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File No: CHE/17/00225/OUT
Plot No: 2/2161

ITEM 1

OUTLINE PLANNING APPLICATION FOR RESIDENTIAL DEVELOPMENT OF UP TO 6 DWELLINGS WITH ALL MATTERS RESERVED (REVISED DRAINAGE PLAN REC'D 05/07/2017) ON LAND TO THE EAST OF TROUGHBROOK ROAD, HOLLINGWOOD, CHESTERFIELD, DERBYSHIRE FOR CHATSWORTH SETTLEMENT TRUSTEES

Local Plan: Open Countryside / Other Open Land
Ward: Hollingwood & Inkersall

1.0 CONSULTATIONS

Local Highways Authority	Comments received 08/05/2017 – see report
Derby & Derbyshire DC Archaeologist	Comments received 11/04/2017 and 06/06/2017 – see report
Derbyshire Wildlife Trust	Comments received 26/04/2017 – see report
CBC Drainage / Design Services	Comments received 24/04/2017 and 05/07/2017 – see report
CBC Environmental Health	Comments received 26/06/2017 – see report
CBC Planning Policy	Comments received 01/06/2017 – see report
Urban Design Officer	Comments received 24/05/2017 – see report
Tree Officer	Comments received 05/06/2017 – see report
Coal Authority	Standing Advice Applies

Yorkshire Water Services	No comments received
Ward Members	No comments received
Site Notice / Neighbours	Eleven representations received

2.0 **THE SITE**

- 2.1 The site comprises an area of paddock grassland extending to approximately 0.19 hectares, located to the east of Troughbrook Road, Hollingwood. The site lies on the edge of the built up area of Hollingwood, with semi-detached residential properties to the immediate north and south and the large housing area of Hollingwood to the west (on the opposite side of Troughbrook Road). To the east is further paddock land, and Trough Brook, which sits in the bottom of a small valley. Woodland defines the eastern side of that valley.
- 2.2 The site slopes down from Troughbrook Road towards Trough Brook. An unmanaged hedgerow featuring some overgrown, formerly coppiced hedgerow trees sits along the Troughbrook Road boundary of the site. A further unmanaged hedgerow sits along the northern boundary. A stone wall and domestic fence forms the southern boundary of the site with the existing residential property. A sparse hedgerow / bushes sit along the eastern boundary, through which access can be gained to the adjacent paddocks.

Figure 1: Aerial Image of Site



3.0 **RELEVANT SITE HISTORY**

- 3.1 There is no site specific planning history; however planning permission currently exists on the adjacent site of the former Troughlee Club under application reference CHE/17/00271/FUL for three new dwellings which was granted on 30 May 2017.
- 3.2 In addition an outline planning application for residential development with all matters reserved except access for up to 17 dwellings (in addition to retention of existing farmhouse and conversion of existing cart shed to garaging) including associated infrastructure works has been submitted on the site of Pondhouse Farm has recently been submitted under application reference CHE/17/00390/OUT, which is still pending consideration.

4.0 **THE PROPOSAL**

- 4.1 The application seeks outline planning permission for residential development with all matters reserved. For illustrative purposes, an indicative layout has been prepared to show how the site could be developed with 6 dwellings, comprising 3 pairs of 2-storey semidetached dwellings, each with a garage, on-plot parking and direct access on to Troughbrook Road. Details of access, scale, layout and landscaping are however reserved for future consideration.
- 4.2 The application submission is supported by the following plans and documents:
- 1:1250 Site Location Plan
 - 1:1250 Opportunities and Constraints Plan
 - 1:1250 Illustrative Layout Plan
 - 1:500 Block Plan
 - Topographical Survey
 - Planning Statement
 - Transport Statement
 - Flood Risk and Drainage Statement (updated 04/07/2017)
 - Extended Phase 1 Ecology Survey (including otter and water vole)
 - Protected Species Report (Confidential)
 - Bat Survey
 - Arboricultural Survey
 - Coal Mining Risk Assessment
 - Tree Survey

5.0 **CONSIDERATIONS**

5.1 **Planning Policy Background & Principle of Development**

- 5.1.1 The site the subject of this application would be considered a greenfield site. It is in a location identified in saved policy EVR2 of the Replacement Chesterfield Borough Local Plan (2006) as Open Countryside. The adopted Core Strategy (2013) indicates the broad location of a Strategic Gap within the area, although the draft Local Plan (2017) and the Strategic Gap and Green Wedges study (2016) do not include the site within the extent of the Strategic Gap. The site is shown as a potential housing site in the draft Local Plan (2017).
- 5.1.2 As a greenfield site the development should be considered under policy CS10 – Flexibility of Delivery of Housing as well as against policies CS1, CS2, CS9 and EVR2.
- 5.1.3 *Policy CS10* – The council can currently demonstrate a five year supply of deliverable housing sites (this is being updated at the moment). Full weight should be given to all policies of the Core Strategy. This includes policy CS10, which sets out that greenfield housing development will not usually be permitted.
- 5.1.4 *Policy CS1/CS9 - Strategic Gaps*: The Core strategy sets out the broad location of the Strategic Gap. The boundary shown in the draft Local Plan has been subject to consultation but not examination. However significant weight should be given to this as no objections have been received to the boundary affecting this site and the boundary is clearly set out in the ARUP Green Wedges and Strategic Gap study prepared in 2016. This is considered clear and robust evidence for the boundary.
- 5.1.5 *Policy EVR2* - this policy pre-dates the NPPF. The weight to be given to this policy therefore depends upon the extent to which it accords with the objectives of the NPPF. The Core Principles of the NPPF recognise the ‘intrinsic character and beauty of the countryside’. A recent court of appeal decision has confirmed that it is the responsibility of the LPA to determine the weight to be given to policies that pre-date the NPPF. In this case it must be acknowledged that although it is identified as part of the open countryside policy, the site itself is located between existing

dwellingings and would not intrude further into the countryside than adjacent dwellingings. The proposed Strategic Gap boundary (policy CS1 and CS9) would start immediately to the east of the site. The Strategic Gaps and Green Wedges Study undertaken by ARUP on behalf of the council to provide evidence for the Strategic Gaps identified the eastern boundary of the site as a robust and long term boundary suitable for a Green Wedge. This lends credence to the view that development beyond this boundary would have a significant impact upon the openness of the countryside in this location. However to the west of this boundary (the application site) it is more difficult to conclude that the impact on the 'intrinsic value of the countryside' would be significant and relatively less weight can accordingly be given to EVR2 in this respect.

