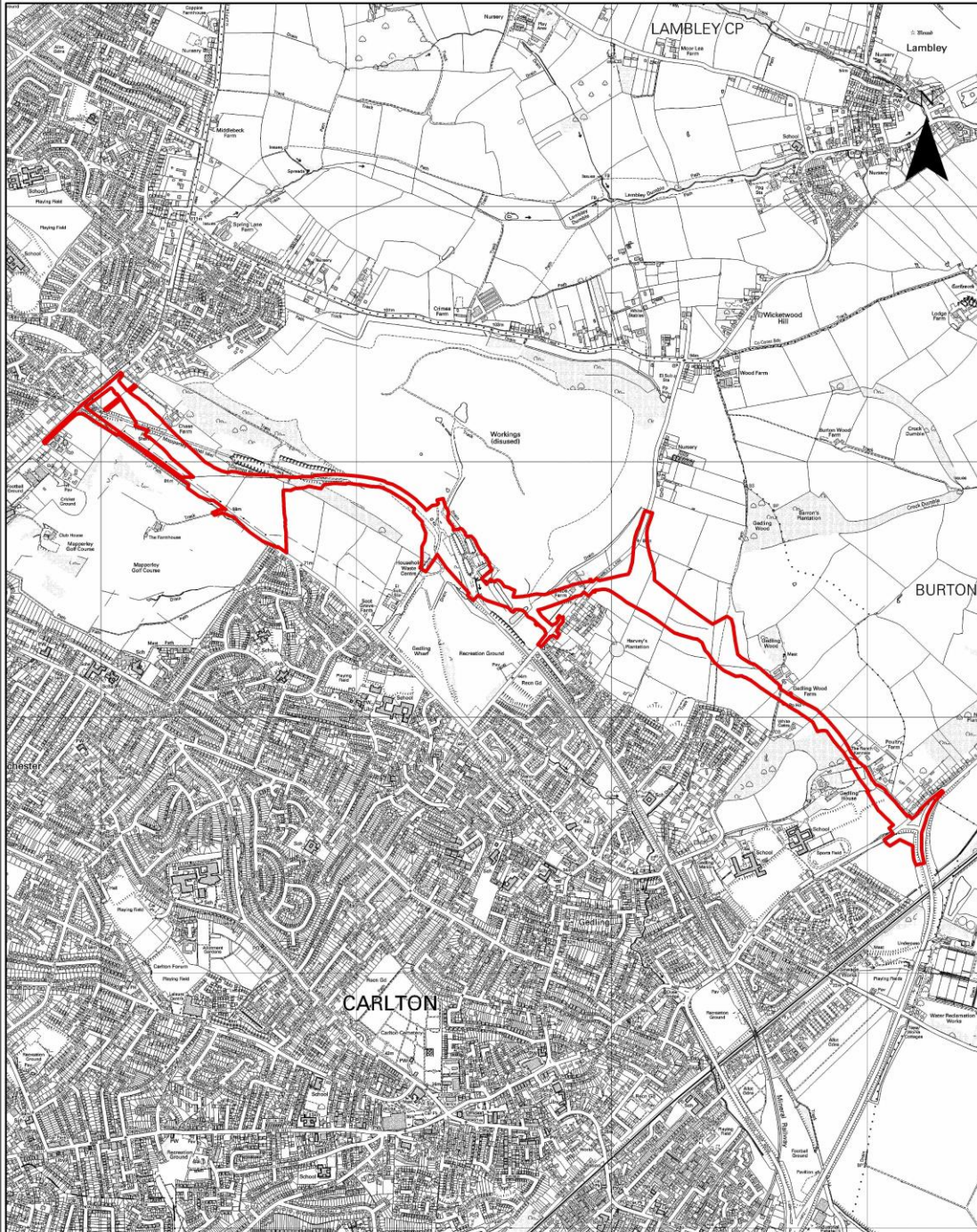




Planning Report for 2019/0904DOC

1:20,000

A612 Burton Road B684 Mapperley Plains



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Report to Planning Committee

Application Number: 2019/0904DOC

Location: A612 Burton Road B684 Mapperley Plains

Proposal: Approval of details pursuant to conditions 4 and 5 in relation to the management of traffic and pedestrian movements; Condition 6 - public transport strategy; Condition 7 - temporary lighting; Condition 11 highway design code; Condition 12 - Arboricultural Impact Assessment; Condition 13 - Landscaping; Condition 15 - noise assessment; condition 21 - recording and method statement of the garden wall at Gedling House; and Condition 22 - footpath diversion, of Planning Permission 2015/1033 for the Gedling access road.

