



Ashfield
DISTRICT COUNCIL
MAP SCALE 1: 1250
CREATED DATE: 07/10/2022

COMMITTEE DATE 22/03/2023 **WARD** Hucknall Central

APP REF V/2021/0172

APPLICANT Design

PROPOSAL Construction of 9 Dwellings and a Commercial B1 Unit with Parking and Amenity Spaces

LOCATION Former Tag Building, Watnall Road, Hucknall, Nottingham, NG15 6ES

WEB LINK <https://www.google.com/maps/place/Watnall+Road+Aerodrome,+Hucknall,+Nottingham+NG15+6EQ/@53.0323746,-1.2087698,240m/data=!3m1!1e3!4m6!3m5!1s0x4879eabef559f7d5:0x999a4d3dfd720f!8m2!3d53.0206967!4d-1.2236179!16s%2Fm%2F043ry3x>

BACKGROUND PAPERS A, B, C, D, & K.

App Registered 08/03/2021 **Expiry Date** 02/05/2021

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

This application has been referred to Planning Committee by Councillors Rostance and Waters on the grounds of Overdevelopment and the Impact on Land Adjoining the Site which is owned by Ashfield District Council, respectively.

Site Description.

The application site lies within the main urban area of Hucknall and access into the site is at the north-west corner from Watnall Road. The site has been cleared of the dilapidated brick buildings and currently comprises vacant land with self-seeded scrub vegetation, a concrete access along one side, some areas of hardstanding, the only part left from the previous development on-site being the stone wall along the front.

The previous use of the former 2/3 storey brick building on the site had last been as a fitness centre which, once vacated, quickly became derelict, prior to its demolition.

The site drops down towards the rear in the south where there is a smaller vacant site in Council ownership.

To the north-east of the site is housing fronting Storth Avenue. To the south-east is a smaller vacant site and to the south-west is a car park associated with Hazel Grove Care Home, a residential care home. The site fronts on to Watnall Road where the development along here is predominantly residential apart from the social club to the north-east and the shops further away to the north-east.

The Planning Application.

The application, as submitted, sought approval for 9 dwellings and two B1 commercial buildings at the rear of the site known as the Watnall Centre. The B1 use would extend for 380 square metres over two floors.

A terrace of 4 houses would front onto Watnall Road. Due to the fall in levels, the front elevation would be single storey but two at the rear. An additional terrace of 4 houses within the site would be two storeys facing the front terrace but three at the rear, once again because of falling levels. House no. 9 would be along the east side of the site, close to the boundary.

Access would run down the east side of the site from Watnall Road to a vehicle turning area at the end of the site. From this turning area, an access drive serves house no. 9 and the two Watnall Centre buildings.

Alongside the access road, 18 parking spaces would serve the 8 houses being two per house with 4 visitor spaces. Two parking spaces would be provided for house no. 9 and four for the Watnall Centre.

Footpath links along the back of the stone wall on the front boundary and at the rear of the site would provide pedestrian access to all buildings. All houses would have front and rear gardens of varying sizes.

The application, as submitted, included a footpath along the eastern boundary between the proposal and the adjoining social club. This included two flights of steps, was enclosed by walls either side and there was a blind corner at the bottom. This path has been removed because it would not be possible for people with disabilities to use it, it was dark and uninviting and the blind corner would possibly invite crime. The land that was to be used for this path has been given over to additional garden space for three of the proposed houses.

Consultations

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

The following responses have been received:

ADC Conservation.

There are no Listed Buildings near to the application site. The site has been cleared and all that remains is the substantial and attractive stone wall along the north-west boundary. To reflect the quality of this wall, external materials of red brick and natural slates are preferred. The proposed pedestrian access along the east boundary has steps, is enclosed and is uninviting. It would not be possible for people with disabilities to use it and it would be used for crime. There appears to be little opportunity for landscaping within the scheme.

Nottinghamshire County Council Highways.

The site access was, as submitted, too narrow at 4.5 metres but the width of this has now been increased to 6 metres which is an acceptable width. The level of car parking shown on the plans is acceptable, meeting the requirements of Residential Car Parking Standards.

