

**PARISH** South Normanton

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**APPLICATION** Proposed Garage and MOT facility to rear of existing garage which is to be demolished, new road built to proposed site and change of use from car parking to light industrial  
**LOCATION** 190 Carter Lane East South Normanton Alfreton DE55 2DZ  
**APPLICANT** Mr Matthew Edwards, Rees House, Nursery Street, Mansfield. NG18 2AG  
**APPLICATION NO.** 18/00393/FUL **FILE NO.** PP-07147735  
**CASE OFFICER** Mrs Kay Crago (Tues, Fri)  
**DATE RECEIVED** 20th July 2018

DELEGATED APPLICATION REFERRED TO COMMITTEE BY: Planning Manager  
REASON: Non-compliance with Bolsover District Local Plan

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### **SITE**

Existing commercial garage providing MOT testing, servicing and vehicle repairs and some retail sales of vehicles. Cars parked on land to the south and west of the garage buildings adjacent the A38. Vehicle parking and vehicles for sale parked on land to the immediate east of the garage buildings. Garage buildings generally constructed of brick or profile sheeting with corrugated profile sheeting to the roof areas. The built form of the site when viewed from the A38 is relatively elevated, the land to the rear is at a lower level and broadly level with the slip road off the adjacent A38. Security fencing with some lengths of hedgerow form boundaries to the site. Residential properties lie to the north of the site, with large office buildings to the west.

### **PROPOSAL**

Relocation of the garage premises to a purpose built building to the rear of the site. The dimensions of the proposed building are: 33m in length, width 15m, max height 7.5m, min height 6m.

Proposed external facing materials: Grey steel cladding with blue trim and brickwork to external walls.

Vehicular access would be from one point off Carter Lane East to the very west of the existing site adjacent to number 188 Carter Lane East.

The existing garage buildings would be demolished with land to the East being restored to a levelled surface.

The building would be orientated in a north south direction with car parking and access to the east of the building.

The site would be subject to a cut and fill operation, the building would be sited at a lower level than properties to the north and part of the site would be built up to provide a level site.

Landscaping is shown to the northern boundary with the residential properties and there is already relatively dense screening to the western boundary with the office/commercial premises.

## AMENDMENTS

Revised drawings and documents submitted 15<sup>th</sup> Feb 2019:

- SL05431.400 Rev B Existing sections
- SL05431.401 Rev B General Arrangement and Proposed Levels
- SL05431.404 Rev B Elevations and Levels
- SL05431.403 Rev A Internal Layout
- SL05431.402 Rev B Sections through the site
- SL05431.406 Rev B Site Access and Usage Plan
- SL05431.405 Rev B Site Plan
- Noise Impact Assessment
- Planning Statement

Revised drawing submitted 26<sup>th</sup> February 2019: -

- SL05431.408 Rev B Construction Sequences Drawing

## HISTORY (if relevant)

15/00654/FUL	Granted Unconditionally	Side extension to garage (retrospective application)
17/00354/FUL	Granted Conditionally	Extension to existing car repair garage to include canteen and offices and associated outdoor car park area, to include land to the rear of the site to be graded for short term parking with paladine fencing in boundary hedge.

## CONSULTATIONS

**Coal Authority.** The application site falls within the defined Development High Risk Area and The Coal Authority records indicate that there are coal mining features and hazards which need to be considered in relation to the determination of this planning application; specifically the records indicate that the site is likely to have been subject to historic unrecorded underground shallow coal mining.

The Coal Authority initially objected to this planning application as a Coal Mining Risk Assessment had not been submitted with the application.

Following the submission of a Coal Mining Risk Assessment Report (prepared by HBPW LLP dated August 2018) was submitted to accompany the planning application, The Coal Authority confirmed that it concurs with the findings of that report that the site is safe and stable to accommodate the proposed development.

On the basis of the additional information The Coal Authority has withdrawn its earlier objection. 17/09/18 with the comment re-iterated on the 1/03/19

**Derbyshire County Council Archaeologist.** Thank you for consulting on the above planning application. We have been consulted previously on this development site and would confirm our advice that the proposals will have no archaeological impact. The site is close to the route of an early colliery tramway (Derbyshire HER 11902) dating from before 1830. This feature does not however survive in the vicinity of the site. 29/08/18

**Engineer.** The sewer records show a public sewer within the curtilage of the site (plan enclosed). The applicant should also be made aware of the possibility of unmapped public sewers which are not shown on the records but may cross the site of the proposed works. These could be shared pipes which were previously classed as private sewers and were transferred to the ownership of the Water Authorities in October 2011. If any part of the proposed works involves connection to / diversion of / building over / building near to any public sewer the applicant should be advised to contact Severn Trent Water in order to determine their responsibilities under the relevant legislation.