Applicant: Via East Midlands Ltd.

Case Officer: Nigel Bryan

This application to discharge planning conditions 4, 5, 6, 7, 11, 12, 13, 15, 21 and 22 pursuant to Planning Permission 2014/0915 as varied by 2015/1033 has been referred to the Planning Committee in accordance with the resolution of Planning Committee on 27 November 2014.

1.0 Site Description

- 1.1 This discharge of condition application relates to the proposed Gedling Access Road (GAR), which would link the A612 Burton Road to the south with the B684 Mapperley Plains Road to the north. The road would have a linear length of approximately 3.8 kilometres and covers a total area of approximately 37 hectares.
- 1.2 The proposed road would follow a southern route from a new junction with the B684 created at Mapperley Plains, running parallel with the A6211 Arnold Lane, through the centre of the former Gedling Colliery site, to the east of which is the Gedling Country Park. From the former colliery site, the GAR would cross a number of arable and pastoral fields, Glebe Farm and a section of the walled garden at Gedling House, which is a Grade II Listed Building, and a small section of the Carlton-le-Willows Academy grounds. The route would terminate at a new junction created with the A612 Burton Road, Burton Joyce.
- 1.3 The southern part of the route of the GAR is within the Green Belt.

- 1.4 With the exception of the school grounds to the south-east of the former colliery site, the remainder of the GAR is primarily bound by Gedling Country Park to the north and the allocated housing allocation (H9) which is currently being developed by Keepmoat Homes.
- 1.5 Gedling House Wood adjoins the site and is designated as a Local Nature Reserve, whilst part of the Gedling Country Park and Dismantled Railway is a Local Wildlife Site (a local, non-statutory designation).
- 1.6 The proposed route of the GAR cuts across Carlton Footpath No.2, which runs north from Almond Walk, Gedling to Spring Lane, Lambley.

2.0 Relevant Planning History

2.1 In August 2008, an application for the construction of a 3.8 kilometre single carriageway road, linking the A612 and B684 Mapperley Plains, was submitted by the East Midlands Development Agency (EMDA) under application no: 2008/0459. This application was withdrawn following the abolition of EMDA in March 2012

2.2 In December, 2014, full planning permission was granted under application no: 2014/0915 for the GAR, the construction of which was intended to be carried out in two phases:

It was resolved that the approval of details required by the conditions set out below should be subject to wider public consultation for a period of 21 days (including other relevant parties such as the Carlton Le Willows Academy) as the detail that would be contained within the information will be of wider public interest. It was also resolved that the approval of the details submitted in relation to the conditions set out below should be referred to Planning Committee.

- Condition 4 and 5 in relation to the management of traffic and pedestrian movement during the construction of the GAR and post construction but prior to the opening of each phase.
- Condition 6 in relation to the management of public transport during the construction of the GAR and post construction but prior to the opening of each phase and after the construction of each phase.
- Condition 7 in relation to temporary lighting whilst the GAR is being constructed.
- Condition 11 in relation to the proposed Highway Design Code.
- Condition 12 and 13 in relation to retention of trees and landscaping.
- Condition 15 in relation to pre-commencement noise assessment and proposed mitigation measures.
- Condition 21 in relation to the details for the rebuilding of the Gedling House Wall garden

- Condition 22 in relation to the diversion of the Carlton Footpath No.2.

This application is made to discharge these conditions, with the permission intended to be completed in two phases.

