the proposed design north of Sidings Lane (22/00602/FUL) which proposes a traditional/contemporary design. It is considered the design and layout of the properties address the street scene and there is a variance in the design to provide visual interest but retain continuity for the site.
- 1.9 To conclude, it is considered the proposed details submitted within this application in relation to design, layout, appearance and landscaping are acceptable.

2 Site and surroundings

- 2.1 The site is located to the north east of Stapleford District Centre and is situated in between Stapleford Hill (to the south), the railway line (to the north), Coventry Lane and Bramcote Crematorium to the east and the strategic Aligned Core Strategy allocation of Field Farm to the west. The site is mixed greenfield and brownfield and is used for equestrian, residential and as an engineering depot. The entire allocated site is 12.2 hectares but the part of the site considered for development within this application is 8.73 hectares.
- 2.2 The site is accessed from Sidings Lane, an industrial road, with a bell mouth junction connecting to the A6002, which leads to the A52 via the A6007 to the south and the A610 to Nottingham and M1 Junction 26, to the north. The site is approximately 4km from Ilkeston and Beeston (town centres) and 2k from Stapleford town centre. Nottingham city centre is approximately 8km east of the site.
- 2.3 Coventry Lane extends north-south over a distance of approximately 1.8km along the eastern boundary of the application site. To the north, Coventry Lane forms a signal-controlled junction with Bilborough Road, Nottingham Road, Trowell Road and Wollaton Vale. To the south, Coventry Lane forms a mini-roundabout with Ilkeston Road and beyond this, another mini-roundabout with Ilkeston Road and Hickings Lane.
- 2.4 The site has uneven surfaces and rises from the south west to north east within the centre. Beyond the site to the north west are agricultural fields and the land slopes up. Stapleford Hill is made up of woodland and pathways and rises up to the south of the site. Land to the north west and south of the site is Green Belt.

- 2.5 A major reserved matters application is currently awaiting determination to the west of the site on Field Farm. The application is for reserved matters considering appearance, landscaping, layout and scale for 200 dwellings, associated infrastructure, engineering works and open space.
- 2.6 To the east of Coventry Lane is an allocated site for 500 dwellings which is largely greenfield and a former playing field associated with the adjacent school which has been unused for a number of years. An application has been received for the replacement school only under 22/00740/FUL. The application is to construct a replacement secondary school (750 11-16 places plus 200 sixth form places), the demolition of the existing school with partial retention for Trust Offices and associated car parking, sports pitches and general hard and soft landscaping.

3 Relevant Planning History

- 3.1 An application for an extension to a dwelling (85/00263/FUL) was granted permission in June 1985.
- 3.2 An application for a brick garden shed (90/00381/FUL) was granted permission in June 1990.
- 3.3 An outline application to construct residential development with all matters reserved except for the formation of vehicular access from Coventry Lane (20/00352/OUT) received permission on 11 February 2022.
- 3.4 An application to demolish the existing buildings on site and erect 60 dwellings, including access and drainage infrastructure, substation and open space (21/00155/FUL) was refused permission in March 2022. A very similar scheme is awaiting determination under 22/00602/FUL. This scheme is to the north of Sidings Lane.

4 Relevant Policies and Guidance

4.1 **Greater Nottingham Aligned Core Strategies Part 1 Local Plan 2014:**

4.1.1 The Council adopted the Core Strategy (CS) on 17 September 2014.

- Policy 8: Housing Size, Mix and Choice
- Policy 10: Design and Enhancing Local Identity
- Policy 14: Managing Travel Demand
- Policy 16: Green Infrastructure, Parks and Open Spaces
- Policy 17: Biodiversity
- Policy 18: Infrastructure

4.2 **Part 2 Local Plan**

4.2.1 The Council adopted the Part 2 Local Plan on 16 October 2019.

- Policy 15: Housing Size, Mix and Choice
- Policy 17: Place-making, Design and Amenity
- Policy 16: Green Infrastructure, Parks and Open Space

- Policy 26: Travel Plans
- Policy 28: Green Infrastructure Assets

- Policy 30: Landscape
- Policy 31: Biodiversity Assets

4.3 National Planning Policy Framework (NPPF) 2021:

- Section 2 – Achieving Sustainable Development.
- Section 4 – Decision-making.
- Section 5 – Delivering a Sufficient Supply of Homes.
- Section 8 – Promoting Healthy and Safe Communities.
- Section 11 – Making Effective Use of Land
- Section 12 – Achieving Well-designed Places
- Section 15 – Conserving and Enhancing the Natural Environment.

5 Consultations

5.1 Council’s Business and Projects Manager (Environment): no open space contribution is required if this is being managed privately.

Landscaping:

First comments 4.1.23:

Advise there should be more amenity space as open spaces either comprise SUDS of dense planted/existing woodland; however, this should not be to the detriment of biodiversity/habitat areas.

Good to see perimeter green infrastructure/biodiversity corridors. The two corridors cutting through the site also welcome with an open watercourse and excellent feature. The width of the central corridor is compromised as a biodiversity corridor by the inclusion of a surfaced path.

It is considered the size of the development would call for a Local Equipped Area For Play (LEAP), providing a space within 5 minutes’ walk on a good pedestrian route, sufficient for children who are starting to venture outdoors and play independently. The LEAP should present a challenging play opportunity with no less than 6 activities on a minimum of 3 individual items. This should be sited within a minimum footprint of 400 square metres with sufficient space for active play around the area. Suitable buffers between residential dwellings should be included and fencing adjacent roads. Signage, seating and bins will also be required. The proposed trim trail arrangement does not meet this standard, offering only balancing/climbing opportunities. The non-accessible equipment and grass mat surfacing may exclude young people with physical disabilities.

Most plant choices are suitable/acceptable but advise that some should be omitted due to the potential to dominate other species and spreading to the Hemlockstone LNR.

Path construction should be sealed tarmacadam surface with PCC edgings and lighting designed to avoid interference with bats.

The water, buffer zones and green corridors all provide good foraging spaces for bats and hirundines, but these groups also need roosting and nesting opportunities – bat, swift and bee boxes should be included in the green and built environment.

The proposed fence suggested is traditional estate fencing or metal railings which should not hinder any wildlife moving through the development, there is also provision for green corridors in the planning application. Raise no objection to the overall scheme and confirm that it complies with Policy 16 of the P2LP (2019).

Second comments 20.1.23:

Pleasing to see perimeter green infrastructure/biodiversity corridors. The two corridors cutting through the site also welcome with an open watercourse, an excellent feature.

The width of the central corridor is compromised as a biodiversity corridor by the inclusion of a surfaced path.

