

**PARISH** South Normanton

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**APPLICATION** Erection of 42 detached dwellings including creation of new access, drainage attenuation and landscaping  
**LOCATION** Land Between M1 Motorway And Rear Of 1 To 7 Southfields Drive And 14 To 24 Carter Lane West South Normanton  
**APPLICANT** Harron Homes & Harworth Estates C/o I D Planning  
**APPLICATION NO.** 14/00309/FULMAJ **FILE NO.**  
**CASE OFFICER** Mr T Ball  
**DATE RECEIVED** 23rd June 2014

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### **SITE**

Land in use for grazing of horses, situated to the west side of the M1 motorway and the residential area of Carter Lane West and Southfield Drive which is an area of mixed houses and bungalows of various styles. The land rises from Carter Lane West to the southern side where the site adjoins J28 of the motorway. There is an area of embankment between the site and the junction which slopes down to the carriageways and is densely planted with trees. Alongside the motorway there is a sound attenuation barrier of timber and metal. The area between the barrier and the application site has been planted with trees and shrubs. There is an overgrown native hedgerow with trees to the Carter Lane West frontage. A definitive public footpath crosses the site from Carter Lane West to Mansfield Road. A footpath crossing of the motorway (tunnel then footbridge) is available off the turning head of Carter Lane West on the site frontage, and there is another definitive footpath route across Carter Lane West towards Ball Hill in the north.

### **PROPOSAL**

Full application for the erection of 42 houses. 9 house types, all 4 bedroom detached two storey houses. Most have integral garages, others have either attached or detached garages.

Layout based on central spine road from Carter Lane West through centre of the site following route of public footpath to southern edge of site where the footpath enters the site. Houses arranged to front this road with extended private drives off serving other groupings of houses. Footpath from southern edge of site is extended as footway alongside Mansfield Road to join Carter Lane West at its junction.

To the Carter Lane West frontage the existing hedge is retained and is to be layed. To the north-east side of the frontage adjacent to the Carter Lane West turning head and entrance to the pedestrian subway a SuDS dry detention basin is proposed, to be grassed with hedging, trees, fencing and railings to its edges other than to the new spine road which is left open. 3 dwellings look onto this space.

The Spine Road has a footway to one side with frontages defined by timber post and rail fencing and hedging with trees.

Proposal includes 3m high acoustic fence to part of eastern boundary adjacent to the M1 northbound slip road and 1.8m acoustic fencing to properties which back onto Mansfield Road

along the southern boundary. Remainder of external boundary treatment (including to existing properties adjoining the site) comprises 1.8m high feather edged boarding fence.

At the site entrance it is proposed to provide a footway from the site entrance to the existing Carter Lane West turning head footway which gives access to the subway. A footway would only be provided to the other side of the access for a short distance beyond the junction radii so that the existing verge area between the boundary hedgerow can be retained.

Details of materials of construction have not been submitted.

Landscaping details are provided.

The application is accompanied by the following supporting documents and reports:

- Design & Access Statement;
- Planning Statement;
- Statement of Community Involvement;
- Building for Life 12 self assessment;
- Transport Statement;
- Travel Plan Framework;
- Air Quality Assessment;
- Ecological Appraisal;
- Arboricultural Survey;
- Ground Investigation/Geo-Environmental Report;
- Noise Impact Assessment;
- Drainage Strategy.

## **AMENDMENTS**

Various revisions to layout and house types to address concerns of Urban Design Officer and other consultees received on 24.09.14 and 26.09.14  
Flood Risk Assessment submitted 23.09.14.

## **HISTORY**

08/00056/OUTMAJ Residential development (up to 60 dwellings) with access to Carter Lane West, refused 30.04.2008 (lack of information and assessment to address the concerns of consultees to show that good urban design is achieved to create an acceptable living environment for new and existing residents without detrimental environmental impact). Also refused by direction of the Highways Agency due to insufficient information.

13/00183/FULMAJ Erection of 58 dwellings - (19 x three storey and 39 x two storey) including associated works. Application withdrawn following failure to address outstanding issues in relation to improvements to Carter Lane West and other highway considerations related to parking problems at its junction with Mansfield Road, drainage and air quality.

