



Ashfield
DISTRICT COUNCIL
MAP SCALE 1: 2000
CREATED DATE: 13/01/2025

COMMITTEE DATE 19/03/2025 **WARD** Skegby

APP REF V/2024/0489

APPLICANT GMJ Ventures Ltd

PROPOSAL Application For Outline Planning Permission with Some Matters Reserved For Up To 90 Dwellings And Access

LOCATION Radfords Farm, Dawgates Lane, Sutton in Ashfield, Nottinghamshire, NG17 3DA

WEB-LINK https://www.google.com/maps/@53.1473237,-1.2567722,428m/data=!3m1!1e3?entry=tu&g_ep=EgoyMDI1MDEyMi4wIKXMDSOASAFQAw%3D%3D

BACKGROUND PAPERS A, B, C, D, F, G, I & K.

App Registered: 14/10/2024

Expiry Date: 07/02/2025

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

This application has been referred to Planning Committee by Councillor Smith for the following reasons impact on highways, impact on local amenities and impact on countryside.

Background

This application was previously presented to planning committee on 05 February 2025.

Members considered and approved the proposal subject to appropriate conditions.

The planning conditions and the Heads of Terms have now been drafted for the application. These are subject to approval from the Planning Committee Chair.

Following the previous meeting it was identified that because the application was resolved to be approved it would amount to a departure from the development plan and therefore the application was required by legislation to be advertised as such. The application is therefore brought back for the planning committee to consider any comments arising from the consultation and to consider whether there are any material considerations for the resolution previously agreed to be changed.

A copy of the previous committee report has been included at the end of this report.

Reconsultation and Press Notice

At the time of writing this report no further consultation responses have been received. Therefore, no new material matters have been raised.

Resolution previously agreed – Grant planning permission subject to the following conditions following completion of a S106 legal agreement.

Planning Conditions

- 1) The formal approval of the Local Planning Authority shall be obtained prior to the commencement of any development with regard to the following Reserved Matters:
 - (a) Layout
 - (b) Scale
 - (c) Appearance
 - (d) Landscaping
- 2) An application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- 3) The development to which this approval relates shall be begun not later than whichever is the later of the following dates:
 - (a) The expiration of 3 years from the date of the outline planning permission;
 - (b) The expiration of 2 years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.
- 4) This permission shall be read in accordance with the following plans:
 - Outline Design and Access Statement (received: 09/10/2024) by JJ
 - Site Plan as Proposed (Drawing No. 001 A)
 - Site Location Plan (Drawing No. 100)
 - Landscape and Visual Impact Appraisal (September 2024) by MHP
 - Preliminary Utilities Appraisal (September 2024) by Weetwood
 - Tree Survey & Tree Constraints Plan Report (June 2024) by Bartlett Consulting
 - Phase I Preliminary Risk Assessment (September 2024) by GeoCon
 - Coal Mining Report (received: 09/10/2024)
 - Planning Statement (September 2024) by Planning Insight Limited
 - Tree Constraints Plan Shading (Drawing No. 240297 – RPA Shading – 0001)
 - Tree Constraints Plan RPA (Drawing No. 240297 – RPA – 0001)
 - Transport Assessment (October 2024) by GMJ Ventures Ltd

- Travel Plan (September 2024) by GMJ Ventures Ltd
- Flood Risk and Drainage Assessment (September 2024) by Weetwood
- Biodiversity Metric (received: 11/10/2024)
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The development shall thereafter be undertaken in accordance with these plans unless otherwise agreed in writing by the Local Planning Authority.

- 5) Prior to any works, including ground, tree and hedge clearance, commencing on site a scheme of biodiversity enhancement shall be submitted to and approved in writing by Ashfield District Council. The scheme shall include, as a minimum, the incorporation of integrated (inbuilt) features within the new buildings for roosting bats and nesting swifts and the provision of hedgehog gaps in garden boundary fences.
- 6) The biodiversity enhancement scheme required by condition 5 shall be implemented in accordance with the agreed details and any construction shall not take place (including ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:
 - a. Risk assessment of potentially damaging construction activities.
 - b. Identification of “biodiversity protection zones”
 - c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (to include consideration of lighting) (may be provided as a set of method statements).
 - d. The location and timing of sensitive works to avoid harm to biodiversity features.
 - e. The times during construction when specialist ecologists need to be present on site to oversee works.
 - f. Responsible persons and lines of communication.
 - g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h. Use of protective fences, exclusion barriers and warning signs
 - i. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.
- 7) Prior to any works commencing on site a detailed surface water drainage scheme based on the principles set forward by the approved Weetwood Flood

Risk and Drainage Assessment (FRA) and Drainage Strategy dated 24 September 2024, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

- 8) No part of the development hereby permitted shall be brought into use unless or until the details of a scheme for provision of free bus passes to residents of the development upon occupation are submitted and approved by the Local Planning Authority. The approved scheme shall be carried out as approved.
- 9) Prior to any works commencing on site an Archaeological Evaluation shall be submitted and approved in writing by the Local Planning Authority. This shall include the provision of trial trenching and assessment and recording of any finds and any mitigation that may be necessary following the evaluation.
- 10) Alongside the reserved matters application required by condition 1 a Heritage Impact Assessment shall be submitted and approved in writing by the Local Planning Authority. If any mitigation is required following this assessment it shall be included in the details required by the reserved matters application.
- 11) Prior to any works commencing on site a traffic management scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 12) Prior to any works commencing on site a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 13) Prior to any works commencing on site a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason:

- 1) To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended.
- 2) To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended.
- 3) To comply with Section 92 of the Town and Country Planning Act 1990 as amended.
- 4) To ensure that the development takes the form envisaged by the Local Planning Authority when determining the application.
- 5) In the interest of protecting biodiversity.
- 6) In the interest of protecting biodiversity.
- 7) To ensure all potential flood hazards are assessed and mitigated to protect the surrounding environment from adverse flood impacts.
- 8) In the interest of sustainable travel.

- 9) In the interest of ensuring that archaeological features are preserved and appropriately managed.
- 10) In the interest of safeguarding local heritage assets.
- 11) In the interest of highways safety.
- 12) In the interest of highways safety and amenity
- 13) In the interest of sustainable travel.