The balance and location of grassland habitats shown in GL1386 01E, 02E, 03E and 04E work well and will be beneficial to site biodiversity – providing maintenance does follow the management plan and over-zealous mowing is avoided.

Tree, shrub and herbaceous planting appropriate for site and locations.

It would be good to see more consideration given to accessible/inclusive facilities and further information required on proposed open space boundary treatments, lighting, seating and litter bins would be helpful. Path construction should be sealed tarmacadam surface with PCC edgings, lighting designed to avoid interference with bats.

The water, buffer zones and green corridors all provide good foraging spaces for bats and hirundines, but these groups also need roosting and nesting opportunities – can inclusion of bat, swift and bee boxes be included in the green and built environment?

A clearly written document which if applied should lead to good establishment of plantings with appropriate maintenance of the site.

5.2 Council's Tree Officer:

First Comments 12.10.22:

There is no reference to the initial tree survey submitted as part of the 20/00352/OUT application which details tree stock and condition.

Second Comments 6.1.23:

How many of the trees and hedges on site are to be retained according to the tree survey report. There are several English Oak trees T3, T4, T6, T12 and T13, all Class B and T5 Class A that are shown on the tree survey along with various hedges throughout the site which show the root protection area on the tree survey, but cannot see them on the design layout plans. Are they to be retained and if so where are the protective fences to be installed to protect the trees during construction? Will there be sufficient space for the trees against any building plots or are they now to be removed?

Third Comments 10.1.23:

No objection. Plan provided now shows trees (T3, T4, T5, T6, T12 and T13) to be retained and the area of protective fencing around the root protection area. Protection fencing show be in accordance with British Standards and no construction materials should be stored within the root protection area.

5.3 **Council's Waste and Recycling Officer:** advise bin requirements.

5.4 **Environment Agency:** intend on providing comments in relation to the discharge of conditions for 20/00352/OUT.

5.5 **Nottinghamshire County Council as Highways Authority:**

First Comments 10.11.22:

Drawing 2019-613-09W shows a "shared surface" type area extending from plots 3 to 165. The alignment of the carriageway in this section of highway is sufficient to curb speeds, thereby making the blocked paving superfluous to requirement. It is also understood there has been a request for the bus-stop to be repositioned opposite plots 24 and 25. This would not be possible if a shared surface was progressed as raised kerbs are required to facilitate boarding/alighting at the stop. A conventional highway comprising of a tarmac surface with segregated footways on either side of the carriageway must therefore be provided.

Bends turning more than 10 degrees should be tracked with the appropriate size refuse wagon with an element of on-street parking. This also applies to a bus along the bus route, including both junctions with the spine road.

The footway fronting plots 3, 22, and 163 should wrap around the junction radii to ensure pedestrians can maintain desire lines, and to reduce the maintenance burden to the Highway Authority.

Acknowledge the general alignment of the carriageway is intended to reduce speeds; however, there are sections of highway between plots 94 to 104, and 106 to 116 where it is likely vehicles will be driven in excess of 20mph. If the geometry is not changed, additional calming measures should be provided.

The presence of a bend fronting plot 58 is such that drivers will already be slowing down and so the ramped table is unnecessary. This also applies to cul-de-sacs where speeds should already be low. Repeated turning manoeuvres on this type of surface will have an adverse effect on its integrity, and which over time will

become a maintenance liability. These locations should therefore have a tarmac finish to avoid a heavy commuted sum.

All driveways with a tandem style parking arrangement for 2 vehicles should measure at least 11.1m in length.

The parking spaces for plot 13 are too remote from the dwelling and will encourage the residents to station their vehicles in front of the property which is located on a bend. An alternative arrangement should be provided.

Plots 148 to 150 should have a refuse collection point provided directly in front of the house to prevent the bins from being stored on the footway when emptied.

The square at plots 148 to 155 will need to be tracked with the appropriate size refuse wagon to establish whether these vehicles can enter/exit in a forward gear with an element of on-street parking taking place. The exercise should be repeated on all turning heads.

Parking spaces for 2 vehicles between plots should measure at least 6.9m wide. These dimensions have not been satisfied at a number of locations. Justification of the proposed dimensions should be given. Additional depth should be provided for refuse bins to ensure they can be collected from the curtilage. They should also be set deeper so that bins can be collected from the driveway.

Two ponds will be provided to capture surface water. Please note that Highway water should be positively drained to a Severn Trent Water system and NCC will not adopt SUDS features.

Second comments 22.12.22:

Layout issues can be resolved by repeating the tracking exercises identified previously.

Further explaining needed in regards to traffic calming at plot 89.

The 2m wide path fronting plots 4 and 22 has the impression of being highway when this is not the case and should therefore be removed.

It would be a help if the driveway dimensions were annotated. Parking at plots 159 doesn't appear to be adequate and should be amended accordingly.

Third comments 13.1.2023:

No further comments to make apart from, the ramp fronting plots 109 and 110 is too close to the nearby junction to have any merit. Preference to reposition this opposite plot 116. Alternatively, cushions could be provided so long as they do not face a driveway.

- 5.6 **Network Rail:** no objection in principle but advise conditions in respect of providing a Construction Methodology Statement demonstrating consultation with the Asset Protection Project and Manager at Network Rail has been undertaken and the

agreed details are carried out with the construction of the development, a 1.8m high or above trespass proof fencing should be installed and details of landscaping provided.

- 5.7 **Nottinghamshire Wildlife Trust:** will provide comments in relation to the discharge of conditions for 20/00352/OUT.
- 5.8 **Nottinghamshire County Council as Planning Policy:** bus stop location should be relocated so the bus isn't required to do a full loop before reaching the stop before it exits the site. Request conditions in respect of the development not being brought into use until the bus stop and associated works has been installed.
- 5.9 **NHS Nottingham City Clinical Commissioning Group (CCG):** has requested a health contribution request for £91,576.88 for primary health care.
- 5.10 **Coal Authority:** raise no objection. Details will be addressed under a discharge of conditions application.
- 5.11 **Councils Environmental Health Officer:** no objection but request that noise mitigation measures within the noise report submitted under 20/00352/OUT are implemented in full.
- 5.12 13 neighbours/businesses were consulted and one site notice was posted and two objections were received which can be summarised:
- No reference to the site (or part of site) being a former tipping site when owned by the National Coal Authority and have concerns for future residents of the site
 - Assume legal advice has been sought due to proximity to crematorium/highway through the requirements of the Crematorium Act 1902? Positive consent of future owners of the development will be required if the crematorium wants to extend in the future. Council could be capping crematoriums capacity with approval of this development
 - No details of fencing and screening from homes, roads and crematorium
 - No information on foundations and noise and disturbance management
 - Section 106 contributions are required to protect and enhance environmental assets in adjoining local nature reserve
 - This development site lies within the Greenwood Community Forest, which aims transform the local landscape to make it a greener and healthier place to be.
 - Paragraph 146 of the NPPF has not been considered nor Policy 16 of the Aligned Core Strategy with respect to Green Infrastructure Corridors.
 - The proposed development will lead to the fragmentation of the green infrastructure corridor by enclosing what was green open space with boundary fencing, and along with Phase 3 of Field Farm, this development will to all intents and purposes encircle the western end of an important environmental asset. This development is contrary to Policy 17 of the Aligned Core Strategy in its current form
 - Unclear if the footpaths will be tarmac surfaced adopted highways or public rights of way, would be more beneficial for them to be public rights of way.