## **CONSULTATIONS**

Environmental Health (Noise): The noise assessment follows the same lines and criteria as that submitted in the previous application (13/00183/FULMAJ), uses the same assessment

survey details from July 2012 and provides for similar mitigation. This should have no noticeable increased effect on the noise levels experienced within the gardens or inside the proposed dwellings, if the development proceeds in accordance with the recommendations of the noise assessment report NIA/4157/12/3725/V1/CARTER LANE. Suggests conditions: Noise mitigation scheme based on submitted noise impact assessment; acoustic noise barriers erected as recommended in Noise Impact Assessment before any affected dwellings occupied. 18.09.14

Environmental Health (Air Quality): Information and analysis submitted includes reference to proposed changes to the M1 motorway including the hard shoulder running. This indicates that with the proposed changes and 50m zone from the hard shoulder (of the main motorway carriageway) where there will be no properties built, air quality for this development will be acceptable unless there is an unprecedented increase in traffic flows. There are some assumptions that have been made in the submitted information, but the report has erred on the side of safety in its analysis, consequently no objections in relation to air quality. 19.09.14

Pollution Control Officer (Contamination): the submitted Phase 2 investigation undertaken in October 2010 indicated that remedial works are required at the site in order to mitigate risks to receptors. The risks identified which require remedial measures include risks posed by ground gases and a localised area of elevated lead concentrations in shallow soils. Validation details to verify that the remedial works have been undertaken in accordance with the methods proposed will be need to be submitted to the LPA for approval. An appropriate condition is recommended. 18.08.14

Arts Development Officer: requests per cent for art. 22.07.14

Coal Authority: Site falls within defined High Risk Area. Agree with submitted assessment report that coal mining legacy poses a risk to the development, further intrusive investigation should be undertaken to establish the exact position and condition of the mine entry within the site. This can be required be condition as can any remediation works as a result of the findings. No objections subject to a condition to reflect these observations. 29.07.14

DCC Flood Risk Management Team: Site is unlikely to be susceptible to surface water flooding for the 1 in 1000 year critical storm duration rainfall event. The applicant should clarify which responsible authority will maintain the SuDS features post development.

[A brief review of the county ecological information shows that there have been reported ecological records of grass snake within close proximity of the site. Two records are within the rear gardens of the properties on the western border of the site and there are an additional 4 records to the housing estate to the west of the site. Records vary from 1996 - 2002 and reach as far as approximately 200m from the site. 31.07.14

Strategic infrastructure and services (DCC): Sets out Derbyshire County Council's request for developer contributions that would likely be required as a result of the anticipated impact of the proposed development on strategic infrastructure and statutory services:

- Access to high speed broadband services for future residents (in conjunction with service providers) – developer should ensure future occupants have access to appropriate communications infrastructure;
- Undertaking of a ground investigation – to allow the design of a surface water drainage system to ensure ground water infiltration potential is maximised;
- £45,596.04 financial contribution towards the provision of 4 primary school places at Brigg Infant School - It is anticipated that the proposed development of 42 dwellings would generate the need to provide for an extra

8 primary school pupils (4 infant, 4 junior), 6 secondary school pupils and 3 post-16 education pupils. Projections indicate that Glebe Junior School and Frederick Gent School would have capacity within the next five years to accommodate the additional junior and secondary school pupils arising from this proposed development. Current numbers on roll and projections indicate that Brigg Infant School would not have sufficient capacity ;

- New homes designed to Lifetime Homes standards - The County's population is getting older, and new residential development should be appropriately designed to this standard.

It should be noted that any deviation from the existing legal alignment of Footpath No. 23 which runs through the middle of the site, will require a formal diversion order which must be applied for prior to any work commencing. Consideration should be given to members of the public using the path and there should be no disturbance to the surface without prior authorisation from the County Council. 05.08.14

Crime Prevention Design Adviser: No comment. 11.08.14

Parish Council: Members would like to stress that under the current highway layout, the development would exacerbate existing traffic problems with that area of South Normanton. Cars use the sides of the road to park, so that they can car share to travel up and down the M1 on a daily basis. There are also issues with school traffic causing delays at peak times already, therefore any increase in traffic would be disastrous.

Another reason why South Normanton Parish Council are against this development is that in the past, developments on this piece of land have been turned down due to pollution levels coming from the M1 itself. This leads us to believe that the area of land on this application is unfit for a residential development now and in the future. 15.9.14

Severn Trent Water: No objections subject to a condition requiring submission and approval of drainage plans. 20.08.14

Environment Agency: Object: Flood Risk Assessment fails to consider an adequate surface water drainage scheme for the development. 08.09.14 Comments on revised Flood Risk Assessment awaited.