Heads of Terms

- **Bus Stop Infrastructure – £40,100**

A contribution towards bus stop infrastructure of **£40,100** is sought to provide improvements to the following bus stops, AS0470 Pleasley Road & one new stop.

Justification: Bus stops should be provided that meet the access standard set out in the Council's Highway Design Guide 1 with bus stop facilities that meet the standard set out in the Appendix to the Council's Public Transport Planning Obligations Funding Guidance.

The level of funding requested would provide the following improvements:

AS0470 Pleasley Road – real time bus stop poles & displays incl. electrical connections, raised boarding kerbs.

New Pair Stop - real time bus stop poles & displays incl. electrical connections, polycarbonate bus shelter, solar or electrical lighting, raised boarding kerbs.

- **Education: Statutory Secondary – £3,472 per unit**

A contribution towards education for statutory secondary school of **£3,472 per unit** is sought to be used towards improving, remodelling, enhancing, or expanding facilities to provide additional permanent capacity within the Sutton-Kirkby planning area, to accommodate pupil growth from the development.

The County Council seeks a proportionate secondary education contribution from this site of (90 dwellings x £3,472). To ensure that the obligation provides for the actual costs of infrastructure, the contribution value should be index-linked from the date that the cost per place was published (April 2024) to the date that payment is made to the Council.

- **Waste Management Response – £96.20 per unit**

A contribution towards waste management response of **£96.20 per unit** is sought to meet the growing demand on the Kirkby and Mansfield Recycling Centres.

This figure is calculated using the following formula $G = A - B + (C \times D) / (E + F)$ where:

A = Construction costs of the new site - £5,000,000

B = Saleable assets of the current site - £0

C = Land lease costs per annum £40,000

D = Length of lease in years – 25

E = Current households in the borough – 53,730

F = Expected additional housing – 8,640

G = Contribution per household - £96.20

- **Libraries – £44.65 per unit**

A contribution towards libraries of **£44.65 per unit** is sought towards the provision of additional library stock to ensure that the additional demand generated by this development does not place further pressure on resources.

This figure is calculated as follows: 207 (population) x 1.532 (items) x £12.67 (cost per item) / 90 (total number of dwellings)

- **Public Open Space – £3,000 per unit**

A contribution towards public open space of **£3,000 per unit** is sought towards public open space improvements.

Policy HG6 of the Local Plan sets out that residential development will only be permitted where open space is provided to meet certain requirements. Where open space provision on a site is inappropriate or better provided elsewhere, a planning obligation will be negotiated to facilitate off-site provision.

Works would include improvements to park infrastructure, play, recreation, accessibility and general landscape improvements. £3,000 per unit, which is reasonable in kind and scale to the development has been accepted on appeal decisions elsewhere in the district. It also includes maintenance (2.5% of £3,000 = £75 per unit a year; £1,125 per unit over 15 years). This is in accordance with the Council's public open space strategy.

The contributions are directly related to the development, necessary to make the development acceptable in planning terms. They are also related in scale and kind and therefore meets the necessary tests.

- **Affordable Housing – 10%**

The current affordable housing requirement is set out in 'saved' ALPR policy HG4 but this needs to be considered in relation to the National Planning Policy Framework (December 2024) (NPPF). The development is required to provide

10% affordable housing in accordance with the NPPF. Of this, 75% must be for affordable rent and 25% for shared ownership. This ensures a mix of tenures to meet with local housing needs and aligns with national policy objectives to deliver sustainable and inclusive communities.

- **Monitoring Contribution – 2.5% of Total Contributions**

Legislation allows Councils to charge a monitoring contribution for S106. Given the complexity and size of the agreement, we consider this amount to be reasonable in kind and scale.

- **A Management Plan**

A Management Plan setting out details of the responsibility for maintaining and managing the landscaped areas of public open space through a management company which shall include a planting schedule and timetable of works.

COMMITTEE DATE 05/02/2025 **WARD** Skegby

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

This application has been referred to Planning Committee by Councillor Smith for the following reasons impact on highways, impact on local amenities and impact on countryside.

The Application

This is an application for Outline Planning Permission for up to 90 dwellings with all matters reserved except access to the site which adjoins the western site boundary on to Dawgates Lane.

Radfords Farm is located to the north of Skegby, Sutton-in-Ashfield. The site is bound by Dawgates Lane to the west, Woodhouse Lane to the south-east, and undeveloped agricultural land to the north. The site comprises of 3 existing agricultural pasture fields and is currently used for grazing of horses. The fields are contained by mature native hedgerows and established trees with an existing access from Dawgates Lane. There are a number of agricultural buildings, along with associated structures situated centrally on the site. In total the site is approx. 4.4ha in size.

The character of the site is as stated above and is within proximity to the village of Skegby, which itself comprises a mix of modern and traditional architecture. The site

has well vegetated boundaries and these features are representative of the wider landscape character area.

The existing access from Dawgates Lane is approximately 7m in width located 300m north of its junction with Woodhouse Lane. The proposal seeks to provide one access from the lane at this same location but modified to a 5.5m carriageway width with a 6m radii and 2m wide footways on either side.

The list of relevant documents and plans submitted as part of the application include:

Outline Design and Access Statement (received: 09/10/2024) by JJ
Site Plan as Proposed (Drawing No. 001 A)
Site Location Plan (Drawing No. 100)
Landscape and Visual Impact Appraisal (September 2024) by MHP
Preliminary Utilities Appraisal (September 2024) by Weetwood
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Consultations

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

8 individual letters of objection have been received and a summary of the comments is set out below: -

- Roads: Too narrow, no pavements, no lighting, speeding issues, congestion, unsafe for walkers, cyclists and horse riders
- Flooding: Flood risks worsened by the development. Concerns over waste pipes connection
- Listed Building: Impact on the Grade II listed buildings
- Amenities: Over-subscription to schools and doctors, poor public transport leading to more people reliant on cars
- Design: Cramped layout

- Countryside: Impact from vegetation loss on wildlife. Loss of views to countryside
- Street lighting: Woodhouse Lane as a public footpath, issue around how lights would be fixed/replaced

In addition to the above resident objections the following consultation responses have been received:

Mining Remediation Authority (Coal Authority)

The site falls within the Coal Authority's defined Development Low Risk Area. On this basis no specific comments were made.

