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File No: CHE/18/00127/FUL
Plot No: 2/392
Committee Date: 28.08.2018

ITEM 6

PROPOSED CONVERSION AND EXTENSION OF EXISTING GARAGE TO DOMESTIC LIVING ACCOMMODATION AT 140 CHURCH STREET NORTH, OLD WHITTINGTON, S41 9QP FOR MR R GASCOYNE

Local Plan: Unallocated
Ward: Old Whittington

1.0 CONSULTATIONS

DCC Highways Authority	Objection received - see report
Design Services (Drainage)	Comments received, no objection – see report
Environmental Health	Comments received, no objection – see report
Forward Planning/Policy Team	Comments received - see report
Ward Members	No comments received
Yorkshire Water	No comments received
Neighbours	No representation received – see report

2.0 THE SITE

- 2.1 The site the subject of the application is located on the east side of Church Street North and consists of an existing detached garage building situated to the east of No 140 Church Street North.
- 2.2 No 140 was formerly 'The Poplar Inn' and was converted to a residential dwelling around 2002. The existing garage building was granted permission in 2006 (see application CHE/06/00375/FUL). The existing building is formed of three floors with ground floor

garage space, a lower basement and a room with the eaves at first floor level. The existing building is 7.7m x 7.7m in footprint and formed of a dual pitched roof (see photographs below)

- 2.3 The application site forms part of the garden curtilage of No 140 and submitted plans shows the garden being split into two to provide a separate garden/private amenity space for the proposed dwelling. Overall the garden/private amenity space serving the proposal measures approximately 25m in length and a maximum of 10m in width (approximately 250 sqm in area).



Photo taken from Church Street North highway facing north east



Site Location Plan



Photo taken facing east towards the principle elevation of the existing garage



Photo taken facing west, south/west towards the rear elevation of the garage

- 2.4 The surrounding streetscene on Church Street North is mixed residential in character formed of dwellings which vary in age and architectural style. Open countryside/agricultural land bounds the site to the east.

3.0 RELEVANT SITE HISTORY

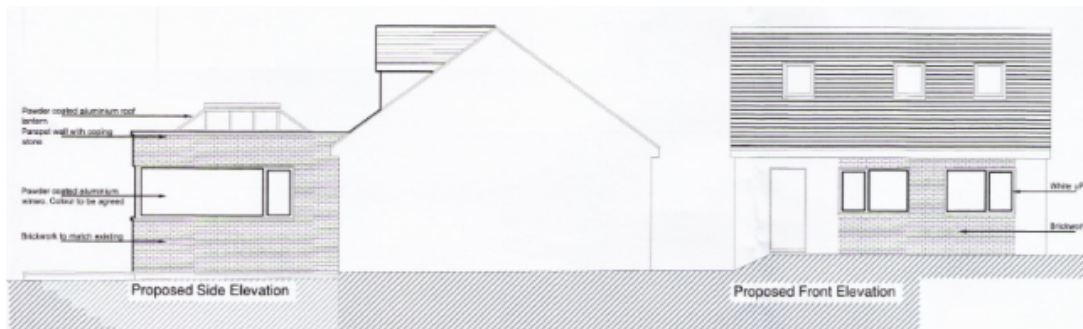
3.1 CHE/06/00375/FUL - New garage and games room at 140 Church Street North – **CONDITIONAL PERMISSION (17.07.2006)**

3.2 CHE/0902/0576 - Change of use from public house to private dwelling at 140 Church Street North – **CONDITIONAL PERMISSION (27.11.2002)**

3.3 CHE/0694/0363 - First floor domestic extension at The Poplar Inn, 140 Church Street North – **CONDITIONAL PERMISSION (12.08.1994)**

4.0 THE PROPOSAL

4.1 The application submitted seeks full planning permission for the proposed conversion of the existing garage building into residential accommodation including the erection of a single storey rear extension (see proposed elevational drawing below).