6 Assessment

6.1 The main issues for consideration relate to the acceptability of highways, design, scale, layout, appearance, landscaping and impact on neighbour amenity.

6.2 Principle

6.2.1 Following the adoption of the Part 2 Local Plan, land to the west of Coventry Lane was removed from the Nottingham-Derby Green Belt in order to facilitate the Council's 5-year housing land supply. The entire site is allocated for 240 homes; however, this application is for 169 homes and relate to the south of Sidings Lane only.

6.2.2 It is considered the principle of residential development on this site is acceptable given that it has been assessed as acceptable for housing through the adoption of the Part 2 Local Plan and is vital in providing the required number of homes to meet the Council's 5-year housing land supply. Furthermore, the principle of development was established with the approval of the outline application, 20/00352/OUT.

6.3 Access and Highways

6.3.1 The previous application has agreed the access arrangements and mitigation measures to Coventry Lane which include a toucan crossing, a double island on Coventry Lane/Ilkeston Road, an application made to NCC to reduce the speed on Coventry Lane from 50mph to 40 and the provision for a bus service. The layout within this scheme facilitates a bus circle loop to ensure a future bus service can enter and exit the site suitably.

6.3.2 The Highways Authority has raised several requests in regards to the layout of the scheme which are detailed in section 5.5 of the report.

6.3.3 The developer liaised with the Highways Authority to amend the site layout to account for the amendments requested and to ensure the roads will be to adoptable standards. The Highways Authority confirmed the acceptability of the scheme following the last set of amended plans and the only outstanding details as mentioned in the last comments received can be dealt with by the highways adoption process.

6.4 Amenity

6.4.1 The site is largely isolated from surrounding existing development and therefore it is considered there will not be an adverse impact on surrounding neighbours' amenity. The site will adjoin the 22/00602/FUL development to the north east. Whilst this application has not yet been determined, it is considered from the information provided on both schemes that there is an acceptable separation distance for neighbours abutting each of the sites boundaries.

6.4.2 As part of Policy 3.4 of the Part 2 Local Plan, it states that a buffer should be incorporated between the crematorium and Stapleford Hill to ensure the tranquil setting of the crematorium and that houses close to Stapleford Hill are not shaded for extended periods of time.

- 6.4.3 A buffer of a minimum of 10m with additional tree planting in between has been provided between the crematorium and houses to the north east (which are the closest proximity). Design features such as breaking up the density of the houses with the layout having small private drives, providing an intervening footpath/cycleway and orientating gardens away are all considered to effectively contribute towards maintaining an appropriate buffer with the crematorium.
- 6.4.4 The houses towards to the south of the scheme have been positioned further away from Stapleford Hill to minimise the level of shading. An indicative shading plan has been submitted to depict the predicted shading levels of properties that are within close proximity to Stapleford Hill. The predicted shading levels have accounted for midday on March/September 21st and June 21st. On June 21st it shows that no properties will experience shading and in March and September there will be two properties (plots 129 and 130) that will have shaded gardens. Given the time of year and number of gardens that are completely shaded in respect of the number of units on site, it is considered this is acceptable and would not warrant refusal. The gardens will be shaded for periods of the year when they are less likely to be predominately used. Therefore, it is considered the amenity of these future residents will be acceptable.
- 6.4.5 It is considered all the proposed house types provide an acceptable level of amenity, with adequate sized rooms, primary rooms having outward facing windows and access to private rear amenity space.
- 6.4.6 To conclude, it is considered that the properties on site provide an acceptable amount of amenity provision for future occupiers, and the scheme would not adversely affect the amenity of other uses nearby.

6.5 Landscaping

- 6.5.1 A comprehensive landscaping scheme has been provided and has been assessed by the Landscape Officer, amendments have been made to the landscaping details in line with the majority of the comments provided. There are areas of soft landscaping which include trees, shrubbery, grass and plants and it considered the level of soft landscaping is acceptable.
- 6.5.2 The Landscape Officer raised concerns with the lack of amenity space as this was largely represented by the provision of SuDS area. However, the plans incorporate walkways, areas of open space and other ecological features (such as SuDS) that can be utilised by future occupiers of the development for recreational activities. Furthermore, it is considered the provision of green space is acceptable given the location of the site located within walking distance of Bramcote Hills Park and Stapleford Hill Wood LNR. Whilst the layout was indicative on the 20/00352/OUT this was depicted the areas of open space that have already been accepted.
- 6.5.3 The developer has agreed to a condition in respect of providing further information for the proposed local equipped area for play (LEAP).
- 6.5.4 Open spaces will be maintained by a private company.

- 6.5.5 Following the submission of amended landscaping plans, it is considered that the landscaping provision for the scheme is now acceptable. Further details on the specifics of the equipment provided in the areas of open space, boundary treatments and bird and bat boxes are covered by condition.
- 6.5.6 It is considered the application complies with all relevant policies with the NPPF and the Aligned Core Strategy with regards to Green Infrastructure Corridor. Furthermore, this is an allocated site that has been through the examination of the local plan process.
- 6.5.7 Paragraph 146 of the NPPF refers to the protection of Green Belt land in regards to new development. This site is not located within the Green Belt.