There were concerns that refuse vehicles which will be 11.6 metres long, would not be able to enter and exit the site in a forward gear. However, a swept path analysis has been submitted which demonstrates that refuse vehicles will be able to manoeuvre within the site to allow entrance and exit in a forward gear.

One disabled parking space is required for the commercial use but there is space to provide this and this can be dealt with by an appropriate condition. Covered cycle storage and surface water drainage are required but these two issues can also be dealt with by conditions.

Nottinghamshire County Council Planning Policy.

With respect to financial planning obligations, there are none required for education or health care due to the small scale of the development.

A sum of £8,500 is required for improvements to either one of two bus stops, ref. AS0307 or AS0434 which are both close to the site on Watnall Road. A real time bus stop pole and display is necessary for one of the stops. They are both close to the application site.

Local Lead Flood Authority.

There are no objections.

Resident Comments:

Two rounds of public consultation have been carried out with local residents due to amended drawings having been submitted part way through the planning process.

Round 1.

Four letters of objection were received which set out the following comments:

- Cars parked on the access road between plots 5 to 8 and the commercial centre will directly overlook Storth Avenue due to the higher level above the existing roof line. Headlights would shine into gardens.
- The rear bedroom windows of plot 9 (2 windows) would overlook the rear of 6a, Storth Avenue.
- There would be noise and disturbance from the commercial centre and the future use is questioned.
- What would the vacant land at the rear of the site be used for?
- A better use for this site would be to provide a car park for those visiting local facilities.
- The proposed access from Watnall Road should be closed off and access taken from Farleys Lane.
- There have been increases in traffic over the last 22 years and the site is close to the junction of 5 converging roads. This site is not suitable for the significant increase in traffic associated with this application.
- The entrance into the site at the brow of a hill is not safe.
- There would be a loss of privacy affecting existing residents.
- Questions have been asked about what the boundary treatment would be.
- The site might be contaminated as expired tinned food has been buried on the site in the past.
- There would be a loss of wildlife, particularly birds and birds nest boxes should be provided as part of the development.

Round 2.

A further two letters have been received from local residents objecting to the amended layout. Some of the previous objections have been repeated but a further comment has been submitted, pointing that Japanese Knotweed is present on the site.

Policy

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

Applications for planning permission must be determined in accordance with national planning policy guidance and the local development plan unless material considerations indicate otherwise.

National Planning Policy Framework.

The relevant sections of the National Planning Policy Framework (NPPF) are:

Part 2. Presumption in favour of sustainable development.

- Part 5. Delivering a sufficient supply of homes.
- Part 8. Promoting Healthy and Safe Communities.
- Part 9. Promoting Sustainable Transport.
- Part 11. Making Effective Use of Land.
- Part 12. Achieving Well Designed Spaces.
- Part 14. Meeting the Challenge of Climate Change, Flooding and Coastal Change.

Ashfield Local Plan Review (ALPR) 2002 (saved policies)

- ST1. Development.
- ST2. Main Urban Areas.
- HG3. Housing Density.
- HG4. Affordable Housing.
- HG5. New Residential Development.
- HG6. Open Space in Residential Development.
- TR2. Cycling Provision in New Development.
- TR3. Pedestrians and People with Limited Mobility.
- TR6. Developer Contributions to Transport Improvements.

Supplementary Planning Documents.

- Residential Design Guide.
- Residential Car Parking Standards.

Relevant Planning History

Informal discussions prior to the application being submitted took place between your officers and the applicant.

Material Considerations:

- Principle of Development.
- Layout and Design.
- Residents' Amenity
- Sustainability.
- Highways Safety.
- Other minor matters
- Planning Balance

Principle of Development.

The application site is located within the main urban area of Hucknall, where, under the provision of ALPR (2002) policy ST2, development should be concentrated. It is noted that this site was formerly used as a fitness centre in a building which has been demolished. Consequently, the application site can be classified as brownfield and national planning guidance strongly supports re-development of such sites.

Housing Supply.

Paragraph 60 of the NPPF says that it is the Government's objective to significantly boost the supply of homes. Paragraph 74 requires local planning authorities to identify a minimum of 5 years' worth of housing against the local housing requirement allowing for a buffer varying between 5% and 20% dependent on the local planning authorities circumstances.

