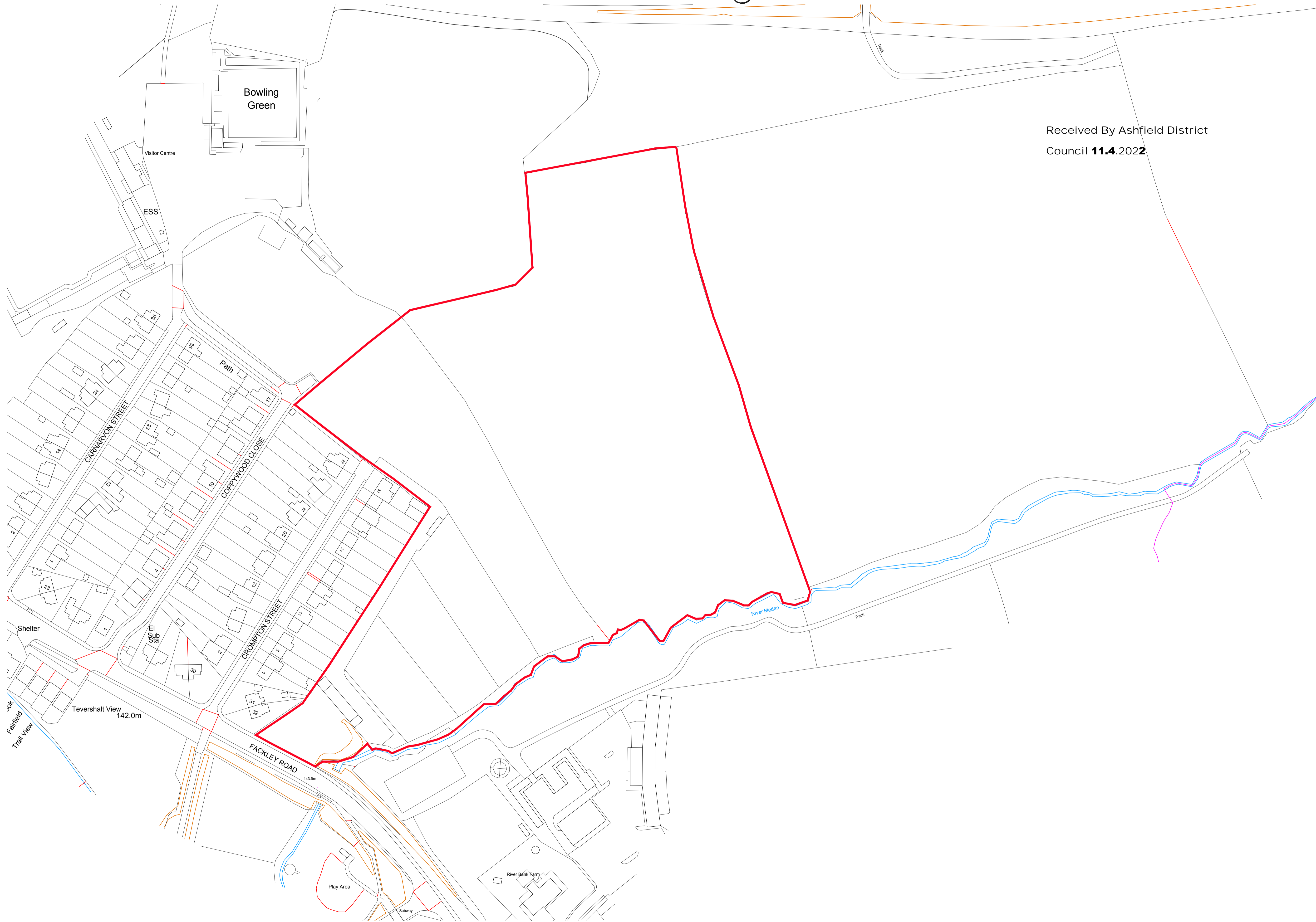
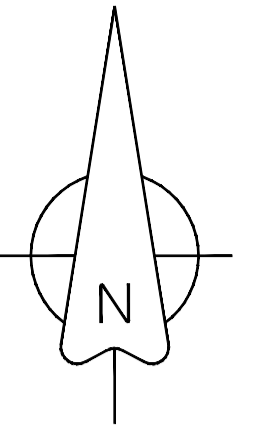
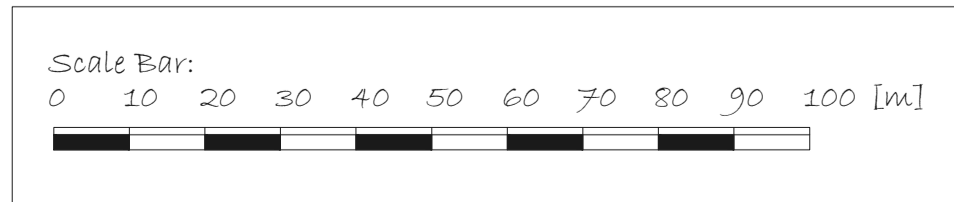


LOCATION PLAN - Land Off Fackley Road, TEVERSAL.

V/2022/0295



Received By Ashfield District
Council **11.4.2022**



Development:
Land Off Fackley Road
Location:
TEVERSAL

Drawing Title:
Location Plan
Drawing Number:
TGDP/FRT/LP1

Scale @ A1 / A3:
1:1000 / 1:2000
Revision:
.

Drawn By:
TGDP
Date Started:
24/03/22



COMMITTEE DATE 06/12/2023 **WARD** Stanton Hill and Teversal

APP REF V/2022/0295

APPLICANT Persimmon Homes

PROPOSAL Development of 124no. Dwellings, Access, Attenuation Basin and Associated Landscaping and Infrastructure

LOCATION Land North of Fackley Road, Teversal, Sutton in Ashfield, Notts, NG17 3HN

WEB-LINK

BACKGROUND PAPERS

App Registered 21/04/2022

Expiry Date 21/07/2022

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

This application has been referred to Planning Committee by Councillor Smith on the grounds of Highway Safety and Impact on Ecology.

The Application

This is an application, as amended, for development of 124no. dwellings, two points of access, an attenuation basin and associated landscaping and infrastructure.

There are two vehicle access points into the site, the main one from Fackley Road which takes up virtually the entire site frontage onto Fackley Road and the secondary access is from the end of Crompton Street. The scheme would also provide several cycle and pedestrian connections to the surrounding area. The spine road running from Fackley Road to the top of the site has a tree lined verge and this crosses the linear green that runs north to south through the centre of the site, dividing the site into two.

There will be a green gateway into the site and this leads on to an ecological corridor about 10 metres deep that runs along the north bank of the River Meden. This will include trees to strengthen the existing tree lined bank.

The proposed dwellings would be a mix of terraced, semi-detached and detached homes of between two and five bedrooms. 10% of the total would be affordable with

a mix of tenures. The houses would generally be two storeys in height with some extending to two and a half storeys. The principal external materials will be red brick and pale render to reflect existing houses close to the site.

There is a clear road hierarchy set out on the plans beginning with the main spine road through the centre which serves a higher density of housing than the narrower, secondary roads off the spine road where the houses have a lower density with more detached houses here.

The access off Crompton Street is part of the secondary road network and is not intended to have the same level of use as the main access from Fackley Road. The restricted dimensions and on street parking of Crompton Street would deter drivers from using it apart from local access. It is also intended to be used by emergency vehicles.

Private drives would serve remaining houses. There will be 2 metre wide footways throughout the site apart from the private drives, green links and the rural edges will be defined by new hedgerows. In the southwest corner of the site next to the northern bank of the River Meden, an attenuation pond will be located that would extend and complement the ecological corridor. This will extend into the site along the linear green which links into an existing line of trees beyond the northern site boundary providing a longer ecological corridor.

Site Description.

The site comprises two fields currently used for agricultural purposes and lies south of Teversal village, north of Stanton Hill and is on the northeast side of Fackley Road. The site is 5.41 hectares in area and the two fields are delineated by hedgerows and mature trees. The River Meden runs along the southern boundary of the site with further agricultural land to the east. To the north lies a football ground and cricket pitch, woodland and the Teversal and Silverhill trails and residential development on Crompton Street and Copsywood Close to the west. There is a public right of way that runs along the west boundary between Copsywood Close and Crompton Street.

