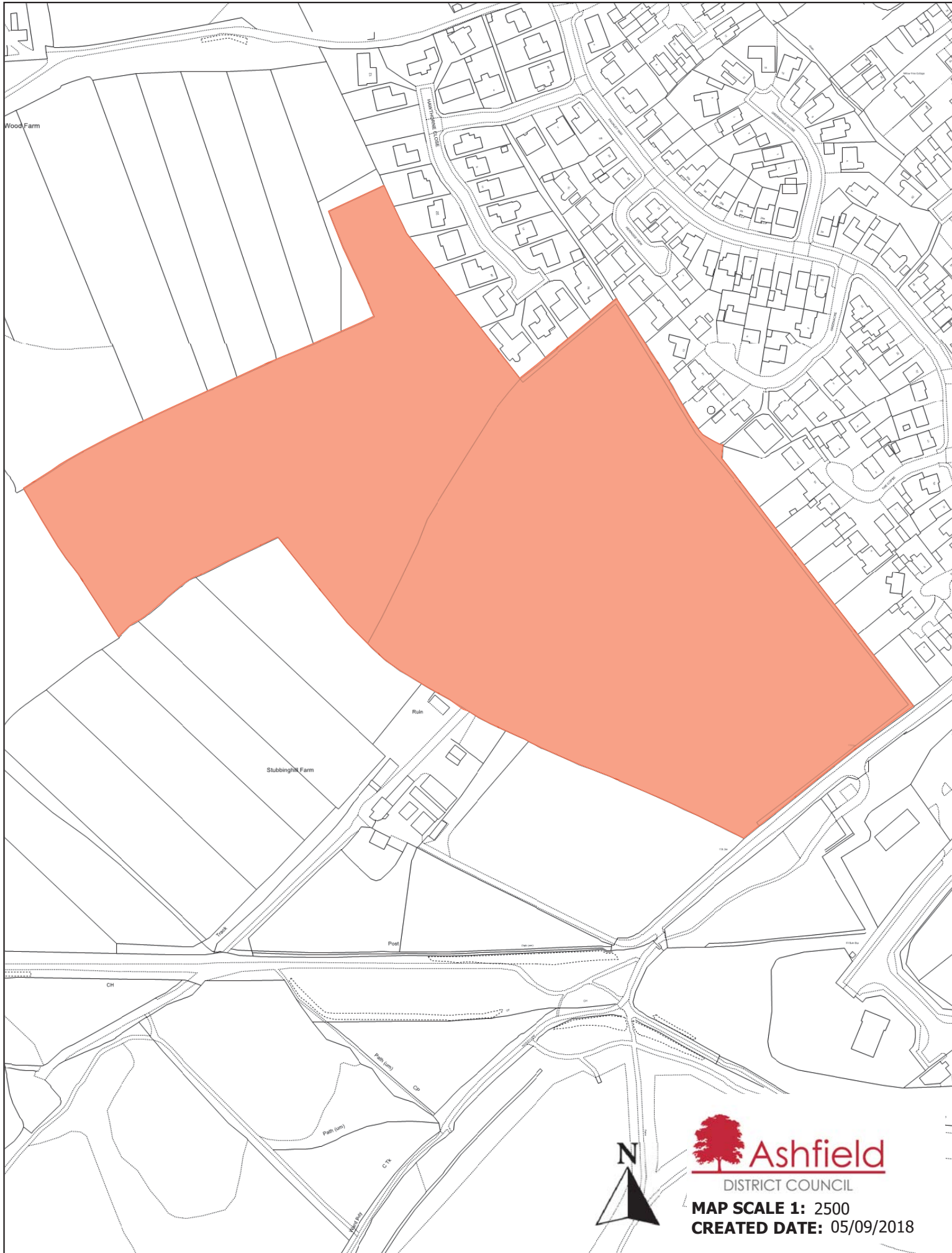


# V/2017/0659- Land Off Brand Lane, Stanton Hill



**COMMITTEE DATE**    20/09/2018                      **WARD**            Stanton Hill and Teversal

**APP REF**                      V/2017/0659

**APPLICANT**                Harron Homes

**PROPOSAL**                Application to Vary Condition 7(iii) of Planning Permission V/2016/0208 to Allow a Single Principal Access as Opposed to a Dual Approach

