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Ctte Date: 12<sup>th</sup> March 2018

File No: CHE/17/00189/FUL  
Plot No: 2/5263 & 2925

## **ITEM 2**

### **PROPOSED ERECTION OF ONE 3 NO. BEDROOM BUNGALOW AND THREE 2 NO. BEDROOM DWELLINGS ON LAND ADJACENT TO 31 MANOR DRIVE, BRIMINGTON, CHESTERFIELD, DERBYSHIRE FOR CHESTERFIELD BOROUGH COUNCIL**

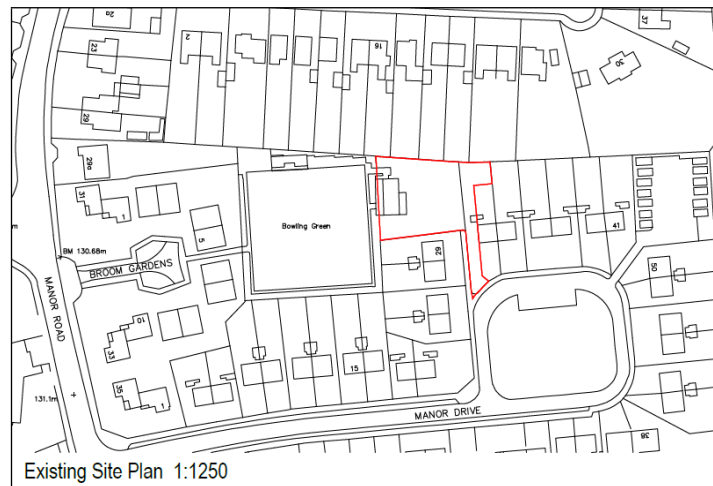
Local Plan: Unallocated  
Ward: Brimington South

#### **1.0 CONSULTATIONS**

<b>DCC Highways Authority</b>	Comments received 13/02/2018 – see report
<b>Design Services</b>	Comments received 02/02/2018 – see report
<b>Environmental Health</b>	Comments received 24/01/2018 – see report
<b>Yorkshire Water Services</b>	No comments received
<b>Coal Authority</b>	Standing advice applicable
<b>Ward Members</b>	No comments received
<b>Site Notice / Neighbours</b>	Two representations received

#### **2.0 THE SITE**

- 2.1 The site the subject of the application comprises mainly of a parcel of vacant land located north west of No 31 Manor Road and north of No 29 Manor Road in Brimington.
- 2.2 The site also includes part of the rear and side garden of No 31 and a footpath leading between No 31 and No's 25, 27 and 29 Manor Drive up to the site and land upon which the current clubhouse of the adjacent bowling green sits. The northern boundary of the application site adjoins the rear gardens of No's 18 – 24 Manor Avenue. The site is currently overgrown and is secured by a chain link fence.



### 3.0 **RELEVANT SITE HISTORY**

- 3.1 CHE/15/00529/FUL - Proposed 3 No 2 bed roomed dwellings - revised plans received on 25/11/2015. Approved conditionally on 04/01/2016.
- 3.2 CHE/15/00650/FUL - Off-street parking project and re-radius of kerb line. The proposal involves altering the position of a street kerb radius to prevent larger vehicles churning the grassed area. An additional parking area will be created adjoining the cul-de-sac to allow for 8 additional spaces. Approved conditionally on 07/12/2015.
- 3.3 CHE/0796/0388 – Road widening and car parking for residents/visitors. Approved conditionally on 22/08/1996.

## 4.0 **THE PROPOSAL**

4.1 The application submitted seeks full planning permission for the proposed erection of one 3 no. bedroom bungalow and three 2 no. bedroom townhouses on the main parcel of land north of No 29 Manor Drive served by the creation of a new driveway access (using the footpath and side garden of No 31\*) leading from Manor Drive. The application is also facilitated by the inclusion (and demolition) of the bowling green clubhouse and part of the rear garden of No 31 Manor Drive.