The site slopes gently from the northwest down to the southeast, a total fall of about 13 metres.

Relevant Planning History.

There have been no previous applications for this site.

Consultations

Site Notices have been posted together with individual notification of the application of surrounding residents. 76 individual letters of objection have been received and a summary of the comments is set out below.

Loss of Farmland, Fields and Open Space.

- The proposal is too large and should be only half the size.
- The applicant claims that land in the surrounding area to the application site will remain untouched.
- There would be only a small area of separation between Sutton in Ashfield, Teversal and Stanton Hill if this application proceeds.
- Loss of Green Belt and Fields; building on brown field sites would be better.
- The site is allocated as 'Countryside' in the Ashfield Local Plan 2002.
- The site is in a green corridor and is contrary to Objective 7 of the Teversal and Stanton Hill Neighbourhood Plan.
- Implementation of this application would set an unwelcome precedent if allowed.
- The application is contrary to section 13 of the National Planning Policy Framework (NPPF) in that Green Belt should be protected, stopping towns merging together.
- The applicant has not provided and details of 'special circumstances' that would justify the development being built in the Green Belt.
- There would be a loss of valuable farmland.
- Two previous planning applications at 1, Fackley Road have been refused. This was a much smaller site and this new application should also be refused.

Highways and Local Roads and Paths.

- It is very difficult to enter and exit Crompton Street and implementation of this scheme, along with other, neighbouring development at Beck Lane and St Andrews Heights will make the access even more difficult.
- Cars already park on both sides of Crompton Street which restricts access.
- The area cannot cope with any additional traffic. There are accidents at Meden Bank due to the blind junction. There would be an increased risk of traffic accidents.
- There will be a detrimental impact to the cycle path.
- There is the possibility of narrow streets being used as 'rat runs'.
- Existing roads are unsuitable for extra traffic and a new access; they are far too tight.
- The layout of the proposal allows for further development of the site to the north.
- Most households would have two cars.
- There would be an increase in car journeys in the area, resulting in increased car journeys.
- Where will construction traffic access the site?

Impact on Ecology and the Natural Environment.

- There would be a detrimental impact on local wildlife, particularly ground nesting birds, snakes, newts, bats, deer, foxes and rabbits.
- The scheme would impact on the biodiversity of the area, particularly the areas close to the Teversal and Skegby trails and the redevelopment of the old colliery site and railways.
- There would be a reduction in a wildlife corridor that the site is within.
- There is a strong, green boundary to the south of Teversal village which would be eroded by this scheme.

Impact on Local Infrastructure.

- Local schools, health and leisure facilities and provision of shops are already over subscribed. Will these be improved as part of the application?
- Local bus service and public transport provision is very poor and should be improved.
- There would be a likely increase in crime resulting in increased pressure on local police.

Character of the Area.

- The proposal does not respect the local village character or context of Teversal and Stanton Hill.
- The application site is close to a Conservation Area at Teversal village.
- The site is currently very quiet and peaceful and the application will change this.
- The site is historically important, dating back to 1662.
- Three storey buildings are not in keeping with the character of the area.
- The homes will be of a poor quality.

Drainage and Flood Risk.

- This application will result in additional surface water to an area which already floods.
- There is concern that it will not be possible to supply water to the site.

Pollution.

- There would be noise and air pollution during construction works.
- The additional vehicles generated by the new homes would increase pollution from exhaust fumes.
- Light pollution would result.

A petition containing 139 signatures has also been lodged with the Council which sets out the following objections:

- The proposal will have a detrimental impact on the amenities of existing neighbouring houses.
- There would be increased traffic pressures.
- Increased pressure on infrastructure that is already over-capacity.
- There would be a negative impact on nature.
- There would be an adverse impact on the character and appearance of Teversal and Stanton Hill.
- There would be a negative impact on the health of existing residents.

Teversal, Skegby and Stanton Hill Neighbourhood Forum (TSSNF) have submitted two separate representations. The first sets out objections to the application for the following reasons:

- The development is within the countryside and isolated from essential facilities with an inadequate bus service. Consequently, the proposal is unsustainable, contrary to paras. 8 and 185 of the NPPF which deal with sustainability and appropriate locations for new development, respectively.
- Local health services and schools are already overstretched and at intake capacity which means that the additional residents resulting from this development will create an unsustainable development.
- The site is within a green wedge identified as being important in preserving the separation between Stanton Hill and Teversal. The development would intrude into the green, open space, thereby profoundly affecting the character of the area. NPPF para. 174 says that planning decisions should contribute to and enhance the natural and local environment.
- The development is not appropriate at this location, will increase pollution, have a damaging effect on the natural environment and will damage valued landscapes and biodiversity, contrary to NPPF para. 127.
- The design and layout contravenes the principles set out in the TSSNF Design Guide.
- The site is an area of gradual transition from urban to countryside and this development will intrude into that area.
- Existing green spaces are an important characteristic of the area and must be preserved.
- The development will urbanise the approach to the Teversal trails and Teversal Visitor Centre and will have a negative impact on these and the level of enjoyment by local people.
- The development will increase traffic on already overcrowded roads.
- Local infrastructure is incapable of managing the increase in demand resulting from this scheme. It is considered that applicable Community Infrastructure Levy (CIL) payments will not be sufficient to provide the necessary improvements to infrastructure.
- The development will spoil the enjoyment of thousands of visitors who come to enjoy the countryside around Teversal.

- Tourism is developing in Teversal and this scheme will urbanise existing countryside and reduce visitor numbers.
- Teversal trails and open countryside are highly valued by local residents and visitors and must be preserved.
- The site is isolated from services, so journeys to and from the development will be by car, increasing carbon emissions.

The second representation follows the severe weather event of 20 October 2023 when Storm Babette caused flooding on the road where the new access is proposed into the application site from Fackley Road. The comments are:

- Flooding of Fackley Road at this point has been recorded for many years and is caused by surface water run-off.
- A Strategic Flood Risk Assessment (FRA) was carried out by Ashfield Council in 2007 and this report says that the junction of Fackley Road and Copsywood Close has inadequate capacity in the main sewer during times of heavy rain.
- Future residents could become trapped by flood water because of the increase in impermeable surfaces at the access.
- Fackley Road is several metres below the level of the application site.
- The flooding issue should be resolved before the application is determined.

Statement of Community Involvement.

A Statement of Community Involvement has been submitted in support of the application. The applicant has engaged with the Local Planning Authority, the Neighbourhood Forum, relevant consultees and the local community.

At a meeting with the Neighbourhood Forum, the following issues were raised:

- Landscape impact.
- Concern that local services, including schools and healthcare will not be able to cope with the new development.
- Insufficient bus services in the area.
- Loss of privacy and overlooking of existing residents.
- Use of section 106 contributions.

Leaflets were delivered to 217 households and a dedicated website provided for comments to be lodged. The website was visited more than 1,000 times and the comments are summarised below:

- Schools, doctors surgeries, sports clubs and public transport all need improving as well as access to open space and footpaths.
- The development is unnecessary.
- Impact on local services.
- Impact on traffic.
- Overlooking.
- Green Belt being built on.

- Site historically known for its coal mining history and local houses will lose their history and the village will lose its appeal.
- Noise and pollution.
- Teversal is a quiet area.
- Potential impacts of the development on adjacent sports clubs.
- Impact on Teversal trails.

As a result of the pre-application consultations, the application has been shaped in the following ways:

- Connections to the countryside – a green link from Copsywood Close has been created to the north and a link to Teversal trails is proposed.
- Flooding – an attenuation basin will be provided to prevent flooding on the site.
- Private amenity space – gardens will all be at least 10 metres deep.
- Local identity – the proposed new houses have been selected to fit in with the wider area and provide a range of houses for all sections of the community, from first time buyers to the elderly. Materials will reflect those already in place on nearby houses.
- Traffic and access – suitable accesses from Fackley Road and Crompton Street will be provided with Fackley Road being the main access. A Transport Assessment will be submitted in support of the application which will demonstrate that there would be no negative impacts on traffic in the local highway network.
- Local services – financial contributions will be provided to support local schools, healthcare and transport and controlled by way of a legal agreement under section 106 of the Planning Act.