**LOCATION**                    Land at Brand Lane, Stanton Hill, Sutton in Ashfield, Nottinghamshire, NG17 3GH

**WEB-LINK**                - <https://www.google.co.uk/maps/place/Brand+Ln,+Stanton+Hill,+Sutton-in-Ashfield/@53.1383445,-1.2812988,17z/data=!3m1!4b1!4m5!3m4!1s0x4879969727b7078b:0x55db6bd2b096554!8m2!3d53.1383445!4d-1.2791101?hl=en>

**BACKGROUND PAPERS**    A, B, C, D, E, F, I

App Registered 17/11/2017

Expiry Date 11/01/2018

*Consideration has been given to the Equalities Act 2010 in processing this application.*

*This application has been referred to Planning Committee by Cllr Helen Smith due to the impact upon Highways Safety*

### **The Application**

This application has been submitted under Section 73 of the Town and Country Planning Act 1990, to vary the wording of condition 7 of outline planning approval V/2016/0208 – to allow the scheme to be delivered via a single principal means of access from Brand Lane, as opposed to the dual approach previously agreed.

### **Consultations**

Site Notices have been posted together with individual notification of surrounding residents.

A total of three letters have been received from neighbouring residents objecting to the planning application on the grounds of:

- Increased traffic generation;
- Loss of trees and vegetation;
- Drainage;
- Poor visibility;

- Highways safety concerns;
- Noise and dust from building works;

**NCC Highways Authority** – The Highways Authority initially objected to the planning application, however following extended discussions and the provision of additional details, the Highways Authority have withdrawn their objection.

**A.D.C Tree Officer** – The removal of an estimated 30m of hedgerow would not have a significantly detrimental impact on the area. The vegetation appears not to be of any significant size age or diversity of species.

### **Policy**

Having regard to Section 38 of the Planning and Compulsory Purchase Act 2004 the main policy considerations are as follows:

#### **The National Planning Policy Framework (NPPF) 2018**

- Part 4 – Decision-making
- Part 5 – Delivering a sufficient supply of homes
- Part 8 – Promoting healthy and safe communities
- Part 9 – Promoting sustainable transport
- Part 12 – Achieving well-designed places

#### **Ashfield Local Plan Review 2002 (ALPR)**

- ST1 – Development
- ST4 – The remainder of the district
- EV2 – Countryside
- EV8 – Trees and woodland
- HG3 – Housing density
- HG5 – New residential development
- RC8 – Recreational routes
- TR6 – Developer contributions for transport schemes

#### **Teversal, Stanton Hill and Skegby Neighbourhood Plan 2016 – 2031**

- NP1 – Sustainable Development
- AP1 – Road Safety and Public Transport

#### **Residential Design Guide Supplementary Planning Document 2014**

#### **Residential Car Parking Supplementary Planning Document 2014**

### **Planning History**

**V/1976/0292** – Temporary (5 years) Coal Stocking – Approved 17/06/76.

**V/1981/0410** – Temporary (5 years) Coal Stocking – Approved 18/08/81.

**V/2016/0208** - Outline Application With Some Matters Reserved for Residential Development of up to 181 Dwellings and Associated Acces. Approved.

**V/2018/0120** - Application for approval of reserved matters following outline planning permission V/2016/0208 for residential development for 171 dwellings and associated access. PENDING.

**V/2018/0243** – Applications for approval of details reserved by conditions 9, 10, 11, 12, 16, 17 and 18 of planning permission V/2016/0208.

**Comment:**

The main considerations in the determination of this planning application are the impact upon highways safety, visual amenity, the adjacent hedgerow and on residential amenity. These are discussed in turn below:

**Highways Safety**

The principle of residential development has been established by the Outline Planning Permission (V/2016/0208), this included approval of the access arrangement. The intention of this application is to vary the wording of condition 7 to allow the scheme to be delivered via a single principal means of access from Brand Lane, as opposed to the dual approach agreed as part of the outline approval.