- 5.1.6 *Housing Allocation (H62)* - Although shown as a potential housing site in the draft Local Plan (2017) it is important to recognise that the draft housing sites were for the purposes of consultation only and have yet to be put through the final stage of the council's Land Availability Site Assessment methodology. Little weight can therefore be attached to the allocation for housing in the draft plan.

Spatial Strategy

- 5.1.7 Policy CS1 requires that new development be concentrated within walking distance of centres. Although the adopted Core Strategy does not identify a specific Local Centre near the site there is a group of shops at Hollingwood Crescent within walking distance of the site. The council's own surveying of centres has identified that this has sufficient amount and range of facilities to be considered a Local Centre, and it is identified as one in the draft Local Plan. Hollingwood Primary School is also within walking distance, as is a children's play area, also on Hollingwood Crescent. The location therefore fits with the council's spatial strategy in this respect. Development proposals are also considered under the criteria set out in CS2. The proposal accords with five of the seven criteria.

Principle of Development

- 5.1.8 Policy CS10 states that "planning permission for housing-led greenfield development proposals on unallocated sites will only be permitted if allocated land has been exhausted or...there is less than a 5 year supply of deliverable sites."

- 5.1.9 As the council is currently able to demonstrate a five year supply of deliverable housing sites, a strict interpretation of policy CS10 would indicate that planning permission should not be granted for the development of residential gardens or small scale greenfield urban infill plots. The NPPF is also clear that “Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development” (NPPF para 186). Decisions should be plan-led unless material considerations indicate otherwise and LPAs should apply the presumption in favour of sustainable development when determining development proposals.
- 5.1.10 Policy CS10 must be read in combination with policy CS1, the spatial strategy, which sets out that the overall approach to growth will be to concentrate new development within walking and cycling distance of centres.
- 5.1.11 The aim of CS10 (set out in para 5.34 of the Core Strategy) is to “ensure a supply of housing land that meets the aims of the Core Strategy”. Applying the presumption in favour of sustainable development (set out in paragraph 14 of the NPPF), the development of a 6 dwellings in this location would:
- otherwise meet the spatial strategy and the principles for the location of development set out in policies CS1 and the majority of CS2,
 - would not directly conflict with, and arguably would support, the intent of policy CS10 (to ensure a supply of housing land that meets the aims of the core strategy)
 - would not impact on the area identified as being particularly vulnerable in terms of openness within the Green Wedges and Strategic Gap assessment (having housing to either side and not intruding into the proposed Green Wedge)
- 5.1.12 It is clear that more weight should be given the presumption in favour of development and the aims of policy CS1 and less to EVR2 in this case and there is an argument, given the small scale of development, to set aside a strict interpretation of policy CS10.
- 5.1.13 It should be noted that the location on the edge of the built up area would require a sensitive approach to design in the submission of any subsequent reserved matters application and the comments of the council’s Urban Design Officer in this respect are endorsed as being in line with the council’s Core Strategy design policy CS18.

5.2 **Design & Appearance Issues (including Neighbouring Impact / Amenity)**

- 5.2.1 The site area measures 0.19 hectares in area and the application is for development of up to 6 dwellings. This equates to a density of 31 dwellings per hectare which is equivalent to a standard suburban density.
- 5.2.2 All matters are currently reserved for subsequent consideration, although the illustrative layout indicates a potential arrangement comprising six semi-detached dwellings with access directly from the road, infilling a gap between existing dwellings situated either side. This aspect of the proposals represents a reflection of the existing streetscene opposite.
- 5.2.3 The units are situated on the frontage to allow connection to the existing drain within the road, which is not achievable if the houses are set further back due to the change in levels from east to west.
- 5.2.4 The development would require the removal of the existing hedgerow which to a degree would detract from the character of this part of Troughbrook Road as it currently stands intensifying development to the east side the road; however the site is also a sensible infill development plot located between existing built development created by Pondhouse Farm and residential development to the north.
- 5.2.5 Given that the layout provided is illustrative but the principle of development is acceptable it is considered that the following points would need to be considered / addressed concurrent with the design of any reserved matters submission:
- Respect and maintain the established building line.
 - Provision of vertical boundary treatments in combination with soft landscape to plot frontages.
 - Maintain as much highway verge as possible.
 - Provision of rear access to / from rear gardens. As currently shown garaging blocks rear access, which would necessitate garden waste being taken through habitable rooms and is likely to result in bins being left on frontages to the detriment of the streetscene. Such an arrangement would require some garaging, as currently shown, to be omitted or located further into the plots (subject to levels).

- Hipped roof forms generally characterise the local area and the proposals would benefit from reflecting this characteristic. This would also maintain the impression of a more spacious arrangement and greater penetration of afternoon sunlight into rear gardens. It would also serve to reduce the apparent impact as experienced from the immediate neighbouring dwellings.
- Side facing windows should be avoided, or where necessary, designed to prevent adverse impacts on amenity.
- Replacement planting proposals to compensate for the loss of hedgerow along Troughbrook Road and to achieve net biodiversity benefits, including some trees where possible.
- Character and design of the dwellings to achieve a harmonious relationship with the local context.

5.2.6 Overall however it is considered that the proposed development can be appropriately designed to reflect the character and appearance of the streetscene and to preserve appropriate levels of amenity and privacy to adjoining and adjacent neighbouring properties in the context of policies CS2 and CS18 of the Core Strategy. As further designs are developed they will need to take account on the observations made above and also the advice which is contained in the Council's adopted Supplementary Planning Document for Housing Layout and Design.

5.3 **Highways Issues**

5.3.1 The application has been reviewed by the **Local Highways Authority** (LHA) who has provided the following comments:

'The details submitted to this office propose a development comprising 6 no. residential units of unknown size on a site immediately adjacent to Troughbrook Road. All matter being reserved, there is no indication of proposed vehicular access, however, it's assumed that direct access would be sought for each property (in accordance with the pre-application schematic layout plan) and the following comments are made on this basis.