Nottingham and Nottinghamshire Integrated Care Board

All practices in the area are working at capacity and therefore to make this development acceptable from a health perspective the infrastructure will need to be developed to accommodate the increased population. Infrastructure financing in the form of S106 will therefore be required to ensure that there are adequate primary care health facilities in the area. A total financial contribution requested is £95,625.00.

Ashfield District Council (ADC) Ecologist

Because the application cannot be determined until an emergence survey has been undertaken in May 2025 the application should either be withdrawn until the results are available or the trees retained within redline boundary.

The site has been assessed as having baseline 12.19 habitat units and 6.62 hedgerow units. We need more information to ensure the development will provide a 10% net gain for biodiversity.

Nottinghamshire Police

No objection, informatives have been provided and are requested to added to any decision if the application is to be approved.

Nottinghamshire County Council as the Local Lead Flood Authority

No objection, subject to conditions.

Nottinghamshire County Council Policy

Bus Stop Infrastructure

The County Council seek bus stop infrastructure contribution of £40,100 to provide improvements to the following bus stops, AS0470 Pleasley Road & one new stop.

Secondary Education

The County Council seeks a proportionate secondary education contribution from this site of £312,480 (90 dwellings x £3,472) to be used towards improving, remodelling, enhancing, or expanding facilities to provide additional permanent capacity within the Sutton-Kirkby planning area, to accommodate pupil growth from the development.

Library

The County Council seeks a developer contribution to provide the additional stock in that would be required to meet the needs of the 207 residents that would be occupying

the new dwellings. This is costed as follows: 207 (population) x 1.532 (items) x £12.67 (cost per item) = £4018

Waste Management

The County Council is seeking contributions towards the delivery of a new or expanded facility that would cater for both the additional waste generated and the additional site users. Contributions of £8658.

Archaeology

Currently there is insufficient site-specific archaeological information on the site and given the scale of the development, the Archaeology department would recommend that further evaluation is necessary to inform an appropriate planning recommendation and if necessary, a fit for purpose mitigation strategy for this site.

Nottinghamshire County Council as the Highways Authority

Access and Connectivity: Highways raised concerns regarding visibility splays, junction design, and pedestrian connectivity, which will need to be addressed. Improvements to ensure safe vehicle and pedestrian movement are recommended.

Traffic Impact: A traffic assessment was reviewed, highlighting the potential impact of increased vehicle movements on the surrounding network. Highways recommends mitigation measures, including upgrades to nearby junctions and traffic calming, to minimise disruption.

Sustainable Transport: Highways emphasised the need to promote sustainable travel. Proposals for cycle paths, footways, and public transport links are encouraged to support active travel and reduce car dependency.

Parking Provision: Adequate parking must be provided in line with local standards to avoid issues with overspill parking on surrounding streets.

Construction Impacts: Concerns were raised regarding potential disruption during construction. Highways suggested a construction management plan to address access for construction vehicles and ensure minimal impact on local roads.

Overall: The highway authority objects to the planning application on the grounds that the site is not sustainably located, safe means of access has not been demonstrated, and the proposed development would give rise to unacceptable impacts on highway, pedestrian and cycle safety and adverse impacts on free flow and capacity on the local highway network.

Comments on Above

The applicants submitted an updated Preliminary Ecology Appraisal, Bat Walkover, Baseline Biodiversity Impact Assessment and Protected Species Surveys along with a Biodiversity Metric dated December 2024 in response to issues raised by ADC's Ecologist. At the time of writing this report ADC's Ecologist has not provided a response to the updated documentation.

Policy

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) (December 2024):

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):

ST1: Development
ST4: The Remainder of the District
EV2: The Countryside
EV3: Re-Use of Buildings in the Countryside and Green Belt
EV4: Mature Landscape Area
EV6: Site of Importance for Nature Conservation and Geological Significance (now known as Local Wildlife Sites)
EV9: Agricultural Land
EV13: Setting of Listed Buildings
HG3: Housing Density
HG4: Affordable housing
HG5: New Residential Development
HG6: Public Open Space in New Residential Development
TR2: Cycling Provision in New Developments
TR3: Pedestrians and People with Limited Mobility
TR6: Developer Contributions to Transport Improvements

Teversal, Stanton Hill & Skegby (TSS) Neighbourhood Plan (2016-2031):

NP1: Sustainable Development
NP2: Design Principles for Residential Development
NP3: Housing Type
NP4: Protecting the Landscape Character
NP5: Protect and Enhancing Heritage Assets
NP6: Improving Access to the Countryside
NP8: Improving Digital Connectivity
AP1: Road Safety and Public Transport

Supplementary Planning Documents:

Residential Design Guide (2014)
Residential Car Parking Standards (2014)
Nottinghamshire Highway Design Guide (2021)
The National Design Guide (2020)
National Model Design Code (2021)
Town and County Planning (Listed Buildings and Conservation Areas) Act 1990
Natural Environment and Rural Communities Act 2006

Criteria for Local Heritage Asset Designation (2013)

Relevant Planning History

Radfords Farm, Dawgates Lane, Skegby

An application to determine if prior approval is required to convert two agricultural buildings to form three dwellings.

X/2021/0062: Appeal Allowed (20/09/2022)

Dawgates Farm, Dawgates Lane, Skegby

Site for residential development

V/1993/0343: Outline - Refused (01/07/1993)

Land Adjacent Woodhouse Lane, Dawgates Lane, Skegby

Two animal shelters

V/2004/0428: Full - Refused (10/06/2004)

Relevant Enforcement Notice Appeal

Radfords Farm, Dawgates Lane, Skegby

APP/W3005/C/21/3276700 (Appendix B): Split Decision (22/06/2022)

Material Considerations:

1. Principle of Development
2. Highways Safety
3. Impact on the Character and Appearance of the Area
4. Trees
5. Ecology and Biodiversity
6. Heritage
7. Archaeology
8. Neighbouring Amenity
9. Flooding and Drainage
10. Contamination
11. Tackling and Adapting to the Challenge of Climate Change
12. Section 106 Agreement and Heads of Terms
13. Planning Balance and Conclusion

Principle of Development

Section 70(2) of the Town and Country Planning Act 1990 provides that, in dealing with proposals for planning permission, regard must be had to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 38 (6) of the Planning and Compulsory Purchase Act (2004) sets out that the determination of applications must be made in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for Ashfield District comprises the Local Plan 2002. The National Planning Policy Framework (NPPF) also sets out a presumption in favour of

sustainable development, this is echoed in Local Plan Core Policy ST1. Paragraph 12 of the NPPF states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.