The Highways Authority have confirmed that this design arrangement is a less favoured approach, and that their preference would be for the 2 points of access to be formed - with full highway improvements to Brand Lane along the frontage of the site. This is to ensure the urban boundary and associated highway facilities are comprehensively expanded.

Notwithstanding this, the applicant has confirmed that the single point of access is a reserve position and proposes to pursue the original dual access strategy, with the associated upgrades to Brand Lane and the entrance to Brierley Forest Park. The Highways Authority considers the latter to be the best option it will improve existing facilities and provide more community benefit.

The supporting letter included with the application states that the access arrangement was agreed at outline planning when 181 units were anticipated, with the Transport Assessment based on 216 units. The Highways Design Guide requires 2 points of access to developments of 150 units or more.

The current reserved matters application under consideration (Ref: V/2018/0120) proposes 171 units. The Highways Authority have, on this occasion, stated that a single oversized priority access would be suitable to cope with an additional 21

dwellings, over and above the 150 dwelling limit - subject to a suitable internal layout which supports this. The layout of the site would be dealt with under the reserved matters application.

The Highways Authority have been explicitly clear, in stating that any number greater than 171 would be unacceptable and give rise to highways safety concerns. Planning Officers have therefore raised substantive concern regarding the ability to restrict the number of dwellings, as the outline consent is for up to 181. A legal opinion has been sought as to the most appropriate means of restricting the number of units. The advice received demonstrates that it would not be possible, through the use of planning condition, to restrict the number of units. Although, it has been advised that this may be possible through the use of a S106 Agreement. However, this could be challenged after a five-year period.

The issue of restricting the number of dwellings further and in accordance with the Highways Design Guide was discussed with the applicant; however, on the basis of no objections being raised from the Highways Authority for 171 dwellings, the applicant considered 171 to be a suitable approach.

In line with the comments received from the Highways Authority and in terms of good planning practice, it is recognised that the site would be best delivered under a dual access approach. The Highways Authority have however not objected to the application - agreeing a compromise approach - in raising no objections on the basis of no more than 171 dwellings being provided from a single point of access. It must however be noted that, in the future, this could result in an incremental increase of numbers on the site, for which a singular approach would be unsuitable.

On the balance of the above, it is considered that the alteration to a single point of access, with a section 106 agreement limiting the number of dwellings, would not prejudice highways safety. Accordingly, the development would comply with Saved Policy ST1 of the Ashfield Local Plan Review (2002), which seeks to approve development where it will not adversely affect highway safety. It would also be compliant with part 9 of the National Planning Policy Framework (2018).

### **Impact upon hedgerow**

A hedgerow along Brand Lane is required to be removed in order to facilitate the widening of Brand Lane and inclusion of footpaths. This necessitates the removal of a mature hedge adjacent to the existing dwellings and their garden accessed from the Paddock. The removal of the mature hedgerow is required whether a single, or double point of access would be required. This element, was previously presented to planning committee as part of the Outline planning application and found to be acceptable.

The Councils Tree Officer has raised no objection to the removal of the hedgerow as the vegetation appears not to be of any significant size age or diversity of species.

The applicant has also submitted a Hedgerow Assessment report to assess the removal of the hedgerow from an ecological standpoint. This concludes that the hedgerow is unlikely to be significant to any faunal groups and overall is of low limited ecological value. The mitigation for the loss of the hedgerow can be provided within the landscaping scheme as part of the reserved matters application.

## **Other Issues**

### *Wildlife*

A number of residents have raised concerns with regards to the impact of the proposed development on Wildlife on the wider site. The impact was thoroughly assessed during the Outline stage with the accompanying Ecological Appraisal and found to be acceptable.

### *Character and Appearance*

The proposal would result in the allowance to provide a singular point of access, as opposed to a dual approach. There would be no significant adverse impact upon the character and appearance of Brand Lane, as a result of the change in this access arrangement.