Leisure Services: Due to the size of the proposal and on-site open space provision, it would be more appropriate to negotiate a commuted sum towards the provision of a LEAP / NEAP standard play area in the vicinity of the development. The nearest existing equipped play area to the proposed development site is South Street Recreation Ground, which is 750m from the development via existing public rights of way. This site is in need of improvement / enhancement and a commuted sum from this development, in addition to commuted sums from other nearby developments would facilitate this improvement. Expect a contribution of £31,374. In addition expect a contribution to formal sport/recreation within the Parish of £37,296. Development includes the provision of a drainage retention basin. As with similar proposals on other recent developments, Bolsover District Council would consider adopting such a facility if approached and subject to further discussions regarding a 10 year commuted maintenance sum, provided that this is a dry detention pond and not a permanent water feature. Should the developer wish to transfer ownership of public open space within the development and / or the drainage retention basin to the district council, then a separate maintenance sum will need to be negotiated. 17.07.14

Highways Agency: **Directs conditions:** (1) Prior to the sale of any properties the drainage system shall be adopted and maintained by Severn Trent Water prior to connection to the Highway Agency system. Attenuation and pollution control measures must be provided to

ensure the surface water run-off is no greater than the current greenfield rate with attenuation for 1 in 100 year event plus 30% for climate change. Maintenance and management plan required. (2) Nothing to be erected within Highways Agency land, boundary fences to be erected from within the site, no pedestrian or vehicular access from Highways Agency land. Care to be taken to avoid environmental features or other apparatus during construction. These are required to ensure that the surface water drainage works do not impose an unnecessary risk of flooding and pollution to the Highway Agency's existing surface water system, and to ensure there are controls in place to monitor and manage site boundary construction activities. 01.08.14

Local Highway Authority (DCC): The application does not appear to differ in principle from the previous application (13/00183). However, since that time discussions with the Highway Authority have resulted in an acknowledgement that the provision of the new footpath link from the site onto Mansfield Road would be an acceptable alternative to the widening of the footway on Carter Lane West. Footway on the south west of the new junction should be extended, not only round the radius of the new junction but at least another 10m along the frontage to provide adequate pedestrian provision at this location for crossing.

With regard to the internal layout, further comments will be forthcoming. 01.08.14

*Further comments:* submitted transport statement has been previously assessed as part of the previous planning application for this site; comments relating to the submitted travel plan framework will be provided in due course. Various layout issues identified which need to be addressed. Notes that in discussions with previous applicant a contribution of £3000 was agreed towards a possible Traffic Regulation Order for the junction of Carter Lane West and Mansfield Road. This is still required. 13.08.14

Senior Urban Design Officer: The design of the scheme is unsatisfactory with a number of issues identified and is capable of considerable improvement. Where revisions or clarifications are identified above, the proposals should be amended to address each specific issue in accordance with the guidance provided in the Councils Interim SPD *Successful Places* (A Guide to Sustainable Housing Layout and Design). The applicant has provided a unilateral BfL12 assessment which has indicated that the scheme achieves 11 Greens and one Amber light, with no Reds highlighted. Although no 'Reds' are identified the assessment is considered to take a somewhat optimistic interpretation in response to some of the questions, when answers are compared to the actual detailed plans submitted as part of the application. 29.08.14

Housing Strategy and Enabling Manager (BDC): Current Local Plan sets out a requirement for 10% of the total site capacity to be given to affordable housing provision; this equates to 4 units of affordable housing. However, in November 2012 the Council formally approved temporary changes to its affordable housing policy with an option to waive the affordable housing requirement in return for a S106 agreement which provides for completion of at least 10% of permitted dwellings within 3 years from the grant of planning permission, and at least 50% within 5 years. Failure to comply with this requirement would result in a development having to provide the required provision of affordable housing in the later phases. Asks that consideration be given to building a proportion of the homes – both market and affordable – to the lifetime homes standard. Requests that if affordable housing is provided that one of them should be a two bedroom mobility bungalow. 27.07.14

## **PUBLICITY**

Advertised in press. Site notice posted. 49 neighbours notified. 20 letters of objection including one petition received; main issues raised:

- Congested junction of Carter Lane West with Mansfield Road as a result of commuter/car share parking, school drop off/pick up point, reduces carriageway width to single vehicle width (raised by 14 objectors); poorly designed junction opposite Pinxton Lane;
- No provision to widen existing single footway along Carter Lane West, heavy use of road by school children (10);
- Noise, pollution already poor air quality at the site (8);
- Proposed footway along Mansfield Road will be dangerous due to speed of traffic on Mansfield Road (5);
- Inadequate capacity to cope with additional residents at schools and doctors (5);
- Drainage of site is poor and will be worse from development (3);
- Site of mine shaft still unidentified (3);
- Loss of outlook/greenfield (3);
- Overlooking and loss of privacy to adjoining residents (3);
- No children's play area (1).