There are a range of policies in the emerging Ashfield Local Plan (2023-2040). —The emerging plan has been submitted to the Secretary of State for examination following significant consultation under Regulation 19, this therefore provides the vision and aspirations of the Council and although it has not been examined it is based on evidence and therefore should be afforded some weight (NPPF Paragraph 49). The emerging plan however is not the development plan until adopted and the emerging policies cannot therefore be afforded significant weight in the decision process.

Housing Supply

The NPPF sets out the Government's objective to significantly boost the supply of homes (paragraph 61). Local authorities are required to identify, and update annually, a supply of specific deliverable sites sufficient to provide 5 Years' Housing Land Supply. (5YHLS) (NPPF paragraph 78).

Based on the Housing Land Monitoring Report (HLMR) (April 2024) using Local Housing Need derived from new December 2024 standard method and latest Housing Delivery Test (HDT) (December 2024) Ashfield District has a 3.67-year housing land supply. The latest HDT resulted in an increase from 74% to 86% so there is no longer a requirement to use a 20% buffer in the 5YHLS calculations (in line with NPF para. 78).

The Council does not have a 5-year housing land supply of deliverable housing sites. In these circumstances, the application must be seen in the context of NPPF paragraph 11d, for the presumption in favour of sustainable development.

The Council acknowledges its position with regards to its housing land shortfall and recognises that the delivery of housing would represent a significant benefit towards the Council's existing housing stock, alongside the inevitable contribution towards sustaining local services.

Whether the Proposal Complies with the Development Plan

The development site is located at Radfords Farm, Dawgates Lane, Sutton-in-Ashfield and is in an area designated as Countryside (ALPR - Policy EV2).

ALPR Policy ST1 states development will be permitted where, among other things, it will not adversely affect the character, quality, amenity, or safety of the environment. ST1(a) goes on to state development will be permitted where it will not conflict with other policies in this Local Plan.

Having had regard to the provisions of Policy ST1(a) other policies that go to the principle of the development include Policies ST4 and EV2 of the ALPR.

Policy ST4 sets out that outside of the main urban areas and named settlements permission will only be given for:

- (a) sites allocated for development,
- (b) development appropriate to the Green Belt or the countryside as set out in Policies EV1 and EV2.

Given that the site is not allocated for development and is in the countryside the proposal should be assessed against the requirements of Policy EV2.

Policy EV2 identifies that planning permission will only be given for 'appropriate' development. Development must be located and designed so as not to adversely affect the character of the countryside, particularly its openness. The NPPF in paragraph 187 (b) also recognises the intrinsic character and beauty of the countryside. Consequently, the Policy has some consistency with the NPPF and can be considered to attract weight in this context.

The application does not meet any of the forms of appropriate development set out in Policy EV2. In relation to openness the courts have held that it can have a visual component, depending on the circumstances, but a widely accepted meaning is also, simply, the absence of development. Applying the simple meaning of openness, the proposed development would result in a loss of openness. Consequently, the proposal is contrary to Policy EV2. The proposal therefore is also, contrary to policy ST4 of the ALPR.

Also relevant are the policies set out in the Teversal, Stanton Hill and Skegby Neighbourhood Plan (TSSNP). Policy NP1 seeks to ensure that the development is sustainable in terms of economic, social and environmental criteria, high quality design and housing meeting identified local need. Policies NP2 and NP3 deal with design and housing type which would be dealt with in development proposals, which should enhance landscape character where possible whilst maintaining access to the surrounding countryside.

The proposal should therefore on balance be refused as being contrary to the provision of the development plan unless material considerations indicate otherwise. A significant material consideration in the determination of this application is the provisions of the National Planning Policy Framework and its 'presumption in favour of sustainable development' especially where the Council cannot demonstrate 6 years housing land supply.

Highways Safety

The Highway Authority at Nottinghamshire County Council have provided comments in relation to this application, and it is considered their comments relating to the safety and capacity of the development carry significant weight.

The applicant has submitted a Transport Assessment (October 2024) and a Travel Plan (September 2024) in support of the planning application.

Ashfield Local Plan Policy ST1 states that development will be permitted where it does not adversely affect highway safety or the capacity of the transport system.

The NPPF states that applications should ensure that safe and suitable access to the site can be achieved for all users, and that sustainable transport modes should be promoted (Paragraph 115). Paragraph 116 also states that development should be refused on highway grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impact upon the road network would be severe.

Site Access

Dawgates Lane is narrow, with limited passing opportunities, no footways, and minimal street lighting. Sections of Dawgates Lane are too narrow for two vehicles to pass safely. Additionally, the lack of pedestrian infrastructure (footways, safe crossings, lighting) increases risks for non-motorised users, contrary to NPPF Paragraph 115, which prioritises the safety of all road users.

Furthermore, Nottinghamshire Highway Design Guide (HDG) Part 2.0 advises that urban expansion sites should provide multiple points of vehicular access to distribute movement evenly and limit localised congestion. The submitted Transport Assessment (TA) does not justify the use of a single access point, making the proposal non-compliant with County Council policy.

Accessibility and Sustainable Location

The Highways Authority raised concerns that the proposal fails to meet sustainable transport requirements because:

- Walking distances to bus stops exceed 700m, contrary to the normal requirement that all parts of the site should be within 400m walking distance of public transport.
- The absence of footways and cycle infrastructure makes pedestrian and cycling movements unsafe and unattractive.
- The site lacks suitable, safe pedestrian routes to encourage walking to local services and facilities.