### *Residential Amenity*

The removal of the hedgerow to facilitate highway improvement works, will expose the existing rear garden fences of numbers 1-7, The Paddocks. The issue of a new boundary treatment(s), is to be dealt with at reserved matters stage, where it would be appropriate to agree a suitable new boundary treatment with the affected occupants - to create a higher quality street scene that maintains appropriate privacy. The residents along the Paddock have been written to specifically regarding the hedgerow removal and following these letters being sent, no formal responses have been received on this issue.

The issue of site levels, and the exact layout/size of the dwellings is also to be determined at reserved matters stage. The alteration of the access to a single priority junction is highly unlikely to adversely impact upon neighbouring residents.

### *Drainage*

A resident has raised concerns regarding drainage at the site; a condition was applied to the outline permission and will be re-attached to this application for a full drainage scheme to be submitted. The sites drainage is currently being discussed as part of reserved matters submission.

### *Section 106*

A Section 106 was submitted in support of the outline permission, which addressed the issue of affordable housing provision, as well as securing contributions toward healthcare, highways, libraries, regeneration and public open space. A deed of variation to the Section 106 will be required to ensure the contributions are secured with this application. A legal agreement will also be entered into, in order to restrict the number of units.

**Conclusion:**

The principle of residential development has been established by the outline planning permission (Ref: V/2016/0208). In terms of good planning, it is recognised that the site would be best delivered through a dual point of access, which would maximise the potential of the site to deliver its full housing potential. However, the Highways Authority have raised no objections to a singular approach on the basis of no more than 171 dwellings; consequently, there are no Highways Safety concerns associated with this application. In taking a balanced and pragmatic approach, the application is recommended for approval, subject to a satisfactory completion of a legal agreement.

**Recommendation: - Approve subject to a Section 106 Legal Agreement.**

1. The formal approval of the Local Planning Authority shall be obtained prior to the commencement of any development with regard to the following Reserved Matters:
  - a. Layout
  - b. Scale
  - c. Appearance
  - d. Landscaping
2. The reserved matters should indicate the proposed floor levels of all buildings, and the relationship of such to the existing dwellings to be approved. In writing, by the Local Planning Authority.
3. The reserved matters for each phase of the development hereby permitted shall include detailed plans and particulars relating to the following items appropriate for that phase, and shall be implemented in accordance with the phasing plan:
  - i. A detailed layout plan of the phase in context with the whole site (for the avoidance of doubt the submitted Master Plan (CAL031215/02H) and Design & Access Statement shall be considered to be for indicative purposes only) which shall be accompanied by a swept path analyses of a 10m refuse vehicle throughout for the residential development;
  - ii. Details of highways and private street works;
  - iii. Details of access from the approved spine road (for the avoidance of doubt, the current junction arrangements on the submitted masterplan drawing reference CAL031215/02H are considered to be indicative)

- iv. The layout and marking of car parking, servicing and manoeuvring areas;
    - v. Details of the means of foul and surface water drainage together with a programme of implementation;
    - vi. Cycle and bin storage facilities
    - vii. The means of access and highway route for construction traffic.
  4. The development shall only be carried out in accordance with the agreed phasing plan unless otherwise agreed in writing by the Local Planning Authority.
  5. Application for approval of Reserved Matters shall be made to the Local Planning Authority before three years from 27/02/2017.
  6. The development to which this approval relates shall be begun not later than whichever is the later of the following dates:
    - a. The expiration of 5 years from 27/02/2017
    - b. 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.
  7. No development shall take place until such time as programme has been submitted to and approved by the LPA covering the following works:
    - i. The provision of pedestrian crossing upgrades including dropped kerbs and tactile paving across the minor arm of Victoria Street at its junction with New Lane, across the minor arm of Cross Row at its junction Brand Lane as shown for indicative purposes on plan reference 1600503A;
    - ii. The provision of all round puffin style pedestrian crossing facilities at the Brand Lane/Stoneyford Road/High Street/New Lane signal controlled junction, as shown for indicative purposes on plan reference 1600502;
    - iii. The provision of a single priority junction forming the access into the site with 6.75m wide access road width, a 2m wide footway on either side of the access road, and two footways provided along Brand Lane connecting with infrastructure to the north east of the site and a widening of Brand Lane along the frontage of the site to a minimum width of 5.5m as shown for indicative purposes on plan reference 1600501D
    - iv. The provision of an uncontrolled pedestrian crossing between the proposed footway located on the northern side of Brand Lane, and the opposite carpark access, including the construction of a short length of footway as shown for indicative purposes on plan reference 1600501a;
    - v. The provision of a pedestrian link to the existing PROW Footpath (1846) connecting to the site to Greenacre as shown for indicative purposes on plan reference: Master Plan (CAL031215/02h).
  8. The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and



approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

9. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall demonstrate:
  - The utilisation of holding sustainable drainage techniques;
  - The limitation of surface water run-off to equivalent greenfield rates;
  - The ability to accommodate surface water run-off on-site up to the critical 1 in 100 year event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and
  - Responsibility for the future maintenance of drainage features.
10. The development shall be undertaken in accordance with the Arboricultural Method Statement produced by AWA Consultants Dated January 2018.
11. No development shall take place until samples of the materials and finishes to be used for the external elevations and roof of the proposal have been agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out with those materials, unless the Local Planning Authority gives written approval to any variation.
12. Prior to the commencement of any works pursuant to this permission the applicant shall submit the following to the Local Planning Authority (LPA):
  - i. A Desktop Study/Phase I Report documenting the historical use(s) of the site and its immediate environs. This shall include a conceptual site model indicating all potential pollutant linkages.
  - ii. A Site Investigation/Phase II Report where any previous use of the site indicates a potential contaminative use. The applicant/developer shall submit a Site Investigation/Phase II Report documenting the characteristics of the ground at the site. The Site Investigation should establish the full extent, depth and cross-section, nature and composition of the contamination. Ground gas monitoring and chemical analysis, identified as being appropriate by the Desktop Study, should be carried out in accordance with current guidance using UKAS/MCERTS accredited methods. All technical data must be submitted to the LPA.
  - iii. A Scheme of Remedial Works where the Site Investigation has identified the presence of significant levels of harmful ground gas and/or significant levels of chemical contamination. The scheme should include a Remediation Statement and Risk Assessment Strategy to prevent any significant risk arising when the site is being developed or subsequently occupied.

Any variation to the Remediation Scheme shall be agreed in writing with the LPA, in advance of works being undertaken. All remediation should be carried out safely, ensuring that no significant risk(s) remain. The applicant will need to have a contingency plan should the primary remediation or subsequent construction phase reveal any additional contamination. Where additional contamination is found the applicant must submit in writing, details of the contingency plan for written approval by the LPA.

On completion of remedial works and prior to the occupation/use of the development, the applicant must submit to the LPA:

- iv. A Validation Report with confirmation that all remedial works have been completed and validated, in accordance with the agreed details. The Validation Report must be submitted for the written approval of the LPA prior to the development being put to its intended use.
13. The development shall not be occupied or be brought into use until the owner or the occupier of the site has appointed and thereafter continue to employ or engage a travel plan coordinator who shall be responsible for the implementation, delivery, monitoring and promotion of the sustainable transport initiatives set out in a Residential Travel Plan to be approved, in writing, by the Local Planning Authority.
  14. No part of the development hereby permitted shall take place until details of the widening of Brand Lane and new footway have been submitted to and approved, in writing, by the Local Planning Authority including longitudinal and cross sectional gradients, street lighting, drainage and outfall proposals, construction specification, provision of and diversion of utilities services and any proposed structural works. The development shall be implemented in accordance with these details to the satisfaction of the Local Planning Authority.
  15. The development shall be carried out in accordance with the Construction Environmental Management Plan produced by Harron Homes and the working times shall be limited to the following:
    - a. 8.00am to 18.00pm (Monday to Friday)
    - b. 8.00am to 13.00 pm Saturday
    - c. No Sunday or Bank Holiday working.
  16. A Noise Impact Assessment shall be carried out to establish the impact of noise from Brierley Park Close industrial units; particularly at night. An appropriate mitigation plan shall be submitted to and approved in writing by the Local Planning Authority.
  17. The development shall be carried out in accordance with the Air Quality Assessment produced by Redmore Environmental Dated 6th November 2016.