Nottinghamshire County Council (NCC) Planning Policy.

NCC require the following financial contributions to ensure that services and infrastructure can be provided to meet the needs of additional residents living on the new development.

With respect to education, there is a surplus of school places that can accommodate the extra 26 primary, 20 secondary and 4 post 16 school places generated by the scheme. There would be no deficit in these instances. However, there would be a need to fund pupil with special needs, so a sum of £83,728 would be necessary.

There would be additional demand generated for the local bus service so a sum of £160,000 is required to provide improvements. Peak hour and weekend travel is currently not provided and, currently, there are only three buses a day at two hour intervals. This level of provision is a much more sustainable alternative to complete reliance on the private car during these periods.

Improvements are needed to upgrade the two nearest bus stops on Caernarvon Street by way of raised kerbs and real time display boards. A sum of £17,100 is required for stops numbered AS0502 and AS0514 on Caernarvon Street.

The application site will be served by waste disposal and recycling facilities at Kirkby and Mansfield and both are operating at or close to near capacity. There is no opportunity to expand these two facilities but there is a proposal to build a new facility close to the Mansfield and Ashfield Regeneration Route (MARR) so a financial contribution of £6,959 is required to help fund this new facility to meet the additional demand generated by this application.

NCC Constabulary.

Guidance on designing out the opportunity for crime and the creation of safe and inclusive communities is contained within sections 8 and 12 of the NPPF. The layout and design has given consideration the creation of a safe and sustainable community and there are no objections.

NCC Area Health Authority.

Due to increased pressure on doctor's surgeries, a financial contribution of £67,192 is required to improve one or more of the following three surgeries which are all operating at capacity:

- Skegby Family Medical Centre.
- Brierley Park Medical Centre.
- Willowbrook Medical Practice.

NCC Highways Authority (HA).

The HA have confirmed that the amended internal layout is acceptable and also that the main access from Fackley Road including off-site highways works provides a safe entry and exit for vehicles, cyclists and pedestrians.

The access would be 6.2 metres wide in accordance with appropriate design guidance and there would be 10 metre junction radii at the entrance. Fackley Road will be widened to allow for a pedestrian refuge, tactile paving with dropped kerb and ghost island to be introduced.

With respect to Crompton Street, the original proposal was to use it for emergency access only with bollards at the end which would be lowered for emergency vehicles only. However, due to the restricted dimensions and on street parking along the street, the bollards have been removed from the scheme and it is considered that the restrictions are such that the only people using this will be those living in new houses at the end of Crompton Street and traffic here will self-regulate.

The HA require conditions to be attached which would control the following:

- Provision of the access from Fackley Road.
- Technical details of the internal layout including gradients and sections.
- The submission of a detailed Residential Travel Plan.

NCC Rights of Way (RoW).

Sutton in Ashfield footpath 97 runs adjacent to the site so there are no objections. However, the applicant should be made aware of the following:

- There should be no disturbance to the footpath without the prior consent of the RoW team.
- The safety of the footpath should be observed at all times. A Temporary Closure may be granted by contacting the RoW team.
- If the route is to be fenced, this should be at a low level.
- If a structure is built next to the path, the width of the path should not be reduced.
- Structures cannot be built on the path without the consent of the RoW team.
- Should scaffold be required on the path, consent is required from the RoW team.

NCC Local Lead Flood Team (LLFT).

Most of the site is located within Flood Zone 1 but small areas close to the southern boundary are located within Flood Zones 2 and 3 associated with the River Meden. However, there are no objections subject to a condition controlling the submission of a detailed drainage scheme including SuDS being attached to a planning consent.

Further to the second representation submitted by TSSNF, the LLFT were consulted about the recent flooding in the vicinity of the site. The applicant was also made aware of the extra representation and explained that the water levels caused by the recent floods will not affect the application site.

The proposal achieves the greenfield run-off rates plus the additional 40% attributable to the development. Surface water mitigation will be engineered to alleviate impact on the surrounding drainage networks by way of an attenuation tank which would be at a lower level than Fackley Road and this would control surface water run off. Such control is not in place at present so flood risk is very likely to be reduced.

Coal Authority.

The Coal Authority have confirmed that the site lies within a Development High Risk Area. However, the applicant has carried out drilling at five boreholes in the site and no shallow coal workings have been revealed so there would be no stability issues. Consequently, the Coal Authority do not object to the application and have no additional comments.

Ashfield District Council (ADC) Environmental Health – Contamination.

In the event of land contamination being discovered during construction works, a condition is required that will assess the contamination and provide remediation measures where necessary.

ADC Planning Policy and Projects.

The development plan comprises the saved policies within the Ashfield Local Plan Review (ALPR) 2002 and the policies of the Teversal, Stanton Hill and Skegby Neighbourhood Plan (TSSNP).

The Council does not have a 5 year housing supply of deliverable housing sites. Consequently, the application has to be seen in the context of the National Planning Policy Framework (NPPF) which says that planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against NPPF policies as a whole.

The application site is located outside the settlement boundary and lies within the Remainder of the District and in Countryside. It is not an allocated site in the current local plan and ALPR policies ST4 and EV2 respectively will apply.

Policy EV2 seeks to safeguard the countryside and it is considered that the application does not fall within any forms of appropriate development set out in EV2. In addition, NPPF para. 174 recognises the intrinsic character and beauty of the countryside.

The site is also within a Mature Landscape Area under ALPR policy 4 which seeks to ensure that development does not adversely affect the character and quality of such areas.

Policy NP4 of the TSSNP identifies the area between Teversal and Stanton Hill as a green corridor and a compelling case would have to be made to allow development to occur here.

A key aspect of the NPPF is to promote healthy and safe communities with an emphasis on social, recreational and cultural services. This includes the cricket ground which lies adjacent to the application site to the north and there is a possibility of the amenities of future residents being affected by the potential risk from cricket balls.

With respect to the quality of the agricultural land on the site, the regional Agricultural Land Classification says that the application site is all in Grade 4 and (poor) so it is not falling within the best agricultural land.

There are no designated or non-designated heritage assets within the site. The Teversal Conservation Area lies 180 metres away to the northeast of the application site.

Regarding Affordable Housing, 10% will need to be provided for this area.

The Council is now out to consultation on the 19 Pre-Submission Draft Local Plan under Regulation 19 of the Town and Country (Local Planning) (England) Regulations 2012, as amended. The site is an allocation for housing in this plan. At this stage of the draft Local Plan, the policies carry limited weight.

ADC Regeneration.

Financial contributions of £124,000 and £248,000 to improve the public realm at Stanton Hill High Street and to provide Public Open Space improvements at Stanton Hill and Teversal, respectively are required.

ADC Ecology.

Concerns have been expressed about a lack of information submitted in the Ecology Report submitted in support of the application which are similar to those expressed below by Nottinghamshire Wildlife Trust.

Nottinghamshire Wildlife Trust (NWT).

In response to the Ecology Report submitted in support of the application, as amended, NWT have raised a number of concerns, which are:

- The site is moderately suitable for bat foraging and commuting but no bat surveys have been submitted.
- It is claimed that the hedgerows are species poor but details of species have not been submitted in support of this.
- With respect to the edge of the River Meden, it is requested that the ecological buffer be widened.
- In assessing biodiversity net gain, NWT have identified errors in the report concerning hedgerow scrub planting close to the attenuation pond and also along the southern boundary.

In response to the updated ecology report it is considered that their previous holding objection can be withdrawn however measures are still required (ECoW, reasonable avoidance measures, pre-commencement checks/surveys, conservation covenant, Biodiversity Management Plan, CEMP etc) to further reduce impacts.

Environment Agency.

No comments or objections.

Natural England.

No comments or objections.

Comments on the above.