- 2.3 Phase 1 - The construction of a new 5 arm roundabout onto the A6211 Arnold Lane. The development was expected to commence in early 2015 and facilitate development of an initial stage of residential development on the former Gedling Colliery/Chase Farm site and would provide a by-pass route to ease traffic congestion through Gedling Village.
- 2.4 Phase 2 - Completion of the GAR between the B684 Mapperley Plains Road to the north-west and the A612 Burton Road enabling the complete redevelopment of the Gedling Colliery/Chase Farm site, which was due to be finished by 31st December 2019.
- 2.5 Condition, number 1, which stipulated the time frames for the development to be complete is drafted below: "The Gedling Access Road hereby approved shall be constructed in two phases. Phase 1 shall cover the construction of the five arm roundabout off Arnold Lane, which shall be completed by 31st December 2015. Phase 2 shall cover the construction of the rest of the Gedling Access Road, which shall be completed by 31st December 2019."
- 2.6 In February, 2015, planning permission was granted under application no: 2015/0110 for a variation of condition 2 attached to planning permission no: 2014/0915 to amend the details of the approved plans to allow limited vegetation clearance to allow gas main re-alignment and preparation for an interim roundabout, prior to the bird nesting period, which would otherwise constitute a commencement of development and require a wide range of pre-commencement conditions to be discharged.
- 2.7 Furthermore, given concerns over the original time lines for the completion of the GAR application 2015/01033 was submitted to vary condition 1 of the original permission. The application was granted permission on the 3rd June 2016 and condition 1 is reproduced below: "*The Gedling Access Road hereby approved is made up of two phases. Phase 1 is the construction of a five arm roundabout off Arnold Lane. Phase 2 covers the construction of the rest Gedling Access Road. Whichever phase is commenced first, both phases shall be completed by 31st December 2019*".
- 2.8 A non-material amendment application has been granted (ref: 2019/0488NMA) to remove the requirement for the road to be complete by the 31st December 2019.
- 2.9 Application 2017/1535DOC has been granted for the approval of details pursuant to conditions 10, 16, 17, 18 and 19 with formal written consent offered that due to drainage works undertaken the permission has been lawfully implemented.
- 2.10 Application 2019/0903DOC for the 'approval of details reserved by conditions 10 (amended surface water drainage) and condition 14 (Dust Management

Plan) of planning permission 2015/1033 - Gedling Access Road' is currently pending a decision.

3.0 Proposed Development

3.1 The current application is for the approval of details to discharge planning conditions 4, 5, 6, 7, 11, 12, 13, 15, 21 and 22 pursuant to Planning Permission 2014/0915 as varied by 2015/1033 in accordance with the Planning Committee resolution detailed above. The details cover highway related issues, noise, lighting, landscaping and impacts on a Listed Building, and are dealt with in turn later in this report.

4.0 Consultations

Public consultation has been undertaken for a period of 21 days and the Carlton Le Willows Academy and Keepmoat Homes have been notified. All of the information has been made available to view on the Councils website. As a result of consultation undertaken one letter of concern has been received, a summary of the letter is outlined below:

- The Arno Vale Link was abandoned in 1999, which has resulted in problems for residents of Gedling Hill (Road)
- Air and noise pollution will increase as a result of the application
- Speed limits should be properly policed and controlled
- House values will be detrimentally impacted
- Highway safety will be compromised

4.2 Nottinghamshire County Council (Highway Authority) – The Highway Authority note that conditions 4, 5 and 11 relate to highways and that the information submitted is acceptable to allow the conditions to be discharged.

4.3 GBC Tree Officer – Having considered the submitted Arboricultural Impact Assessment and Tree Constraints Plan for each phase of development which indicates the loss of trees required to facilitate the Gedling Access Road, I am satisfied that retained trees are offered the correct level of protection.

4.4 With regards to the loss of trees, especially trees to be removed to facilitate construction, the landscape does offer a good level of mitigation against the loss of canopy cover.

4.5 Public Protection – No objection to the acoustic fencing as amended.

4.6 Conservation and Heritage Officer – No objection.

5.0 Planning Considerations

5.1 This not an application for planning permission, rather it is an application for the approval of details submitted pursuant to planning conditions attached to permission 2015/1033.