As stated previously, Troughbrook Road is a Category III classified road subject to a 30mph speed limit. It forms a part of a bus route and carries all manner of traffic – numbers highly likely to increase on redevelopment of the Staveley Works site. As an existing road, any new access should be provided with exit visibility splays commensurate with recorded 85%ile vehicle approach speeds to

the nearside carriageway channel in each direction. As a guide, based on the existing 30mph speed limit and taking into consideration the nature of traffic on Troughbrook Road, it's suggested that sightlines in the region of 2.4m x 50m would be required. All areas in advance of the requisite sightlines should be over controlled land, or existing highway, and be secured to be maintained clear of any obstruction greater than 1.0m in height (600mm in the case of vegetation) relative to the nearside carriageway channel level. It would appear that the proposed development site is afforded with adequate frontage to provide acceptable exit visibility.

Off-street parking should be provided on the basis of 2no. or 3no. spaces per 2/3 or 4/4+ bedroom dwelling, each space being of 2.4m x 5.5m minimum dimension (2.4m x 6.5m where located in front of garage doors) with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc. Given the classified status of the fronting road, ideally, each dwelling should be provided with sufficient off-street manoeuvring space, clear of areas dedicated to parking, to enable all vehicles to enter and exit the site in a forward gear. However, when taking into consideration existing private driveway layouts in the vicinity, it's unlikely that any objection in this respect could be sustained.

A new 2.0m minimum width footway would be required across the entire site frontage linking with the existing facility to the north.

Areas clear of the highway for standing of waste bins on collection days should be identified and maintained clear of any obstruction.

Therefore, subject to inclusion of the following Conditions, there are no highway objections to these proposals:-

01. No development shall be commenced until a temporary access for construction purposes has been provided in accordance with a detailed design first submitted to and approved in writing by the Local Planning Authority. The access shall be retained in accordance with the approved scheme throughout the construction period, or such other period of time as may be agreed in writing by the Local Planning Authority, free from any impediment to its designated use.

02. *Before any other operations are commenced, excluding construction of the temporary access referred to in Condition 1. above, space shall be provided within the site for storage of plant and materials, site accommodation, loading, unloading and manoeuvring of goods vehicles, parking and manoeuvring of employees and visitors vehicles, laid out and constructed in accordance with detailed designs first submitted to and approved in writing by the Local Planning Authority. Once implemented the facilities shall be retained free from any impediment to their designated use throughout the construction period.*

03. *Unless otherwise approved in writing by the Local Planning Authority, the development shall not be commenced until a detailed scheme of highway improvement works for the provision of vehicular access(es) and a footway across the entire site frontage with Troughbrook Road, together with a programme for the implementation and completion of the works, has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the required highway improvement works have been constructed in accordance with the approved details. For the avoidance of doubt the developer will be required to enter into a 1980 Highways Act S278 Agreement with the Highway Authority in order to comply with the requirements of this Condition.*

04. *The land in advance of the approved exit visibility sightlines from the new vehicular access(es) with Troughbrook Road, the subject of Condition 3 above, shall be retained throughout the life of the development free of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining nearside carriageway channel level.*

05. *No dwelling shall be occupied until space has been laid out within the site for curtilage for the parking/ manoeuvring of residents/ visitors vehicles, located, designed, laid out and constructed all as agreed in writing with the Local Planning Authority and maintained throughout the life of the development free from any impediment to its designated use.*

06. *Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) the garage/car parking spaces hereby permitted shall be retained as such and*

shall not be used for any purpose other than the garaging/parking of private motor vehicles associated with the residential occupation of the property without the grant of further specific planning permission from the Local Planning Authority.

07. There shall be no gates or other barriers within 6.0m of the nearside highway boundary and any gates shall open inwards only, unless otherwise agreed in writing by the Local Planning Authority.

08. The proposed access drive(s) to Troughbrook Road shall be no steeper than 1 in 14 for the first 6.0m from the nearside highway boundary and 1 in 10 thereafter.

09. No part of the development shall be occupied until details of arrangements for storage of bins and collection of waste have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and the facilities retained for the designated purposes at all times thereafter.'

5.3.2 Having regard to the comments of the LHA above it appears that they have not considered the indicative layout drawing submitted with the application and the accompanying planning statement and transport statement which gives an indication how the site could be laid out to accommodate up to 6 no. 2 bed dwellings with off road parking and a garage per unit.

5.3.3 In the context of this layout and the comments made the supporting documentation confirms that the indicative layout submitted meets with the conditionals requirements which are being sought in the comments made by the LHA. Appropriate driveway widths and length can be accommodated, alongside appropriate visibility splays and parking provision to meet the requirements of the LHA and the provisions of policies CS2, CS18 and CS20 of the Core Strategy.

5.4 **Flood Risk / Drainage**

5.4.1 The application submission is supported by a Flood Risk and Drainage Statement which was passed to the **Design Services (Drainage) team** (DS team) and **Yorkshire Water Services** (YWS) for review in the context of policy CS7 of the Core Strategy.

5.4.2 The DS team responded to the application as follows:

'The applicant has submitted a Flood Risk Assessment for the site, discussing potential hazards.

Although the site is adjacent to an area of Flood Zone 3, the development itself is not shown to be within an area of flood risk on the Environment Agency flood maps. Included within the FRA are proposals for the site drainage. The foul drainage is proposed to connect to the public sewer in Troughbrook Road, which will require approval from Yorkshire Water.

The principles for the management of surface water run of is mostly fine, however we do have a minor objection which may require review. The applicant proposes to discharge surface water to Trough Brook via an attenuation swale and flow control, restricting flow to 5 l/s which we are happy with in principle. However it is noted that the flow control and part of the swale are located within Flood Zone 3. There is a risk therefore that the Trough Brook level will rise and surcharge the flow control and swale prior to its designed storm return period, thus rendering this system ineffective.

Can the flow control and storage therefore be moved away from the flood zone to ensure its performance?'

5.4.3 The comments above were passed to the Applicant / Agent for further consideration and a revised drainage layout plan was submitted on 04/07/2017. The DS team subsequently confirmed:

'We have no objection this updated layout, with the relocation of the swale away from the flood zone. The storage volume provided should be in accordance with the original flood risk assessment in attenuating up to a 100 year plus climate change storm'.