4.2 The application details that the development will be sited such that the town house block will be positioned on an east – west axis, set back in the site to allow for formation of a shared driveway and turning area and the provision of a driveway / 1 no. parking space per dwelling. The front elevation of the town houses will face south and each dwelling will be provided with a private garden area to the north (which includes space for the storage of bins and a garden shed), with the far eastern dwelling will be provided with a garden which is formed by the subdivision of the rear garden of No 31\* adjacent.

\* It is noted that No 31 Manor Drive is owned by the Council (the applicant).

The proposed bungalow will be positioned at the far west of the application site, with its 'L' shaped footprint terminating the proposed shared driveway.

4.3 The application submission is supported by the following plans / documents:  
7477 05 - Site Location Plan, Proposed Block Plan and Bungalow Elevations / Floorplans  
7477 06 - Proposed Town House Elevations / Floorplans

## 5.0 **CONSIDERATIONS**

### 5.1 **Planning Policy Background**

5.1.1 The site is situated within the built settlement of Brimington South ward in an area predominantly residential in nature.

5.1.2 Having regard to the nature of the application proposals 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) and CS18 (Design) of the Core Strategy and the wider National Planning Policy Framework (NPPF) apply. In addition the Councils Supplementary Planning Document on Housing Layout and Design 'Successful Places' is also a material consideration.

## 5.2 **Principle of Development**

5.2.1 The site the subject of the application is unallocated and lies within the built settlement of Brimington surrounded mainly by residential properties. There is a bowling green which adjoins the site to the west.

5.2.2 Policies CS1 and CS2 of the Core Strategy set the Councils overall spatial strategy and the principles for the location of new development stating that all new development and growth should be located in areas which are within walking and cycling distances of centres. In regard to the sites spatial setting, the sites are within walking / cycling distance of Brimington Centres (Policy CS1) and are therefore despite its undeveloped status (policy CS10) the site is considered in principle to be an appropriate infill development site for new development.

## 5.3 **Design and Appearance Considerations (inc. Neighbouring Impact / Amenity)**

5.3.1 The site the subject of the application is surrounded by a variety and mix of architecture styles and dwelling types however there is a clear character and style to Manor Drive, which is where the development will sit in terms of its streetscene context.

5.3.2 Having regard to the context of Manor Drive the development will obviously appear as a modern addition, with a slight variance in architecture due to the inclusion of a feature gable to each of the town houses however its scale is not out of character with its setting and the development is only likely to glimpsed through

between the built form of No 31 and the row of houses comprising No's 23, 25, 27 and 29.

- 5.3.3 Overall the layout, design and density of the development proposals is considered to be appropriate having regard to the wider characteristics of the area. In the context of the provisions of policy CS18 of the Core Strategy and the wider NPPF the development is considered to be acceptable.
- 5.3.4 The application site is bound on its northern, eastern and southern boundaries by neighbouring residential properties, whilst to the west lies the adjacent bowling green.
- 5.3.5 The development has been proposed such that its relationship with the neighbouring properties to the north (No's 18 – 24 Manor Avenue) establishes a separation distance of at least 31m between the rear windows of the proposed dwellings and the closest built footprint of these neighbours. This degree of separation is considered to be acceptable and accords with the design aspirations which preserve and protect amenity of the Housing Layout and Design SPD. Whilst it is accepted that a development to the south of these neighbours (as proposed) will cast some overshadowing to the rear gardens of these neighbours from mid-morning to mid-afternoon the impact of overshadowing solely on the lower half of their rear garden is not regarded to be severely detrimental and would not justify refusal.
- 5.3.6 Having regard to the proposed layout of the development it is noted that the front elevations of the development will face both the side elevation of No 29 Manor Drive and the partially the rear elevation of No 31 Manor Drive (see photographs below). However in considering the fact there are no habitable room windows positioned in the side elevation of No 29 and there are no habitable room windows in the RH side of the rear elevation of No 31 it is not considered that this potential overlooking relationship will be detrimental to the privacy / amenity of these facing neighbouring properties.

No 31



No 29



5.3.7 Having regard to the above and in the context of the provisions of Policies CS2 and CS18 of the Core Strategy and the material planning considerations in relation to neighbour impact, it is concluded the proposals will not impact upon the privacy and/or outlook of the adjoining and/or adjacent neighbours and are acceptable in terms of these policies.