6.6 Layout, Scale and Appearance

- 6.6.1 The site is relatively isolated with the only neighbouring buildings being Hulks Farm and the Crematorium, therefore, there is no requirement to replicate a specific design. However, the proposed properties are considered to reflect a part traditional/contemporary approach with varying styles and designs with a varying pallet of materials (e.g. render and bricks) and are not dissimilar to development in the wider area or the neighbouring scheme 22/00602/FUL. There will be a mixture of dwellings ranging from detached, semi-detached and terrace properties and bungalows. The proposed corner plots are considered to address the street scene appropriately. The scale of the properties is considered to be acceptable and range for one to three storeys in height (with the third storey being rooms in the roof) and no dwelling will exceed 10m in height.
- 6.6.2 The layout of the scheme is considered to be acceptable and functional. The affordable homes are broken up into two sections which is considered appropriate for the number of dwellings on site and ensures that there is a visible mix of house types when travelling through the site. The layout of the dwellings largely face open spaces and footpaths which provides natural surveillance. The layout of the road breaks up areas of housing into clusters which is considered to create a variation in the scheme and avoids monotony. There is a clear pedestrian/cycle way through the scheme which starts south of the main access to the site and extends through the middle of the site around the sustainable drainage feature to the south of the site which provides connectivity with the Field Farm scheme to the south west. It is considered a logical scheme has been proposed which ties in with the proposed development to the north east (22/00602/FUL) and Field Farm development to the south west.
- 6.6.3 The physical constraints of the site and scheme, that being shading from Stapleford Hill, providing a bus loop, maintaining a buffer with Bramcote Crematorium, location of the sustainable drainage features and proximity to the railway line have influenced the layout of the scheme and reduced the number of units that could be accommodated on site. However, it is considered that the layout has responded to all of these constraints appropriately with dwellings being positioned further away from Stapleford Hill to reduce shading, dwellings within the bus loop address the street scene effectively with an acceptable layout, there is a minimum of a 10m buffer with the boundary of the site/crematorium boundary with additional tree

planting, ensuring open spaces within the sustainable drainage features are overlooked for natural defensible space and dwellings beside the railway line largely positioned with their side elevation facing the north to minimise disturbance.

6.6.4 To conclude, it is considered the layout, scale and appearance of the site and dwellings and has been addressed appropriately.

6.7 **Conditions**

6.7.1 The conditions under 20/00352/OUT have yet to be discharged. Therefore, a note to applicant will be included within the recommendation to ensure these are discharged before works can commence.

6.8 **Other**

6.8.1 There is no requirement to designate the footpath as a public right of way through this residential site.

6.8.2 The Coal Authority was consulted under the previous outline application and this application. A precommencement condition in respect of addressing coal mining legacy features of the site is attached to the outline permission which is considered sufficient in addressing the stability of the land due to its history as a former coal mining site.

6.8.3 Consideration of the Crematorium Act 1902 is not a planning consideration. The proximity of the development to crematorium has been considered in line with Policy 3.4 of the P2LP (2019) and is considered to be acceptable.

6.8.4 Details of boundary treatments have been provided; however, further details will be provided via the discharge of condition 6 of the outline application; this will also include the trespass proof fence requested by Network Rail.

6.8.5 Network Rail has requested a construction method statement but this has been requested via condition 18 of the outline application.

6.8.6 The Environmental Health department has not raised any objection to the application and request that the that noise mitigation measures within the noise report submitted under 20/00352/OUT are implemented in full which is considered sufficient.

6.8.7 The Section 106 Agreement has been signed in conjunction with 20/00352/OUT and no further financial contributions will be requested.

6.8.8 This is an allocated site for residential development and the outline permission has already established the principle of the development. It is considered the landscaping and retention of some hedges/trees put forward is sufficient to offset some of the impact of the development. The Landscape Officer has confirmed that the proposed that the scheme does not conflict with Policy 16 of the Part 2 Local Plan (2019). It is considered the proposed scheme does not conflict with Policy 17 of the Part 2 Local Plan (2019) or paragraph 146 of the NPPF.

7 Planning Balance

The benefits of the proposal are that it would provide 169 dwellings including affordable dwellings, short term jobs created from the construction of the development and financial contributions. Whilst it is accepted that there will be an increase in traffic in the area and some impact on surrounding neighbours amenity, the site is largely isolated that it is considered this will not be detrimental to the wider community. On balance, the positives of the scheme are considered to significantly outweigh the negatives, and as such this scheme is recommended for approval.

8 Conclusion

8.1 To conclude, In the opinion of the Planning Officer it is considered this reserved matters application has provided sufficient information to be approved and any outstanding matters will be subject to further scrutiny through the discharge of conditions under the outline application.

<u>Recommendation</u>	
The Committee is asked to RESOLVE that the Head of Planning and Economic Development be given delegated authority to grant planning permission subject to the following conditions:	
1.	<p>The development to which this approval relates shall be begin no later than the expiration of 2 years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.</p> <p><i>Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended.</i></p>
2.	<p>The development hereby permitted shall be carried out in accordance with drawings:</p> <p>Received by the Local Planning Authority on 28 July 2022:</p> <ul style="list-style-type: none"> · House Type L – As ref: 2019-613-L2-a-1 · House Type L – AS ref: 2019-613-L2-a-2 · House Type L – As ref: 2019-613-L1-a-2 · House Type L – OPP ref: 2019-613-L1-o-1 · House Type L – OPP ref: 2019-613-L1-o-2 · House Type L – OPP ref: 2019-613-L2-o-1 · House Type L – OPP ref: 2019-613-L2-o-2 · House Type P – OPP ref: 2019-613-P1-o-1A · House Type P – OPP ref: 2019-613-P1-o-2A · House Type P – As ref: 2019-613-P2-a-1 · House Type P – As ref: 2019-613-P2-a-2 · House Type Q – As ref: 2019-613-Q1-a-1A · House Type Q – As ref: 2019-613-Q1-a-2A