It is noted that The Pleasley Road bus stop (westbound) and Stamper Crescent bus stop (eastbound), are served by the 141-bus route with hourly services into Sutton-in-Ashfield and to Nottingham via Mansfield, are approx. 500m and a 650m walk from the site but would exceed 700m from the further point of the site. With no safe pedestrian route this is not considered acceptable. The same applies for the Co-op supermarket which is located around 800m from the main entrance and a 900m walk from the furthest point of the site.

A pedestrian access is proposed at the southern tip of the site onto Dawgates Lane at its junction with the PRow, Woodhouse Lane. This access lacks detail, and cycle access feasibility is unclear. Without adequate geometry and safety assessments, its acceptability is uncertain.

No cycle access is shown at this location and nor does the applicant show whether cycle access would be feasible without impinging on the footpath, upon which cycling is prohibited. No details are shown for that access. It is not therefore possible to determine whether that means of access is acceptable in highway safety terms. Nor is it possible to determine whether the proposed footpath link within the site would have adequate geometry, particularly in relation to its vertical alignment. A further pedestrian access is proposed onto the PRow at the eastern end of the site frontage. No proposals are made for improvements to the PRow to accommodate additional pedestrian movement. No street lighting is available. The route is not always suitable, and some residents may not choose to use it at all, particularly during hours of darkness or during periods of inclement weather.

The PRow does not provide for shorter journeys on foot between the site and facilities to the south. It cannot be used by cyclists as it is a footpath not a bridleway. It would provide an alternative route to the use of parts of Dawgates Lane along the site frontage only for some residents on the site but not at all times of the day or throughout the year.

Notwithstanding that, the PRow discharges pedestrians onto Dawgates Lane which has inadequate pedestrian linkages between the site and the urban area to the south. Visibility from the PRow onto Dawgates Lane has not been assessed. The PRow does not therefore assist in materially reducing travel distances or mitigating the lack of accessibility of, and highway safety risks associated with, the proposed development.

Due to the absence of safe and direct pedestrian and cycle routes, the site is considered to be car dependent. The proposal fails to integrate safely with local facilities, contrary to NPPF Paragraph 116(a), which requires developments to provide suitable pedestrian and cycle access to high-quality public transport. The lack of safe connectivity and reliance on an unsuitable PRow make the development unacceptable in sustainability and highway safety terms.

Traffic Impact

The Transport Assessment (TA) underestimates the level of development traffic generation and fails to adequately assess:

- The cumulative impact of additional vehicle movements on Dawgates Lane and connecting roads.
- The restricted carriageway widths, which make two-way traffic difficult.
- The impact on nearby junctions, particularly the Dawgates Lane/Woodhouse Lane junction.

The Highways Authority objects to the principle of the scheme due to its failure to meet sustainable transport requirements and the potential severe impact on local highway safety. It concludes the proposal to be contrary to NPPF Paragraphs 114, 115, and 116, which require developments to minimise transport impacts, prioritise sustainable travel, and provide safe and suitable access for all users.

It is considered that the proposed development fails to provide a safe and suitable access for all users and that through the intensification of usage, it would result in an unacceptable impact upon highway safety as a result of substandard visibility and the increased likelihood of pedestrian-vehicle conflict.

The inadequacies of the proposed highway works, including the lack of continuous footways, visibility splays, and safe pedestrian crossings, would exacerbate existing highway safety issues and create further risks for residents and other road users.

The development does not meet the requirements of the Nottinghamshire County Council Highways Design Guide or the Design Manual for Roads and Bridges. It fails to provide multiple points of access or justify the use of a single access point. The design encourages cul-de-sac layouts, which increase travel distances and discourage walking or cycling. The absence of a Travel Plan or clear mitigation measures highlights the lack of commitment to delivering sustainable travel opportunities.

The Local Planning Authority (LPA) has an obligation to approve developments only where they can demonstrate that they are sustainably located, integrate with their surroundings, and provide safe and suitable access for all. This proposal does not meet those requirements and is therefore contrary to the NPPF, the Nottinghamshire County Council Highways Design Guide, and other relevant local planning policies. Accordingly, the highway authority recommend the application be refused.

Impact on the Character and Appearance of the Area

NPPF para 187 says that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and recognising the intrinsic character and beauty of the countryside.

The term 'valued landscape' relates to its local amenity value, character, how it is experienced by local people and its contribution to that experience. Although the site is not formally designated as 'valued landscape', its value to local people should not be diminished or limited as a result of this.

ALPR policy EV2 seeks to protect the character and openness of the countryside as outlined within the principle of development.

The Landscape and Visual Impact Appraisal (LVIA) submitted concludes the site has capacity in landscape and visual terms to accommodate the proposed development in accordance with the submitted illustrative outline plans with moderate effects to landscape character and existing views confined to the site itself and its immediate surroundings.

Where effects of development have been identified mitigation in the form of proposed new planting would help reduce visual impacts to ensure that identified landscape impacts will be lessened. The proposed development offers potential for some positive enhancement which will benefit local landscape character and visual amenity through new native planting and enhancement of on-site hedgerows, hedgerow trees and the active management of these new and existing landscape features.

Policy NP4, Protecting the Landscape Character of the TSSNP identifies the importance of green corridors between the various settlements in the neighbourhood plan area. However, map 12 on page 50 shows that the application site is outside of this corridor.

The development site is located within open countryside and would introduce a significant urban form into a rural landscape, failing to integrate with the established settlement morphology and landscape character as outlined in the TSS Design Guide. Additionally, the proposal does not adequately maintain the sense of openness between settlements or contribute to the protection of strategic green corridors that prevent coalescence.

Given the scale and impact of the development, compliance with Policy NP4 has not been demonstrated, and the proposal is considered to be in conflict with the policy's objectives to safeguard the distinct rural landscape of the area.

It is also noted the site is located within a Mature Landscape Area. and ALPR policy EV4 seeks to ensure that development does not harm the character and quality of such areas.

The proposal would introduce a significant urban form into a rural landscape, altering the open character of the countryside and conflicting with EV4's objectives to preserve encroachment. The development is not considered to maintain the spatial separation between settlements leading to potential urban sprawl.

Under policy EV4, the actual form of the development will need to have regard to the landscape characteristics of importance to that locality and be in sympathy with and complementary to those characteristics.

