



**COMMITTEE DATE** 28/03/2018                      **WARD** Hucknall West

**APP REF** V/2018/0803

**APPLICANT** Persimmon Homes Nottingham & Muse Developments Ltd

**PROPOSAL** Proposed Erection of 120no. dwellings (including 10% affordable housing) and associated infrastructure including accesses and landscaping (Re-Submission of V/2018/0150)

**LOCATION** Land at Rolls Royce, Watnall Road, Hucknall, Nottingham NG15 6EU

**BACKGROUND PAPERS** A; B; C; D; E; F; H; I; K

**WEB LINK:** <https://www.google.co.uk/maps/@53.0196117,-1.2245285,151m/data=!3m1!1e3>

App Registered 24/12/2018

Expiry Date 25/03/2019

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

*This application has been referred to Planning Committee by Cllr Baron to discuss the implications with the site master plan and highways safety. Cllr Kier Morrison has also called in the application on the grounds of lack of local amenities - both retail and health, over intensification and traffic and car parking issues.*

### **THE APPLICATION**

This is a reserved matters application for the erection of 120 dwellings and associated infrastructure, access and landscaping. The application is a resubmission of previously refused planning application V/2018/0120.

It proposes a mix of house types comprising 24 x 2 beds; 60 x 3 beds; 26 x 4 beds; & 10 x 5 beds. Within this, the required 10% affordable dwellings [ 12 in total, 6No. 2 and 6No. 3 beds] will be provided. The total number of dwellings equates to a site density of around 34 dwellings / hectare.

### **BACKGROUND**

The previous application (V/2018/0150) was refused on the basis it provided residential, in an area identified for a local centre on the original Masterplan. Without

such facilities, the proposal was considered to undermine future levels of amenity offered to residents and be out of keeping with the agreed outline masterplan.

Following constructive discussions with landowners and developers, an alternative approach has been established to reflect changes in the wider locality and provide centralised facilities, which enables local residents to have easier access to facilities and avoids highways safety issues. The applicant has also reflected on concerns raised by members at the previous Planning Committee.

An application has been submitted (Ref: V/2019/0038), which now shows retail units being provided in phase 4. It is proposed that both these applications, as well as any subsequent application, will be subject to a condition requiring the retail units to be built prior to occupation of the 503<sup>rd</sup> dwelling house across the development as a whole.

### **CONSULTATIONS**

A Press Notice has been published and a Site Notice posted, together with individual notifications to surrounding residents and statutory consultees. The site has also been advertised as development which could potentially impact upon the setting of a listed building.

The following representations have been received: -

#### **Broxtowe Borough Council**

No objections

#### **Ashfield District Council Environmental Protection [ Contamination & Land Stability]**

Contamination and land stability issues were dealt with under the 2013 outline application. A condition is however recommended to ensure that any imported topsoil is clean and suitable for purpose.

#### **Environment Agency**

No objections to the development, but would advise that the NCC Lead Local Flood Team should be consulted.

#### **Local Lead Flood Authority (LLFA)**

Originally objected to the planning application, owing to a lack of information relating to surface water. The applicant provided a supporting statement and the LLFA raised no further issues.

#### **NHS Nottingham North & East Clinical Commissioning Group (CCG)**

Originally requested an obligation toward healthcare provision, however this is a Reserved Matters proposal and all the financial contributions have already been secured through the Section 106, which accompanied the initial outline approval in

2013. This included Healthcare contributions. The CCG responded acknowledging this.

**Nottinghamshire Wildlife Trust**

No comments received

**Nottinghamshire County Council Rights of Way**

No objections

**Nottinghamshire County Council Planning Policy**

Acknowledge that contributions towards highway and transport facilities and education formed part of the initial outline approval and S106 Agreement.

**Nottinghamshire County Council Highways**

It is understood the previous application was refused due to the lack of retail/community space – originally planned for the northwest corner of the site. However, if provided in this location, there would be highways safety concerns, particularly surrounding the issue of problem parking on Watnall Road.