5.4.4 Although no comments were received from YWS the scheme detailed proposes separate connection of surface water drainage to the nearby watercourse and foul water drainage to mains in Troughbrook Road (gravity fed). Separate agreement with YWS would be needed for any main connection for foul water and therefore they would be involved in the detailed design of any such system which would be dealt with concurrent with a reserved matters application or planning condition. The surface water

solution would be subject to agreement with the Environment Agency / Lead Local Flood Authority and would not involve YWS.

5.5 **Land Condition / Contamination / Noise**

5.5.1 Having regard to land condition and the requirements of the NPPF and policy CS8 of the Core Strategy the planning application submission was accompanied by a Coal Mining Risk Assessment, despite the fact the site lies in an area covered by the Coal Authority's Standing Advice. It was not necessary to refer the CMRA to the **Coal Authority** for comment as the CA have provided the LPA with relevant advisory notes they wish to be imposed on any planning permissions granted in such areas.

5.5.2 In respect of potential land contamination (and noise) the Council's **Environment Health Officer** (EHO) has also reviewed the application submission and provided the following comments:

'I have no objections regarding this application, however, should planning consent be granted, I recommend:

Noise – the hours of construction shall be limited to between 8:00am and 5:30pm Monday to Friday and between 9:00am and 4:00pm on a Saturday. No construction shall be carried out on a Sunday or Public Holiday.

Land contamination – the site is within an area of Chesterfield where there might be land contamination. I recommend that a desk study and if necessary, a site investigation is carried out. All reports should be submitted in writing to Chesterfield Borough Council for approval prior to commencement of development.'

5.5.3 To address the comments of the EHO above appropriate planning conditions can be imposed on any consent given to secure the necessary Phase I and / or II studies and to control construction hours accordingly.

5.6 **Ecology and Trees / Hedgerows**

5.6.1 The application submission is supported by a Phase 1 Ecology Survey (including Otter and Water Vole), Bat Survey and Protected Species Report which have been prepared in accordance with the requirements of the NPPF and policy CS9 of the Core Strategy.

5.6.2 Under the terms of our Service Level Agreement, **Derbyshire Wildlife Trust** (DWT) was invited to review the surveys and reports submitted and the following comments were made:

'DWT have reviewed the ecological information submitted in support of the planning application for the erection of up to 6 dwellings at Hollingwood. The site comprises semi-improved grassland, hedgerows and trees. The proposals will include 100% land take and remove 50m of hedgerows and 4 trees. The proposals include c.55m new hedgerow planting, although there the proposals will result in a net loss of biodiversity, due to the small scale, it is recommended additional enhancements are included. The developer should aim to enhance the biodiversity potential of the site, through appropriate layout, design and landscaping proposals, way to achieve biodiversity gain include:

- *Gaps in the fences to facilitate the movement of small mammals such as hedgehogs*
- *New hedgerow planting to be native species*
- *Opportunities for wildlife should be integrated into new dwellings, through the installation of bat boxes or bat lofts, bird boxes, or the creation of high quality green roofs and green walls*
- *Retained, enhanced and newly created habitats and habitat features should be appropriately managed in the long term so as to maintain and improve their ecological value.*

With regards to condition(s), due to the nearby roost, no external lighting should be installed. However, if lighting is to be proposed, a lighting strategy should be submitted to LA for approval. The hedgerows and retained habitats should be protected throughout the development. No removal of vegetation that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period, and details of measures to protect the nesting bird interest on the site, have first been submitted to and approved in writing by the local planning authority and then implemented as approved.'

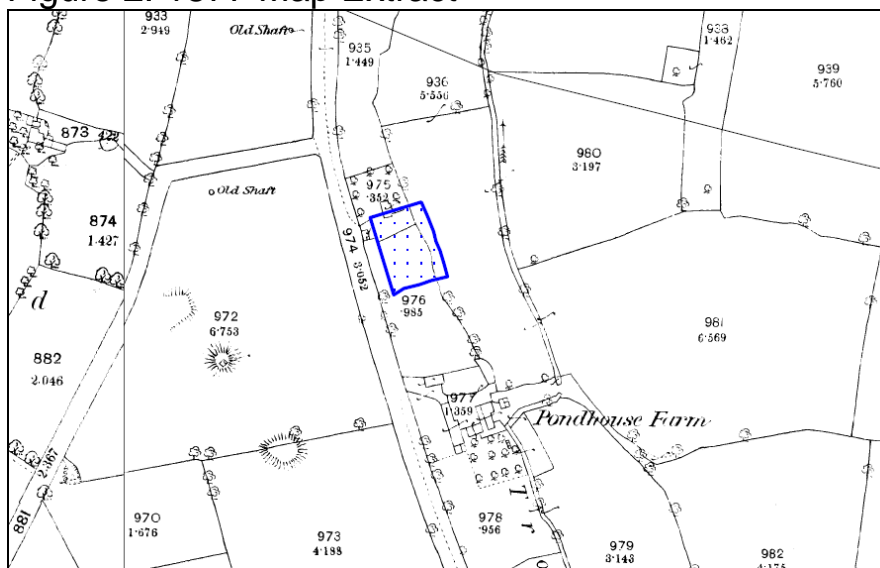
- 5.6.3 Having regard to the comments of DWT above it is accepted that the development proposals will result in the loss of trees and some sections of hedgerow local to the application site however they are of the opinion appropriate enhancement measures and mitigation can be achieved. In this context none of the trees affected are protected (as confirmed by the Council's **Tree Officer**) and the affected hedgerows have been considered under the Hedgerows Regulations 1997 to determine their status / significance because the hedgerow adjoins agricultural land and land for the keeping of horses and ponies.
- 5.6.4 After consultation with **Derby and Derbyshire DC Archaeologist** it was found from early maps and surveys of the site that the hedgerow affected by the development proposals does not fall within the definition of an 'important' hedgerow and subsequently neither they nor the Tree Officer object to the application proposals. Inspection of early maps and surveys confirmed that the original eastern boundary hedgerow had been removed for the widening of the roadway and a new hedgerow planted further back into the field.
- 5.6.5 Where new development is proposed which results in the loss of natural habitat an opportunity exists the secure biodiversity enhancement measures and appropriate soft landscaping mitigation alongside development of more detailed designs for the site expected with a reserved matter submission. Where it is determined the greater weight be given to the delivery of securing sustainable development appropriate planning conditions can be imposed to require biodiversity enhancement details concurrent with the next stage of the planning process or at the very latest prior to commencement of development to ensure the development complies with the provisions of policy CS9 of the Core Strategy and wider NPPF. In this case this approach is considered to be appropriate.