5.3.8 Notwithstanding the above the case officer is mindful of the fact that future domestic development on each plot through permitted development opportunities might adversely impact upon the success of the developments integration in the surrounding area and the relationship with neighbours. Therefore given the overall acceptance of the development design it would be appropriate if permission is granted to withdraw the permitted development rights of each dwelling to enable future control of other ad hoc domestic extensions.

#### 5.4 **Highways Issues**

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

*Basically the proposal for 3 no. dwellings has previously been accepted and granted planning permission under code CHE/15/00529/FUL. The current application is for a slightly larger area of land and the provision of a bungalow in addition to the previously approved dwellings.*

*For clarification the proposed site plan would appear to be scale 1:100 rather than 1:200 indicated and comments are given on this basis.*

*It should be noted that off-street parking will be required to be maintained for the existing dwelling.*

*Only one off street parking space is proposed per dwelling which is below that generally looked for but has been previously accepted. These spaces are wider than the usual width presumably to assist with manoeuvring given the restricted width to the rear. They are, however somewhat short in length should be 5.5m) and it is considered that vehicle swept paths should be provided to demonstrate the vehicles can enter and exit the site in a forward gear. The Highway Authority would have concerns regarding the parking for the proposed bungalow and it is felt that a better arrangement would be to move the parking further into the garden of the bungalow.*

*The Highway Authority previously raised the issue of service / delivery vehicles but it was stated that bearing in mind the access location and nature / volume of traffic using Manor Drive, it is unlikely that any on-site deficiencies would result in severe harm in the safe operation of the public highway. Ideally though it would be preferable for the additional area to be used for the better provisions manoeuvring and / or additional parking.*

*If, however you are minded to approve the proposal as submitted it is recommended that the following conditions are included in any consent:*

- 1. No development shall take place until space is provided within the site curtilage, for site accommodation, storage of plant and materials, parking and manoeuvring of site operative's and visitor's vehicles together with the loading/unloading and manoeuvring of goods vehicles. The space shall be constructed and laid out to enable vehicles to enter and leave the site in a forward gear, in surface materials suitable for use in inclement weather and maintained free from impediment throughout the duration of construction works.*



2. *Before any other operations are commenced a new access and replacement off-street parking for 31 Manor Drive shall be laid out and constructed in accordance with the approved drawings, the parking area maintained clear from any obstruction to its designated use for the life of the development.*
3. *Before any other operations are commenced, excluding Conditions 2 and 3 above, the existing vehicular and pedestrian access to Manor Drive shall be modified in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority.*
4. *The premises, the subject of the application, shall not be occupied until space has been provided within the application site in accordance with the approved application drawings for the parking/ loading and unloading/ manoeuvring of residents/ visitors/ service and delivery vehicles, laid out, surfaced and maintained throughout the life of the development free from any impediment to its designated use.*
5. *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.*
6. *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.*

#### 5.4.2

Having regard to the latest comments of the LHA detailed above it is noted that they still express some reservations over the scheme proposed, given the fact the development is set back from the adopted highway along a shared private driveway. Furthermore it is noted that they remain concerned on-site parking provision, still at one space per dwelling, is low than their desired standard (albeit that the Councils adopted standard are maximum and therefore 1 no. space per dwelling is perfectly acceptable in this instance).



5.4.3 Success of the scheme in terms of providing a safe access to each dwelling will require the shared driveway in advance of each dwelling to be kept clear at all times and not used as compensatory parking. This will ensure that each dwelling can appropriately turn a vehicle so that they can enter and leave the shared driveway in a forward gear. A condition to this effect will be necessary alongside also imposing the conditions as suggested by the LHA above in the interest of highway safety and policy CS20 of the Core Strategy.

## 5.5 **Flood Risk & Drainage**

5.5.1 Having regard to the provisions of policy CS7 (Managing the Water Cycle) of the Core Strategy the application submission was referred to **Yorkshire Water Services** (YWS) and the Council's **Design Services** (DS) team for comments in respect of drainage and flood risk.