Based on the Housing Land Monitoring Report of 31 March 2021 and applying a 20% buffer, Ashfield District has a 2.25 year housing land supply. There is, therefore, a serious need for more housing to be delivered within the District.

In accordance with paragraph 11 (footnote 8) of the NPPF, the tilted balance is engaged. Accordingly, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against NPPF policies as a whole.

Tilted Balance.

The site is brown field, having been formerly developed, within a sustainable main urban area location. The ALPR does not have any policies which address previously developed land. However, NPPF paragraph 120c) sets out the planning policies and the decision should give substantial weight to the value of using suitable brownfield land within settlements for homes. There is, therefore, an emphasis on surplus and vacant land being redeveloped for a productive purpose.

Employment Land.

With respect to the small area of the site at the rear which would be used for employment purposes, this is considered to be acceptable striking a balance between housing and a low impact employment use close together, appropriate in a main urban area.

There is an opportunity for future residents to also work on the site thus avoiding the need to drive to work, reducing the reliance on fossil fuels.

Layout and Design.

The layout of the proposal is partly restricted by the significant fall in levels to the rear of the site and the desire to provide a street frontage onto Watnall Road.

Four houses will front Watnall Road which would be split level at one and two storeys, having a single storey along the frontage. The frontage is in line with the social club to the northeast. There is a mix of building types along Watnall Road and

the proposal would not look out of place in the street scene. The proposed single storey front elevation would be set behind the existing stone wall which is to be retained allowing a small garden in front of the houses along with bin storage, which would be hidden behind the wall.

The elevation fronting Watnall Road is the most visible as it fronts the public domain but due to the proposed height, the impact would be minimal.

Private gardens between the two terraces of houses would create acceptable garden spaces which would be bordered by close boarded wooden fencing.

The lower terrace of four houses would be split at two and three storeys and the site levels mean that the ridge height of the buildings would be the same. The three storey elevation is the most prominent feature of the application but this is far enough away from existing and proposed development as to not cause any overdominance.

There is a similar fall in levels affecting the houses along Storth Avenue and sections provided in support of the application show that the proposal reflects the height of existing buildings fronting Storth Avenue.

There is a simple pallet of materials being a mix of red/brown brick and render. The two terraces of houses would be red/brown brick with grey tiles on the pitched, hipped roofs. Windows would be uniform throughout all houses with brown window frames.

The only break in the uniformity of the elevations is the introduction of steps leading up to the first floor of the one/two storey houses from the rear gardens.

The exterior of the single house and the small business units would be pale render. The roof tiles of the single house would be the same grey as the other eight houses. The two business units would have red tiles which would create separation and identity between the two uses.

The use of the existing access road down one side is acceptable. Car parking would be located along the side of the access road comprising one line of 12 and a second line of six. Further car parking for the single house and the business unit is provided within the site. There are also footpaths along the frontage behind the existing stone wall and at the rear of the site serving houses and the business building.

The design, siting, scale and appearance of all proposed buildings is acceptable. The design and appearance of the houses would be different to the nearby houses on Storth Avenue but there is a wide variety of buildings in the immediate locality and the proposal will not be out of place. Space within the scheme is created by the gardens between the buildings.

Residents' Amenity.

Concerns have been raised about the possibility of an unacceptable loss of privacy and overlooking from house no. 9 affecting the rear of existing houses fronting Storth Avenue. It is the case that plot 9 is close to the rear gardens of 2a and 4a, Storth Avenue but the rear wall facing the gardens has no windows, just a blank wall.

There are windows at the front and side and the only windows that could possibly affect existing houses are those on the south-east side elevation which actually face away from the existing neighbours. Only oblique angled viewing is available over the backs of the gardens. Consequently, there would be no unacceptable overlooking or loss of privacy.

With respect to potential overdominance of the blank wall of plot 9, the distance between existing and proposed buildings is between 14 and 17 metres and the rear garden is orientated to face south-west so receives the sun virtually all day.

It is considered that the impact of the blank wall on existing properties is acceptable.

With respect to amenities of future residents, the eight houses within the two terraces have private rear gardens each 10.5 metres in depth, bordered by 1.8 m high close boarded fencing. Plot 9 has garden areas on three sides. All houses have an acceptable level of amenity space.