All proposals regarding drainage will need to comply with Part H of the Building Regulations 2010. 28/08/18

**Derbyshire County Council Highways.** Initially required clarification on the following: Whether applicant going to implement application 17/00354/FUL, the number of car parking spaces for staff and proposed uses, details of proposed advertisements, drainage of the site, boundary treatments to prevent glare and dazzle to drivers on A38. No objections in principle 21/09/18

Following further submissions the Highway Authority raise no objections subject to conditions relating to provision within the site for storage of materials and parking and manoeuvring of site operatives and visitor vehicles, scheme for drainage of the site, provision of the new access road, development to be in accordance with the Construction Sequences Drawing (SL05431.408 rev A), provision and retention of parking and manoeuvring space, closure of all other means of access into the site within 28 days of new access road coming into use, gates to be set back 5m and to open inwards only, boundary fence details. Additional yellow lining may be required to the site frontage where the existing site accesses have been closed. 12/03/19

#### **Environmental Health Final Comments.**

Initially raised concerns regarding potential noise impacts. Requested a noise assessment but stated that in the absence of a noise assessment, would recommend a refusal of the planning application. Also likely to require a contaminated land investigation. 21/09/18

Subsequently queried elements of the noise assessment and required details of whether mitigation measures around the car wash would be effective/necessary. 26/03/19

Finally raised no objections subject to the inclusion of two conditions requiring the submission of a noise management plan to include hours of operation, acoustic fencing to part of the northern boundary and noise management controls for machinery, radios etc. and a condition requiring the inclusion of an acoustic screen around the car wash facility. 15/05/19

## **PUBLICITY**

Site notice posted, nine neighbouring residents notified by letter,  
Additional publicity: Advertised in press as a departure, site notice posted and 17 properties notified by letter. Overall seven letters of objection have been received and one statement of support. Grounds of objection given in precis form below: -

### **Highway safety issues**

Car parking and congestion, cars from the garage are parked all over Carter Lane East and in the car park across the road, next to McDonalds

Parking of vehicles on slip road by people viewing cars for sale

Traffic through the village is at problematic levels in terms of volume, noise, pollution and road safety, especially with regard to Commercial Vehicles including HGV.

Excess and illegal parking associated with Coleman's Garage as it is now. Customer cars, as well as vehicles for sale, are regularly parked over double yellow lines, on the pavements and across resident driveways.

The addition of yet another road access on to Carter Lane East, in close proximity to the roundabout will obviously cause traffic to slow down, wait for access and aegis thus exacerbating traffic flow and increasing road safety issues.

### **General impact upon residential amenity**

Impact from the height of the building, noisy, dirty activities

7 day a week working proposed.

No objection to car storage.

The garage needs to relocate to an industrial area as Carter Lane East is predominantly residential in character.

Garage site is an eyesore.

Impact on resident amenity owing to several environmental issues (noise, disturbance, loss of amenity).

Increases the number of MOT and repair activities but also brings this closer to residential properties.

The size and height of the building will clearly impact on light and sightlines from existing properties.

Potential damage to properties due to building operations

## **POLICY**

### Bolsover District Local Plan (BDLP)

GEN1 Minimum Requirements for Development

GEN2 Impact of development on the Environment

GEN 5 Land Drainage

GEN 7 Land Stability

GEN8 Settlement Frameworks

EMP 5 Protection of Sites and Buildings in Employment Uses

EMP 6 Non industrial Employment Sites

### Publication Local Plan

SS1 Sustainable Development

WC2 General Principles for Economic Development

SC1 Development within the Development Envelope

## SC2 Sustainable Design and Construction

No site specific policies relate to the application site. It is shown within the development envelope of South Normanton where development in principle is acceptable

### National Planning Policy Framework

There is a presumption in favour of sustainable development unless material considerations indicate otherwise. Planning has an economic role contributing to building a strong, responsive and competitive economy. Decisions should be a balance of economic, social and environmental issues.