5.7 **Archaeology / Heritage**

- 5.7.1 In addition to their involvement in the determination of the hedgerow status the **Derby & Derbyshire DC Archaeologist** (D&D Arch) was also invited to comment on the application submission having regard to the potential impact of the development proposals upon any below ground archaeological interest, given the application sites greenfield / undeveloped status.

5.7.2 During the application process the D&D Arch and Agent exchanged emails which examined historical maps to determine the likelihood of the site being host to any remaining below ground archaeology, in particular the potential for the site to have previously been host to a farmhouse / cottage evident on maps dating back to 1877 sited towards the northern edge of the application site.

Figure 2: 1877 Map Extract



5.7.3 Both parties acknowledged that historic mapping could not be relied upon to exactly map the extent of the application site boundary and the location of the building in question, therefore the discussion concluded that further archaeological survey work should precede any development on site.

5.7.4 Given the limited scale of the application site, it was agreed that geophysical survey would not in this instance be an efficient / effective method and therefore it was agreed that targeted trial trenching would be more appropriate. The D&D Arch therefore requested that the following condition be imposed on any permission granted:

a) No development shall take place until a Written Scheme of Investigation for archaeological work has been submitted to and approved by the local planning authority in writing, and until any pre-start element of the approved scheme has been completed to the written satisfaction of the local planning authority. The scheme

shall include an assessment of significance and research questions; and

1. *The programme and methodology of site investigation and recording*
2. *The programme for post investigation assessment*
3. *Provision to be made for analysis of the site investigation and recording*
4. *Provision to be made for publication and dissemination of the analysis and records of the site investigation*
5. *Provision to be made for archive deposition of the analysis and records of the site investigation*
6. *Nomination of a competent person or persons / organisation to undertake the works set out within the Written Scheme of Investigation"*

b) No development shall take place other than in accordance with the archaeological Written Scheme of Investigation approved under condition (a)."

c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological Written Scheme of Investigation approved under condition (a) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

5.7.5 In accordance with the provisions of the NPPF and policy CS19 of the Core Strategy it is considered that the above approach to archaeological investigation is proportionate and acceptable to conclude the development would not result in any adverse impact upon archaeological interest without it being properly investigated and potential catalogued accordingly.

5.8 **Community Infrastructure Levy (CIL)**

5.8.1 Having regard to the nature of the application proposals the development comprises the creation of up to 6 no. new dwellings and the development is therefore CIL Liable. The site the subject of the application lies within the medium CIL zone and therefore the full CIL Liability would be determined at the reserved matters

stage on the basis of a cumulative charge of £50 per sqm (index linked) of gross internal floor area created.

- 5.8.2 The following advice note will be appended to any subsequent decision notice drawing this to the applicants' attention:

'You are notified that you will be liable to pay the Community Infrastructure Levy (CIL) to Chesterfield Borough Council as CIL collecting authority on commencement of development. This charge will be levied under the Chesterfield Borough Council CIL charging schedule and s211 of the Planning Act 2008. A CIL Liability Notice will be issued at the time of a detailed planning permission which first permits development, in accordance with the Community Infrastructure Levy Regulations 2010 (as amended). The extent of liability will be dependent on the permitted Gross Internal Area. This will be calculated on the basis of information contained within a subsequent detailed planning permission. Certain types of development may eligible for relief from CIL, such as self-build or social housing, or development by charities. Further information on the CIL is available on the Borough Council's website.'

6.0 **REPRESENTATIONS**

- 6.1 The application has been publicised by site notice posted on 05/04/2017; by advertisement placed in the local press on 13/04/2017; and by neighbour notification letters sent on 05/04/2017 to twenty five local residents.

- 6.2 As a result of the applications publicity there have been eleven representations received as follows:

67 Troughbrook Road

Stance: Customer objects to the Planning Application

Comment Reasons:

- Traffic or Highways

Comment: On an already busy road with difficult vision and lots of cars parked cars on the road to manoeuvre.

4 Troughbrook Road

I object to the proposal for new housing as I assume the site is a protected greenfield. As a community we wish to protect our

environment and quality of life in Hollingwood. This development is a theft of our green belt and wild life preservation;

I believe the former brownfield site of Staveley Works (owned by Chatsworth) is now available and this would be more appropriate for housing;

Pondhouse Farm should be kept intact. This development will be the thin end of the wedge to reduce the farms ability to work and continue our local rural heritage; and

Troughbrook Road is already congested and there will be an increase in traffic. There is also a lack of parking space on the road.

6 Troughbrook Road

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Policy
- Traffic or Highways
- Visual

Comment: No real benefit to the community. Already dangerous road becomes more dangerous.

77 Troughbrook Road

The outline plans show six houses all with drives onto Troughbrook Road. As a Dec 2013 the average household had 2 cars and over 2.2m have four cars or more. Figures show the number of cars in England increase by 600,000 per year. Based on these figures a minimum of six cars would have to park on the highway and Troughbrook Road cannot take any more cars as it is dangerous enough. Garages are shown but people do not use them for parking anymore. Traffic calming measures have not been allowed because the road is an emergency link road. Add into the mix new development about to start less than 100yards away and also at the Fitzwise yard, so an increase in traffic could be potentially catastrophic and the road is already showing signs of sinking where the development is proposed.

75 Troughbrook Road

It goes against your own policy of building on greenfield sites and we wonder if the application would have even ever been accepted had it not been Chatsworth applying;

Planning permission has already been granted unopposed, for previously developed land at the former Troughlee Club site;

No 77 were refused a dropped kerb opposite their property to park cars off the road as they were told this represented a danger to traffic;

Local also residents applied for speed humps to be installed on Troughbrook Road and these were declined on the basis it was an access road for emergency vehicles. The proposed development will only exacerbate the traffic and parking situation;

There has already been two large housing developments allowed off Station Road and this proposed development is unnecessary and ecologically unsound;

The disruption and inconvenience seems to have been completely overlooked – the development will bring HGVS and works traffic. Where will they park and how will disruption be minimised? Are we going to have unrestricted access to park at our property and access our driveway; and

It appears to be a profit related development rather than community related.