	<ul style="list-style-type: none"> · House Type Q – Opp ref: 2019-613-Q1-o-1 · House Type Q – Opp ref: 2019-613-Q1-o-2 · House Type R1 – As ref: 2019-613-R1-a-1C · House Type R – As ref: 2019-613-R1-a-2C · House Type R – Opp ref: 2019-613-R1-o-1A · House Type R – Opp ref: 2019-613-R1-o-2A · House Type R – Opp ref: 2019-613-R2-o-1 · House Type R – Opp ref: 2019-613-R2-o-2 · House Type S – As ref: 2019-613-S1-a-1B · House Type S – As ref: 2019-613-S1-a-2B · House Type S – Opp ref: 2019-613-S1-o-1A · House Type S – Opp ref: 2019-613-S1-o-2A · House Type S – Opp ref: 2019-613-S2-o-1A · House Type S – Opp ref: 2019-613-S2-o-2A · House Type T – As ref: 2019-613-T1-a-1B · House Type T1 – As ref: 2019-613-T1-a-2A · House Type T – As ref: 2019-613-T2-a-1A · House Type T – As ref: 2019-613-T2-a-2 · House Type T – Opp ref: 2019-613-T2-o-1 · House Type T – Opp ref: 2019-613-T2-o-2 · House Type U ref: 2019-613-U-a-1B · House Type U ref: 2019-613-U-a-2A · House Type V – As ref: 2019-613-V1-a-1 · House Type V – As ref: 2019-613-V1-a-2 · House Type V – Opp ref: 2019-613-V2-o-1 · House Type V – As ref: 2019-613-V2-o-2 · Street Elevations ref: 2019-613-12A · Street Elevations ref: 2019-613-13A · Street Scene Views ref: 2019-613-14A · Street Scene Views ref: 2019-613-15A · Site Sections ref: 2019-613-19 · Affordable 1B2P ref: 2019-613-1B2P(4)-1A · Affordable 1B2P ref: 2019-613-1B2P-1C · Affordable 1B2P-2B4P ref: 2019-613-1B2P-2B4P-1A · Affordable 1B2P-2B4P ref: 2019-613-1B2P-2B4P-2 · Affordable 1B2P ref: 2019-613-1B2P-2C · Affordable 1B2P ref: 2019-613-1B2P-3C · Affordable 1B2P ref: 2019-613-1B2P-4B6P-1A · Affordable 1B2P-2B4P ref: 2019-613-1B2P-4B6P-2A · Affordable 1B2P ref: 2019-613-1B2P-4C · Affordable 2B4P ref: 2019-613-2B4P-1C · Affordable 2B4P ref: 2019-613-2B4P-2B · Affordable 2B2P ref: 2019-613-2B4P-SO-1A · Affordable 2B4P ref: 2019-613-2B4P-SO-2A · Affordable 3B5P ref: 2019-613-3B5P-1-1B · Affordable 3B5P ref: 2019-613-3B5P-1-2C · Affordable 3B5P ref: 2019-613-3B5P-2-1A · Affordable 3B5P ref: 2019-613-3B5P-2-2A
--	--

	<ul style="list-style-type: none"> · Affordable 3B5P SO(1) 2B4P(2) ref: 2019-613-3B5P-SO(1)-2B4P(2)-1A · Affordable 3B5P SO(1) 2B4P(2) ref: 2019-613-3B5P-SO(1)-2B4P(2)-2A · Affordable 3B5P SO(1) 2B4P(2) ref: 2019-613-3B5P-SO(1)-2B4P(2)-1A · Affordable 3B5P SO(1) 2B4P(2) ref: 2019-613-3B5P-SO(1)-2B4P(2)-2A · Affordable 3B5P SO(2) 2B4P(1) ref: 2019-613-3B5P-SO(2)-2B4P(1)-1A · Affordable 3B5P SO(2) 2B4P(1) ref: 2019-613-3B5P-SO(2)-2B4P(1)-2A · Affordable 3B5P ref: 2019_613_3B5P-SO-1B · Affordable 3B5P ref: 2019_613_3B5P-SO-2B · Affordable 3B5P ref: 2019_613_3B5P-WCH-1A · Affordable 3B5P ref: 2019_613_3B5P-WCH-2A · House Type A ref: 2019-613-AS1-a-1B · House Type A ref: 2019-613-AS1-a-2B · House Type A ref: 2019-613-AT1-a-1B · House Type A ref: 2019-613-AT1-a-2B · Bin Store ref: 2019-613-BS · House Type B ref: 2019_613_BS1-a-1A · House Type B ref: 2019_613_BS1-a-2A · House Type B ref: 2019_613_BS1-o-1A · House Type B ref: 2019_613_BS1-o-2A · House Type C ref: 2019-613-CRT1-a-1A · House Type C ref: 2019-613-CRT1-a-2A · House Type C ref: 2019-613-CS1-a-1A · House Type C ref: 2019-613-CS1-a-2A · 2-unit Cycle Store ref: 2019-613-CS2U · Cycle Store ref: 2019-613-CS4U · House Type C ref: 2019-613-CT1-a-1A · House Type C ref: 2019-613-CT1-a-2A · Brick Boundary Walls ref: 2019-613-D1 · Close Boarded Fence & Gate Details ref: 2019-613-D2 · Metal Railings Details ref: 2019-613-D3 · Metal Estate Fence Details ref: 2019-613-D4 · House Type D ref: 2019-613-DS1-a-1A · House Type D ref: 2019-613-DS1-a-2A · House Type E – As ref: 2019-613-E1-a-1A · House Type E1 – As ref: 2019-613-E1-a-2A · House Type E1 – Opp ref: 2019-613-E1-o-1A · House Type E1 – Opp ref: 2019-613-E1-o-2A · House Type E – As ref: 2019-613-E2-a-1A · House Type E – As ref: 2019-613-E2-a-2A · House Type E – Opp ref: 2019-613-E2-o-1A · House Type E – Opp ref: 2019-613-E2-o-2A · House Type E – As ref: 2019-613-E3-a-1A · House Type E – As ref: 2019-613-E3-a-2A
--	--

- House Type E – Opp ref: 2019-613-E3-o-1A
- House Type E – Opp ref: 2019-613-E3-o-2A
- House Type G – As ref: 2019-613-G1-a-1B
- House Type G – As ref: 2019-613-G1-a-1B
- House Type G – As ref: 2019-613-G1-a-2A
- House Type G – Opp ref: 2019-613-G1-o-1A
- House Type G – As ref: 2019-613-G1-o-2
- House Type G – As ref: 2019-613-G1-a-1
- House Type G – As ref: 2019-613-G2-a-1
- House Type G – As ref: 2019-613-G2-a-2
- House Type G – Opp ref: 2019-613-G2-o-1
- House Type G – Opp ref: 2019-613-G2-o-2
- Double Detached Garage ref: 2019-613-GD
- Single Detached Garage ref: 2019-613-GS
- Twin Detached Garage ref: 2019-613-GT
- House Type H – As ref: 2019-613-H1-a-1A
- House Type H – As ref: 2019-613-H1-a-2A
- House Type H – Opp ref: 2019-613-H1-o-1
- House Type H – Opp ref: 2019-613-H1-o-2
- House Type L – As ref: 2019-613-L1-a-1
- Site Location Plan ref: 2019-613-00A

Received by the Local Planning Authority on 31 August 2022:

- Affordable 1B2P ref: 2019-613-1B2P(4)-2B

Received by the Local Planning Authority on 24 November 2022:

- House Type H – As ref: 2019-613-H2-a-1B
- House Type H – As ref: 2019-613-H2-a-2B
- House Type H – Opp ref: 2019-613-H2-o-1B
- House Type H – As ref: 2019-613-H2-o-2B

Received by the Local Planning Authority on 19 December 2022:

- Site Layout 1 ref: 2019-613-09.1K
- General Arrangement 5 ref: CLBR-BSP-ZZ-ZZ-DR-C-0105-05 Rev P05
- General Arrangement 4 ref: CLBR-BSP-ZZ-ZZ-DR-C-0105-04 Rev P05
- General Arrangement 3 ref: CLBR-BSP-ZZ-ZZ-DR-C-0105-03 Rev P05
- General Arrangement 2 ref: CLBR-BSP-ZZ-ZZ-DR-C-0105-02 Rev P05
- General Arrangement 1 ref: CLBR-BSP-ZZ-ZZ-DR-C-0105-01 Rev P05

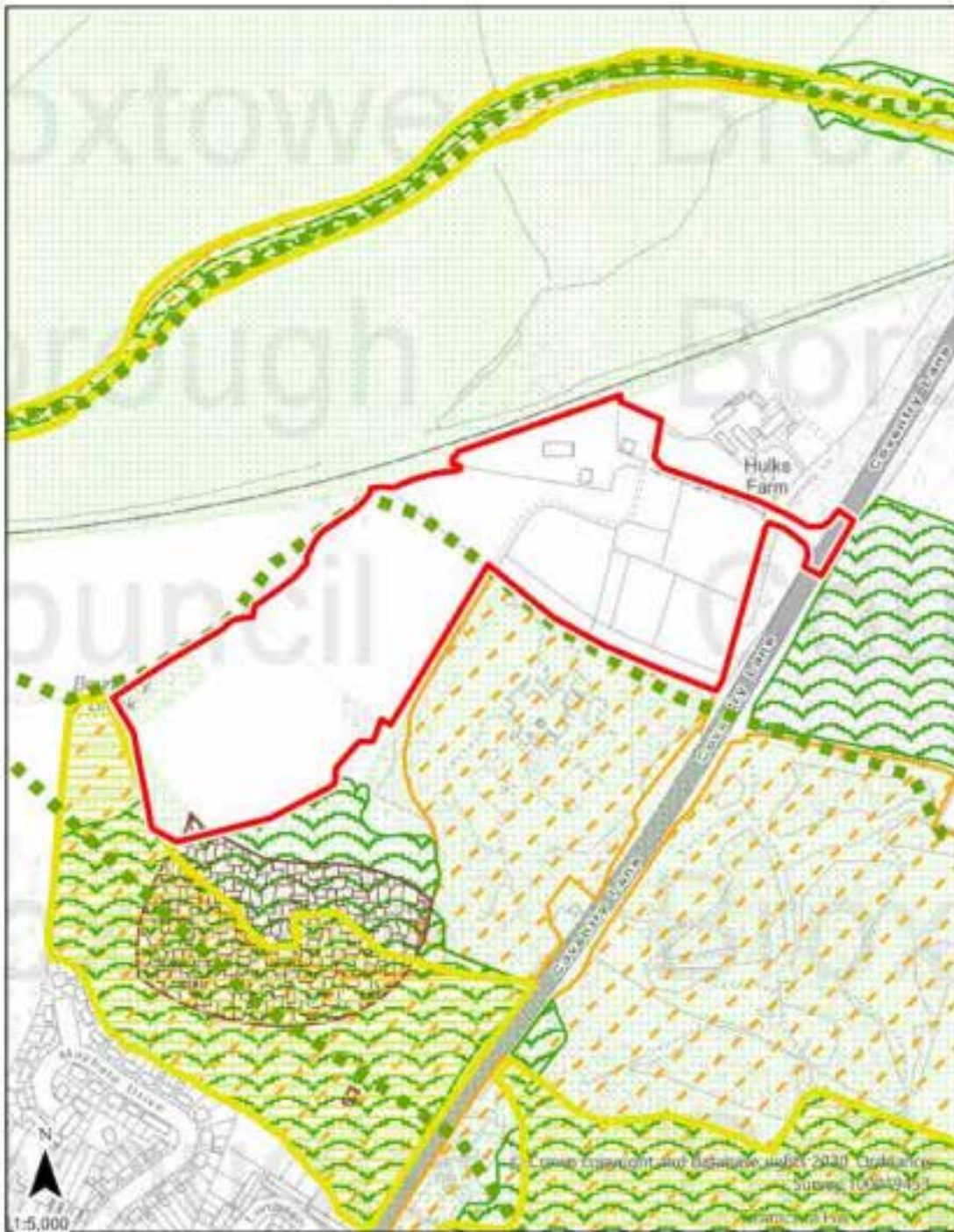
Received by the Local Planning Authority on 6 January 2023:

	<ul style="list-style-type: none"> · Site Layout 2 ref: 2019-613-09.2Q · Site Floor Plans ref: 2019-613-101C · Site Roof Plans ref: 2019-613-100C <p>Received by the Local Planning Authority on 9 January 2023:</p> <ul style="list-style-type: none"> · Landscaping Plan 1 ref: GL1386 01E · Landscaping Plan 2 ref: GL1386 02E · Landscaping Plan 3 ref: GL1386 03E · Landscaping Plan 4 ref: GL1386 04E <p>Received by the Local Planning Authority on 10 January 2023:</p> <ul style="list-style-type: none"> · Tree Retention Plan ref: 2019-613-22 <p>Received by the Local Planning Authority on 12 January 2023:</p> <ul style="list-style-type: none"> · Site Layout 2 ref: 2019-613-09.2R · Site Layout ref: 2019-613-09AB <p><i>Reason: For the avoidance of doubt.</i></p>
<p>3.</p>	<p>No development shall commence until details of protective tree fencing has been submitted to and approved in writing by the Local Planning Authority. The protective tree fencing should be constructed in accordance with British Standards 5837:2012.</p> <p><i>Reason: No such details were submitted and to ensure the existing trees are not adversely affected and in accordance with the aims of Policies 17 & 31 of the Part 2 Local Plan (2019) and Policies 10 & 17 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>4.</p>	<p>No development above ground level shall commence until full details of bird and bat boxes, including their locations has been submitted to and approved in writing by the Local Planning Authority. The bird and bat boxes shall be constructed in accordance with the agreed details.</p> <p><i>Reason: No such details were submitted and in accordance Policy 17 of the Part 2 Local Plan (2019) and Policy 17 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>5.</p>	<p>Prior to the occupation of the first dwelling hereby approved, full details of the Local Equipped Area of Play (LEAP) should be submitted to and approved in writing by the Local Planning Authority. The LEAP shall be constructed in accordance with the agreed details and maintained for the lifetime of the development.</p> <p><i>Reason: Insufficient details were submitted and in accordance with Policy 17 of the Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>