The development has evolved to address original highway standard concerns and as such, the HA have requested that if the Local Planning Authority are minded to grant the application, conditions are included to maximise parking over the lifetime of the development.

This includes conditions to ensure that garages are not converted; walls/fencing are not erected which may obstruct the use of parking bays; that all bays be of appropriate size; that garage door mechanisms do not prevent the use of the spaces in front and a Traffic Regulation Order is placed fronting plots 88 to 100.

**Ashfield District Council Environmental Protection [Noise]**

Request a condition that prior to the advancement of construction beyond damp proof course level, on Plots 1-4; 43-49; 56-62; 69-72; 74-76; & 77-79 inclusively, a noise impact assessment be undertaken to ensure that at each dwelling, the noise from the commercial activities shall not exceed a noise rating level of background +5dB.

**Ashfield District Council Landscape**

These drawings show a typical landscape treatment well suited to new residential developments and are acceptable. It is recommended: the proposals are checked against approved infrastructure to avoid clashes, hard landscaping proposals are provided and boundary treatments shown.

**Ashfield District Council Heritage**

An assessment of the significance of the site was submitted with the original outline application (V/2013/0123). Conservation previously advised that the proposed residential development would be harmful to the setting of the Grade II listed

hangars, although this harm would be less than substantial and public benefits must weigh in favour to approve development.

A.D.C Heritage have raised concerns that the proposed layout fails to take suitable opportunity to enhance the setting and mitigate harm of listed hangars, primarily through the lack of suitable viewpoints. They have however noted that the opportunity to introduce new views of the hangars is welcomed and that an opportunity for on-site interpretation of the history of the site, should be taken, perhaps at an area where the view of the hangars is best. This is proposed to be subject to a planning condition.

### **Severn Trent Water Authority [STWA]**

No comments received

### **Community Representations**

A total of 31 letters of objection have been received on the following grounds:

- The land was earmarked for retail/leisure/community facilities and these should be provided on such a large development.
- A failure to provide facilities will lead to increased traffic on Watnall Road.
- Local facilities should be within walking distance, this is especially important for disabled and elderly residents.
- The facilities being located further into the estate will take longer for existing residents to walk.
- The best location is within this phase as commercial operators will not take on retail units within a housing estate.
- The bus service promised is not yet in operation and the bus services is generally substandard in the area.
- Questions over the spending of the Section 106 monies.
- The three storey buildings could impact on views.
- Loss of fields and open space.
- The proposed 120 homes will cause traffic problems, which are already a problem.
- That Hucknall does not require any more homes.

### **Policy**

#### **PLANNING POLICY CONSIDERATIONS**

##### **National Planning Policy Framework [NPPF] 2018**

- **Part 5** - Delivering a sufficient supply of homes.
- **Part 6** - Building a strong, competitive economy.
- **Part 8** - Promoting healthy and safe communities.
- **Part 9** - Promoting sustainable transport
- **Part 12** - Achieving well-designed places.

- **Part 15** - Conserving & enhancing the natural environment.

#### **Ashfield LP Review 2002 – Saved Policies**

- **HG3** - Housing Density
- **HG4** - Affordable Housing.
- **HG5** - New Residential Development
- **HG6** - POS in New Residential Developments
- **RC2** - Open Areas
- **ST1** - Development
- **ST2** - Main Urban Areas

#### **Ashfield Residential Design SPD 2014**

#### **Ashfield Residential Car Parking Standards SPD 2014.**

#### **Nottinghamshire County Council - The 6 C's Design Guide**

#### **Legislation**

#### **Planning (Listed Buildings and Conservation Areas) Act 1990 – Section 66**

#### **Relevant Planning History**

**V/2013/0123:** Hybrid outline planning application for a business park; residential development; two access points off Watnall Road; public open space provision; a one form entry primary school; provision for community facilities; local retail facilities; pub/restaurant; care home; strategic footpath & cycle link; and nature conservation enhancement. Conditionally Approved and subject to a S106 Agreement, 14/11/14

**V/2014/0585:** Application for Reserved Matters following the hybrid outline consent for Phase 1 Infrastructure. Approved 19/3/15

**V/2014/0652:** Application for Reserved Matters following the hybrid outline consent, in respect of the Phase 1 development of 174 dwellings for Persimmon Homes. Conditionally Approved 5/6/15.