57 Troughbrook Road

I am against this development because Chatsworth estates own a lot of land along Troughbrook Road and if this one is allowed others will follow and this will lead to major increase in traffic which is not acceptable;

Families with young children live in the local area and often walk to the local school in Hollingwood; and

A lot of people including myself bought our houses because they overlooked open fields and a farm – the development will infringe upon our outlook and way of life.

51 Troughbrook Road

I have lived on Troughbrook Road all my life and bought a house on the street as I felt happy and safe living here. When I open my curtains I see lush green fields and I strongly feel this view should be preserved;

I park my car on the road and the number of incidents of drivers travelling too fast is numerous. They often overtake where cars are parked and the road is too narrow so wing mirrors are broken off. The addition of new dwellings opposite would mean even more incidents;

Wildlife would be at danger as their feeding areas would be restricted. More dwellings are already planned at Barrow Hill and Staveley already. I thought we were supposed to be protecting

wildlife (we often see owls, foxes, badgers, bats and birds of prey);
and

As there are plans for the HS2 site to run near to my home I feel the area and environment will be detrimentally affected.

49 Troughbrook Road (x2)

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways
- Visual

Comment: I have sent a letter to Chesterfield Borough Council, but in brief: visual, traffic/speed, parking.

I have lived on Troughbrook Road all my life and chose to live here as the location and views are ideal. I am fortunate to overlook greenfield each morning and night. The addition of dwellings opposite my house would take away the reason I chose to live here and cause innumerable safety issues;

Traffic has increased along Troughbrook Road and also the speed at which people travel. I park my car on the road and it put at risk by drivers who overtake where the road is too narrow;

Car ownership has increased which makes parking and safety more of an issue especially for families with young children;

My partner has just moved in with me and the reason we did not look elsewhere was that we were happy with this location. We do not want the increased anxiety of a busier road; and

I believe HS2 is to be in close proximity to my home which will cause enough disruption to the area, especially when several hundred houses are to be built just down the road.

53 Troughbrook Road

We have lived on Troughbrook Road for almost 40 years and chose it for the views and facts there were no houses overlooking ours. We extended our hose instead of moving;

We feel strongly against the decision to build houses across the road;

Traffic will be an issue as the road is extremely busy and narrow, more dwellings will cause more serious safety issues as some drivers choose to drive at speed and pass three abreast. Wing mirrors are constantly broken on car parked innocently outside their homes;

Pond House Farm is a joy to live opposite hearing different animals over the years makes you feel like you are living in the countryside. We would not feel as content if this was replaced by buildings.

A Local Resident

I agree with the non-compliance with Local Plan regarding the proposed development. It is greenfield land allocated as open countryside in the emerging new Local Plan.

6.3 ***Officer Response:***

Please refer to sections 5.1, 5.3 and 5.6 above; and The LPA does not give preference and / or otherwise to any applicant. They are required to determine all valid planning applications on their own individual merits.

7.0 **HUMAN RIGHTS ACT 1998**

7.1 Under the Human Rights Act 1998, which came into force on 2nd October 2000, an authority must be in a position to show:

- Its action is in accordance with clearly established law
- The objective is sufficiently important to justify the action taken
- The decisions taken are objective and not irrational or arbitrary
- The methods used are no more than are necessary to accomplish the legitimate objective
- The interference impairs as little as possible the right or freedom

7.2 It is considered that the recommendation is objective and in accordance with clearly established law.

7.3 The recommended conditions are considered to be no more than necessary to control details of the development in the interests of amenity and public safety and which interfere as little as possible with the rights of the applicant.

7.4 Whilst, in the opinion of the objector, the development affects their amenities, it is not considered that this is harmful in planning terms, such that any additional control to satisfy those concerns would go beyond that necessary to accomplish satisfactory planning control.

8.0 **STATEMENT OF POSITIVE AND PROACTIVE WORKING WITH APPLICANT**

8.1 The following is a statement on how the Local Planning Authority (LPA) has adhered to the requirements of the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 in respect of decision making in line with paragraphs 186 and 187 of the National Planning Policy Framework (NPPF).

8.2 Given that the proposed development does not conflict with the NPPF or with 'up-to-date' Development Plan policies, it is considered to be 'sustainable development' and there is a presumption on the LPA to seek to approve the application. The LPA has used conditions to deal with outstanding issues with the development and has been sufficiently proactive and positive in proportion to the nature and scale of the development applied for.

8.3 The applicant / agent and any objector will be provided with copy of this report informing them of the application considerations and recommendation / conclusion.

9.0 **CONCLUSION**

9.1 The proposal the subject of the application is deemed to be contrary to the provisions of policy EVR2 of the Local Plan in so far as the application site is situated on land allocated as open countryside / other open land. Approval of the application would be a departure and the application has been advertised as such.

9.2 Given the position above the Council has considered the proposals the subject of the application against all up to date development plan policies, including policies CS1 (Spatial Strategy), CS2 (Location of Development), CS3 (Presumption in favour of Sustainable Development), CS4 (Infrastructure Delivery), CS6 (Sustainable Design), CS7 (Management of the Water Cycle), CS8 (Environmental Quality), CS9 (Green Infrastructure and Biodiversity), CS10 (Flexibility in delivery of Housing), CS18 (Design), CS19 (Historic Environment) and CS20 (Demand for Travel) of the Core Strategy. In addition consideration has been given to the wider National Planning Policy Framework (NPPF) and the Councils Supplementary Planning Document on Housing Layout and Design 'Successful Places'.

9.3 It is considered that the proposed development is able to demonstrate its compliance with policies CS1, CS2, CS3 and CS4 of the Core Strategy in so far as its ability to provide connection (and where necessary improvement) to social, economic and environmental infrastructure such that the development meets the definitions of sustainable development. The application submission is supported by the preparation of assessment and reports which illustrates the proposed developments ability to comply with the provisions of policies CS7, CS8, CS9, CS18, CS19 and CS20 of the Core Strategy and where necessary it is considered that any outstanding issues can be mitigated and addressed in any subsequent reserved matters submission or any appropriate planning conditions being imposed.