## **REASONS**

1. To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended.
2. To protect the residential amenity of adjoining properties.
3. To ensure the development is designed and constructed to adoptable standards.
4. To ensure that the proposed measures are put in place so as not to create an unnecessary risk to users of the highway.
5. To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended.
6. To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended.
7. To provide sufficient capacity at the respective junctions and in the interest of pedestrian and general highway safety.
8. To ensure that the development provides a satisfactory means of drainage, in order to reduce the risk of creating; or exacerbating a flooding problem, and to minimise the risk of pollution.
9. To prevent the increased risk of flooding; to improve and protect water quality; to improve habitat and amenity; and to ensure the future maintenance of the sustainable drainage structures.
10. To protect the existing trees during construction and to ensure the satisfactory overall appearance of the completed development and to help assimilate the new development into its surroundings.
11. To ensure the satisfactory appearance of the development.
12. To ensure that the site, when developed, is free from contamination, in the interests of safety.
13. To promote sustainable transport.
14. In the interests of highways safety.
15. In the interests of residential amenity.
16. In the interests of residential amenity.
17. To safeguard the amenities and health of future and existing residents living.

## **INFORMATIVE**

1. The applicant is advised that unless the s106 agreement is agreed, executed and signed within 3 months of the date of this report, the proposal may be reconsidered.
2. The applicant/developer is strongly advised to ensure compliance with all planning conditions, if any, attached to the decision. Failure to do so could result in LEGAL action being taken by the Ashfield District Council at an appropriate time, to ensure full compliance. If you require any guidance or clarification with regard to the terms of any planning conditions then do not

hesitate to contact the Development & Building Control Section of the Authority on Mansfield (01623 450000).

3. The applicant is advised that any open space within the application site may not be adopted by Ashfield District Council and may be the responsibility of the developer to maintain this land for the life of the development.
4. The Environment Agency does not consider oversized pipes or box culverts as sustainable drainage. Should infiltration not be feasible at the site, alternative above ground sustainable drainage should be used.
5. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management. Sustainable Drainage Systems (SuDS) are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on-site as opposed to traditional drainage approaches which involve piping water off-site as quickly as possible.
6. This permission shall not be construed as granting permission to close or divert any right or rights, of way which may be affected by the proposed development. The developer should contact the PROW officer to the Council to facilitate such a process, if required.
7. To ensure the satisfactory overall appearance of the completed development and to help assimilate it into its surroundings reserved matters shall present a scheme of hard and soft landscaping. This should establish that all planting, seeding or turfing shall be carried out in the first planting and seeding season following completion of the development. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species. In addition, the landscaping scheme shall present proposals for allotment plots that can contribute to the current shortfall in their provision in Sutton.
8. To safeguard the amenities of residents living in the vicinity of the application site, full details of the proposed treatment of the site's boundaries and a phasing scheme for the implementation of the agreed boundary treatment should be presented through reserved matters.
9. In the interests of highway safety details with regard to parking and turning facilities, access widths, gradients, surfacing, street lighting, structures, visibility splays and drainage to comply with the County Council's Highway Design and Parking Guides should be submitted with reserved matters.
10. The applicant is advised that careful consideration should be given to lighting within the application site, with particular regard to the site boundaries. The use of bat friendly light should be used where appropriate.
11. In order to avoid impacts to nesting birds we also request that all tree/shrub/hedgerow/scrub and rough grassland removal work be undertaken outside of the bird-breeding season (March-September inclusive). If works are to be carried out during this time then a suitably qualified ecologist should be on site to survey for nesting birds prior to any vegetation clearance. As you will be aware all nesting birds', birds' nests, young and eggs (except pest species) are protected by the Wildlife and Countryside Act 1981 (and as

amended). Nesting is taken to be from the point at which birds start to build a nest, to the point at which the last chick of the last brood of the season has fully fledged and left the nesting area. For further information please contact Rachel Hoskin at Natural England Telephone 0300 0602343 or [rachel.hoskin@naturalengland.org.uk](mailto:rachel.hoskin@naturalengland.org.uk)