**V/2015/0267:** Application for Reserved Matters following the hybrid outline consent, in respect of the development of 99 dwellings for Harron Homes. Conditionally Approved 28/7/15.

**V/2016/0525:** Application for Reserved Matters following the hybrid outline consent, in respect of Phases 6 & 7, for a development of 113 dwellings for Harron Homes. Conditionally Approved 7/12/16.

**V/2018/0298:** Proposed 210 place primary school and 26 place nursery school. Conditionally Approved by the Nottinghamshire County Council on 6/7/18.

**V/2018/0150**: Application for approval of reserved matters following outline approval V/2013/0123 – proposed erection of 120 dwellings and associated infrastructure including access and landscaping. Refused.

**V/2019/0038**: Reserved matters permission for development of 45 dwellings, 2 flats and commercial space, together with associated infrastructure and roads. Pending

## **ASSESSMENT**

The main considerations in assessing the application are layout & design; residential amenity; visual amenity; and highway safety. These are discussed below.

## **THE SITE**

The application site is located on the edge of the urban fringe of Hucknall at the southern tip of the Ashfield District. It forms part of the redevelopment of the former Rolls Royce site and Hucknall Airfield, located across the northern part of the site, adjoining and immediately south of the existing industrial / business park.

This particular phase extends to around 3.4 hectares, with access being taken from the existing main distributor road. The site lies adjacent to the newly created roundabout off Watnall Road, with the proposed site of the new primary school on Hurricane Road being found to the south.

## **Principle**

The application is located within the main urban area of Hucknall where, under the provisions of the ALPR 2002, Policy ST2, the principle of the development is acceptable. Moreover, the principle of development on the site for residential purposes has been established through the hybrid planning approval reference V/2013/0123. As this is a Reserved Matters Application, the principal of development is not for consideration.

## **Layout & Design**

The site is constrained by the alignment of the main distributor road and the wider site boundary to the north. The Highway Authority encouraged minimum road junctions from this spine road, which is also a planned bus route and equally, wished to minimize the number of direct driveway access points onto it. The primary access is taken approximately 125m east of the roundabout junction on Watnall Road, from which the bulk of the estate is accessed. A second road off the main spine, at the eastern extreme of the site, will serve 14 units and additionally offer future access proofing for potential development land to the north.

The internal site layout has been the subject to scrutiny and significant improvements have been achieved in terms of highway safety; traffic calming measures; refuse vehicle manoeuvring and, crucially, on-plot and on-street parking, reflected in the Highway Authority's acceptance of the latest scheme.

An important element to the scheme design was the treatment of the western edge, adjacent to Watnall road and the roundabout junction. Through pre-application discussions, the Council have maintained the importance of providing a prominent and attractive frontage development, mirroring the scale of the proposed care home facility on the opposing corner and providing the site with an imposing entrance.

The proposal now includes for the development of a crescent arrangement of 12No. 3 storey semi-detached dwellings, utilising the Leicester and Greyfriars types, with a single 2 storey Hatfield type on the eastern end of the 'row'. A deep landscaped frontage is proposed behind the footpath and verge through which limited pedestrian access to these dwellings is taken and parking provision is provided to the rear.

The remainder of the site layout primarily provides frontage car parking, principally for dwellings without garages, whilst maintaining as far as possible the private amenity space to dwellings. A balance has been struck between the need for car parking, manoeuvrability and housing density.

### **Impact upon Residential**

#### *Existing Residents*

The proposed site will have little impact upon existing residential amenity by virtue of its location. The recently completed residential developments to the south are remote from this site and segregated by the proposed care home facility and new primary school. To the east, the residential phases are yet to be proposed. To the north, the site is bounded by the industrial / commercial estate.