10.0 **RECOMMENDATION**

10.1 It is therefore recommended that the application **GRANTED** subject to the following conditions / notes (inc. a CIL Liability note imposed as per section 5.8 above):

Conditions

Time Limit etc

01. Approval of the details of the layout, scale and external appearance of the building(s), the means of access and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason - The condition is imposed in accordance with article 3 (1) of The Town and Country Planning (General Development Procedure) Order 1995 (as amended).

02. 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.

Reason - The condition is imposed in accordance with sections 91, 56 and 93 of the Town and Country Planning Act 1990.

03. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason - The condition is imposed in accordance with sections 91, 56 and 93 of the Town and Country Planning Act 1990.

Drainage

04. The site shall be developed with separate systems of drainage for foul and surface water on and off site.

Reason - In the interest of satisfactory and sustainable drainage.

05. No development shall take place until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved by the local planning authority. Furthermore, unless otherwise approved in writing by the local planning authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

Reason - To ensure that the development is appropriately drained and no surface water discharges take place until proper provision has been made for its disposal.

Ecology

06. No removal of vegetation that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of the vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason – In the interests of biodiversity and to accord with policy CS9 of the Local Plan: Core Strategy 2011-2031 and the National Planning Policy Framework.

07. Prior to the commencement of development a detailed lighting strategy shall be submitted to and approved in writing by the LPA. Such approved measures must be implemented in full and maintained thereafter.
This is to ensure that a sensitive lighting is designed in line with guidance within Paragraph 125 of the NPPF.

Reason – To ensure that any ecological interest on site is appropriately addressed and can be mitigated against, prior to any development taking place, in accordance with policy CS9 and the wider NPPF.

08. Prior to the commencement of development a detailed enhancement strategy that provides details of enhancement measures for roosting bats and nesting birds shall be submitted to and approved in writing by the LPA. Such approved measures must be implemented in full and maintained thereafter.
Please note that it is expected that provision is made within the new dwellings (as integral boxes) rather than in retained trees to ensure that the roost and nest boxes cannot be tampered with and are secure in the long-term.

Reason – To ensure that any ecological interest on site is appropriately addressed and can be mitigated against, prior to any development taking place, in accordance with policy CS9 and the wider NPPF.

Archaeology

09. a) No development shall take place until a Written Scheme of Investigation for archaeological work has been submitted to and approved by the local planning authority in writing, and until any pre-start element of the approved scheme has been completed to the written satisfaction of the local planning authority. The scheme shall include an assessment of significance and research questions; and

1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation"
- b) No development shall take place other than in accordance with the archaeological Written Scheme of Investigation approved under condition (a)."
- c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological Written Scheme of Investigation approved under condition (a) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason - To ensure that any archaeological interest is appropriately assessed and documented prior to any other works commencing which may affect the interest in accordance with policy CS19 of the Core Strategy and the wider NPPF.

Land Condition / Contamination

10. A. Development shall not commence until details as specified in this condition have been submitted to the Local Planning Authority for consideration and those details, or any amendments to those details as may be required, have received the written approval of the Local Planning Authority.
 - I. A desktop study/Phase 1 report documenting the previous land use history of the site.
 - II. A site investigation/Phase 2 report where the previous use of the site indicates contaminative use(s). The site investigation/Phase 2 report shall document the ground conditions of the site. The site investigation shall

establish the full extent, depth and cross-section, nature and composition of the contamination. Ground gas, groundwater and chemical analysis, identified as being appropriate by the desktop study, shall be carried out in accordance with current guidance using UKAS accredited methods. All technical data must be submitted to the Local Planning Authority.

III. A detailed scheme of remedial works should the investigation reveal the presence of ground gas or other contamination. The scheme shall include a Remediation Method Statement and Risk Assessment Strategy to avoid any risk arising when the site is developed or occupied.

B. If, during remediation works any contamination is identified that has not been considered in the Remediation Method Statement, then additional remediation proposals for this material shall be submitted to the Local Planning Authority for written approval. Any approved proposals shall thereafter form part of the Remediation Method Statement.

C. The development hereby approved shall not be occupied until a written Validation Report (pursuant to A II and A III only) has been submitted to and approved in writing by the Local Planning Authority. A Validation Report is required to confirm that all remedial works have been completed and validated in accordance with the agreed Remediation Method Statement.

Reason - To protect the environment and ensure that the redeveloped site is reclaimed to an appropriate standard.

Others

11. Construction work shall only be carried out on site between 8:00am and 6:00pm Monday to Friday, 9:00am to 5:00pm on a Saturday and no work on a Sunday or Public Holiday. The term "work" will also apply to the operation of plant, machinery and equipment.

Reason - In the interests of residential amenities.

12. The development hereby approved shall include the provision of appropriate infrastructure to enable the dwellings to have high speed broadband, in accordance with details to be submitted to, and approved in writing, by the Local Planning Authority.

Reason – In the interests of sustainable development and to ensure that the development is capable of meeting the needs of future residents and / or businesses in accordance with policy CS4 of the Core Strategy and para. 42 of the NPPF.

13. Before construction works commence or ordering of external materials takes place, precise specifications or samples of the walling and roofing materials to be used shall be submitted to the Local Planning Authority for consideration. Only those materials approved in writing by the Local Planning Authority shall be used as part of the development.

Reason - The condition is imposed in order to ensure that the proposed materials of construction are appropriate for use on the particular development and in the particular locality.

14. Notwithstanding the provision of the Town and Country Planning (General Permitted) Development Order 1995 (as amended) there shall be no extensions, outbuildings or garages constructed (other than garden sheds or greenhouses of a volume less than 10 cubic metre) or additional windows erected or installed at or in the dwelling hereby approved without the prior written agreement of the Local Planning Authority.

Reason - In the interests of the amenities of occupants of adjoining dwellings.

15. Within 2 months of commencement of development, unless otherwise agreed in writing by the Local Planning Authority, full details of hard and soft landscape works for the approved development shall be submitted to the Local Planning Authority for consideration.
Hard landscaping includes proposed finished land levels or contours; means of enclosure; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units,

signs, lighting etc.) retained historic landscape features and proposals for restoration, where relevant. These works shall be carried out as approved prior to the occupation of the dwelling.