- 5.2 Each condition is considered in turn below with the full condition reproduced along with a summary of the applicant's submission and Officers assessment on the same.
- 5.3 Condition 4 - *"Prior to the commencement of site clearance in relation to Phase 1 of the Gedling Access Road hereby approved, precise written details and plans of how traffic and pedestrian movement shall be managed during and after the construction of the 5-arm roundabout onto Arnold Lane but prior to Phase 1 being made available to the public, shall be submitted to and approved in writing by the Borough Council. Traffic and pedestrian movement shall be managed in accordance with the approved details during and after the construction of 5-arm roundabout prior to the opening of Phase 1 of the Gedling Access Road"*.
- 5.4 Applicants submission – A 'Traffic and Pedestrian Movement Management Plan' has been submitted in support of the application and identifies that during construction Arnold Lane will be closed to through traffic to facilitate the works for period of three months. One of the footways would need to be temporarily closed whereas one will remain open.
- 5.5 Officer Assessment – Given the scale of the proposed works some disruption to the local highway network is to be expected, but this needs to be balanced against the longer term public benefits which have previously been accepted. The road will be closed for approximately 3 months and one footway for a similar period, whilst the other will remain open. Given the extensive works that are required this time frame is considered to be both reasonable and acceptable; it is recommended that the details are approved.
- 5.6 Condition 5 – *"Prior to the commencement of site clearance in relation to Phase 2 of the development hereby approved, precise written details and plans of how traffic and pedestrian movement shall be managed during and after the construction of the following junctions but prior to Phase 2 being made available to the public, together with a timetable for implementation shall be submitted to and approved in writing by the Borough Council. These must include: (1) the junction of the Gedling Access Road onto Mapperley Plains Road and the other proposed highway alterations; (2) the proposed roundabout on Lambley Lane and the construction of the northern and eastern arms of the Gedling Access Road onto Lambley Lane; and (3) the junction of the Gedling Access Road onto Trent Valley Way and Burton Road/Nottingham Road at Burton Joyce and the other proposed highway alterations. Traffic and pedestrian movement shall be managed in accordance with the approved details during and after the construction of these junctions prior to the opening of Phase 2 of the Gedling Access Road"*.
- 5.7 Applicants submission – A 'Traffic and Pedestrian Movement Management Plan' has been submitted in support of the application and identifies that (1) Mapperley Plains Road will not be shut; however, it is likely that for short periods the road will need to be reduced down to one lane. The southern footway would need to be closed for some 9 months. The road is likely to be impacted from roughly March 2020 to September 2021. (2) Lambley Lane will be impacted for an extensive period of time, in the region of 18-months to facilitate earth works and highway improvements; there is no footway in this

location. Vehicular access will however be maintained from Spring Lane. The 18 month period will be broken down into roughly 6 month periods with the first 6 months controlled with traffic lights but left open; the second 6 months it will closed during the working day but open at other time and for the third period it will be closed. (3) Burton Road will be closed for approximately 3 months with temporary access to Nottingham Road from the A612. A safe pedestrian way will be retained along the A612 and on Burton Road toward Carlton-le-Willows Academy. The road is likely to be impacted April to July 2020.