Proposed side (north) elevation

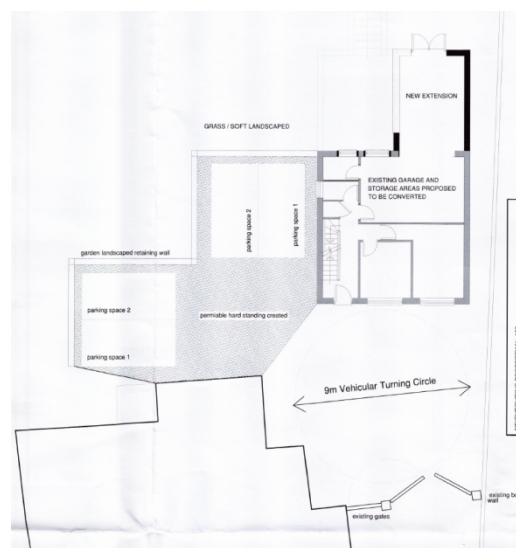
Proposed principle (west) elevation



Proposed side (south) elevation

Proposed rear (east) elevation

- 4.2 The proposal incorporates minor alterations to the principle elevation of the building, removing the garage door and installing two windows at ground floor level. The majority of the alterations are proposed to the rear of the building. Two dormer windows are proposed at first floor level within the rear roof plane. The application incorporates the erection of a single storey flat roof extension adjacent to the southern boundary of the site. The proposed extension measures 3.8m x 5m in footprint and 3m in height. The proposed extension incorporates a large window within the north elevation and french/patio doors within the east elevation. Two windows are proposed at ground floor level within the east elevation of the existing building facing towards the rear garden of the application site. The living accommodation at basement level will be served by french/patio doors facing on to the sunken terrace to the east.
- 4.3 Internally the ground floor of the proposed dwelling consists of a kitchen diner with attached sunroom and two bedrooms. The basement level provides a large living room and the first floor incorporates a third bedroom with separate bathroom. The proposal will create approximately 148sqm of internal living accommodation floorspace.
- 4.4 The proposed dwelling and No 140 Church Street North will each have two off-street parking spaces and will share a frontage turning area (see plan below).



Proposed parking arrangements

- 4.5 The application submission is supported by the following plans / documents:
- ‘Planning Drawing’ Drawing number 17:071-01A (dated 28.03.18)

5.0 CONSIDERATIONS

5.1 Planning Policy Background

- 5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that, ‘applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise’. The relevant Development Plan for the area comprises of the saved policies of the Replacement Chesterfield Local Plan adopted June 2006 (RCLP) and the adopted Chesterfield Borough Local Plan: Core Strategy (2011-2031).

5.2 Chesterfield Local Plan: Core Strategy 2011 – 2031 (‘Core Strategy’)

- CS1 Spatial Strategy
- CS2 Principles for Location of Development
- CS3 Presumption in Favour of Sustainable Development
- CS6 Sustainable Design
- CS7 Managing the Water Cycle
- CS8 Environmental Quality
- CS9 Green infrastructure and biodiversity
- CS18 Design
- CS20 Influencing the demand for travel

5.3 Other Relevant Policy and Documents

- National Planning Policy Framework (July 2018)
- SPD ‘Successful Places: A Guide to Sustainable Housing Layout and Design’ (adopted July 2013)

5.4 Key Issues

- Principle of development (section 5.5)
- Design and appearance of the proposal (section 5.6)
- Impact on neighbouring residential amenity (section 5.7)

- Highways safety and parking provision (5.8)
- Flood risk and drainage (5.9)
- Land quality (5.10)

5.5 Principle of Development

Relevant Policies

5.5.1 *Policy CS1 states that ‘The overall approach to growth will be to concentrate new development within walking and cycling distance of centres.’*

5.5.2 *Policy CS2 states that when ‘assessing planning applications for new development not allocated in a DPD, proposals must meet the following criteria / requirements:*

- a) adhere to policy CS1*
- b) are on previously developed land*
- c) are not on agricultural land*
- d) deliver wider regeneration and sustainability benefits*
- e) utilise existing capacity in social infrastructure*
- f) maximise walking / cycling and the use of public transport*
- g) meet sequential test requirements of other national / local policies’*

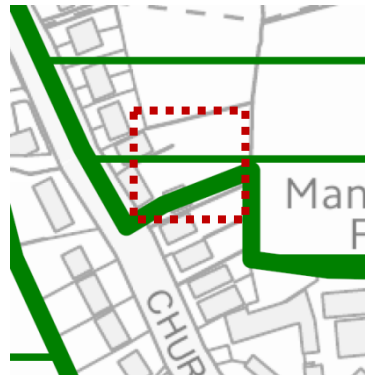
‘All development will be required to have an acceptable impact on the amenity of users or adjoining occupiers taking into account noise, odour, air quality, traffic, appearance, overlooking, shading or other environmental, social or economic impacts.’