A minimum distance of 21 metres between the rear elevations of houses is required to ensure that there is no unacceptable overlooking or loss of privacy and this has been achieved in this development.

At the southern end of the site is a B1 commercial use. There is a distance of 19 metres between the nearest elevation of this and plots 5 to 8.

The access road runs along the southwest boundary of the application site and beyond this is a car park associated with a residential home. There are blank elevations facing the home so there would be no overlooking or overdominance facing the home.

Sustainability.

The site is located within a main urban area close to shops, amenities and good public transport links.

There is a mix of residential and employment uses and there is potential for people living on the site to also work there. This would reduce the need to use cars to commute to work. In a similar vein, the site is in a sustainable location and it is possible to walk, cycle or use public transport to shop or work rather than rely on the private car.

The proposal will incorporate sustainable design features in line with the newest L1 energy and part 14 of the NPPF.

Materials will be used which have low VOC emissions and the built fabric will exceed current Part L1 requirements enhanced with air tightness and thermal bridging controls.

Energy efficient systems such as low energy lighting, energy efficient boilers, heating controls and water controls will be used. On the south and southwestern facing roofs, solar panels will be used. Electrical charging points for cars will also be introduced within the site.

Highways Safety.

Policy ST1 of the ALP says that development will be permitted where it does not adversely affect highways safety or the capacity of the transport system. NPPF paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the impacts on surrounding roads would be severe.

The access arrangements, as amended, are acceptable and there is good visibility in either direction. There were concerns about whether refuse vehicles would be able to enter and leave the site in a forward gear but a swept path analysis has been submitted which demonstrates that a 3 point turn within the site by a refuse vehicle is achievable.

With respect to car parking provision, the layout shows that there will be 18 spaces for the 9 houses, comprising 2 per dwelling and 6 for the business unit including two disabled spaces. This complies with guidance set out in the Nottinghamshire Design Guide.

Each house would have secure cycle parking and the business unit would have 8 secure cycle spaces.

Details have not been submitted for disabled access details or covered cycle parking for the business unit but these can be controlled by conditions.

There is a site at the rear of the application site in separate ownership and there has been concern expressed that this proposal would land-lock the site by closing off any access. However, it would be possible to access the site at the rear from the internal access road in the application site.

Contamination, Noise Impact and Air Quality.

With respect to land contamination, local residents have stated that they believe that tinned food was buried on the site in the past. If, during construction works, this is discovered, remediation measures may well be required so a condition is necessary to control this eventuality.

The majority of neighbouring uses are residential and it is extremely unlikely that there would be any unacceptable noise or disturbance from existing houses. Introducing new housing next to existing residential areas is wholly appropriate. Within the development is the B1 commercial use but because of the low level impact of the intended use, this would not result in noise or disturbance to local residents. It is noted that close to the application site, on Watnall Road, there are a number of retail and commercial uses already.

With respect to air quality, the development would not result in any harmful emissions and, given the modest scale of the scheme and urban location, the emissions from vehicles would be a negligible addition to the existing levels of traffic.

Landscape and Public Open Space.

The majority of open space within the site would be given over to garden space or amenity space associated with the business unit and responsibility for these areas lies with the respective occupiers/owners. However, there is a landscaped buffer strip proposed along the internal access road and the site boundary and a condition would control the responsibility for maintenance which would be by a Management Company.

Ecology and Biodiversity.

It is a requirement of the NPPF (2019) that developments provide a measurable net gain for post development biodiversity.

An ecology report has not been submitted in support of this application because this is a site of relatively modest proportions.

The site currently comprises cleared vacant land covered in concrete, rubble and some scrub planting. The introduction of planting and gardens will improve the potential for biodiversity on the site significantly by attracting birds, insects and small mammals into the site.

Habitat boxes for bats, birds and insects can be incorporated into the design of the houses which can be controlled by a condition.

Drainage and Flood Risk Assessment.

The whole site is part of a larger area which is contained within Flood Risk Zone 1 which has a low probability of flooding (less than 1 in 1,000 annual probability). The risk of flooding is, therefore, negligible.

The Local Lead Flood Team have been consulted but they have not commented on the scheme except to say that a sustainable drainage scheme for surface water is expected. This would be controlled by a condition. The foul drainage would be connected to the existing sewage system.