- It is considered that local residents have been properly consulted. Site notices were posted and adjoining occupiers were sent letters inviting comments. In addition, the applicant has carried out a Community Consultation exercise, the details set out above.
- With respect to flooding on the site, the bulk of the site is within Flood Zone 1 and development would be restricted to this area and the small areas in Flood Zones 2 and 3 next to the River Meden would not be built upon. An attenuation pond is also provided.
- Regarding the loss of wildlife on the site, the proposal would introduce trees and hedgerows into the scheme and enhance the western bank of the River Meden and deepen the existing hedgerow along the eastern boundary. A linear green is proposed through the centre of the site, linking the riverbank with the trees and hedgerows to the west. By increasing the variety of plant species, additional wildlife and birds can be encouraged. As part of the proposal, a balancing pond next to the river would also be included and there is great potential to integrate this, providing additional ecological benefits. Biodiversity Net Gain credits have also been requested.
- The applicant will be liable to pay financial contributions to meet any shortfall in provision of local health, education, transport and other infrastructure resulting from additional residents associated with the development.
- It is acknowledged that there will be increases in traffic during building works and when the development is occupied but highways assessments have concluded that, with off-site highway improvements, the existing road network can accommodate the increases.
- A number of responses have said that the site is within the Green Belt. This is not the case as the site is within an area of Countryside in the ALPR.
- Existing residential development directly adjoins the site to the west and hours of construction will be restricted so that building works only take place during week days and Saturday mornings.

Policy Framework.

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

National Planning Policy Framework (NPPF) 2019.

- Part 2 - Achieving 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 Places.
- Part 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change.
- Part 15 – Conserving and Enhancing the Natural Environment.
- Part 16 – Conserving and Enhancing the Historic Environment.

Ashfield Local Plan Review (ALPR) 2002.

- Policy ST1 – Development.
- Policy ST4 - Outside Main Urban Areas and Named Settlements.
- Policy EV2 - Countryside.
- Policy EV4 - Mature Landscape Areas.
- Policy EV6 - Sites of Importance for Nature Conservation.
- Policy EV8 – Trees and Woodland.
- Policy EV9 – Agricultural Land.
- Policy EV10 – Conservation Areas.
- Policy EV16 – Water Quality and Flood Protection.
- Policy HG3 - Housing Density.
- Policy HG4 – Affordable Housing.
- Policy HG5 – New Residential Development.
- Policy HG6 – Open Space in Residential Developments.
- Policy TR2 – Cycling Provision.
- Policy TR3 – Pedestrians and People with Limited Mobility.
- Policy TR6 – Developer Contributions to Transport Improvements.
- Policy TR8 - Recreational Routes.

Teversal, Stanton Hill and Skegby Neighbourhood Plan (TSSNP) 2016.

- NP1 – Sustainable Development.
- NP2 – Design Principles for Residential Development.
- NP3 – Housing Type.
- NP4 – Protecting the Landscape Character.
- NP5 – Protecting and Enhancing heritage Assets.
- NP6 - Improving Access to the Countryside.
- NP8 - Improving Digital Connectivity.

Design Guidance.

- Ashfield Residential Design Guide 2014.
- Ashfield Residential Car Parking Standards 2014.
- The National Design Guide 2020.
- National Model Design Code 2021.
- Building for a Healthy Life 2020.

Gear Change: A Bold Vision for Cycling and Walking 2020.
Cycle Infrastructure Design (LTN 1/20) 2020.
Manual for Streets 2 2010.
Nottinghamshire Highway Design Guide 2021.
Residential Car Parking Standards 2014.

Main Material Considerations.

The main material considerations are:

- Loss of countryside and open land.
- Design and Layout.
- Impact on biodiversity and wildlife.
- Highways and access.
- Flood risk and drainage.
- Impact on local services and infrastructure.
- Affordable Housing.

SUMMARY.

Principle of the Development and Loss of Countryside.

A summary of the policy context has been set out earlier in this report and key to this are ALPR policies ST4 and EV2. Policy ST4 says that permission will only be granted for new development where the site is allocated for development. The site is not allocated for development and EV2 seeks to protect the countryside from development.

Countryside.

Policy EV2 seeks to protect countryside from development and housing is inappropriate development in such areas. EV2 confirms that development must be located and designed so as not to adversely affect the character of the countryside and, in particular, its openness.

Housing Supply.

It is the case that the Council does not have a deliverable 5 year housing land supply.

NPPF para. 60 sets out the Government objective to boost the supply of homes. NPPF para. 74 requires local planning authorities to identify a minimum of 5 years worth of housing allowing for a buffer varying between 5% and 20%, dependent on the local planning authority's circumstances.

Based on the Housing Land Monitoring Report of April 2023 and applying the 20% buffer, Ashfield has a 2.93 year housing land supply. Therefore, there is a serious

and immediate need to provide more housing in the District. The site is also a housing allocation in the emerging Local Plan.

In accordance with NPPF para. 11 (footnote 8), the tilted balance should be engaged. This means that there is a strong presumption in favour of granting the proposal but it is still the case that the weight attached to policies should be given by the decision-maker. The NPPF says that permission should be granted unless adverse impacts of doing so would significantly outweigh the benefits when assessed against NPPF policies.

Design, Appearance, Scale and Layout.

National and local planning policy and guidance require the scale, design, layout and the external appearance of the buildings to be of high quality.

Two points of access into the site are proposed, the main one being from Fackley Road with a secondary access from the end of Crompton Street. The site frontage onto Fackley Road is very limited and can accommodate only the access, a single dwelling, the Green Gateway and visibility splays. In design terms, it is desirable to have a strong built form along the frontage but this is not possible in this instance. However, it is considered that the green frontage will reflect the interior of the development which contains a linear green, green links, an enhanced river bank and space between dwellings.

The scale of housing development on the site comprises two to five bedroomed, two or two and a half storey houses, having a variety of dwelling types, exteriors and footprints. Those houses located at corners will have dual aspects so that active frontages with windows face the roads. There is a variety of house types so any potential for monotony in the street scene will be avoided.

The adjoining houses on Crompton Street and Coppywood Close are a mix of two storey semi-detached houses and short terraces of uniform scale and materials, comprising mainly grey or white render with some brick with tiled roofs. The massing and scale of many of the proposed dwellings closely reflects the existing houses particularly in that section of the application site which lies along the south-east edge of Crompton Street but the remainder of the development opens out towards the edges of the proposal and the entry into open countryside.

The proposed external treatment will be a mix of red, red/brown and orange/red bricks with white or grey render. The roof tiles will be a mix of grey, brown and brown/red. Full details of the external details have yet to be submitted so this will be the subject of a condition requiring such details to be submitted prior to commencement of development.

The application site lies in the countryside. Existing housing adjoins the western boundary of the site but, apart from this the site borders a mix of open fields,

woodland and riverbank elsewhere. A common feature of the edges of the site are the hedgerows and a central hedge runs north to south through the centre of the site, marking the boundary between the two existing fields.

The applicant retains all hedgerows including the central one and these will all be enhanced to create a stronger, more varied, green edge and linear green in the centre of the development. These, along with additional tree planting within the site, strengthening the riverbank corridor and the pond in the southeast will all create an appropriate setting at the edge of countryside and woodland.

Off-street car parking is provided for each dwelling, two spaces for 2 and 3 bedroomed houses and 3 spaces for those with 4 or 5 bedrooms. Some of the houses will be provided with either a single or double garage which would have a pitched roof.

The majority of the houses have the off-street parking located as double spaces in front but a small number of houses do have tandem parking. The Highways Authority generally does not support tandem parking because of the resulting awkward manoeuvring that can occur but, in this case, there are so few instances that there would be no impact on highways safety.

Where the proposal is cramped, it is often the case that double parking can result in lines of cars dominating the streetscape. However, in this case, that has been avoided because areas of planting have been introduced along the frontages which break up the areas of hard surfacing.

In two instances, the road layout extends right to the edge of the site, allowing for the possibility of extending the development further into the countryside. However, the remainder of the boundaries comprise a mix of retained existing hedgerows and additional hedge planting, linking the development with the countryside.

Green space has been provided within the site in the form of gardens, the central linear green, the enhanced hedgerows and riverbank and further areas of open space within the development.