5.5.3 The Strategy Planning Team (Forward Planning Team) were consulted on the proposal and provided comments on the principle of development with respect to planning policy (see paragraphs 5.5.6 to 5.5.13 below)

5.5.4 ***‘Principle of Development:*** *The proposal is for the conversion and extension of an existing garage that sits outside of the green belt. Half of the plot is depicted as being within the green belt boundary on the Regulation 22 Submission Policies Map 2013 (see extract outlined in red below). This discrepancy is a result of the Ordnance Survey Positional Accuracy Improvement (PAI) programme which was undertaken nationally in 2006. As the green belt boundary was digitised prior to the PAI programme being*

undertaken it no longer exactly aligns to current plots or OS MasterMap Topography layer, running through the garage as opposed to alongside a plot boundary as originally intended. The plot of the proposed development is not considered to fall within the green belt.'

Extract from Regulation 22 Submission Policies Map 2013:



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- 5.5.5 *'The site of the proposed dwelling is within walking distance (approx. 0.5 miles) of Old Whittington Local Centre and close to regular bus routes to Chesterfield Town Centre. The principle of development therefore meets the requirements of the council's Spatial Strategy as expressed in policies CS1 and CS2.'*
- 5.5.6 *'Detailed design proposals should meet the requirements for sustainable design and construction set out in Policy CS6. The opportunity for biodiversity enhancements such as bird and bat roosting using boxes or brick should be explored to meet the requirements of CS9. The design of the development should be assessed against the criteria set out in the council's design policy, CS18, and the adopted Residential Design SPD 'Designing Great Places'. All development should identify, respond and integrate with the character of the site and its surroundings and development should respect the local character and the distinctiveness of its context. Core Strategy policy CS20 expects development to demonstrate the provision of opportunities for charging electric vehicles where appropriate. Provided there are no overriding material considerations such as viability, a charging point should be secured by condition as required by policy CS20.'*
- 5.5.7 *'CIL Requirement - As new build floorspace is proposed that would result in the creation of a new dwelling, the new build floorspace would be liable for Community Infrastructure Levy (CIL) at £50 per square metre subject to index linking and any exemptions for self-build.'*

Principle of Development

- 5.5.8 The site is located within a reasonable walking distance of a centre, less than 400m from the defined local centre of Old Whittington and close to bus routes in and out of Chesterfield. The site is therefore considered to be sustainably located and accords with the principles of policy CS1 and CS2.
- 5.5.9 Comments received from the Strategy Planning Team also reference policy CS6 and suggest that detailed design proposal should meet the requirements of CS6. Local Plan policy CS6 requires that residential development meets level four of the Code for Sustainable Homes (Level 5 will be required if built from 2017), however following the Deregulation Act and removal of the Code for Sustainable Home, this is no longer a requirement that can be applied. Criteria a to d of policy CS6 are now covered by different legislation, predominately Building Regulations. It is therefore not considered necessary to require the applicant to submit further information to satisfy policy CS6 to the proposal.
- 5.5.10 Consideration of the principle of development in respect of the design/appearance of the proposal and potential impact on neighbours (CS18 and CS2) will be covered in the following sections (5.6 and 5.7). Consideration of issues relating to drainage (CS7) will be covered in section 5.9. Consideration of policy CS20 with respect to electrical charging provision will be covered in section 5.8.

5.6 Design and Appearance of the Proposal

Relevant Policies

- 5.6.1 Policy CS18 (Design) states that *'all development should identify, respond to and integrate with the character of the site and its surroundings and respect the local distinctiveness of its context'* and development should have *'an acceptable impact on the amenity of users and neighbours.'*
- 5.6.2 Core Strategy Policy CS2 states that *'all developments will be required to have an acceptable impact on the amenity of users or adjoining occupiers, taking into account things such as noise, odour, air quality, traffic, appearance, overlooking, shading or other environmental, social or economic impacts'*.

- 5.6.3 In addition to the above, in July 2013 the Council adopted 'Successful Places' which is a Supplementary Planning Document which guides Sustainable Housing Layout and Design. The development proposed should be assessed against the design principles set out in this supporting document.