Affordable Housing.

The provision of adequate levels of Affordable Housing is an important requirement of new housing schemes. However, this proposal is below the threshold set for Affordable Housing which is 14 dwellings, so Affordable Housing is not required as part of this development.

Developer Contributions.

The requirements of the CIL Regulations state that a planning obligation can only be a reason to grant planning permission in the event of it being necessary to make the development acceptable in planning terms; directly relate to the development and fairly and reasonably related to the scale of the development.

One developer contribution is required which would be controlled by a Section 106 Agreement and this is set out below.

Should the business use be converted to residential use this would require S106 for the whole site. Permitted development rights to change the use without permission or through a prior notification application are therefore suggested to be removed by condition as the impact of a conversion would result in the requirement of an assessment of infrastructure required as a whole.

Bus Stop Improvements.

A sum of £8,500 is required to provide a real time bus display to one of two bus stops close to the site, numbered AS0307 and AS0434.

Monitoring Contribution.

The updated CIL legislation allows for a Section 106 monitoring fee to be charged. This will amount to £1,000 and will cover the Councils fees for monitoring the payment of the legal agreement.

Planning Balance and Conclusion.

The NPPF says that proposals should be considered in the context of a presumption in favour of sustainable development which is defined by economic, social and environmental considerations and the interrelated roles they perform. The application is contained within a sustainable main urban area.

Economic.

The proposal will bring forward homes for approximately 10 to 18 people who would be in employment. The jobs will be diverse in terms of full and part time positions and the level of skills required from professional to manual positions.

In addition, the development will create additional benefits in the form of construction jobs including materials suppliers and local businesses. The site will bring forward economic benefits to the immediate surroundings and the local area more widely.

Social.

The scheme would deliver 9 high quality, affordable houses. The Council cannot currently demonstrate a 5 year housing land supply and the provision of new homes carries significant weight in the determination of this planning application.

Environmental.

In environmental terms, the proposal will regenerate an unsightly, vacant brown-field site by providing modern houses and employment opportunities thus improving the visual and environmental quality of the area. The proposal has also been designed to incorporate a variety of sustainable features to reduce the reliance on fossil fuels in order to reduce the carbon footprint.

The layout, appearance and scale of the development is considered to be acceptable. The impact on highways safety, the amenity of existing and future residents, biodiversity, flooding and landscape have all been assessed and considered to be acceptable.

Overall, the proposed development is considered to comply with both the development plan and the NPPF. Consequently, the application is recommended for approval subject to the conditions set out below and the terms of the legal agreement.

Recommendation: - Conditional Consent subject to a section 106 Legal Agreement.

Heads of Terms of Section 106 Agreement.

1. A sum of £8,500 for improvements to a bus stop.

2. A sum of £1,000 to be provided to cover the cost of monitoring the Section 106 Agreement in accordance with C.I.L. legislation.

CONDITIONS

1. The development hereby approved shall be begun before the expiration of 3 years from the date of this permission.
2. This permission shall be read in accordance with the following plans:
 - Site Location Plan A00 April 2021
 - Block Plan A01-Rev.B. Jan 2023
 - Layouts Street Level A02-Rev.A. Feb 2023
 - Layouts Garden Level A03-Rev.A- Feb 2023
 - Layouts Garden-1 Level A04-A- Feb 2023
 - Roof Plan A05 Feb 2023
 - Elevations Housing A06-A-Jan 2023
 - Elevations Watnall Centre A07 Feb 2023
 - Site Access from Watnall Road ARJ-01 Aug 2021
 - Visibility Splays and Junction Configuration P1121-01 Rev. B
3. No development shall take place until details or samples of the materials and finishes to be used for the external elevations and roofs of the development have been submitted to and 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.
4. Prior to the commencement of development, details of bird, bat and bee boxes and hedgehog openings to be incorporated into the buildings and layout shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter such boxes and openings shall be included in the development prior to the occupation of the appropriate building and retained thereafter.
5. Prior to the commencement of development, details of disabled parking for the B1 Business use and covered cycle storage shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, such parking and covered cycle storage shall be included in the development and retained thereafter.
6. The area shown for car parking on the approved site layout plan shall be hard surfaced and the car parking spaces delineated, in a manner previously agreed in writing by the Local Planning Authority, before development hereby permitted is first occupied. The area shall not thereafter be used for any purpose other than the parking of vehicles.