The dwellings potentially affected by the development are located on the western side of Watnall Road, Nos. 444 to 464. Plot 88 is the closest dwelling, a distance of 30m from No. 446 and 36m from No. 448 Watnall Road. No. 464 Watnall Road is around 100m from the nearest dwelling and views the site across the roundabout itself. Half of these dwellings are also separated from the site by a service road created by the re-alignment of Watnall Road and provision of the roundabout junction.

Plots 88 to 99 forming the crescent to the western site boundary are 3 storey dwellings, with the finished floor levels proposed to sit roughly level with, or below, Watnall road. However, given the separation distances to the existing properties, it is considered that there will be no adverse visual impact and/ or loss of residential amenity of these neighbouring properties.

In terms of wider visual impact, for like reasons, the effect will be limited due to the location of the site and the neighbouring uses.

#### *Future Residents*



Amenity afforded to future occupants is governed by the Council's Residential Design Guide SPD 2014. The houses and gardens are proposed to be laid out to ensure sufficient privacy and outlook. Some plots do remain where the private amenity space is slightly below standard (approx. 24%), however the remainder of the dwellings (approx. 76%) exceed the Council's standards. This is considered to be acceptable when factoring into account the developer has provided a substantial area of open space within a five-minute walk from this phase, and that the development is also in close proximity to the Green Belt. Overall, it is considered that future residents would be offered a high standard of living.

### **Visual Amenity**

The intent of the outline permission was to ensure that the site entrances created welcoming and attractive development frontages. Through negotiation with the developer, it is considered that the proposed crescent of 3 storey dwellings will satisfactorily achieve this, mirroring the scale and prominence of the proposed care home facility to be developed on the opposite side of the roundabout which completes the attractive visual impact of the site entrance.

The application is supported by a detailed landscaping scheme which includes pepper potting of trees; the inclusion of turfed front and exposed side gardens; & ornamental hedging and fencing with climbers along boundary lines and street frontages. All of this will soften the street scene impact and provide some mitigation for the high percentage of frontage parking. Crucially, the frontage to the crescent of dwellings, plots 88 – 100 will be more substantially landscaped zone, linking in to the 'boulevard' aspirations for the spine road frontage.

The scheme has been assessed by ADC's Landscape Officer who confirms that the landscape proposals are considered satisfactory, subject to the provision of conditions as detailed in their consultation response, particular to ensure that there is no conflict with the previously agreed infrastructure, street furniture and spine road grass verge / tree lined boulevard intent.

### **Highway Safety**

The Highways Authority have raised concerns over the rear parking to plots 88-100, with them being 'unseen' and potentially less likely to be used by residents. Additional concerns are also raised over the amount of parking to the frontage - reducing opportunity for on-street parking. It is of concern that this could lead to indiscriminate parking and highways safety problems.

To overcome this issue, it is proposed to provide Traffic Regulation Order around the site entrance. It noted that the scheme complies with the Council's Residential Car Parking Standards Supplementary Planning Guidance (2014).

This phase has been subject to much discussion with the Highways Authority, whom have raised no objections, subject to the use of appropriate planning conditions. As a result, there are no highways safety concerns associated with this application.

## **Section 106**

### **Affordable Housing**

As required by the S106 Agreement accompanying the outline planning permission a minimum of 10% of dwellings developed should be affordable, generally expected to be pepper-potted across the site. The application proposes a total of 120 dwellings of which 12 will be affordable, thereby meeting the requirements of the S106. The dwellings are provided in 4 blocks of 3 unit terraces, providing 6 x 2 bed [ social rented homes] and 6 x 3 bed [ intermediate homes, i.e. shared ownership or low cost market] dwellings, all located along the northern site boundary.

### **Financial Contributions**

The 2014 S106 Agreement includes, within Schedules 1 & 2 for financial contributions to be paid for items including Primary Education; Secondary Education; Libraries; Public Open Space; & Transport. Said contributions become due at certain, varying trigger points, usually concerning the numbers of dwellings completed. The applicant will be advised by an informative of this decision of the outstanding obligations placed upon them by this Agreement.

### **Health**

Healthcare Contributions have already been agreed for the wider development at £833 per dwelling.