Additionally, the application does not provide sufficient justification for how it will mitigate harm to the countryside's openness and visual amenity. The proposal therefore fails to meet the requirements of EV4.

The application would, therefore, conflict with ALPR policy EV2 in that this policy seeks to protect the countryside and there would also be conflict with policy NP4 of the TSSNP. The application would also conflict with paragraph 187 of the NPPF which recognises the intrinsic character and beauty of the countryside and seeks to ensure that decisions contribute to and enhance the natural environment.

Trees

The fields on the site are agricultural pastures, actively grazed by animals, and are divided by mixed native hedgerows with occasional mature trees (primarily oak and ash). The boundaries of the fields are clearly defined by these hedgerows and tree lines. The land also includes some areas of sloping terrain from north to south, and the site is bordered by additional landscape features such as a small woodland copse to the east.

New hedgerow and tree planting should be included as part of the proposed scheme to ensure it integrates into the surrounding landscape. Enhancing existing boundaries and introducing additional native species would help assimilate the development while supporting biodiversity and mitigating visual impacts. These measures align with landscape enhancement objectives and are essential for maintaining the rural character of the area

As confirmed by the Tree Constraints Plan the site is capable of accommodating the proposed development without impacting on the Root Protection Areas (RPAs) of any trees. Hedgerows can also be retained with appropriate buffers, with removal limited to a very short section to achieve access through to the southern part of the site.

An Arboricultural Impact Assessment would be prepared and submitted alongside a proposed layout at the Reserved Matters stage, should this outline application be permitted, to confirm that any impact on trees as a result of the proposed development is considered to be acceptable in this regard.

Ecology and Biodiversity

Section 40(1) of the Natural Environment and Rural Communities Act 2006 (duty to conserve biodiversity) as amended by Section 102 of the Environment Act 2021 places a duty such that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving and enhance biodiversity.

ALPR Policy EV6 looks to ensure that development does not have an adverse effect on local wildlife sites and local nature reserves. The application site is adjacent to a Natural England Local Wildlife Site (Woodhouse Lane Quarry) to the south of the site. An infiltration basin is indicatively proposed in the southern part of the site, given this the proposed development is not considered to have any detrimental effects on Local Wildlife Site.

ALPR policy EV8 seeks to protect trees and woodlands. Para. 187 of the NPPF stresses that planning policies and decisions should contribute to and enhance the natural and local environment by a variety of measures including minimising impacts on and providing net gains for biodiversity.

The indicative layout shows supplementary boundary planting, tree planting, and an area of additional native planting which incorporates wildlife close to the proposed SuDS. As shown, these would achieve biodiversity and landscape benefits for the site, linking with existing green infrastructure both within and immediately adjacent to the site.

Overall, the PEA confirms that, with suitable mitigation and enhancement, protected species and features of higher habitat value can be protected and augmented. BNG can also be secured by statutory condition.

Protected Species

An updated Preliminary Ecology Appraisal, Daytime Bat Walkover, Baseline Biodiversity Impact Assessment and Protected Species Surveys dated December 2024 was submitted to respond to ADC's Ecologist's consultation response.

With respect to bats, the buildings and structures on site were assessed as having negligible potential to support roosting bats and as such demolition of these features is not considered likely to produce negative impacts to roosting bats. However, two trees were assessed as supporting roosts features suitable for multiple bats. Removal of these features without an understanding of their value to roosting bats could result in harm to bats, damage to or destruction of bat roosts.

Nocturnal emergence surveys identified a roost within T1. Current proposals indicate that this tree (and all surveyed trees) are to be retained, and their root protection areas (RPA) adhered to.

There will be opportunities for biodiversity enhancement in the form of additional bird and bat boxes on the site to improve the ecological value at the site. A Construction Environment Management Plan and future management arrangements for habitats created on the site would also be required.

If members are inclined to grant permission, it is recommended that appropriate conditions are imposed to ensure that the proposal can comply with paragraph 187 of the NPPF. Further details can be agreed as part of the Reserved Matters stage.

Heritage

The application seeks permission for access to the site via Dawgates Lane. This road is Locally Listed, which is outlined in Ashfield District Council's Criteria for Local Heritage Asset Designation (2013) as a medieval/Tudor highway between Nottingham Castle and Bolsover Castle.

The introduction of a new access point and associated infrastructure would have a detrimental impact on the historic character of this heritage asset, conflicting with NPPF paragraph 212 and 216, which requires that the significance of non-designated heritage assets be considered in planning decisions.

TSSNP policy NP5 says that the effect of a proposal on a non-designated heritage asset, including their setting, will be taken into consideration when determining planning applications.

The urbanisation of this historic route, through increased vehicular movements and engineering works, would erode its historical and evidential value, contrary to the principles of heritage conservation in the NPPF and Local Plan policies on historic environment protection.

However, on balance, given the presumption in favour of sustainable development within the NPPF, the harm to the locally listed road is not considered to be of such significance as to outweigh the benefits of the proposed housing development.

The Grade II listed buildings of Manor Farm Cottage and Kruck Cottage are located to the south of the development site approx. 200m from the site. The development would lead to an increase in vehicle movement past these listed buildings and may adversely affect its setting. A heritage statement would be required as part of any reserved matters application to confirm the development is acceptable in this regard.

Archaeology

Nottinghamshire County Council Policy team were consulted on the application and comments were made from the archaeology department recommend that further evaluation is necessary to inform an appropriate planning recommendation and if necessary, a fit for purpose mitigation strategy for this site.

No development shall take place within the site until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological work for each phase in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

Neighbouring Amenity

Policy HG5 of the Ashfield Local Plan Review states [amongst other things] 'residential development will be permitted where (a) the amenity of neighbouring properties is protected and (b) the design and layout of dwellings minimises potential overlooking and provides a reasonable degree of privacy and security'.

Furthermore, paragraph 135(f) of the NPPF states planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

In this respect it is noted that objections have been received on the grounds of perceived impacts on flooding, loss of wildlife and impacts on highways safety. These issues shall be addressed within this report in their respective paragraphs.