At present, the site is open grassland and the only features are the hedgerows which define the two fields. Numerous trees will be planted in the scheme that will, in time, allow a more diverse planted environment to emerge, including the attenuation pond, diverse plants, hedgerows and riverbank.

The application site is located at the edge of countryside and the design and layout has taken advantage of the rural location and ensured that many of the houses take advantage of outlooks towards the countryside or open space areas such as the attenuation pond next to the riverbank. In addition, some houses provide extra security because they also overlook green links and footways within and at the edge of the site.

Sustainability.

At the heart of the NPPF is a presumption in favour of sustainable development. The new houses will be built to current sustainable standards including solar gain, the use of photovoltaic panels, high level thermal efficiency, minimising energy and water use and a sustainable drainage system throughout the site.

The site lies close to the settlements of Teversal and Stanton Hill where there are services and facilities and transport links, albeit somewhat limited given the size of the villages but Sutton in Ashfield is reasonably close by with a greater variety of services and facilities.

Residential Amenity.

As part of the consultation exercise with the Neighbourhood Forum, concerns were raised about the potential impact of the proposal on the privacy of existing houses and the possibility of overlooking. This issue is confined to that part of the proposal which adjoins houses on the east and north sides of Crompton Street.

The minimum distance between habitable rooms in the rear of dwellings facing each other to ensure the retention of privacy is 21 metres. The minimum distance between rear elevations and blank walls is 12 metres.

The existing houses on the east side of Crompton Street have rear gardens of about 20 metres depth and the rear gardens of the proposal are 10 metres deep which results in a distance of 30 metres between houses which meets the policy criteria.

Flank walls of the two existing houses at the top of Crompton Street face towards the development site. On the western side, there is an area of open space and parking in front of proposed houses so there is a 22 metre gap here. On the east side, the flank wall of proposed plot 22 faces the house and there will be no issue of overlooking here. Plot 22 is set back about 3 metres behind the front of the existing house but, given the distance between, there would be no overlooking or overdominance.

Proposed plot 1 lies on the western side of the main access from Fackley Road but to the east is an existing house set at 45 degrees to Fackley Road. The siting of plot 1 reflects the siting of existing houses turning the corner at the end of Crompton Street. In addition, there would be no windows in plot 1 that would result in overlooking.

The applicant has demonstrated that there would be no unacceptable impact in terms of loss of privacy that would affect existing residents.

With respect to the privacy of future residents, the layout demonstrates that the 21 and 12 metre distances would be respected and there would be no overlooking or loss of privacy. The application site has a shallow fall of 13 metres but there are no sudden changes in level. This means that there would be no pronounced changes in level where a building would over dominate a neighbour.

Every house has a private rear garden of at least 10 metres depth which would provide an acceptable level of amenity space for each house. These would all be enclosed by a mix of fencing, walls and planting to ensure privacy is retained. All waste and re-cycling facilities will be contained within private gardens in the interests of security and the avoidance of street clutter.

A smaller garden would also be provided at the front of each house and these would be of varying sizes. Some of these are very small but the layout includes numerous new trees throughout the layout and most of the houses either side of the linear green will overlook this attractive part of the proposal and this openness will mitigate against the constraints of a small front garden.

The defensible space created by gardens will establish a clear definition between private and public space.

A cricket ground adjoins part of the northern and northwest boundary of the site. Two houses lie between 7 and 10 metres off the site boundary and a further four houses lie about 17 metres from the boundary. The edge of the cricket pitch is between 8 and 15 metres away from the boundary and a hedge separates the two sites which will be strengthened and enhanced. There is a small possibility that cricket balls, when very well hit, will encroach into future properties but, given the small number of houses affected and the distances involved, the benefits of such close proximity to this active and passive recreational facility outweigh any possible disamenity caused by stray cricket balls.

The houses along Crompton Street and Copsywood Close are very close to the development site and there is potential for noise and dust affecting the amenities of existing residents. Consequently, conditions will be attached requiring a Construction Management Plan and controlling the hours of operation so that there will not be an unacceptable impact on the quality of life of residents.

The proposal meets the requirements set out in national and local planning policy and guidance in terms of amenity standards for residents.

Highways and Access.

The Highways Authority (HA) has been consulted throughout the application process and their detailed recommendations are set out earlier in this report.

To summarise the highways proposals, there will be two access points into the site. The main one would be from Fackley Road and the second would be an extension of the end of Crompton Street which is currently a cul-de-sac.

The new main access from Fackley Road would involve off-site road improvements at the point of access to allow for visibility splays, a pedestrian crossing and ghost islands to be put in place. Provision of these will be controlled by an appropriate condition.

Crompton Road is a narrow residential road which is subject to on-street car parking on both sides. Due to these restrictions, the HA originally took the view that this should only be used by emergency vehicles only and all other traffic should use the main Fackley Road access. Consequently, it was proposed that retractable bollards would be put in place. However, on re-consideration, due to the significant restrictions on traffic flow along Crompton Street, the HA took the view that the restrictions would be self-regulating and deter motorists from using this as an access into the development. It will be much quicker to use the Fackley Road access to reach all parts of this scheme and the bollards have been removed from the development and the access here is open.

The two accesses create a loop road although it is accepted that the bulk of traffic using the roads will choose the main access from Fackley Road. The traffic would be evenly distributed around the site on residential feeder roads and shorter private drives. Vehicle speeds will be controlled by the avoidance of long, straight sections, shared surfaces and road/drive dimensions. Measures set out in the Travel Plan will mitigate against the reliance on the private car. These include home electric vehicle charging points, encouraging 'car clubs', information about alternative travel modes and routes and the provision of free bus passes for a limited period.

The NPPF encourages the reduction on the reliance on travel by the private car as this is part of the key objective of providing sustainable development. The Travel Plan lists the bus connections to key destinations such as shops, schools and services.

There are buses to Stanton Hill and Sutton in Ashfield and there are a number of services and facilities between 10 and 15 minutes walk away such as an infants school and children's centre, Skegby Junior School, Skegby Medical Centre and a Co-op foodstore.

Details of private, off street car parking have already been set out earlier in this report but there is also provision for visitors and this is distributed evenly around the site. These spaces would not be a hazard to other road users.

There are footpaths and desire lines along the edge of the application site, at the end of Crompton Street, for example, that link with the woodland and Teversal Trail to the north. Green links along the north and northwest boundaries will create more

defined links for both pedestrians and cyclists. Those who cycle can and will benefit from four separate cycle trails that link together and to the wider countryside.

The highways and travel proposals for this application satisfy all national and local planning policy guidance.

Landscaping and Open Space.

The landscaped character of the site comprises two fields bounded by hedgerows with further farmland to the east and south. To the northwest, Teversal cricket and football club adjoins the site. The River Meden lies close to the southern edge of the site and here there are lines of trees either side of the watercourse. To the north, adjoining the site lies woodland within which the Teversal Trail runs.

The application, as amended, retains all the hedgerows both around the edges and within the site and, as part of landscaping and design proposals, these will be strengthened and enhanced to create strong boundaries that provide a transition into the countryside and also provide the basis and spine for the centrally located linear green.

The banks of the River Meden strongly define the southern boundary by way of the mature trees. This edge to the site will be made deeper and function as an Ecology Corridor as well as providing an attractive landscaped belt and the attenuation pond in the southeast will also contribute to this.

Internal planting will comprise private gardens, the linear green and other areas of open space, mainly around the edges of the site. Trees would be introduced into the whole site and reflect the green centre and edges. The planting in the public areas will soften and complement the built form which would be safe, secure and attractive, encouraging physical activity and social interaction. The public landscaped areas will be maintained and managed separately from the private garden spaces and this will be controlled by way of a clause(s) in the section 106 Legal Agreement.

It is acknowledged that the green and open character of the fields which currently form the site will be lost but a greater variety of planting will be introduced, compensating for the loss of the fields.

Historic Environment.

There are no designated heritage assets in the form of Conservation Areas, Listed Buildings or Scheduled Monuments within the site. The nearest such asset is Teversal Conservation Area which lies 180 metres to the north of the nearest pint of the application site. A broad wooded belt lies between the two and these trees completely screen the Conservation Area from the application site. Consequently, the application will have no impact on the Conservation Area.