## **Other Matters**

### *Heritage*

The Council's Heritage & Conservation Officer raised concerns with the outline planning application - on the grounds that residential development of the land would be considered harmful to the setting of the Grade II aircraft hangars - although the harm is considered to be less than substantial. A balanced judgement, was ultimately taken that the public benefits of the scheme outweighed the harm.

The Heritage & Conservation Officer has raised similar concerns to the current application, but states that the opportunities introduced to view the hangars, as depicted on the site layout, is welcomed and is likely to be the most practicable solution to ensuring the hangars maintain a degree of relationship with the former airfield land. The harm is, again, considered to be less than substantial. It is also noted that the significance of the application site to the history and understanding of the listed hangars has been much reduced by the building of new residential development.

The scheme retains two open ended culs-de-sac facing north which will permit views beyond the site boundary and through to the listed hangars, thereby maintaining an element of connectivity between the hangars and the former airfield. The opportunity to provide on-site interpretation of the history of the site and the proximity to the hangars can be accommodated within an area to be adopted a highway land adjacent Plot 59 within the cul-de-sac facing the eastern hangar. A condition will be appended in this respect.

### *Bus Service Provision*

Residents have raised the issue of bus service provision. The bus service contribution has already been paid by the developer. It is understood that the timetable for the new service, which is to loop through the residential development is agreed. Trent Barton are currently surveying the route and are yet to provide a start date.

### *Location for Shops*

The proposed retail units are provided in a more central location within the development site. These are subject to a separate application. Residents in the nearby area (outside the development), have raised concerns that locating the shops further into the development will increase walking times for themselves. Concerns have also been raised that the corner with Watnall Road is a more commercial preferable location.

The Highways Authority have identified that their preference would be for shops to be located further within the development site, to avoid highways safety issues on the main access with Watnall Road. A condition is also proposed to ensure these are delivered.

## **CONCLUSIONS**

A previous application was refused on the basis it failed to provide a local centre contrary to the outline Master Plan. Discussions have subsequently been held with landowners and developers - with the concerns of members and the community being taken on board. A separate application has now been submitted, which will provide retail facilities for the new community.

The wider development has provided significant economic and social benefits and value for the community, and will continue to do so through the provision of housing, retail units, a primary school, care home and Section 106 contributions. It is considered that, on balance, the proposal is in accordance with both national and local planning policies as set out within the National Planning Policy Framework 2018; the Ashfield Local Plan Review 2002; supplementary planning documents; and is consistent with the principles of the outline planning approval.

**RECOMMENDATION:** Approval, subject to the conditions detailed below.

**CONDITIONS**

1. The development to which this approval relates shall be begun not later than the expiration of 2 years from the date of this approval.
2. No more than 503 dwellings across the whole development (approved under the hybrid permission V/2013/0123, as amended by Section 73 application V/2015/0633) shall be occupied, prior to the retail units (approved under V/2019/0038) being built to shell standard and ready for letting to potential operators.
3. This permission shall be read in accordance with the following plans:-
  - Location Plan No. TGDP/SWH-Ph3/LP1, Rev. A, received 27/12/18
  - Planning Layout No. TGDP/SWH-Ph3/PL2, Rev N, received 27/12/18
  - House Types
  - Alnwick, 2 bedroom, No. AN-WD101, received 27/12/18
  - Chedworth, 3 bedroom, No. CD-WD101, received 27/12/18
  - Clayton Corner, 3 bedroom, No. CCA-WD101, received 27/12/18
  - Corfe, 4 bedroom, No. CF-WD101, received 27/12/18
  - Greyfriars, 3 bedroom, No. GF-WD101, received 27/12/18
  - Hanbury, 2 bedroom, No. HB-WD101, received 27/12/18
  - Hatfield, 3 bedroom, No. HT-WD101, received 27/12/18
  - Kendal, 4 bedroom, No. KL-WD101 Rev A, received 27/12/18
  - Leicester, 3 bedroom, No. LR-WD101, received 27/12/18
  - Longthorpe, 4 bedroom, No. LG-WD101, received 27/12/18
  - Middlesborough, 3 bedroom, No. -/Middlesborough/101, received 27/12/18
  - Moseley, 3 bedroom, No. MS-WD101, received 27/12/18
  - Rufford, 3 bedroom, No. RF-WD101, received 27/12/18
  - Souter, 3 bedroom, No. SU-WD101, received 27/12/18
  - Sunderland, 2 bedroom, No. -/Sunderland/101, received 27/12/18
  - Warwick, 5 bedroom, No. WK-WD101, received 27/12/18
  - Single/Double Garage, No. SGD-12, received 27/12/18
  - Landscape Proposals, sheet 1 of 2, No.5662.01, Rev. E, received 9/10/18
  - Landscape Proposals, sheet 2 of 2, No.5662.02, Rev E, received 9/10/18
  - Tree Protection Plan, No.5662.04, Rev C, received 9/10/18