- 5.8 Officer Assessment – Given the scale of works proposed the closures are considered to be acceptable. Access will remain to Carlton-le-Willows Academy. Again, given the longer term benefits, the proposals are considered to be reasonable. It should also be noted that residents and businesses will retain vehicular access for the duration of the build. It is therefore recommended that the details are approved.
- 5.9 Condition 6 – *“Prior to the commencement of site clearance of Phase 1 and also prior to the commencement of site clearance of Phase 2, a public transport strategy shall be submitted in writing each time and approved in writing by the Borough Council. The strategy shall include details of how public transport shall be managed and accessed during the construction of each phase of development, and after the construction of each phase of development but prior to that phase being made available for use by the public, and once each phase is brought into use. The strategy shall provide precise locations of temporary and permanent bus stops, the design of both temporary and permanent bus stops together with the design of pavements to assist access to buses (including for wheelchairs and pushchairs) and shall contain a programme of implementation and a timetable to cover construction, after construction but prior to the opening of each phase of the Gedling Access Road and then after each phase is brought into use. Public transport shall be managed and accessed in accordance with the approved details”.*
- 5.10 Applicants submission – A ‘Public Transport Strategy’ has been submitted in support of the application and identifies the bus routes affected, mainly along Mapperley Plains and Burton Road/A612 Nottingham Road. Bus operators impacted by road works/closures will be informed 56 days in advance to minimise disruption. Two bus stops will need to be relocated on Mapperley plains once the works are completed and 7 stops temporarily affected during construction will remain operational through re-routing 100/N100, as well as 607/608 utilising a bus turning circle to turnback and continue along Burton Road.
- 5.11 Officer Assessment – Impacts on public transport will be limited with minor re-routing of vehicles during construction and the re-siting of two bus stops once the works are complete. The details as submitted are acceptable and it is therefore recommended that the details are approved
- 5.12 Condition 7 – *“Prior to the commencement of site clearance of Phase 1, and prior to the commencement of site clearance of Phase 2, there shall be submitted to and approved in writing by the Borough Council written details of any temporary security lighting/floodlighting (together with a lux plot of the*

estimated luminance) to be installed during the construction of that phase, which shall be designed, located and installed so as not to cause a nuisance to users of the highway. The security lighting/floodlighting shall be implemented in accordance with the approved details and shall be removed prior to the opening of phase 1 and phase 2 of the Gedling Access Road”.

- 5.13 Applicants submission – A document titled ‘Temporary Lighting’ has been submitted with the application and includes drawings showing the lux levels at four key areas, Mapperley Plains, the five island roundabout (Arnold Lane), Lambley Lane and the A612/Burton Road. The hours of operation for construction are identified as 07:00-18:00 Monday to Friday and 07:00-13:00 on Saturdays.
- 5.14 Officer Assessment – Some form of temporary lighting will be required at the main junctions to ensure the highway network is appropriately lit. Lux levels appear relatively low and should not have an adverse impact upon the amenity of the area or ecology. It is therefore recommended that the details are approved.
- 5.15 Condition 11 – *“Prior to the commencement of site clearance of Phase 1 and prior to the commencement of site clearance of Phase 2, a written Highway Design Code shall be submitted to and approved in writing by the Borough Council. The Design Code shall cover the operational phase of Phase 1 and Phase 2 and shall include detailed coding for the: (1) street type/function; (2) the principal dimensions of the Gedling Access Road for each phase of development including specific details of boundary treatments, details of sight lines (visibility splays and gradients) at junctions onto and off the Gedling Access Road for each phase, and details of the Gedling Access Roads gradients and the design of embankments and their gradients in relation to each phase of development; (3) junctions and types of traffic calming; (4) treatment of major junctions, bridges and public transport links; (5) street lighting and street furniture specifications and locations; (6) specifications for tunnels and details of the locations that they are to be provided at in order to assist the movement of fauna within the surrounding area; (7) specifications, including locations of trees and planting adjacent to the highway, and details for the long term management of such planting together with maintenance schedules covering a minimum period of 25 years; (8) specifications and location of drainage and rainwater run off systems, including SUDS; (9) routeing and details of public utilities; (10) arrangements for maintenance and servicing including refuse collection/bin storage; (11) a strategy to enable the periodic review and, if necessary, revision of the Design Code once Phase 1 and Phase 2 are operational. The Highway Design Code shall be implemented in accordance with the approved details”.*
- 5.16 Applicants submission – A document titled ‘Highway Design Code’ has been submitted in support of the application and identifies all key areas outlined by the above condition. Details include drawings showing the engineering make up of roads, landscaping and drainage layout, including ponds. Features of note include the road width to be 7.3m (for the single carriageway aspect), a climbing lane some 900m long from the junction with Burton Road, signalised junctions at either end, two roundabouts, one toucan and a pedestrian crossing, and a footway along its length.