Petition signed by 80 residents from 49 addresses in the locality (many of whom have also submitted their own letters of objection) ; object on access (congested junction with Mansfield Road) , school capacity, doctor capacity; pollution concerns; danger from new footpath where it stops at end of Carter Lane West.

## **POLICY**

### Local Plan

Bolsover District Local Plan (BDLP) shows site as within the settlement framework, general urban area policies apply, of particular relevance will be policies GEN1 (Minimum Requirements for Development), GEN2 (Impact of Development on the Environment).

### National Planning Policy Framework (NPPF):

Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration with a presumption in favour of sustainable development. As the Bolsover District Local Plan was adopted prior to 2004 due weight should be given to its policies according to their degree of consistency with the NPPF.

A core principle is to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings within a presumption in favour of sustainable development.

Where adopted Local Plans are not up to date there is a presumption in favour of sustainable development particularly if there is not a 5 year supply of deliverable housing sites. The Council does not currently have such a 5 year supply.

### Other:

Supplementary Planning Document 'Successful Places, A Guide to Sustainable Housing Layout and Design' (adopted October 2013) provides guidance on design, quality and sustainability to provide places that enhance the quality of life.

## **ASSESSMENT**

This is a greenfield site within the settlement framework as defined by the adopted local plan

and in a sustainable location being reasonably close to South Normanton centre with shops and other services, and within proximity to schools (although the primary schools are some distance away - over 800m to Junior School), bus services and employment areas. Development of the site would add to the existing five year supply of deliverable housing sites as required by the National Planning Policy Framework (NPPF). The Council currently does not have a five year supply

The principle of residential development on this site is therefore acceptable being in accordance with the strategic aims of the adopted local plan and in locational terms represents sustainable development in accordance with the National Planning Policy Framework.

The main issues relate to the various 'technical' aspects of the development including design and service/infrastructure issues.

#### Strategic Highway

The Highways Agency has no concerns subject to the directed conditions in relation to surface water drainage (which is to connect into the surface water disposal system for the M1 motorway) and no works within HA land.

#### Local Highway Network

Turning now to impact on the local highway network, the residents of Carter Lane West have raised strong concerns about the use of the Lane, in particular around the junction with Mansfield Road, for all day 'commuter car parking' and at school times by parents dropping off/collecting pupils for the nearby Frederick Gent Secondary School, all of which restrict the junction and make entering and leaving the Lane difficult and hazardous further compounded with the junction of Pinxton Lane opposite. However operation of the junction has not been identified by the local highway authority (DCC) as an issue.

Carter Lane West currently has limited pedestrian facilities having a footway of restricted width on the north-western side only. The proposed development will potentially increase both pedestrian and vehicular traffic along Carter Lane West by around 100%. In considering the previous planning application for this site the local highway authority required the widening of the footway to 2m to accommodate the increased use by and to facilitate the two-way movement of pedestrians. The carriageway is of sufficient width to accommodate this without requiring any third party land. However due to other issues (including the position in the highway of a strategic fibre optic link) this issue was not resolved. The current application proposes the provision of a footway alongside Mansfield Road from the junction with Carter Lane West to the footpath entry point into the site along its southern boundary. DCC consider that this is an acceptable alternative to widening the Carter Lane West footway. Concerns have been raised by residents however that there would be dangers to such a link. However these could be mitigated to a certain extent by ensuring the footway connects properly to the existing network at the Carter Lane West junction (as is requested in the DCC highway consultation response) and is set back from the carriageway edge along Mansfield Road by the inclusion of a separating grass verge (subject to levels). Again as the Highway Authority has accepted this as a solution the concerns of residents do not justify refusal on this ground.

The applicant has included the suggestion from the previous application of a Traffic Regulation Order to impose waiting restrictions at the top end of Carter Lane West. The current applicant indicates that the highway authority does not support a residents permit scheme but would consider waiting restrictions close to the junction of Carter Lane West with Mansfield Road if these were considered necessary following the occupation of all the dwellings. Funding of such an order through a S106 Planning Obligation, which would be refundable if no order is deemed necessary, of £3000 is proposed.