The development shall thereafter be undertaken strictly in accordance with these plans unless otherwise agreed in writing by the Local Planning Authority.

4. Prior to construction advancing beyond damp proof course level on Plots 1-4; 43-49; 56-62; 69-72; 74-76; & 77-79 inclusively, a Noise Impact Assessment shall be undertaken to ensure that at each dwelling, the noise from the commercial activities to the north and east, shall not exceed a noise rating level of background +5dB. The Noise Impact Assessment Report shall be submitted to and approved in writing by the Council and any mitigation measures recommended shall be carried out in full prior to the occupation of the dwellings and thereafter maintained in perpetuity.
5. Prior to the occupation of any dwelling, a report, based upon BS5930 - 'Code of Practice for Site Investigations', shall be submitted to and approval in writing by the LPA, confirming the potential level of contaminants within any site won soils and/or for any intended importation of top soils to be used on the garden areas and public areas of the development. The soils should be free from metals, plastics, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS3882:1994 - 'Specification for Topsoil'.
6. The materials for use in the external elevations and roof of the dwellings only shall be as detailed on the Charter Plan Drg Ref HP3/CP/01 Rev C.
7. No development shall be occupied until full details of the proposed treatment of the site's boundaries have been submitted to and agreed in writing by the Local Planning Authority. The boundary treatment shall thereafter be undertaken in accordance with the agreed details.
8. All proposed integral, attached and detached garages within the development shall be retained for the parking of vehicles at all times and shall not be converted for any other domestic or business purpose without the prior written consent of the Local Planning Authority.
9. No development shall commence on site until details of the finished floor levels have been submitted to and agreed in writing by the local planning authority.
10. Trees and shrubs shall be planted in accordance with the landscaping scheme drawings, submitted to the Local Planning Authority, as follows: -
  1. Landscape Proposals, sheet 1 of 2, No. 5662.01, Rev. E, received 9/10/18
  2. Landscape Proposals, sheet 2 of 2, No. 5662.02, Rev. E, received 9/10/18

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and 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, unless the Local Planning authority gives written consent to any variation.

Notwithstanding the drawings detailed above and in advance of any commencement of these works, it is recommended that the landscape proposals are checked against the approved infrastructure drawings for the main spine road to avoid locational and species conflicts with any existing or proposed street furniture and tree planting already agreed in the highway verge.