- 5.17 Officer Assessment – The document submitted is comprehensive in detail and the Highway Authority, Nottinghamshire County Council, are content with the information submitted. Furthermore, final details would need to be approved through an application to the County Council under S278 and S38 of the Highways Act. It is therefore recommended that the details are approved.
- 5.18 Condition 12 – *“Prior to the commencement of site clearance of Phase 1 and prior to the commencement of site clearance of Phase 2, there shall be submitted to and approved in writing by the Borough Council a full written Arboricultural Impact Assessment and Tree Constraints Plan for each phase of development which shall indicate the loss of trees required to facilitate the Gedling Access Road and a full planting mitigation solution and shall set out a programme of implementation and timetable for the provision of mitigation measures and their removal if appropriate. The Arboricultural Impact Assessment and Tree Constraints Plan to be submitted in writing shall detail and consider all supporting infrastructure, such as underground utilities, drainage proposals, street lighting, safety cameras and signage that will be required within the Gedling Access Road and the location of such structures within the red line plan defining the boundary of this Gedling Access Road planning application hereby approved. The Tree Constraints Plan shall be implemented in accordance with the approved details for the duration of that phase of the construction period and the proposed mitigation measures shall be implemented in accordance with approved details”.*
- 5.19 Applicants submission – An ‘Arboricultural Impact Assessment and Tree Constraints Plan’ has been submitted in support of the application and makes reference to the original arboriculture survey and tree constraints plan. A total of 7 drawings have been submitted identifying specific trees that require protection during construction and those that need to be removed to facilitate the GAR.
- 5.20 Officer Assessment – The Tree Officer has reviewed the document and concluded that the mitigation is acceptable to ensure retained trees are duly protected and also additional planting would supplement those that are to be retained. There will, undoubtedly, be a significant reduction in the number of trees but the majority appear to be self-set. Drawing have been supplied to identify those that are to be protected as well as a landscaping scheme that identifies a woodland mix along the edge of the road, including Field Maple, Silver Birch and Hazel. The details as submitted are considered to be acceptable and it is therefore recommended that the details are approved.
- 5.21 Condition 13 – *“Prior to the commencement of site clearance of Phase 1 and prior to the commencement of site clearance of Phase 2 there shall be submitted to and approved in writing by the Borough Council a written landscape plan for that phase of the site. The detailed plans and particulars to be submitted shall include details of the size, species, positions and density of all trees, ground cover flora and shrubs to be planted, which shall consist of native species, ideally of local provenance where possible, and shall include details of existing trees to be felled and retained. A written programme and timetable for the implementation of the landscaping scheme shall also be*

submitted as part of the landscape plan. The landscaping scheme shall be implemented in accordance with the approved details, which shall be retained for the lifetime of the development”.

- 5.22 Applicants submission – Detailed landscape drawings have been submitted that show the location, size and species of trees to be planted along the length of the access road. This also includes details toward the periphery of roundabouts as well as around retention basins associated with the road.
- 5.23 Officer Assessment – Details as submitted appear acceptable with boundary treatments a mixture of vehicle restraint system, post and rail fencing, hedging and an acoustic barrier. There are also various types of woodland planting and low level shrubs along the site boundary to create a green corridor. Taking into account the details as outlined on the submitted landscape drawings, the details as submitted are considered to be acceptable and approval is recommended
- 5.24 Condition 15 – *“Prior to the commencement of site clearance of Phase 1 and prior to site clearance of Phase 2, a written methodology for undertaking a noise assessment shall be submitted to and approved in writing by the Borough Council. A noise assessment shall then be carried out in accordance with the approved details and findings of the noise assessment together with mitigation measures, a programme of implementation and the length of time that measures are to be retained for shall be submitted in writing to and approved in writing by the Borough Council prior to the commencement of site clearance of Phase 1 and prior to site clearance of Phase 2. The mitigation measures and programme of implementation shall cover the period of construction, after construction and prior to the opening of each phase and once each phase has become operational. The mitigation measures shall be implemented in accordance with the approved details”.*
- 5.25 Applicants submission – A ‘Noise Modelling Update and Mitigation’ document has been submitted in support of the application and identifies that additional screening is required over and above that initially identified. This would be in the form of acoustic fencing some 2-2.5m tall and is required to protect both amenity and ecology.
- 5.26 Officer Assessment – The noise report identifies that, in particular, a large amount of additional acoustic screening is sought toward the Mapperley Plains end of the GAR. However, the visual impact of such screening in close proximity to the GAR is considered to be detrimental to the visual amenity of the area. It is also apparent that given the GAR will be raised above the existing ground level any increase in noise to dwellings at a lower level would be marginal. Weighing these matters in the round it is considered that removing the acoustic fencing toward the Mapperley Plains junction would be acceptable, as identified on updated landscape drawings. A further section of screening was also proposed in close proximity to the former railway tunnel entrance due to possible impacts on ecology, notably bats. However, due to the change in levels and planting that is proposed, combined with the detrimental impact on the visual amenity of the area from the erection of a large acoustic barrier, the fencing is proposed to be removed in this location too. In all other respects, the acoustic fencing is proposed to remain toward