<p>6.</p>	<p>Prior to the occupation of the first dwelling hereby approved, full details of seating and bin stores shall be submitted to and approved in writing by the Local Planning Authority. The seating and bin stores shall be constructed in accordance with the agreed details.</p> <p><i>Reason: Insufficient details were submitted and in the interests of the appearance of the area and in accordance with the aims of Policy 17 of the Broxtowe Part 2 Local Plan (2019) and Policy 10 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>7.</p>	<p>Prior to the occupation of the first dwelling hereby approved, full details of the shared private drives and plan for their future management and maintenance including associated drainage shall be submitted to and approved in writing by the Local Planning Authority. The private road and drainage shall be maintained thereafter in accordance with the approved management and maintenance details, until such time that a private management and maintenance company has been established.</p> <p><i>Reason: To ensure the highway infrastructure is maintained to an appropriate standard and in accordance with Policy 17 of the Part 2 Local Plan (2019) and Policy 14 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>8.</p>	<p>All driveways should be surfaced in a bound material (not loose gravel) for a minimum distance of 5 metres behind the highway boundary, and constructed to prevent the discharge of surface water from the driveways onto the public highway. The bound material and the provision to prevent the discharge of surface water to the public highway shall be retained for the lifetime of the development.</p> <p><i>Reason: In the interest of highway safety and in accordance with Policy 17 of the Part 2 Local Plan (2019) and Policy 14 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>9.</p>	<p>No materials, machinery or vehicles are to be stored or temporary buildings erected within the perimeter of the protective tree fencing, nor is any excavation work to be undertaken within the confines of the protective fence without the written approval of the Local Planning Authority.</p> <p><i>Reason: To ensure the existing trees are not adversely affected and in accordance with the aims of Policies 17 & 31 of the Part 2 Local Plan (2019) and Policies 10 & 17 of the Broxtowe Aligned Core Strategy (2014).</i></p>
<p>NOTES TO APPLICANT</p>	

1.	The Council has acted positively and proactively in the determination of this application by working to determine it within the agreed determination timescale.
2.	This permission has been granted contemporaneously with an Agreement under Section 106 of the Town and Country Planning Act 1990, and reference should be made thereto.
3.	All relevant conditions on the outline permission (20/00352/OUT) must be complied with.

Map



Legend

- | | |
|-------------------------------|---------------------|
| Site Outline | Local Wildlife Site |
| Green Infrastructure Corridor | Open Spaces |
| Local Nature Reserves | Green Belt |
| Local Geological Sites | |

Photos



Proposed site entrance (Sidings Lane)



Facing south west along Coventry Lane



Facing south west from the middle of the site
Stapleford Hill on horizon



Facing north east from middle of site



Facing east from middle of site



View from the bottom of Stapleford Hill
facing north east into site

Plans (not to scale)

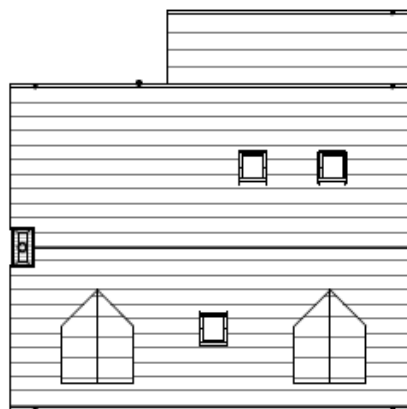
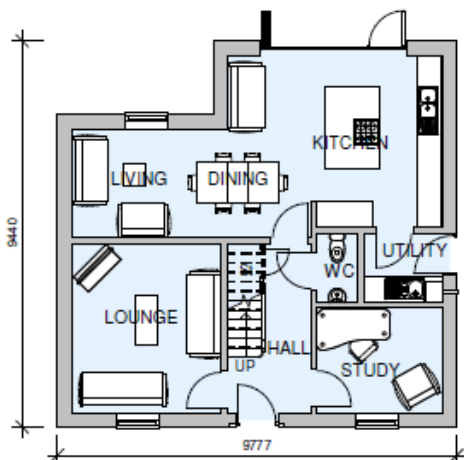
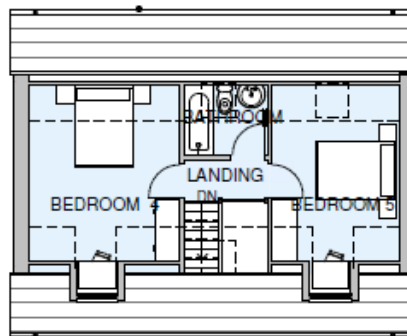
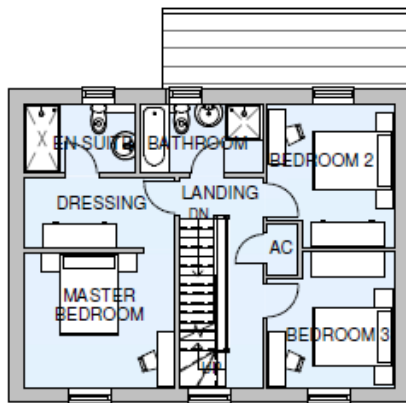


Site Location Plan



Layout Plan

Plans (not to scale)



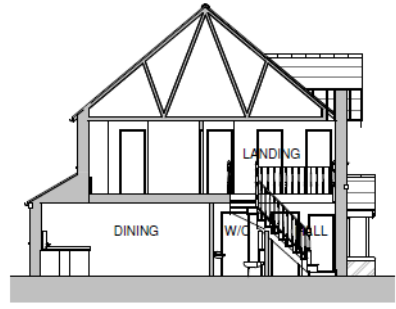
Plans (not to scale)



Front Elevation
1 : 100



Side Elevation
1 : 100



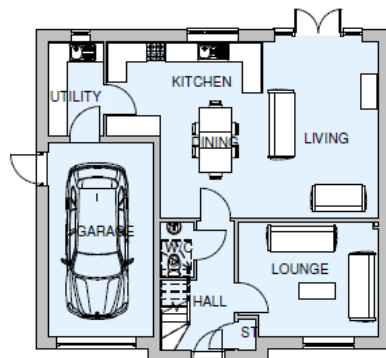
Section A-A
1 : 100



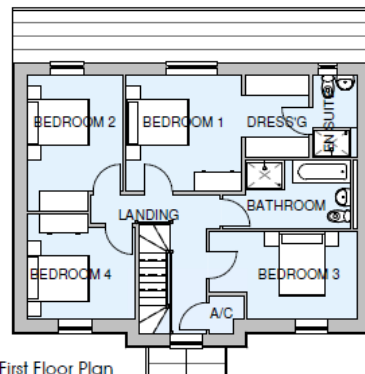
Rear Elevation
1 : 100



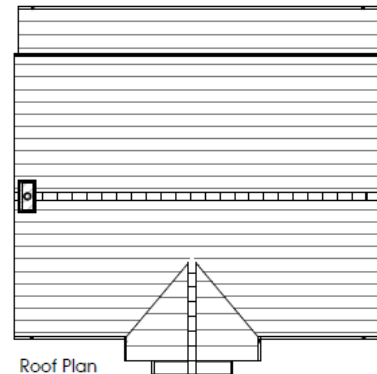
Side Elevation
1 : 100



Ground Floor Plan
1 : 100



First Floor Plan
1 : 100



Roof Plan
1 : 100

House Type P

Plans (not to scale)