Reason - The condition is imposed in order to enhance the appearance of the development and in the interests of the area as a whole.

Highways

16. No development shall be commenced until a temporary access for construction purposes has been provided in accordance with a detailed design first submitted to and approved in writing by the Local Planning Authority. The access shall be retained in accordance with the approved scheme throughout the construction period, or such other period of time as may be agreed in writing by the Local Planning Authority, free from any impediment to its designated use.

Reason – In the interests of highway safety.

17. Before any other operations are commenced, excluding construction of the temporary access referred to in Condition 1. above, space shall be provided within the site for storage of plant and materials, site accommodation, loading, unloading and manoeuvring of goods vehicles, parking and manoeuvring of employees and visitors vehicles, laid out and constructed in accordance with detailed designs first submitted to and approved in writing by the Local Planning Authority. Once implemented the facilities shall be retained free from any impediment to their designated use throughout the construction period.

Reason – In the interests of highway safety.

18. Unless otherwise approved in writing by the Local Planning Authority, the development shall not be commenced until a detailed scheme of highway improvement works for the provision of vehicular access(es) and a footway across the entire site frontage with Troughbrook Road, together with a programme for the implementation and completion of the

works, has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the required highway improvement works have been constructed in accordance with the approved details. For the avoidance of doubt the developer will be required to enter into a 1980 Highways Act S278 Agreement with the Highway Authority in order to comply with the requirements of this Condition.

Reason – In the interests of highway safety.

19. The land in advance of the approved exit visibility sightlines from the new vehicular access(es) with Troughbrook Road, the subject of Condition 3 above, shall be retained throughout the life of the development free of any object greater than 1m in height (0.6m in the case of vegetation) relative to adjoining nearside carriageway channel level.

Reason – In the interests of highway safety.

20. No dwelling shall be occupied until space has been laid out within the site for curtilage for the parking/ manoeuvring of residents/ visitors vehicles, located, designed, laid out and constructed all as agreed in writing with the Local Planning Authority and maintained throughout the life of the development free from any impediment to its designated use.

Reason – In the interests of highway safety.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) the garage/car parking spaces hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging/parking of private motor vehicles associated with the residential occupation of the property without the grant of further specific planning permission from the Local Planning Authority.

Reason – In the interests of highway safety.

22. There shall be no gates or other barriers within 6.0m of the nearside highway boundary and any gates shall open inwards only, unless otherwise agreed in writing by the Local Planning Authority.

Reason – In the interests of highway safety.

23. The proposed access drive(s) to Troughbrook Road shall be no steeper than 1 in 14 for the first 6.0m from the nearside highway boundary and 1 in 10 thereafter.

Reason – In the interests of highway safety.

24. No part of the development shall be occupied until details of arrangements for storage of bins and collection of waste have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and the facilities retained for the designated purposes at all times thereafter.

Reason – In the interests of highway safety.

Notes

01. If work is carried out other than in complete accordance with the approved plans, the whole development may be rendered unauthorised, as it will not have the benefit of the original planning permission. Any proposed amendments to that which is approved will require the submission of a further application.
02. This approval contains condition/s which make requirements prior to development commencing. Failure to comply with such conditions will render the development unauthorised in its entirety, liable to enforcement action and will require the submission of a further application for planning permission in full.

03. You are notified that you will be liable to pay the Community Infrastructure Levy (CIL) to Chesterfield Borough Council as CIL collecting authority on commencement of development. This charge will be levied under the Chesterfield Borough Council CIL charging schedule and s211 of the Planning Act 2008. A CIL Liability Notice will be issued at the time of a detailed planning permission which first permits development, in accordance with the Community Infrastructure Levy Regulations 2010 (as amended). The extent of liability will be dependent on the permitted Gross Internal Area. This will be calculated on the basis of information contained within a subsequent detailed planning permission. Certain types of development may eligible for relief from CIL, such as self-build or social housing, or development by charities. Further information on the CIL is available on the Borough Council's website.

Highways

04. The Highway Authority recommends that the first 6m of the proposed access driveway(s) should not be surfaced with a loose material (i.e. unbound chippings or gravel etc.). In the event that loose material is transferred to the highway and is regarded as a hazard or nuisance to highway users the Authority reserves the right to take any necessary action against the landowner.
05. Pursuant to Section 163 of the Highways Act 1980, where the site curtilage slopes down towards the public highway measures shall be taken to ensure that surface water run-off from within the site is not permitted to discharge across the footway margin. This usually takes the form of a dish channel or gully laid across the access immediately behind the back edge of the highway, discharging to a drain or soakaway within the site.
06. Pursuant to Section 278 of the Highways Act 1980, no works may commence within the limits of the public highway without the formal written Agreement of the County Council as Highway Authority. Advice regarding the technical, legal, administrative and financial processes involved in Section 278 Agreements may be obtained from the Strategic Director of Economy Transport and Community at County Hall,

Matlock (tel: 01629 538658). The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 278 Agreement.

07. Car parking provision should be made on the basis of 1.5no, 2no. or 3no. spaces per 1 bedroom, 2/3 bedroom or 4/4+ bedroom dwelling respectively. Each parking bay should measure 2.4m x 5.5m (with an additional 0.5m of width to any side adjacent to a physical barrier) with adequate space behind each space for manoeuvring.
08. Under the provisions of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004, all works that involve breaking up, resurfacing and / or reducing the width of the carriageway require a notice to be submitted to Derbyshire County Council for Highway, Developer and Street Works. Works that involve road closures and / or are for a duration of more than 11 days require a three months notice. Developer's Works will generally require a three months notice. Developers and Utilities (for associated services) should prepare programmes for all works that are required for the development by all parties such that these can be approved through the coordination, noticing and licensing processes. This will require utilities and developers to work to agreed programmes and booked slots for each part of the works. Developers considering all scales of development are advised to enter into dialogue with Derbyshire County Council's Highway Noticing Section at the earliest stage possible and this includes prior to final planning consents.

Drainage

09. Attention is drawn to the attached notes on the Council's 'Minimum Standards for Drainage'.