The impact of the development on the local highway network can be addressed with a condition requiring the additional footway along Mansfield Road to a revised alignment. Additional measures such as Traffic Regulation Orders would need the agreement of the applicant through a S106 planning obligation as the existing parking problem is not directly related to the development and will not be made worse by the development, although it could be argued that the additional traffic from the development will make this area more hazardous and that the imposition of waiting restrictions at the junction may help mitigate the additional hazards by creating a less obstructed carriageway.

A Travel Plan has been submitted with the application which assesses the situation and proposes publicity of options for travel; the local highway authority is still considering this document.

#### Drainage

A surface water drainage strategy had been put forward which is agreeable to the Highways Agency. The comments of the Environment Agency are awaited in relation to a recently submitted Flood Risk Assessment. Severn Trent Water has requested a condition requiring submission of drainage plans.

#### Ecology

No response has been received from Derbyshire Wildlife Trust (DWT), however the Applicant has submitted the same ecological assessment as the previous applicant for this site (dated September 2012). At that time the impacts on wildlife were considered acceptable by the Derbyshire Wildlife Trust with appropriate mitigation measures, which can be required and supported by conditions requiring the provision of gaps under boundary fences between gardens (to allow for movement of grass snakes) and a habitat management scheme for all retained and created habitats including the retention/layering of hedgerows, new planting and the SuDS basin. The removal of hedgerow, trees, shrubs or brambles during the bird breeding season is covered by other legislation: a note can be added to a decision to this effect. The inclusion of similar conditions would seem reasonable although there has been a passage of 2 years since the original assessment; in view of the continued use of the site by horses it is unlikely that there has been any significant change in the ecological situation.

#### Stability – Mine shaft

Despite various exploratory investigations and works the exact position and condition of an expected mine shaft within the site has not been established. The Coal Authority has suggested a condition, which is considered reasonable, requiring further intrusive investigation works before the commencement of development; This should also require details of any necessary remedial works (which potentially could require amendments to the proposed layout).



### Noise

Appropriate conditions could be imposed requiring the measures outlined in the noise impact assessment to be implemented in accordance with details to be agreed before the occupation of any dwelling. This would include the provision of acoustic fencing as shown in the noise impact assessment and on the submitted layout, and specification of the acoustic double glazing.

### Air Quality

The impacts of the M1 motorway (as improved) on air quality have been assessed and are considered acceptable.

### Contamination

Investigation and risk assessment indicate that remediation works are required to address various issues. Such works are proposed by the submitted reports and appropriate conditions can be imposed to require such works with verification reports.

### Urban Design

The general development scheme is acceptable in urban design terms and generally complies with the Council's Supplementary Planning Document 'Successful Places' subject to consideration of further minor improvements to layout, design and landscaping detail, much of which can be controlled through appropriate conditions.

### Infrastructure impacts/S106 Planning Obligation requirements

#### Affordable Housing:

The applicant wishes to take advantage of the policy which allows affordable housing provision to be waived provided 10% of the dwellings on the site are completed within 3 years and 50% within 5 years of the date of the planning permissions. Failure to meet this performance rate would require the affordable housing provision to be provided on site within the latter phases of development. Such provision in accordance with current adopted policy would be 10%, (i.e. 4 dwellings).

#### Education:

The education authority (DCC) have identified that the infant school is currently overcrowded, the junior school and the secondary school have capacity. The only direct impact from the development would therefore be to the already overcrowded infant school. To accommodate the development a commuted sum contribution of £45,596.04 towards the provision of 4 primary school places at Brigg Infant School is appropriate.

#### Open space/leisure:

The provision of a SuDS Basin is a separate requirement to that of public open space. As such, it would be difficult to argue that this would provide a play or community focus, hence the request from Leisure Services for a full commuted sum for off-site provision due to the lack of open space area within the development as proposed. This would be used to improve play facilities at South Street Recreation Ground which is the nearest significant open space to the development. The applicant agrees to this, being a contribution of £31,374.

In addition the applicant has agreed to a contribution to formal sport/recreation within the Parish of £37,296.

## Public Art

The applicant is considering its position in respect of a contribution to public art. Details of any on-site provision could be required by condition while the value of any provision can be included within the S106 planning obligation.

## Other

The County Council has identified other aspects of infrastructure which would benefit from contributions or from accommodation within the scheme design, but which are not directly related to the impacts of the development. For instance it is in the developers interests to ensure all properties have the benefit of high speed broadband.

## Other Matters

Many of the issues raised by objectors have been generally addressed in the report above. The development layout complies with the principles of the Councils guidelines as expressed in 'Sustainable Places'.