11. No work shall commence on site until such time as the works, processes, recommendations and protection measures, as indicated on Drawing 'Tree Protection Plan' No. 5662.04, Rev. C, received 9/10/18; the Tree Survey Report, Ref. MG/5662/TSR/Feb18, received 6/3/18; & the Arboricultural Impact Statement & Method Statement, Rev. C, Ref. MG/5662/AIA&AMS/Rev C/Oct18, received 9/10/18, have been fully implemented and retained for the duration of the development, to ensure the protection of any retained and adjacent trees from damage before or during the course of development.
12. The hard landscaping shall be carried out in accordance with the details contained on the Charter Plan Drg Ref HP3/CP/01 Rev C.
13. The development hereby permitted shall not commence until the drainage plans submitted for the disposal of surface water and foul sewage, have been resubmitted to and approved in writing by the Local Planning Authority.
14. Prior to the commencement of any works on site, full details of the new roads shall be submitted to and approved in writing by the Local Planning Authority, including longitudinal and cross sectional gradients, street lighting, parking & turning facilities, access widths, gradients, surfacing, visibility splays, drainage & outfall proposals, construction specification, provision of and diversion of utilities services, materials and any proposed structural works. Drawings must indicate key dimensions. All details submitted for approval shall comply with the Nottinghamshire County Council's current Highway Design Guide and shall be implemented in accordance with these details to the satisfaction of the Local Planning Authority.
15. Prior to the occupation of Plots 88 to 100 inclusive, an appropriate off-site traffic management scheme, to protect against the indiscriminate parking on Watnall Street / main development spine road, has been submitted to and approved in writing by the Local Planning Authority. Please refer to the Traffic Regulation Informative below.

16. All garage doors shall be set back from the highway boundary a minimum of 5.5 metres for sliding or roller shutter doors; 6.1 metres for up and over doors; or 6.5 metres for doors opening outwards. Prior to the occupation of dwellings with garages, details of the garage doors to be deployed shall be submitted to and approved in writing by the Local Planning Authority.
17. Plot 21 shall not be occupied until the existing traffic calming feature on the main development spine road has been re-sited in accordance with a drawing to be first submitted to and approved in writing by the Local Planning Authority.
18. Plots 1 to 14 (inclusive) shall not be occupied until a traffic calming scheme has been implemented in accordance with a drawing to be first submitted to and approved in writing by the Local Planning Authority.
19. Pedestrian visibility splays of 2.0 x 2.0 metres shall be provided on the accesses to Plots 1 to 22 (inclusive) and Plots 101 and 120 with the details first submitted to and approved in writing by the Local Planning Authority. The areas of land within these splays shall be kept free of all obstruction over 0.6 metres above the carriageway level at all times.
20. No part of the development hereby permitted shall be brought into use until all drives and any parking or turning areas are surfaced in a hard bound material (not loose gravel), for a minimum of 6 metres behind the highway boundary. The surfaced drives and any parking or turning areas shall then be maintained in such hard bound material for the life of the development.
21. Notwithstanding the provisions of the Town & Country Planning [General Permitted Development] [England] Order 2015 [or any Order revoking and re-enacting that Order with or without modification] no development relating to;
  - Schedule 2, Part 1, Class F
  - Schedule 2, Part 2, Class A, in so far as it relates to the frontage of all the dwellinghouses,
  - Schedule 2, Part 2, Class B, in so far as it relates to Plots 88 to 100 inclusively.shall be undertaken without the prior written approval of the Local Planning Authority.
22. No development shall commence on site until a construction management plan has been submitted to and approved in writing, this shall include details of working hours, wheel washing facilities, parking for site operatives & visitors; loading & unloading areas and storage of plant & materials.
23. Any proposed soakaways shall be located at least 5m to the rear of the highway boundary.

24. Prior to the occupation of any dwelling, details of Integrated boxes for bats and birds, which should be incorporated into the fabric of all proposed garages, shall be submitted to and approved in writing by the Local Planning Authority.
25. Prior to the occupation of any dwelling, details of historic interpretation of the site and in particular the adjacent listed hangars shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the form and location of interpretation which is suggested could be sited within one of the 'viewing' culs-de-sac, potentially alongside Plot 59 immediately adjacent to the highway boundary.

## **REASONS**

1. To comply with Section 92 of the Town and Country Planning Act 1990 as amended.
2. To ensure the retail facilities are provided.
3. To ensure that the development takes the form envisaged by the Local Planning Authority when determining the application.
4. To safeguard the amenity of the future occupants of the dwellings.
5. To ensure that the site, when developed, is free from contamination, in the interests of safety.
6. To ensure the satisfactory appearance of the development.
7. To protect and safeguard the visual amenity of the area, to safeguard the amenities of future occupiers of the dwellings and in the interests of highway safety.
8. To ensure that the development takes place as envisaged by the Local Planning Authority and in the interests of the amenities of the locality.
9. To ensure the satisfactory overall appearance of the completed development and to help assimilate the new development into its surroundings.
10. To ensure the satisfactory overall appearance of the completed development and to help assimilate the new development into its surroundings.
11. The tree(s) in question are considered to be features of significance. This condition is imposed to ensure that they are satisfactorily protected during the period when construction works take place on the site.
12. To ensure the satisfactory overall appearance of the completed development and to help assimilate the new development into its surroundings.