7. Prior to the commencement of development, the applicant shall submit the following to the Local Planning Authority:
 - i A desk top study/Phase 1 report documenting the previous history of the site and its immediate environs
 - ii A site investigation/Phase 2 report where any previous use of the site indicates a potential contaminative use. The applicant/developer shall submit a Site Investigation/Phase 2 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 Local Planning Authority.
 - 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 ground contamination. The scheme shall 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 Local Planning Authority, in advance of the 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 the written approval by the Local Planning Authority.

On completion of remedial works and prior to the occupation/use of the development, the applicant must submit to the Local Planning Authority 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 Local Planning Authority prior to the development being put to its intended use.

8. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping. All planting, seeding and turfing indicated on the approved landscaping scheme shall be carried out in the first planting seasons following the occupation of the buildings or 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 a similar size and species, unless the Local Planning Authority gives written consent to any variation.

9. No part of the development hereby approved shall commence until a detailed surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The scheme shall be implemented in accordance with the approved details prior to the completion of the development. The scheme to be submitted shall:
 - Demonstrate that the development shall use SuDS throughout the site as a primary means of surface water management and that design is in accordance with CIRIA C753.
 - Limit the discharge rate generated by all rainfall events up to the 100 years plus 40% (for climate change) critical rain storm 5 l/s rates for the developable area.
 - Provision of surface water run-off attenuation storage in accordance with 'Science Report SCO30219 Rainfall Management for Developments' and the approved FRA.
 - Provide detailed design (plans, networks and calculations) in support of any surface water drainage scheme, including details of any attenuation system, and the outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods.
 - For all exceedance to be contained within the site boundary without flooding new properties in a 100 year plus 40% storm.
 - Details of STW approval for connections to existing network and any adoption of site drainage infrastructure.
 - Evidence of how the on-site surface water drainage systems shall be maintained and managed after completion and for the lifetime of the development.
10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no development including change of use relating to any Class in Part 3 of Schedule 2 shall be undertaken without the prior written approval of the Local Planning Authority.

REASONS

1. To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended.

2. To ensure that the development takes the form envisaged by the Local Planning Authority when determining the application.
3. To ensure the satisfactory appearance of the development.
4. In the interests of bio-diversity and the natural environment.
5. In the interests of highways safety.
6. To ensure adequate off street car parking in the interests of highways safety.
7. To ensure that the site, when developed, is free from contamination, in the interests of the safety of future occupiers.
8. To ensure the satisfactory overall appearance of the completed development and to help assimilate the new development into its surroundings.
9. A detailed surface water management plan is required to ensure that the development is in accordance with NPPF and local planning policies. It should be ensured that all major developments have sufficient surface water management, are not at increased risk of flooding and do not increase flood risk off-site.
10. To protect the amenity of neighbouring and future occupiers and to ensure any development is sustainable in the provision of appropriate infrastructure appropriate to the development as a whole.

INFORMATIVES

1. The developer is strongly advised to ensure compliance with all planning conditions attached to this decision. Failure to do so could result in LEGAL action being taken by 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 and Building Control Section of the Authority on 01623 450000. For further details on the decision, please see the application report by contacting the Development Section on 01623 457388.
2. Adoption of streets/roads. The Highways Authority (HA) only seeks to adopt streets where the new street network is acceptable in all highways and transportation terms. Accordingly, the HA may refuse to accept future maintenance liability of roads that do not meet the required standards and specification.

Planning consent is not agreement to work on or adjacent to the public highway, therefore prior to any works commencing on site including demolition works, you must contact Highways Network Management at licenses@viaem.co.uk to ensure all necessary licenses and permissions are in place.

3. The Local Lead Flood Team (LLFT) ask to be re-consulted with any changes to be submitted and approved details of any Drainage Strategy which has been provided. Any deviation from the principles agreed in the approved documents may lead us to objecting to the discharge of conditions. The LLFT will provide you with bespoke comments within 21 days of receiving a formal consultation.