As the application is seeking outline planning permission for all matters reserved apart from access, the Council is only considering the principle of residential development as part of this application, and the proposed access into the site from Dawgates Lane. Matters relating to the scale, layout, design, and landscaping of the proposed development will be considered as part of the Reserved Matters application to be submitted to the Council.

The potential impact upon neighbours and future occupiers would be subject to consideration and assessment at a later date, relating to possible impact on privacy, overshadowing, massing, overlooking etc. A Waste Audit would also be assessed as part of a Reserved Matters application.

The proposal would require the provision of a minimum of 10% of the gross housing area of public open space, based on policy HG6 of the APLR. This policy is consistent with the NPPF at paragraphs 98 and 103 emphasising the important of open space within developments reflecting both good design and well-being aspects.

Conditions could be imposed at outline stage to require provision of a minimum of provision based on the above local plan requirement. The layout plan would need to show how this can be achieved and may result in the quantum of development reducing to meet these requirements.

Pig Farm

It is noted that the site has historically included pig farming activities. Given the findings of the Inspector in assessing appeal ref. APP/W3005/C/21/3276700 (Appendix B), which related to an expansion of those activities, it is reasonable to assume the pig farming activities result in harm to nearby living conditions.

The proposed development would result in a net improvement to neighbouring amenity by removing this existing use.

Digital Infrastructure

Under Policy TSS NP Policy NP 8: Improving Digital Connectivity, if permission was to be given the policy places an emphasis on new development, where viable and practicable, providing the necessary means for residents to access the superfast broadband network when it becomes available and, if possible, contribute to improvements of the service for existing residents and businesses.

Flooding and Drainage

The application is supported by a Flood Risk and Drainage Assessment. The assessment confirms the application site is not at risk of flooding from any source.

The proposed development will secure a surface water strategy which will improve run off within the site, as well as along Woodhouse Lane which is currently understood to be adversely affected by surface water flooding.

An infiltration basin is indicatively proposed in the southern part of the site, which would be suitable to accommodate the attenuation requirements of the proposed development.

Overall, no developable areas are proposed within areas that are at risk of flooding from any source, and acceptable arrangements for foul and surface water can be achieved.

Further technical work will be required to design the Reserved Matters scheme and conditions would be required if planning permission is approved for full drainage details to be submitted for approval. It is therefore concluded that the proposal complies with Part 14 of the NPPF.

Contamination

A Phase 1 Preliminary Risk Assessment prepared by GeoCon Site Investigations Ltd was submitted as part of this application. The PRA confirms the site presents a low, or very low, risk to future site users, neighbouring residents, and construction workers, as a result of all assessed contamination sources. No unacceptable risks were identified, and the site is suitable for the proposed development, subject to appropriate intrusive investigation and appropriately worded conditions.

The Coal Authority have been consulted as part of this application and raise no objection, subject to conditions relating to site investigations and remedial works being undertaken. Overall, the proposal therefore complies with paragraph 196 of the NPPF

Tackling and Adapting to the Challenge of Climate Change

Addressing climate change is one of the planning principles, which the NPPF seeks to underpin in both plan making and decision taking.

Paragraph 159 of the NPPF states

‘New development should be planned for in ways that:

- a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and
- b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government’s policy for national technical standards.’

The Council has set out that it “recognises the scale and urgency of the global challenge from climate change.” This Council recognises that local action on global warming can make a difference and has resolved to “Reaffirm its commitment to doing

everything possible to combat climate change including committing to a robust climate change strategy.” The Council’s Planning Guidance Climate Change reflects that:

- a) Proposals for development should demonstrate an ambitious approach to the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- b) The measures set out in this Planning Guidance will need to be integrated into the design and layout of development within Ashfield, as climate change adaptation and mitigation will be considered in all development decisions.
- c) Applicants for planning permission should demonstrate how they have met the requirements set out in this Planning Guidance.

The Climate Change Committee’s 2022 Report to Parliament notes that for the United Kingdom to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. This is reflected in the NPPF paragraphs 167 and 168 in relation to significant development and paragraph 109 emphasising the need to promote walking, cycling and public transport. These issues have been addressed in the transport section of this report and therefore do not need to be reiterated here.

It should also be noted that issues such as renewable energy, sustainable design and construction methods and energy efficiency fall within the remit of the Building Control but the Council is encouraging innovative approaches to mitigate the impacts of climate change through development of guidance and subsequent detailed plans.

Furthermore, issues relating to landscaping and layout fall under matters which have been reserved and therefore fall outside of the scope of this application. These will be addressed at the reserved matters stage.

Issues pertinent to this outline application such as impacts on biodiversity and flood risk & drainage are dealt with under the respective sections of this report where they are found to be acceptable as they ensure that the development will be resilient to climate change and its effects.

As such, where appropriate the proposal is considered on balance to be in line with the general thrust of the Council’s guidance on Climate Change and paragraph 162 of the NPPF.

Section 106 Agreement and Heads of Terms

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

At the time of writing, no Heads of Terms have been submitted although the applicant has agreed in principle to provide this. A draft Heads of Terms has been sent to the agent at the time of writing this report. The figures are of the draft Heads of Terms are

based on the consultation responses from Nottinghamshire County Council Policy and Nottinghamshire Integrated Care Board.

As a major housing development scheme, the proposal results in the requirements for the provision of Section 106 contributions and provision of matters relating to public infrastructure and benefits.

Housing density requirements are set out in ALPR saved Policy HG3. This is consistent with the NPPF with its emphasis on the efficient use of land (Paragraph 129). In this location, the Policy requires a net minimum density of 30 dwellings per hectare (dph) and this approach is carried through in the new emerging Local Plan under Policy H7. The application site measures 4.4 hectares. The indicative layout demonstrates that at 10% of the site can be set aside as open space with financial contribution towards the open space at Stamper Crescent recreation ground, and infrastructure provision this leaves a maximum net developable area for residential of 3.96 hectares. Limited details around infrastructure provisions have been submitted which is required to calculate a net developable area for residential dwellings. The provision of 90 dwellings on the site therefore appears to be reasonable and would meet policy requirements.