Design and Appearance

- 5.6.4 The proposal incorporates minimal alterations to the principle elevation of the existing garage building. The proposed extension, dormer windows and alterations are located to the rear (east) elevation.
- 5.6.5 The proposal will provide approximately 148 sqm of internal accommodation for future occupiers. The 'Successful Place' SPD details the minimum size outdoor amenity space required for a new dwelling. A three bedroom house requires a minimum of 70m² therefore the proposal meets the requirements of the 'Successful Places' SPD in terms of size, this is considered to be acceptable.
- 5.6.6 Overall the design of the proposal with respect to its massing, scale and appearance is considered to be acceptable. The proposed living accommodation is considered to provide an acceptable level of outlook and amenity for future occupiers. The proposal is considered to be acceptable with respect to layout and design and would not result in significant adverse impacts on the visual amenity and character of the area. The proposal will therefore accord with the design provisions of policy CS2 and CS18 of the Core Strategy and the wider NPPF. Potential impacts of the amenity of adjoining residents will be discussed in section 5.7 below.

5.7 Impact on Neighbouring Residential Amenity

- 5.7.1 Core Strategy Policy CS18 states that all development will be expected to *'have an acceptable impact on the amenity of users and neighbours'*
- 5.7.2 The application site is adjoined by No 140 Church Street North to the north/north west and No 128 Church Street North to the south. No's 157, 159 and 161 Church Street North face the application site to the west/south west situated on the opposite side of Church Street North highway.

Impact on No 140 Church Street North

- 5.7.3 No 140 is a detached two storey, detached dwelling situated to the west of the application site.



Photo taken facing west towards the rear elevation of No 140

- 5.7.4 The proposal is situated to the east of the dwellinghouse therefore potential impacts of overshadowing are considered to be minimal. No windows are proposed within the side (north) elevation of the existing building and existing roof lights will be retained within the principle elevation. A large window is proposed within the side (north) elevation of the single storey rear extension, due to the orientation and siting of the window within the proposed dwelling potential adverse impacts of overlooking and loss of privacy arising as a result are also considered to be minimal.

Impact on No 128 Church Street North

- 5.7.5 No 128 Church Street North is a detached one and half storey dwelling, situated to the south of the application site.



Photo taken facing southwest towards the rear elevation of No 128

5.7.6 No windows are proposed within the side (south) elevation of the proposed dwelling therefore potential adverse impacts of direct overlooking are considered to be minimal. Due to the orientation of the proposal with respect to No 128 potential adverse impact of overshadowing are also considered to be minimal.

Impact on all other boundary sharing neighbours

5.7.7 Due to the scale and orientation of the proposed development relative to the adjoining dwellings, it is not considered that the development would cause any significant injury to the residential amenity of the neighbours.

5.7.8 Having consideration for the observations above the proposal is considered to be appropriately designed and is not considered to cause significant adverse impacts on residential amenity of the adjoining neighbours. In addition no letters of representation have been received. The proposal will therefore accord with the design provisions of policy CS18 of the Core Strategy.

5.8 Highway Safety and Parking Provision

5.8.1 The application submission has been reviewed by the Local Highways Authority and the following comments were provided; *'It is noted that work has already started some considerable time ago. The access serving the site has severely substandard visibility particularly in the critical direction. Whilst it is appreciated that the existing premises used to be a public house and it appears that there was a one-way system through the site, this use has long since ceased.'*

5.8.2 *'It is considered, therefore, that the proposal will intensify the use of a substandard access and on this basis the Highway Authority recommends refusal for the following reason.'*

- 1. The proposed development, if permitted, would lead to the significant intensification in use of an existing substandard access to Church Street North, where visibility, particularly in the critical direction is severely restricted due to the lack of highway margin and the location of the existing building immediately to the rear of the carriageway, thereby leading to potential danger and inconvenience to other highway users.'*

- 5.8.3 The Planning Policy Team also highlight requirements for electric charging points on all new dwellings. It is therefore recommended that a condition be attached requiring the installation of electric charging points as part of the build phase.
- 5.8.4 The above comments have been noted. The access to the application site already serves one dwelling with three/four vehicles spaces. The proposal will provide dedicated turning space within the curtilage of the site which can be safeguarded by condition of any approval and which allows vehicles to enter and leave the site in a forward gear. It is accepted that the visibility is limited to the right by the presence of the existing building immediately to the back of the carriageway with no nearside footway however in view of the existing use and previous extant use as a public house, it is not considered reasonable to refuse the application on this basis. The development of the new dwelling does not necessarily increase the vehicular activity at the site entrance since there will be no additional parking space provided and the opportunity to park and to access the site is limited by the space available. The arrangements for exiting the site remain unchanged and the opportunity to add a condition which maintains the parking and turning facilities on site clear of obstructions suggests that a planning permission should be given.