Archaeology.

The applicant has submitted a desk based archaeological study in support of the application and this concludes that the potential for buried archaeological remains is very low. There is no evidence of prehistoric, Roman or medieval remains and the ground survey found no firm evidence of any remains.

A condition will be attached to cover the possibility of archaeological remains being found during construction works and ensure that appropriate mitigation measures can be put in place if and where necessary.

Land Stability and Ground Contamination.

There are no identified issues with ground contamination or land stability but it is necessary to include a condition which would require remediation measures to be put in place in the event of ground contamination being discovered during construction.

Ecology, Biodiversity and the Natural Environment.

Paragraph 180 of the NPPF recommends that development should aim to provide measurable net gain for biodiversity in and around the development. The Environment Act 2021 outlined a legal requirement of 10% measured against a DEFRA metric although this act has yet to be implemented.

The applicant has submitted an Ecological Assessment (EA) in support of this application which provides a survey of fauna and flora on and around the site.

A number of issues and concerns were identified in the EA, as originally submitted which led NWT to lodge an objection to this planning application. These have been touched upon earlier in the report but, in more detail, are:

- There is a moderate suitability for commuting and foraging bats but no surveys have been carried out. One survey per month (April to October) as well as two automated surveys per month should be undertaken.
- There is no indication of species recorded in hedgerows and no evidence to verify the conclusion that the hedgerows are species poor.
- With respect to the River Condition Assessment, the proposals need to be amended to increase the vegetation buffer along the river corridor.
- There are discrepancies between the proposals for the ecological corridor next to the river and the landscape plans.
- Can the ecological corridor be widened and native blackthorn and hawthorn introduced which will act as a deterrent to public access along the river.
- With respect to Biodiversity Net Gain (BNG), there are errors concerning hedge planting and the claimed planting along the southern boundary.

An amended EA has been submitted which includes further surveys (including bat activity surveys, Great Crested Newt habitat suitability assessment (HIS) and Modular River Physical survey (MoRPH)) and site assessments and a significant amount of biodiversity benefits on site have been proposed with a Biodiversity Management Plan/LEMP

A condition will require the provision of bird and bat boxes, bee and swift bricks and hedgehog corridors in boundaries. There is a good opportunity here to encourage wildlife inhabiting the riverbank, hedgerows and woodland adjoining the site to use the gardens, enhanced hedgerows and open space within the site.

There is a similar opportunity to develop the balancing pond and widened riverbank to encourage wildlife by way of planting a wide variety of native species.

These improvements however do not provide a 10% Biodiversity Net Gain on the site and there is suggested to be a short fall of approximately 3 units according to the nationally recognised Biodiversity Matrix. It is therefore proposed to provide this shortfall off site and a contribution of £126,000 would ensure the shortfall in biodiversity units can be provided and maintained for 30 years. This is based on a nationally recognised figure of £42,000 per unit.

Flood Risk and Drainage.

A Flood Risk Assessment was submitted in support of the application which confirms that almost the whole of the site is within Flood Zone 1. The likelihood of flooding in this area is 1: 1000 years so no mitigation measures are required.

A small part of the site next to the River Meden and close to the site entrance from Fackley Road is within Flood Zones 2 and 3 but this area would not be subject to the construction of buildings as part of the ecological corridor along the river and the Green Gateway would be here.

A balancing pond would be put in place in the southeastern corner alongside the river corridor. The SuDS surface water drainage scheme would discharge into the balancing pond and a condition will be required to provide details of the drainage scheme.

The nationwide flooding caused by Storm Babette in late October highlighted the flooding that affects Fackley Road during very wet weather but the possibility of this continuing or even made worse will be mitigated by the inclusion of an attenuation facilities set at a lower level than Fackley Road that will control surface water run off and very likely improve drainage in the immediate locality.

Affordable Housing.

ALPR policy HG4 says that Affordable Housing will be provided on schemes of more than 25 dwellings or of one or more hectares in area. NPPF policy supports this. 10% of the total number of units on the site will be affordable in the form of low cost housing as defined in the Glossary at Annexe 2 of the NPPF. The 10% shall be split between 75% as social rented and 25% being in shared ownership.

Developer Contributions.

The following developer contributions are required:

- 10% of the housing to be affordable of which 75% should be social rent and 25% shared ownership.
- Extra provision for Special Needs Education - £83,728.
- Improvements to local bus services - £160,000.
- Improvements to bus stop(s) on Caernarvon Road - £17,100.
- Improvements to waste disposal facilities and recycling - £6,959.
- Improvements to local health provision - £67,192.
- Improvements to Public Open Space - £248,000.
- Improvements to the Public Realm - £124,000.
- Improvements to Biodiversity off site - £126,000.
- Improvements to Broadband in vicinity £150,000
- The updated CIL legislation allows for a section 106 monitoring fee to be charged to cover the Council's monitoring costs - £4,000.

Conclusion :

The NPPF states that proposals should be considered in the context of sustainable development which is defined by economic, social and environmental matters and the roles they perform.

The application site lies in Countryside next to existing housing on Crompton Street and Copsywood Close. The larger urban area of Stanton Hill lies to the south. Consequently, there are shops, schools and leisure facilities nearby along with employment opportunities.

With respect to the three over-arching NPPF objectives for sustainable development, the proposal will bring the following benefits.

Economic.

The scheme would provide accommodation for 124 families and many of these would have jobs serving the local community and bring revenue to the locality. Jobs would be created to serve the increase in population, and these would be diverse in terms of hours worked and skills levels.

In addition to this, there would be indirect benefits by way of jobs during construction of the houses and the supply of materials by local businesses. There would be direct economic benefits to the immediate locality and the wider area.

Social.

In social terms, the scheme would deliver 196 high quality homes which would provide long term, sustainable accommodation. The Council cannot currently demonstrate a five year housing land supply and the provision of these new houses including at least 12 affordable homes, will make a significant contribution to much needed housing in the District.

Environmental.

The application includes landscaping and a large attenuation pond which will be able to incorporate a greater variety of species than exist on the site at present. The existing trees and riverbank will be enhanced by the planting proposals. Currently, most of the site is grassland and the introduction of gardens, the linear green and further planting will encourage a greater variety of birds and animals.

A condition will be attached ensuring that bird and bat boxes, swift bricks and hedgehog highways will be included within the layout to encourage wildlife as much as possible.

The development would be an attractive residential area, less cramped than adjoining houses to the west and the green open areas within the site will function as a transition area linking existing development with the countryside. The incorporation of a variety of sustainable features which would reduce the reliance on fossil fuels will minimise the carbon footprint of the proposal.

The layout, scale and appearance of the development is acceptable. The impact on the surrounding highways network is also acceptable. Off-site improvements at the main access into the site from Fackley Road will allow for safe passage of pedestrians with the inclusion of traffic islands. The secondary access from the end of Crompton Street will not be subject to significant extra traffic because the restrictive dimensions of the street and the residents' parking either side will deter future residents from using this to gain access to the new houses. It will be quicker, easier and safer for residents to use the new access.

The internal highways layout is acceptable and includes green links that connect the site to the adjoining countryside.

The amenity of existing and future residents, risk of flooding, biodiversity and all the material considerations are acceptable subject to conditions where necessary.

The application site lies between the two urban areas of Teversal and Stanton Hill but lies within an area allocated as Countryside in the ALPR 2002. ADC policy EV2

is clear in that housing development of this scale is contrary to the terms of this policy. However, Ashfield Council cannot demonstrate a five year housing land supply and there is a pressing need for more housing in the district and, in line with guidance contained in the NPPF, this tilts the balance of acceptability towards a presumption in favour of the proposal.

NPPF policy clearly states that there should be a presumption in favour of development where the benefits of the proposal are greater, on balance, than the harm to the site that would result because of the application.

The application site currently comprises two fields of agricultural land, bordered by hedgerows, which is classified as grade 4 so not of high quality. The proposal will introduce a greater variety and intensity of planting, improving bio-diversity in the area. The layout, scale and appearance is acceptable as is the impact on the surrounding highways and the two points of access.