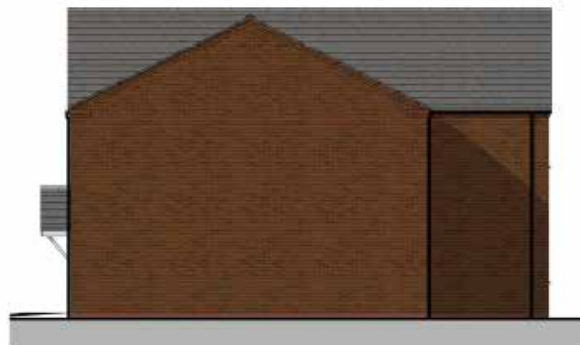
Front (Drive) Elevation
1 : 100



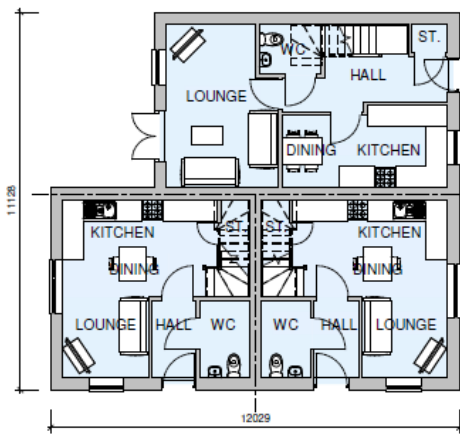
Front (Road) Elevation
1 : 100



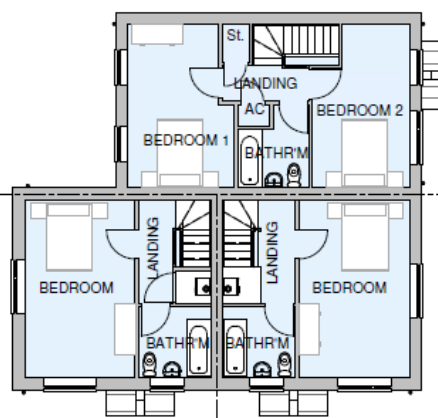
Rear (Garden) Elevation
1 : 100



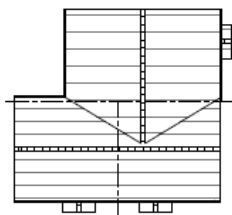
Side (Parking) Elevation
1 : 100



Ground Floor Plan
1 : 100



First Floor Plan
1 : 100



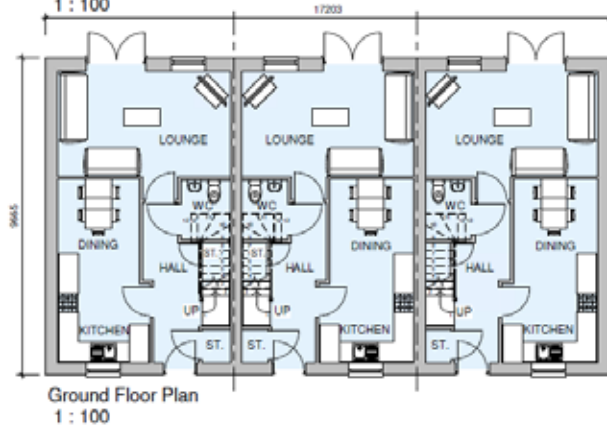
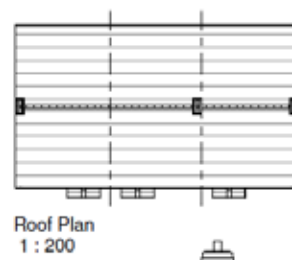
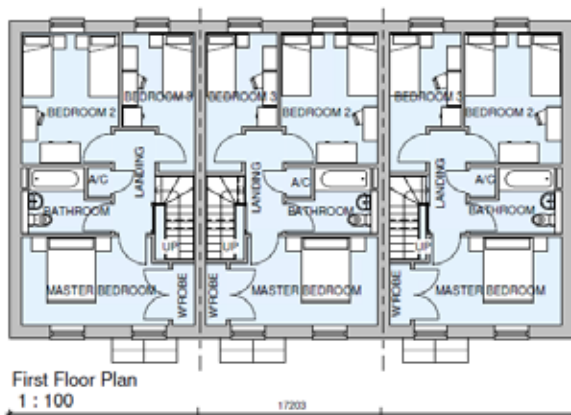
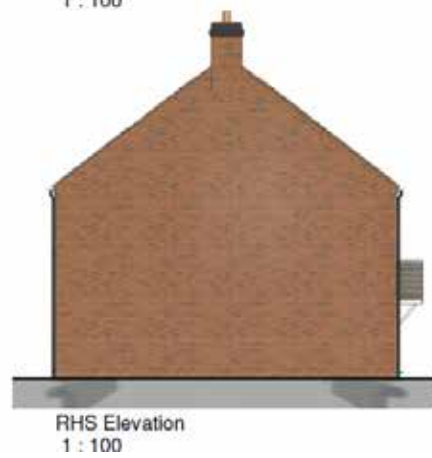
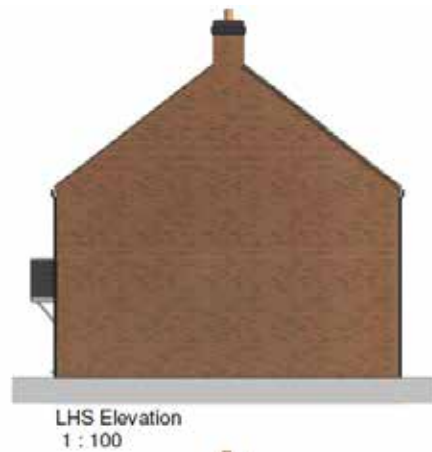
Roof Plan
1 : 200



Section
1 : 100

Affordable House Type

Plans (not to scale)



Affordable House Type