the Burton/Nottingham Road end of GAR. This will ensure that the amenity of nearby residential properties is respected and, all but for a section of the road in close proximity to Gedling House and on the opposite side of the road, there will be a set-back of the acoustic fence with planting to the front to visually soften the barrier. Taking into account the above it is considered that, following changes made to the acoustic barrier, the character of the area will be respected along with the aural amenity of local residents.

- 5.27 *Condition 21 – “Prior to the partial demolition and rebuilding of the garden wall for Gedling House, a full recording of the existing wall along with a written specification and method statement for its demolition and precise details of the location and materials for the erection of the proposed new wall together with a programme of works and a timetable for the construction of the new wall shall be submitted in writing to and approved in writing by the Borough Council. The scope of mitigation must include a comprehensive scheme of repair of the garden wall in addition to the basic re-building of the demolished east wall. Phase 2 of the Gedling Access Road in the vicinity of the wall and the erection of the new wall shall be implemented in accordance with the approved details”.*
- 5.28 Applicants submission – An Historic Buildings record has been submitted in support of the application along with elevation drawings of how the alignment and design of the Walled Garden will alter. Listed Building Consent has been granted for the works in the past and the details are being considered under 2019/0837.
- 5.29 Officer Assessment – The details submitted are acceptable and are the same as proposed under 2019/0837. The Conservation Officer has not raised concern with the Listed Building application and the works proposed, when weighed against the wider public benefit of the GAR, are considered to be acceptable.
- 5.30 *Condition 22 – “The development will require the diversion of a public right of way (Carlton Footpath No.2) and no part of the development hereby permitted or any temporary works or structures shall obstruct the public right of way until a Diversion Order has been secured and the diversion has been constructed in accordance with a detailed design and specification which shall be submitted to and approved in writing by the Borough Council”.*
- 5.31 Applicants submission – A document titled ‘Footpath Diversion’ identifies that under the Highway Act 1980, an application has been made to divert the footpath taking into account the GAR. The application proposed the stopping up of the footway affected by the GAR and its realignment to include a safe crossing way with a signal controlled puffing crossing.
- 5.32 Officer Assessment – The above mentioned Order has been secured and the mitigation is acceptable with regard to condition 22.
- 5.33 Other Matters – Matters raised by an Objector relate to highway concerns and the volume of traffic that will be affected by the proposal to the top of Gedling Hill (Road). However, the application will not impact the volume of traffic along this section of road. Furthermore, matters of street signs and

enforcement of existing speed limits is not pertinent to this application rather a matter for the County Council and Police respectively. The matters raised in this objection are not considered to be material to the determination of this application to discharge planning conditions pursuant to permission 2015/1033.

6.0 **Conclusion**

- 6.1 The information submitted pursuant to conditions 4, 5, 6, 7, 11, 12, 13, 15, 21 and 22 of planning permission 2015/1033 is considered to be acceptable, subject to the details as submitted being implemented. It is therefore recommended that the details be approved and the conditions discharged.

Recommendation: Discharge conditions 4, 5, 6, 7, 11, 12, 13, 15, 21 and 22 of Planning Permission 2015/1033