5.5.2 The DS team commented, *'I refer to the above application; the site is not shown to be at risk of flooding, according to the Environment Agency flood maps. No drainage details have been submitted – we would like to see details of how the developer intends to dispose of surface water. These must be in accordance with CBC Minimum Development Control Standards (copy attached). Any connections to the public sewerage system will require prior approval from Yorkshire Water.'*

5.5.3 No comments were received from YWS however it is considered that appropriate planning conditions can be imposed which requires the submission of further detailed drainage designs to satisfy the queries outstanding in accordance with policy CS7 of the Core Strategy.

## 5.6 Land Condition / Contamination / Noise

5.6.1 Having regard to land condition and the requirements of the NPPF and policy CS8 of the Core Strategy the planning application site lies in an area covered by the Coal Authority's Standing Advice. It was not necessary to refer the application 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.

5.6.2 In respect of other environmental considerations the Council's **Environment Health Officer** (EHO) has also reviewed the application submission and provided the following comments:

*'I have no objection to this application in principle.*

*Should planning consent be granted, the hours of construction shall be restricted to minimise noise impact upon surrounding residents.*

*A contingency plan shall be put in place to deal with any land contamination issues that might be identified during site preparation and excavation/foundation works.*

*As the government has set an aspirational target for all new vehicles in the UK to be zero emission at source by 2040 (as contained in The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations: Detailed Plan, published July 2017), I ask that infrastructure for electric charging points be installed as part of the build phase.'*

5.6.3 To address the comments of the EHO above appropriate planning conditions can be imposed on any consent given to secure the necessary infrastructure and to control construction hours accordingly.

## 5.7 Community Infrastructure Levy (CIL)

5.7.1 Having regard to the nature of the application proposals the development comprises the creation of 4 no. new dwellings and the development is therefore CIL Liable.

5.7.2 The site the subject of the application lies within the medium CIL zone and therefore the CIL Liability has been calculated (using calculations of gross internal floor space [GIF]) as follows:

	New GIF (sqm)	Calculation	Total
Bungalow	89sqm		
Town Houses (x3)	222sqm		
Building (to be demolished)	Bowling Green Clubhouse (?) - Floorspace unknown		
CIL Liable GIF sqm	311sqm	311 x £50 (index linked)	£15,550
<b>Total</b>			<b>£15,550</b>

5.7.3 Having regard to the above, the application as presented is to build new social / council housing stock and therefore the scheme could benefit from social housing relief / exemption under the CIL regulations via the relevant CIL application process providing the claim is made pre-commencement of development.

## 6.0 **REPRESENTATIONS**

6.1 The application has been publicised by site notice posted on 01/02/2018 and by neighbour notification letters sent on 22/01/2018.

6.2 As a result of the applications publicity there have been two letters of representation received as follows:

### **23 Manor Drive**

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons: Traffic or Highways

Comment: If vehicles park on road outside 23 & 25 causes a visual restriction for access to/from drive at no 23

### **23 Manor Drive (on behalf of No 25)**

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons: Traffic or Highways

Comment: Sent on behalf of Miss Starbuck No 25. No parking in front of house she is disabled, access required

- 6.3 ***Officer response: Parking spaces are provided on the green at Manor Drive, however it is noted that parking also takes places on the highway in advance of properties on Manor Avenue. There are no parking restrictions in force (double yellow lines) on the Drive and therefore parking cannot be regulated. The blocking of private drives is a matter for the police and cannot be controlled through planning legislation. Disabled parking bays can be provided on the public highway by DCC but there was no such bay observed by the case officer outside No 25 during their site inspection. The availability of this area for parking by No 25 cannot therefore be guaranteed through the planning process.***

### 7.0 **HUMAN RIGHTS ACT 1998**

- 7.1 Under the Human Rights Act 1998, which came into force on 2<sup>nd</sup> 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 proposals are considered to be appropriate having regard to the character of the surrounding area and would not have an unacceptable detrimental impact on the amenities of neighbouring residents or highway safety. As such, the proposal accords with the requirements of policies CS2, CS18 and CS20 of the Core Strategy and the wider National Planning Policy Framework.

9.2 Furthermore subject to the imposition of appropriate planning conditions the proposals are considered to demonstrate wider compliance with policies CS7, CS8 and CS9 of the Core Strategy and the wider NPPF in respect of drainage, flood risk, land condition and contamination.