The amenity of existing and future residents, landscaping, flood risk, bio-diversity and all other material considerations have been assessed and are acceptable subject to planning conditions, where necessary.

It is accepted that the proposal will encroach into the countryside but this is not to such an extent that it will result in the merging of settlements. Teversal and Stanton Hill will retain their separate identities.

Members will be aware that planning policy and guidance indicates that each planning application should be determined upon it's own merits but it is the case that previous planning applications for large scale residential development have been granted in areas allocated as Countryside in the ALPR 2002 at the edge of urban areas. These precedents should be afforded some limited weight.

The benefits of providing a significant amount of new housing in the context of the District being unable to demonstrate a five year housing land supply coupled with a high quality housing scheme with an emphasis on green space within the site means that the balance is in favour of the proposed development. This is in line with the policies set out in the NPPF and the development plan. Consequently, the application is recommended for approval subject to the conditions and terms of the section 106 requirements set out below.

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

Heads of Terms of section 106 Agreement.

1. A minimum of 10% of the houses shall be affordable.
2. A sum of £248,000 to be provided for off-site Public Open Space improvements.
3. A sum of £124,000 to be provided for public realm improvements.
4. A sum of £83,728 to be provided for additional Special Needs Education.

5. A sum of £160,000 to be provided for improvements to local bus services.
6. A sum of £17,100 to be provided to improve bus stops on Caernarvon Road.
7. A sum of £6,959 to be provided to upgrade waste disposal and recycling facilities.
8. A sum of £67,192 to be provided to improve medical centre and health care facilities.
9. A sum of £126,000 to be provided to improve biodiversity within other sites in Ashfield.
10. A Management Plan setting out the responsibilities for maintaining and managing the landscaped areas of public open space which shall include a planting schedule and timetable for works.
11. A sum of £150,000 towards broadband to facilitate wider connectivity in the local area.
12. A sum of £4,000 to be provided to cover the Council's cost of monitoring the s106 agreement.
13. A Management Plan setting out details of the responsibility for maintaining and managing the landscaped areas of public open space which shall include a planting schedule and timetable of works.

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 TGOP/FRT/LP1.
 - Site Layout P23-J008-DE-06-B-01
 - Soft Landscaping Plan Southern Area BG21-326.6-BRGR-ZZ-ZZ-DR-L.00003 Rev.P04. 1.9.2023.
 - Soft Landscaping Plan Northern Area BG21-326.6-BRGR-ZZ-ZZ-DR-L.00004 Rev.P04 1.9.2023.
 - Soft Landscaping Schedule and Specification BG21-326.6-BRGR-ZZ-ZZ-DR-L.00001 Rev.P04.
 - Soft Landscaping Schedule and Specification BG21-326.6-BRGR-ZZ-ZZ-DR-L.00002 Rev.P04.Holl
 - Crompton Street Tie-in TV-CST1-001 28.9.23.
 - Proposed Access Junction B0302211-TTE-OO-XX-DR.0-0001 Rev.P06
 - Surrounding Area Plan TR-SAP-01 22.8.2023.
 - Materials Plan P23-1008-DE-06-A-07 18.7.2023.
 - Character Plan P23-1008-DE-06-A-05 18.8.2023.
 - Place Making P23-1008-DE-06- A-02 18.8.2023.
 - Movement P23-1008-DE-06-03 7.7.2023.
 - Swept Path Analysis Public Transport Vehicle FRTEV/VT/01.
 - Swept Path Analysis Refuse Vehicle FRTEV/VT/01.
 - Horizontal General Arrangement FRTEV/HGA/01.
 - Dimensions Plan TGDP/FRT/KDP-1 Rev.C 23.3.2022.
 - On Street Parking Plan TGDP/FRT/OSP-1 Rev.C 4.4.2022.

- Access Junction B030221-TTE-00-XX-DR-0-0001 P.06
- Hollicombe Detached elevations HoC-MA-Det-R21G-904 Rev.A03.
- Hollicombe Detached floor plans HoC-MA-Det-R21G-901Rev.03.
- Kielder Detached floor plans Ki-MA-Det-R21G-901.
- Kielder Detached elevations Ki-MA-Det-R21G-903 Rev.A.
- Lambridge Detached floor plans LB-MA-R21G-901 Rev.A.
- Lambridge Detached elevations LB-MA-R21G-903.
- Marston Detached floor plans Ma-MA-R21G -901 Rev.A.
- Marston Detached elevations Ma-MA-R21G-903 Rev.A.
- Barnwood DT floor plans Bw-MA-DT-Det-R21G-901 Rev.c.
- Barnwood DT elevations Bw-MA-DT-Det-R21G-903 Rev.A.
- Kennet Semi Detached floor plans Ke-MA-End-R21G 901 Rev.A.
- Kennet Semi Detached elevations Ke-MA-End-R21G 903.
- Burnham Detached floor plans Bu-MA-Det-R21G 901 Rev.A.
- Burnham Detached elevations Bu-MA-Det-R21G 903 Rev.A.
- Braunton End floor plans Br-MA-End-R21G 901 Rev.C.
- Braunton End elevations Br-MA-End-R21G 903.
- Dallington Mid floor plans Dg-MA-Mid-R21G 901 Rev.A.
- Dallington Mid elevations Dg-MA-Mid-R21G 903 Rev.A.
- Dallington End floor plans Dg-MA-End-R21G 901 Rev.A.
- Dallington End elevations Dg-MA-End-R21G 903 RevA.
- Barnwood Detached floor plans Bw-MA-Det-R21G-901 RevD.
- Barnwood Detached elevations Bw-MA-Det-R21G-903 Rev.B.
- Sherwood Detached floor plans Sh-MA-Det-R21G-901Rev.B.
- Sherwood Detached elevations Sh-MA-Det-R21G-903 Rev.B.
- Deepdale Semi Detached floor plans Dp-MA-End-R21G-901 Rev.A.
- Deepdale Semi Detached elevations Dp-MA-End-R21G-903 Rev.A.
- Danbury Mid floor plans Da-MA-Mid-R21G-901.
- Danbury Mid elevations Da-MA-Mid-R21G-903 Rev.A.
- Danbury Semi Detached floor plans Da-MA-End-R21G-901
- Danbury Semi Detached elevations Da-MA-End-R21G-903 Rev.A.
- Alnmouth Mid floor plans Al-MA-Mid-R21G-901.
- Alnmouth Mid elevations Al-MA-Mid-R21G-903.
- Alnmouth Semi Detached floor plans Al-MA-End-R21G-901.
- Alnmouth Semi Detached elevations Al-MA-End-R21G-903.
- Whinfell Village Wh-Sem-R21-410.
- Saunton Village Sa-End-R21-410.
- Knebworth DT Kn-Det-R21-410.
- Kingly Village Kg-Det-R21-410.
- Galloway Village Ga-Sem-R21-410.
- Epping Village Ep-Sem-R21-410.
- Charnwood Ch-Det-R21-410.
- Brampton Village Bt-Det-R21-410.
- Double Garage floor plan and elevations Ga.2.1. 901.
- Single Garage floor plan and elevations Ga.1.1. 902.
- Single Garage floor plan and elevations Plot 1 Ga.1.1. 902.

3. The construction of the dwellings shall not proceed beyond slab level until details and samples of the materials and finishes to be used for 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 shall have been submitted to and agreed in writing by the Local Planning Authority of facilities around and within the drainage attenuation basin that contribute to the natural environment and biodiversity net gain. Such facilities shall be provided prior to the occupation of the first house and retained thereafter.
5. The construction of the dwellings shall not proceed beyond slab level until a detailed hard and soft landscape scheme shall have been submitted to and agreed in writing by the Local Planning Authority. All planting, seeding or turfing indicated on the approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation of the building(s) or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from 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 or species, unless the Local Planning Authority gives written consent for any variation.
6. The construction of the dwellings shall not proceed beyond slab level until full details of any proposed treatment of the site's boundaries and a phasing scheme for the implementation of the agreed boundary treatment have been submitted to and agreed in writing by the Local Planning Authority. Such boundary treatment shall be implemented in accordance with the agreed phasing scheme and retained thereafter.
7. Due to the possibility of potential ground contamination;
 - a) If during the construction works, any potential land contamination or unusual odour is encountered, all construction works shall cease immediately and not resume until either i) the potential contamination has been assessed and a remediation scheme has been submitted to and approved in writing by the Local Planning Authority, or, ii) the timescales for submission of a remediation scheme and details of works which may be carried out in the interim have been agreed in writing by the Local Planning Authority.
 - b) If potential contamination is identified pursuant to part (a) of this condition, the development shall not be occupied until land contamination is fully remedied in accordance with a remediation scheme submitted to and approved in writing by the Local Planning Authority and a post completion verification report, including results of sampling and monitoring carried out, has been submitted to and approved in writing by the Local Planning Authority demonstrating that the site remediation criteria have been met.
8. Prior to the commencement, details shall have been submitted to and agreed in writing by the Local Planning Authority of a Sustainable Drainage System.