13. 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.
14. To ensure the development is constructed to adoptable standards and in the interest of highway & pedestrian safety.
15. In the interests of pedestrian and highway safety.
16. To ensure the maximum amount of on-plot parking is provided throughout the development, in the interests of highway safety.
17. To ensure vehicles can enter and exit Plot 21 in a safe and controlled manner, in the interests of pedestrian and highway safety.
18. In the interests of highway safety.
19. In the interests of highway safety.
20. To reduce the chances of deleterious materials and surface water being transferred to the public highway, in the interests of highway safety.
21. To ensure that the Local Planning Authority can fully assess the impacts of any means of enclosure in the interests of retained parking provision and in the interests of the amenities of residents and highway safety.
22. To reduce the chances of deleterious materials and surface water being transferred to the public highway, in the interests of highway safety.
23. To protect the structural integrity of the highway and to allow for future maintenance
24. To protect and encourage local wildlife
25. In the interests of local heritage.

## **INFORMATIVES**

1. This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act 1990 and dated 14th November 2014, attached to the outline planning permission Referenced V/2013/0123
2. The applicant's attention is drawn to the planning conditions attached to this permission that require you to resolve certain matters BEFORE work commences. If work commences without first complying with the terms of the conditions, then any work undertaken will be UNAUTHORISED and may be the subject of future Enforcement Action.

3. Severn Trent Water advise that although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under The Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building.
4. Landowners, individual property owners and users are responsible for managing the drainage of their own land. The applicant must satisfy themselves that drainage is managed in such a way as to prevent adverse impacts of neighbouring land. The council take no responsibility for incorrect information or interpretations made by the applicant or their representatives. The responsibility for the checking of the design, calculations and details remain with the developer, or agent acting on their behalf.
5. The proposed off-site highway works referred to in Condition 14 requires to a Traffic Regulation Order [TRO] required to be in place before the occupation of dwellings on Plots 88 to 100 inclusively. The Highway Authority considers it prudent that as part of the proposed development, a TRO will need to be undertaken to provide a safer highway environment. The developer should note that the Order can be made on behalf of the developer by Nottinghamshire County Council at the expense of the developer. This is a separate legal process and the Applicant should contact the Major Projects & Improvements Team on 0115 9773118 or Nottinghamshire County Council's Customer Services on 0300 5008080. Please note that the assessment and implementation of a TRO is determined by a lengthy public consultation process and therefore the final outcome for implementation is not guaranteed.
  - 1) The applicant should note that notwithstanding any planning permission that if any highway forming part of the development is to be adopted by the HA. 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 road works.
    - a) 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 HA 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 HA as early as possible.

b) It is strongly recommended that the developer contact the HA at an early stage to clarify the codes etc. with which compliance will be required in the particular circumstance. It is essential that design calculations and detailed construction drawings for the proposed works are submitted to and approved by the County Council in writing before any work commences on site.

Correspondence with the HA should be addressed to [hdc.north@nottscc.gov.uk](mailto:hdc.north@nottscc.gov.uk) or in writing to:

Highways Development Control  
Nottinghamshire County Council,  
Highways North,  
Welbeck House,  
Darwin Drive,  
Sherwood Energy Village,  
Ollerton,  
Nottinghamshire,  
NG22 9FF.

2) The Advanced Payments Code in the Highways Act 1980 applies and under section 219 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.

3) In order to carry out any off-site works approved, 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.

4) Any relevant details submitted in relation to a reserved matters or discharge of condition planning application are unlikely to be considered by the Highway Authority until after the relevant technical approval is issued.