5.9 Flood Risk and Drainage

- 5.9.1 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.
- 5.9.2 Design Services (Drainage) were consulted on this application and raised no objection to the proposal. The site is not shown to be located within an area at risk of flooding on the Environment Agency flood maps. The Design Services (Drainage) Officer also highlighted that if soakaways are to be used as a means of surface water disposal. Percolations tests should be carried out and sizing calculations provided in accordance with BRE Digest 365 to ensure no flooding for a 1 in 30 year rainfall event and no flooding of properties for a 1 in 100 year event. This matter can be considered under a condition.

5.9.3 Yorkshire Water were consulted on the proposal, no comments were received.

5.9.4 Based on the comments listed above, the proposal is considered to accord with policy CS7 of the Core Strategy.

5.10 Land Quality

5.10.1 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 area and as such it was not necessary to consult The Coal Authority on the proposal, standing advice should be attached to a decision as an informative note.

5.10.2 The Environmental Health Officer requested that a desk based study be undertaken to ensure the site is suitable for residential use and free from contamination. It is recommended that a condition be attached requiring this to be undertaken prior to the commencement of works.

5.10.3 On the basis of a condition requiring the completion and submission of a contamination desk study. The proposal is therefore considered to accord with policy CS8 of the Core Strategy.

5.11 Community Infrastructure Levy (CIL)

5.11.1 The application proposes the creation of new dwellings and the development is therefore CIL Liable.

5.11.2 The site the subject of the application lies within the medium CIL zone (£50/sqm) and therefore the CIL Liability would be based on the calculations of gross internal floor space on this basis.

		A	B	C	D	E
Development Type	Proposed Floor space (GIA in Sq.m)	Net Area (GIA in Sq.m)	CIL Rate	Index permission	Index charging schedule	CIL Charge
Residential (C3)	148	148	£50 Medium Zone	317	288	£8145

$$\frac{\text{Net Area (A) x CIL Rate (B) x BCIS Tender Price Index (at date of permission) (C)}}{\text{BCIS Tender Price Index (at date of Charging Schedule) (D)}} = \text{CIL Charge (E)}$$

$$\frac{148 \times 50 \times 317}{288} = \text{£8145}$$

6.0 REPRESENTATIONS

6.1 The application has been publicised by neighbour notification letters sent on 16.04.2018, deadline for responses 07.05.2018. A site notice was also displayed on 09.05.2018, deadline for responses 30.05.2018. No letters of representation have been received as a result.

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 highway authority, the development affects highway safety, 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 paragraph 38 of the July 2018 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 Overall the proposal is considered to be acceptable in design and appearance terms. The proposed dwelling is considered to be in keeping with the character of the surrounding area. The location of the proposed development site is relatively sustainable, sited within a residential area with access to local services. It is not considered that that the proposal would result in significant impact on the residential amenity of the neighbouring properties. Therefore, the proposal is considered to accord with policy CS1, CS2, CS7, CS8 and CS18 of the Chesterfield Local Plan: Core Strategy 2011 – 2031 and the wider National Planning Policy Framework. This application would be liable for payment of the Community Infrastructure Levy

10.0 **RECOMMENDATION**

10.1 That a CIL Liability Notice be served in line with paragraph 5.11 above.

10.2 That the application be **GRANTED** subject to the following conditions and 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 'Planning Drawing' Drawing No 17:071-01A (dated 28.03.2018), with the exception on any approved non material amendment

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 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.

04. 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 and associated turning circle 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.

05. An Electric Vehicle Charging Point 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.

06. 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 contamination. Ground gas, ground water and chemical analysis, identified as being appropriate 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

07. No development approved by this permission shall be commenced until a scheme for the provision and implementation of surface water run-off limitation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall incorporate sustainable drainage principles and shall be implemented in accordance with the approved programme and details

Reason – To prevent the increased risk of flooding

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. Pursuant to Sections 149 and 151 of the Highways Act 1980, steps shall be taken to ensure that mud or other extraneous material is not carried out of the site and deposited on the public highway. Should such deposits occur, it is the applicant's responsibility to ensure that all reasonable steps (e.g. street sweeping) are taken to maintain the roads in the vicinity of the site to a satisfactory level of cleanliness.

05. 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

06. 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, 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

07. 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.