#### *Paragraph 47.*

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

#### *Paragraph 48.*

Local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)<sup>22</sup>.

#### *Paragraph 80.*

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation<sup>40</sup>, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

#### *Paragraph 117.*

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land<sup>44</sup>.

## **ASSESSMENT**

The main issue is whether the proposed development is in accordance with the policies of the local plan for the site and if not, whether there are material considerations which indicate that a decision should be made contrary to policy.

Other issues relate to highway safety considerations and impacts upon the amenities of nearby residents.

The application is not dissimilar to that considered at committee in 2005 in respect of application 05/00585/FUL which also sought to relocate the existing garage premises. The application was approved subject to conditions.

### **Principle of Development**

The existing use of the frontage of the site is for MOT, car repair, servicing and some vehicle sales. This is considered to be a mixed use with some characteristics consistent with a B2 general industrial use. Policy EMP6 of the adopted local plan relates to the site.

This policy is supportive of B1 office uses and clearly the proposed use is not in full compliance with this policy. Additionally it is a requirement of policy EMP 6 for this site that a 20 m landscape zone including a bund to the rear of Carter Lane East should be secured and that any development should be designed to minimise its impact on adjoining housing with particular regard given to the height, location and siting of buildings. The provision of this bund and landscape zone would severely restrict the developable area of this site and would not enable the applicant to relocate the business.

### **Impacts upon residential amenity.**

The proposed development would result in a new large building being located closer to some residential properties than the current garage buildings, on land currently used for vehicle parking. This has the potential to impact adversely upon the amenities of nearby residents.

Consideration has been given to minimising impacts upon the nearby residential properties in respect of the height and siting of the proposed building. The building at the northern end of the site would be at a lower ground level to surrounding gardens to minimise impacts in respect of height, scale and massing.

The building would be sited some 6.5m to 9.052 metres from the boundary with residential properties. Separation to the rear elevation of 182 Carter Lane East would be approximately 27.045 metres. This distance combined with the lower ground level would result in a development which should not have a significantly adverse impact upon daylight received at the property or appear over dominant. However, the outlook will be significantly altered as currently the land is used for vehicle parking.

Originally it was proposed that a vehicle wash bay would be located at the northern end of the building. It was considered that this would impact upon the amenities of residents by virtue of noise and general disturbance and this has now been relocated.

All but one door and openings would face east. The revised drawings show a bank of landscaping to the northern boundary which should further reduce negative impacts. There have been four objections to the proposed development and impact upon residential amenity has been cited as a ground for objection. It is considered that the amendments to the scheme and the use of conditions where appropriate can mitigate issues raised.

An acoustic assessment of the site and the proposed activities has been undertaken. This identifies the site and surrounding areas as a high noise environment with the proposed development having no significant impact upon noise levels. In view of the fact that noise levels are already relatively high it is still considered appropriate to mitigate against noise generators. The car wash was identified as being one element where mitigation measures by means of an acoustic screen would lessen impacts. A section of acoustic fencing for part of the northern boundary was also recommended. The Environmental Health Officer recommends the inclusion of conditions to require the submission of a noise management plan to identify noise control measures (acoustic fencing, use of radio and machinery etc.) and the inclusion of a condition for the installation of screening to the car wash facility.

It is considered that the inclusion of specific measures will mitigate against any impacts of the development which, from an acoustic aspect, were not found to be significant.

In view of the above, it is considered that the proposed development can meet the requirements of policy GEN 2 of the Bolsover District Local Plan.

### **Highway Safety Considerations**

The development of the site to the rear of the existing facility includes alterations to the current vehicular accesses at the site. The development proposes the creation of a new access to the very west of the application site and will result in the closure of two existing accesses into the site from Carter Lane East. The applicant is proposing a phased approach so that the garage can continue to operate until the point that the use of the new building commences.

It is considered that the reduction from two access points to one, including the location of the access further from the nearby roundabout, will deliver an overall improvement to highway safety. The close proximity of the current access to the roundabout currently causes vehicles to stop and wait on the roundabout, exacerbated by complications with site access due to congestion and parked cars. The proposed development would therefore confine vehicle movements into and out of the site to a single purpose designed access onto Carter Lane East.

Many of the objections to the proposal relate to highway safety considerations. The garage has a large customer base and is operating beyond capacity. This results in parking of vehicles along verges outside the garage and on Carter Lane East where spaces are available. This area has seen not inconsiderable development over the years and inevitably this has resulted in impacts upon local residents and businesses.