Such drainage system shall be in accordance with CIRIA C753 and include the following information:

- An assessment of the nature of SuDS to be used.
 - Details of a proven outfall from the site in accordance with the following drainage hierarchy, in order of preference; infiltration, discharge to watercourse, discharge to surface water sewer or discharge to a combined sewer.
 - Justification for use or not of infiltration , including results of soakaway testing in accordance with BRE 365.
 - Evidence that the maximum discharge is set to the Qbar Greenfield run-off rate for the positively drained area of development.
 - Demonstrate the site drainage system will cater for all rainfall events up to and including the 1 in a 100 year event including a 40% allowance for climate change.
 - Provide details of exceedance flows; surface water should be contained within the site boundary without flooding any properties in a 1 in 100 year +CC storm.
 - Details of approval from any water authority that may be required to accept surface water discharge.
 - Show that SuDs systems will be incorporated into the surface water management scheme for the site, preference should be given to above ground water SuDS which provide multi-functional benefits.
 - Details of who will manage and maintain all drainage features for the lifetime of the development to be submitted prior to construction.
9. Prior to the commencement of development, a construction management plan shall be submitted to and agreed in writing by the Local Planning Authority and this shall include;
- How construction traffic will access the site.
 - Proposed hours and days of working.
 - The parking of vehicles of site personnel, operatives and visitors.
 - Location of site storage areas and compounds.
 - Wheel washing facilities.
 - A strategy for the minimisation of noise, vibration and dust.
 - Site contact detail in case of complaints.

Such agreed construction management plan shall be adhered to throughout the construction period.

10. Construction work shall be limited to the 07.30 to 18.00 hours Monday to Friday, 08.00 to 13.00 hours Saturday and no working on Sundays or Bank Holidays.
11. The construction of the dwellings shall not proceed beyond slab level until details of bird, bat and bee boxes and hedgehog corridors, including gaps in boundary treatment, incorporated into the construction of dwellings and gardens shall have been submitted to and agreed in writing by the Local Planning Authority. Such boxes and corridors shall be implemented prior to the occupation of each dwelling and thereafter retained.

12. Prior to occupation of any dwelling, details of footway, refuge crossing facilities and access arrangements including associated signing and lining on Fackley Road shall be submitted to and agreed in writing by the Local Planning Authority as indicated on drawing ref. B030221 TTE 00 XX DRO 0001 P06 and details of footway tie-ins for Crompton Street as indicated on drawing ref. TV-CSTI-001. Such facilities shall be implemented prior to the occupation of any dwelling unless otherwise agreed by the Local Planning Authority and retained thereafter.
13. Prior to the commencement of development, details of any development with regard to the internal street layout, including longitudinal (maximum 1 in 15) and cross sectional gradients, footpath/road key dimensions, parking and turning facilities (private and public), surfacing, street lighting, highway structures, junction/pedestrian/forward visibility splays, cycleway/pedestrian facilities, VPA/tracking, electric vehicle charging points, drainage/outfall proposals, visitor parking on the street i.e. 5 metre lengths available not obstructing the highway, construction specification and provision of and/or division of utility services shall have been submitted to and agreed in writing by the Local Planning Authority. Such details shall be implemented prior to occupation of any dwelling and retained thereafter.
14. The construction of the dwellings shall not proceed beyond slab level until a Full Residential Travel Plan shall have been submitted to and agreed in writing by the Local Planning Authority. The Travel Plan shall set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes which are acceptable to the Local Planning Authority and shall include arrangements for monitoring the progress of the proposals. Such agreed measures within the Travel Plan shall be implemented within a timetable to be agreed by the Local Planning Authority.
15. Prior to the commencement of development, details of an Ecological Management Strategy shall have been submitted to and agreed in writing by the Local Planning Authority. The Strategy shall include: details of objectives to achieve ecological enhancement of the site; any required updated protected species surveys; details of measures for encouraging biodiversity within the site; review of site potential and constraints; details of works to achieve objectives; details of the body or organisation responsible for implementation; the timetable for implementation; the timetable for implementation; details of aftercare and long term maintenance; details of monitoring and remedial measures; details of a legal and funding mechanism by which the implementation of the Strategy will be secured. The Strategy shall be carried out as approved.

REASONS

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

2. To define the terms of this permission and for the avoidance of doubt.
3. To ensure the satisfactory appearance of the development.
4. To preserve and enhance the natural environment and biodiversity of the area.
5. To ensure the satisfactory overall appearance of the completed development and to help assimilate the new development into its surroundings.
6. To safeguard the amenities of residents.
7. To ensure that contaminated land is properly treated and made safe and to safeguard the health and safety of future occupiers in accordance with NPPF paragraph 178.
8. To ensure that satisfactory and sustainable drainage is provided.
9. To safeguard the amenities of residents.
10. To ensure the impact of construction works on residents' amenities is controlled to a minimum..
11. In the interests of promoting and encouraging biodiversity within the site.
12. In the interests of highway safety and to ensure vulnerable users have access to safer, improved sustainable facilities that encourage active travel.
13. To ensure the development is constructed to a satisfactory standard for use by the public and in the interests of highway safety.
14. To encourage active, sustainable travel.
15. In the interests of promoting and encouraging biodiversity within the site.

INFORMATIVES

1. The developer is strongly advised to ensure compliance with all planning conditions attached to the decision. Failure to do so could result in LEGAL action being taken by Ashfield District Council at any 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. 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 NCC's current highway design guidance and specification for road works.
3. Section 278 Agreement (Highways Act 1980).
To carry out 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. To undertake the works, which must comply with NCC'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 HA as early as possible. Work in the public highway will not be permitted until the Section 278 Agreement is signed by all parties. Contact hdc.north@nottscc.co.uk 0115 804 0022.

4. Section 38 Agreement (Highways Act 1980). 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 about 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 note, any details submitted in relation to a reserved matters or discharge of condition planning application are unlikely to be considered by the HA until a technical approval of the Section 278-38 Agreement is issued.

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 circumstance, and it is essential that design calculations and detailed construction drawings for the proposed works are submitted to and approved in writing by NCC before any work commences on site. Contact hdc.north@nottscc.co.uk 0115 804 0022.

5. Commuted Sums. The applicant should note that any areas over the normal minimum, intended for adoption will require the payment of a commuted sum for future maintenance (i.e. additional areas exceeding usual highway design requirements, additional street furniture, landscaping, Sustainable Drainage Systems, retaining walls, bollards and materials outside usual specification). The applicant is strongly advised to hold discussions with the HA as soon as possible to agree sums, ownership and responsibility for perpetuity.
6. Adoption of Roads/Streets. The 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 an 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.

7. Prevention of Mud. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud and detritus on the public highway and, as such, you should take every effort to prevent it occurring.
8. Severn Trent Water advise that, although their statutory sewer records do not show any public sewers within the application site, there may be sewers that have recently been 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 assist you in obtaining a solution which protects both the public sewer and the development.
9. Sustainable Drainage Systems are a requirement for all major development schemes as set out in paragraphs 163 and 165 of the NPPF.
10. The Local Lead Flood Team does not consider oversized pipes or box culverts as sustainable drainage. Should infiltration not be feasible at this site, alternative sustainable drainage should be used with a preference for above ground solutions.
11. Surface water run-off should be controlled as near 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.