10.0 **RECOMMENDATION**

10.1 It is therefore recommended that the application be **GRANTED** subject to a CIL Liability Notice being issued (as per section 5.7 above) and the following conditions / notes:

**Conditions**

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

*Reason - The condition is imposed in accordance with section 51 of the Planning and Compensation Act 2004.*

02. All external dimensions and elevational treatments shall be as shown on the approved plans (listed below) with the exception of any approved non material amendment.  
7477 05 - Site Location Plan, Proposed Block Plan and Bungalow Elevations / Floorplans  
7477 06 - Proposed Town House Elevations / Floorplans

*Reason - In order to clarify the extent of the planning permission in the light of guidance set out in "Greater Flexibility for planning permissions" by CLG November 2009.*

03. 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.*

04. 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.*

05. 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.*

06. 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 unless otherwise agreed by the Local Planning Authority in writing.

*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.*

07. No development shall take place until space is provided within the site curtilage, for site accommodation, storage of plant and materials, parking and manoeuvring of site operative's and visitor's vehicles together with the loading/unloading and manoeuvring of goods vehicles. The space shall be constructed and laid out to enable vehicles to enter and leave the site in a forward gear, in surface materials suitable for use in inclement weather and maintained free from impediment throughout the duration of construction works.

*Reason – In the interests of highway safety.*



08. Before any other operations are commenced a new access and replacement off-street parking for 31 Manor Drive shall be laid out and constructed in accordance with the approved drawings, the parking area maintained clear from any obstruction to its designated use for the life of the development.

*Reason – In the interests of highway safety.*

09. Before any other operations are commenced, excluding Conditions 8 and 9 above, the existing vehicular and pedestrian access to Manor Drive shall be modified in accordance with a scheme first submitted to and approved in writing by the Local Planning Authority.

*Reason – In the interests of highway safety.*

10. The premises, the subject of the application, shall not be occupied until space has been provided within the application site in accordance with the approved application drawings for the parking/ loading and unloading/ manoeuvring of residents/ visitors/ service and delivery vehicles, laid out, surfaced and maintained throughout the life of the development free from any impediment to its designated use.

*Reason – In the interests of highway safety.*

11. 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 car parking spaces hereby permitted shall be retained as such and shall not be used for any purpose other than the 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.*

12. 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.*

13. 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.*

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. The entire length of the shared driveway and turning area located in advance of the 3 no. new dwellings and adjacent to No 31 Manor Drive shall not be used for the parking of vehicles and shall in perpetuity be kept clear at all times free from any impediment to its designated use as access to the designated parking spaces provided at each dwelling and associated turning area.

*Reason – In the interests of highway safety.*

16. If during development contamination not previously identified is found to be present at the site then not further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning

Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implanted as approved.

*Reason - To protect the environment.*

17. Electric vehicle charging points shall be installed as part of the build phase and which shall be retained available for use for the life of the development.

*Reason - In the interests of reducing emissions in line with policies CS20 and CS8 of the Core Strategy.*

### **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).

04. The proposed development lies within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to The Coal Authority.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority.

Property specific summary information on coal mining can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at [www.groundstability.com](http://www.groundstability.com)

05. Pursuant to Section 184 of the Highways Act 1980 and Section 86(4) of the New Roads and Streetworks Act 1991 prior notification shall be given to the Department of Economy Transport & Environment at County Hall, Matlock regarding access works within the highway. Information, and relevant application forms, regarding the undertaking of access works within highway limits is available by email [ETENetmanadmin@derbyshire.gov.uk](mailto:ETENetmanadmin@derbyshire.gov.uk), telephone Call Derbyshire on 01629 533190 or via the County Council's website [http://www.derbyshire.gov.uk/transport\\_roads/roads\\_traffic/development\\_control/vehicular\\_access/default.asp](http://www.derbyshire.gov.uk/transport_roads/roads_traffic/development_control/vehicular_access/default.asp)
06. The Highway Authority recommends that the first 6m of the proposed access driveway 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.
07. The applicant should be aware that relocation of the telegraph pole / column (which is required to widen the driveway and provide parking for No 31 Manor Drive) would be at their expense.