However, as adequate space within the site would be available for cars requiring attention and staff cars, the proposed would result in vehicles being contained within the site and away

from Carter Lane East. Whilst the comments of local residents and the local action group have been taken into account it is considered that a development which raises no significant highway impacts could be achieved and the Highway Authority has raised no objections in principle to the proposed development subject to a number of conditions.

The recommended conditions relate to:

- the provision within the site for storage of materials and parking and manoeuvring of site operatives and visitor vehicles;
- a scheme for drainage of the site;
- provision of the new access road;
- the development to be in accordance with the Construction Sequences Drawing (SL05431.408 rev A);
- provision and retention of parking and manoeuvring space;
- closure of all other means of access into the site within 28 days of new access road coming into use, including the potential for additional double yellow line marking;
- the setting back of gates by 5m and to open inwards only;
- boundary fence details; and

It is considered that the proposed development subject to conditions generally meets the requirements of policy GEN 1 of the Bolsover District Local Plan.

### **Coal Mining Legacy Issues**

The site lies within a coal mining High Risk Development Area.

The Coal Authority initially objected as no coal mining risk assessment had been submitted. Following submission and re-consultation, the Coal Authority has withdrawn its objection and concurs with the conclusions made within the Report that the site is safe and stable to accommodate the proposed development.

On this basis, the proposed development is considered to meet the requirements of policy GEN 7 of the Bolsover District Local Plan.

### **Drainage considerations**

The local highway authority has requested the inclusion of a condition for the submission of details to demonstrate how surface water will be considered to avoid the discharge of water onto the highway. The agent has provided some preliminary information to indicate that the discharge will be limited to the greenfield run off rate and that permeable surfaced areas will be incorporated within the car park.

### **Other considerations**

The proposed development would mean that the garage and associated activities in its current location would cease. The parts of the existing site not required for the provision of the new access would be left in a cleared condition. No specific information has been provided as to the long term use of this site although a vehicular access stub into the site is shown on the site layout drawing.



The existing business has in many ways outgrown the site. The applicant has a substantial and increasing customer base and despite extending the premises over time the requirement for a new building, designed for purpose is pressing. The availability of alternative premises in the vicinity is limited and the applicant is keen to retain a strong presence in the Carter Lane East area. This is a successful business and the Council is supportive of such activities with one of the Council's corporate aims being unlocking growth potential and by being committed to supporting enterprise and maintaining and growing the business base.

The existing site is prominent and forms part of a gateway into South Normanton. When viewed from the adjacent A38 and slip road the existing site is not visually attractive and whilst implementation of a recently approved extension and car parking area could improve this to some extent, the appearance would still be that of a site that has developed in an ad hoc manner.

In the event that planning permission were to be granted, the applicant wishes to avoid closing the existing garage as this will result in loss of income and customers. This results in some difficulties with regards to phasing. The new access cannot be completed prior to demolition of the existing buildings and the new facility would only be accessible by the current access to the rear of the buildings. To facilitate this it is proposed that a temporary meet and greet portacabin style building will be sited on the existing forecourt to the existing garage so that customers can drop their cars off to be moved down to the new facility. This phase would be temporary and would operate parallel to the demolition of the buildings and creation of the new vehicular access. Details of this phased approach have been given in drawing SL05431.408 REV B.

Four representations have been received in respect of this application. Many of the concerns raised can be addressed by the use of planning conditions and the scheme has been modified through the application process to further minimise impacts upon neighbouring residents. Whilst acknowledging that the area has been subject to additional developments and traffic movements over recent years, the highway issues resulting from this business as it currently operates should reduce as a result of this development. Issues of illegal parking and obstruction in the area are for other agencies to address and fall outside the planning system, but it is envisaged that the development should help alleviate some of those issues.

## **Conclusions**

Development of the site for the proposal is not fully in accordance with the policy EMP6 of the Bolsover District Local Plan as it is not a proposal for office use and does not provide a 20m landscape zone. However, the policy is silent on alternative forms of development in that area.

The proposed development is not in conflict with the Publication Local Plan or the National Planning Policy Framework.

The relocation of the business as proposed is considered to result in an overall net gain to the environment and character of the area and there should be an improvement in highway safety.