12. The applicant is advised that it is an offence to destroy habitats supporting protected species such as bats and nesting birds. It is recommended that the views of a qualified ecologist are obtained prior to carrying out any works on site.
13. Standing advice of the Coal Authority should be reviewed and applied, as appropriate. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. A small part of the site is located within a high risk area. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at [www.coal.decc.gov.uk](http://www.coal.decc.gov.uk)  
Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at [www.groundstability.com](http://www.groundstability.com)
14. Reference in any condition contained in this permission/refusal of permission to any Statute, Statutory Instrument, Order, Regulation, Design Guide or other document shall be taken to include any amendment, replacement consolidation or variation that shall from time to time be in force and any reference to any body or organisation (public or private) shall be taken to include any successor-body or organisation exercising relevant functions in place of or alongside the body named.
15. This consent will require approval under Section 19 of the Nottinghamshire County Council Act 1985 and where the new streets are to be adopted an Agreement pursuant to **Section 38 of the Highways Act 1980** will be required. The Advanced Payments Code in the Highways Act 1980 applies and under section 219 of the Act payment will be required from the owner of the land fronting a private street on which a new building is to be erected. The developer should contact the Highway Authority with regard to compliance with the Code, or alternatively to the issue of a Section 38 Agreement and bond under the Highways Act 1980. A Section 38 Agreement can take some time to complete. Therefore, it is recommended that the developer contact the Highway Authority as early as possible. Please contact Nottinghamshire County Council to ensure that approvals and agreements are secured before commencement of works.
16. **Section 278 Agreement (Highways Act 1980)**. In order to carry out the off-site works required, the applicant will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which the applicant has no control. In order to undertake the works, which must comply with the Nottinghamshire County Council's current highway design guidance and specification for roadworks, the applicant will need to enter into an Agreement under Section 278 of the Act. The Agreement can take some time to complete as timescales are dependent on the quality of the submission, as well as how quickly the applicant responds with any necessary

alterations. Therefore, it is recommended that the applicant contacts the Highway Authority as early as possible. Work in the highway will not be permitted until the Section 278 Agreement is signed by all parties. Furthermore, any details submitted in relation to a reserved matters or discharge of condition planning application, are unlikely to be considered by the Highway Authority until technical approval of the Section 278 Agreement is issued.

Contact [hdc.north@nottscc.co.uk](mailto:hdc.north@nottscc.co.uk) 011580-40022

17. To promote sustainable travel, the Travel Plan Coordinator should submit reports to and update the TRICS database in accordance with the Standard Assessment Methodology (SAM) or similar to be approved and to the Local Planning Authority in accordance with Travel Plan monitoring periods. The monitoring reports should summarise the data collected over the monitoring period categorising trip types into new trips, pass-by-trips, linked trips, diverted trips, and transferred trips, and propose revised initiatives and measures where travel plan targets are not being met including implementation dates.
18. To promote sustainable travel, the Travel Plan Coordinator should, within 3 months of occupation, produce or procure a full travel plan that sets out final targets with respect to the number of vehicles using the site and the adoption of measures to reduce single occupancy car travel. The Travel Plan should be implemented in accordance with the approved timetable and be updated consistent with future travel initiatives including implementation dates.
19. Travel Plan - Advice regarding travel plans can be obtained from the Travel Plans Officer on telephone 0115 9774523.
21. The applicant should note that notwithstanding any planning permission that if any highway forming part of the development is to be adopted by the Highways Authority the new roads and any highway drainage will be required to comply with the Nottinghamshire County Council's current highway design guidance and specification for roadworks.
22. It is strongly recommended that the developer contact the Highway Authority at an early stage to clarify the codes etc. with which compliance will be required in the particular circumstance, and it is essential that design calculations and detailed construction drawings for the proposed works are submitted to and approved by the County Council (or District Council) in writing before any work commences on site.
23. The Design and Access Statement provided in support of a Reserved Matters application should clearly and unambiguously establish how the layout, scale, appearance and landscaping has responded to the Council's Residential Design Guide (2014).