Listed Building:	n/a
Conservation Area:	n/a
Crime and Disorder:	No issues raised.
Equalities:	No issues raised.
Access for Disabled:	No issues raised.
Trees (Preservation and Planting):	Application accompanied by an arboricultural survey; existing hedgerows and trees suitable for retention subject to appropriate maintenance and selective felling. Landscaping scheme includes additional tree and hedge planting.
SSSI Impacts:	n/a
Biodiversity:	Little of interest due to extensive horse grazing, retention of various features with landscaping should boost biodiversity.
Human Rights:	No issues raised.

## Conclusions

The principle of the residential development of the site is acceptable and accords with the policies of the Bolsover District Local Plan and the principles of sustainable development identified in the National Planning Policy Framework.

Conditions can be used to control:

Ecological mitigation, noise attenuation, identification of the mine shaft location, remediation works for contamination and minor changes to layout, design and landscaping, including the footway along Mansfield Road.

In addition to ensure that the impacts of the development are mitigated upon the local community a S106 planning obligation will be needed to cover Affordable Housing or the speedy delivery of new housing, Education, Open Space. Public Art and any waiting restriction order.

There is therefore general compliance with the policies of the Bolsover District Local Plan, in particular policies GEN1 (Minimum Requirements for Development), GEN2 (Impact of Development on the Environment), GEN3 (Development Affected by Adverse Environmental

Impacts from Existing or Permitted Uses), GEN4 (Development on Contaminated Land), GEN5 (Land Drainage), and HOU5 (Outdoor Recreation and Play Space Provision for New Housing Developments). The development is considered to be sustainable development in accordance with policies of the National Planning Policy Framework.

**RECOMMENDATION: Defer and delegate the decision to the Assistant Director of Planning in consultation with Chair and Vice Chair of Planning Committee pending completion of an appropriate S106 Planning Obligation to cover the following issues which are given in précis form to be formulated in full by the Assistant Director Planning and with consideration of matters to be covered by conditions as set out below:**

**Affordable Housing – commitment to deliver 10% of the dwellings within 3 years of grant of planning permission and at least 50% within 5 years of grant of planning permission otherwise the affordable housing requirement of 10% of the development (4 units) will be required.**

**Public Open Space – off-site contributions for informal/childrens play of £31,374 plus formal sport and recreation £37,296 - total £68,670  
The adoption/maintenance of the surface water detention basin and any other ‘common’ open areas.**

**Education - £45,596.04 financial contribution towards the provision of 4 primary school places at Brigg Infant School.**

**Public Art – on-site provision to enhance the development (or another alternative to be agreed) to a value to be negotiated.**

**Contribution to fund Traffic Regulation Order (£3,000).**

**Conditions to cover the following:**

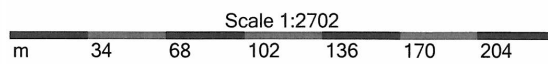
- **Start within 3 years.**
- **Noise mitigation prior to occupation of any dwelling to protect from noise from the M1.**
- **Drainage details to be approved prior to commencement, to also provide for future maintenance including the connection of the surface water drain to the Highways Agency system.**
- **Validation details to verify that the remedial works for ground contamination have been undertaken in accordance with the submitted remediation scheme to be submitted to the LPA for approval.**
- **Further intrusive investigation to establish the exact position and condition of the mine entry (shaft) and submission and approval of any remediation works as a result of the findings.**
- **Details of alignment of footway along Mansfield Road to be submitted for approval, to be provided no later than occupation of 30<sup>th</sup> dwelling (or in accordance with a timetable to be agreed).**
- **Highway Agency Conditions.**

- **Local Highway Authority conditions (to include site compound details, parking of site traffic, deliveries etc.)**
- **Any urban design requirements.**
- **Ecological mitigation (gaps under fences to allow for grass snakes; habitat management scheme including retention/layering of hedgerows, new planting and the SuDS basin.**
- **Maintenance of landscaping.**
- **Boundary treatment to existing adjoining dwellings to be implemented no later than occupation of related dwelling.**
- **Any conditions required by Environment Agency.**

**Add note recommended by Environmental Health giving advice about preventing nuisance during construction works.**

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# 14/00309/FULMAJ Location Plan



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<b>Organisation</b>	Bolsover District Council
<b>Department</b>	Planning
<b>Comments</b>	
<b>Date</b>	06 October 2014
<b>SLA Number</b>	100019526