Affordable Housing

The current affordable housing requirement is set out in 'saved' ALPR policy HG4 but this needs to be considered in relation to the NPPF. Taking account of NPPF, paragraph 48, on the basis that the emerging policy has received little in the way of objection and the emerging Local Plan is at an advanced stage, it is considered appropriate to apply the more up to date emerging policy in decision making.

This policy is based on more up to date evidence and is consistent with current national policy. Emerging Policy H3 would require a minimum contribution of 25% affordable housing in this instance.

The emerging local plan which has not been examined by an Inspector but is based on evidence and sets the council's aims and aspirations requires greenfield sites to provide 25% affordable housing, under Emerging Policy H3, which is significantly greater than the 10% currently required.

Open Space

In accordance with policy HG6 (Public Open Space in New Residential Development), the indicative layout demonstrates that at least 10% of the site can be set aside as open space. The Planning Statement submitted acknowledging that the site itself is not large enough to deliver an area which can be meaningfully contribute towards amenity open space uses, it is therefore proposed to make a financial contribution towards the existing nearby open space at Stamper Crescent recreation ground. This will allow for meaningful improvements to an existing, valued and usable open space.

Policy HG6 of the Local Plan sets out that residential development will only be permitted where open space is provided to meet certain requirements. Where open space provision on a site is inappropriate or better provided elsewhere, a planning obligation will be negotiated to facilitate off-site provision.

A contribution of £270,000 is sought towards public open space improvements. Works would include improvements to park infrastructure, play, recreation, accessibility and general landscape improvements. This is worked out on the basis of £3,000 per unit, which is reasonable in kind and scale to the development and has been accepted on decisions elsewhere in the district. It also includes maintenance (2.5% of £270,000 = £6750 a year; £101,250 over 15 years). This is in accordance with the Council's public open space strategy.

Heads of terms of section 106 Agreement.

- 1) A contribution towards bus stop infrastructure of **£40,100** is sought to provide improvements to the following bus stops, AS0470 Pleasley Road & one new stop.
- 2) A contribution towards education for statutory secondary school of **£312,480** is sought to be used towards improving, remodelling, enhancing, or expanding facilities to provide additional permanent capacity within the Sutton-Kirkby planning area, to accommodate pupil growth from the development.
- 3) A contribution towards waste management response of **£8658** is sought to meet the growing demand on the Kirkby and Mansfield Recycling Centres.
- 4) A contribution towards libraries of **£4018** is sought towards the provision of additional library stock to ensure that the additional demand generated by this development does not place further pressure on resources.
- 5) A contribution towards public open space of **£270,000** is sought towards public open space improvements.
- 6) Affordable Housing at 25%
- 7) A Management Plan setting out details of the responsibility for maintaining and managing the landscaped areas of public open space through a management company which shall include a planting schedule and timetable of works.

Planning Balance and Conclusion

The relevant legislation requires that the application is determined in accordance with the statutory development plan unless material considerations indicate otherwise. The NPPF states that proposals should be considered in the context of the presumption in favour of sustainable development which is defined by economic, social and environmental dimensions and the interrelated roles they perform.

In this case, the provision of new homes carries significant weight in favour of granting planning permission. It would boost the supply of housing in accordance with the NPPF, contributing up to 90 new homes of which, 25% would be affordable. It would also create additional housing choice and added competition in the housing market. The social benefits of this carry significant weight.

There would also be economic benefits created during construction and, thereafter, the Council would receive increased revenues from Council tax. These economic benefits carry moderate weight.

This application would, however, result in significant harm to the character and appearance of the surrounding area by way of the intrusive visual impact of the houses and encroachment of development into the open countryside. The proposal would conflict with ALPR policy EV2, TSSNF policy NP4 and paragraph 187 of the NPPF, all of which recognise the intrinsic beauty and character of the countryside and the need to ensure that decisions contribute to and enhance the natural environment. This level of harm carries significant weight.

The application is unacceptable to the Highways Authority, which objects on the grounds of unsafe access, unsustainable location, increased traffic risks, and inadequate mitigation measures. The proposed access and off-site works fail to address the substandard nature of Dawgates Lane and the surrounding highway network. Dawgates Lane is narrow, lacks footways, and has limited passing points, raising significant safety concerns, contrary to NPPF Paragraphs 110, 114, and 115, which require safe and suitable access for all users. The Transport Assessment (TA) fails to justify the single access point, contrary to Nottinghamshire Highway Design Guide (HDG) Part 2.0.

The site's reliance on private vehicles promotes car-dependency, which is contrary to NPPF Paragraph 105, which seeks to reduce reliance on private transport. The proposal does not integrate with existing urban areas and will significantly increase vehicular movements, and road safety risks in a rural setting.

While the housing shortfall carries weight in the planning balance, NPPF Paragraph 12 states that development should align with an up-to-date development plan unless material considerations indicate otherwise. The harm to highway safety and sustainable transport objectives demonstrably outweighs any benefits of additional

housing. Therefore, on balance planning permission should be refused in accordance with NPPF policies and the Ashfield Local Plan.

Recommendation: - Refuse

REASONS

It is considered that the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits. The proposals, therefore, do not represent a sustainable form of development, namely where:

- 1. The proposed development would result in significant harm to the character and appearance of the surrounding area through the visual impact of the built form on green fields and the further encroachment of development into the open countryside. It would, therefore, be in conflict with Ashfield Local Plan Review (2002) policies ST4 and EV2 which seek to protect the character of the countryside. The development would also conflict with policy NP4 of the Teversal, Stanton Hill and Skegby Neighbourhood Plan. The proposal would also conflict with paragraph 187 of the National Planning Policy Framework which recognises the intrinsic character and beauty of the countryside and ensures that decisions contribute to and enhance the natural environment.**
- 2. The adjacent highway network is incapable of accommodating any additional significant volumes of traffic without significant improvements. Additional points of access into the site are required to assist with traffic distribution and to provide highway users with safe access options. The proposed development is considered to be unsustainable with future users being heavily dependent on car travel. The proposal is, therefore, contrary to policies ST1c and HG5e of the Ashfield Local Plan Review (2002), policies NP1 and AP1 of the Teversal, Stanton hill and Skegby Neighbourhood Plan and paragraph 9 of the National Planning Policy Framework.**