This is a prominent site and adjacent a major destination in the District. The proposal represents a high quality development and significant investment. It would enable an established local business to develop further in a more appropriate manner.

The development complies with the wider policy aims of the adopted Bolsover District Local Plan which seek to regenerate areas, particularly on unused sites within the settlement framework. It is therefore considered that the proposed benefits of the development of the site outweigh the policy position.

**RECOMMENDATION Approve subject to the following conditions: -**

1. The development shall be begun before the expiration of three years from the date of this permission.
2. Before construction commences on the erection of any buildings or walls a schedule of all external facing materials including boundary/retaining walls shall first have been submitted to and approved in writing by the Local Planning Authority.
3. The development shall take place exactly in accordance with the details submitted as follows:
  - SL05431.400 Rev B Existing sections
  - SL05431.401 Rev B General Arrangement and Proposed Levels
  - SL05431.404 Rev B Elevations and Levels
  - SL05431.403 Rev A Internal Layout
  - SL05431.402 Rev B Sections through the site
  - SL05431.406 Rev B Site Access and Usage Plan
  - SL05431.405 Rev B Site Plan
  - SL05431.408 Rev A Construction Sequences Drawing
4. Prior to any works commencing on site, details of a scheme for the drainage and disposal of surface water from within the site shall be submitted to and approved in by the local Planning Authority. The scheme shall be implemented during the construction phase and maintained throughout the life of the development.
5. The phasing of the redevelopment of the site hereby permitted shall be carried out in accordance with the Construction Sequences Drawing (SL05431.408 rev B). Notwithstanding the submitted drawing, the "temporary road access" shall not exceed the site boundary or encroach onto the public highway.
6. Within 28 days of the new garage becoming operational the new access road shall be provided, laid out in accordance with the application drawing (SL05431.401 rev B) and paved in a solid bound material.
7. Prior to the new access being taken into use, the car parking and manoeuvring space shall be laid out in accordance with the application drawing (SL05431.401 rev B) and maintained throughout the life of the development free of any impediment to its designated use.

8. Within 28 days of the new access being taken into use, all other means of access to Carter Lane East shall be permanently closed and the frontage, including the redundant dropped crossing, reinstated as footway. The works shall be carried out in accordance with a scheme first submitted to and approved in writing by the local Planning Authority in consultation with the County Highway Authority and may include the need to provide appropriate road markings fronting the site

9. The boundary fence shall be provided generally in accordance with the application drawings and provided with measures to ensure that headlights do not dazzle or distract drivers on the adjacent highway. However, notwithstanding the submitted drawing (SL05431.402 rev B) Section 1-1 and 7-7, the boundary fence shall be set back from the site boundary to ensure that the footings of the fence do not encroach into the public highway.

10. Prior to the installation of any external lighting except street lighting a detailed scheme shall have first been submitted to and approved in writing with the Local Planning Authority. The scheme shall be implemented as approved and shall be designed to minimise light spillage outside of the site, it is designed to serve and into the sky.

11. No building shall be occupied until full details of both hard and soft landscape works including a programme for implementation have been submitted to and approved in writing by the Local Planning Authority and the works shall be carried out as approved and retained for the life of the development. The landscaping shall include robust tree and shrub landscape treatment to the northern boundary and retention of hedgerows.

12. If within a period of five years from the date of the planting of any tree or shrub that tree or shrub may die, be removed, uprooted or become seriously damaged it shall be replaced by another of the same species during the first available planting season, unless a variation of the landscaping scheme is approved in writing with the Local Planning Authority.

13. Prior to the new building being brought into use, a noise management plan must be submitted to and agreed in writing with the Local Planning Authority. This shall include hours of use and noise management controls that shall be then implemented for the duration of the development. This shall include proposals for an acoustic fence to be erected at the rear of the residential properties closest to the proposed building which once agreed, shall be erected and maintained for the duration of the development.

14. Prior to the vehicle wash area being brought into use, plans for an acoustic screen must be submitted and approved in writing by the Local Planning Authority. This screen must be installed and maintained for the life of the development and no vehicle washing or valeting should take place on site outside of this area.

### **Reasons for Conditions**

1. To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. To ensure a satisfactory standard of external appearance and in compliance with Policy GEN 2 of the Bolsover District Local Plan.

3. To ensure a satisfactory standard of development in the interests of amenity and for the avoidance of doubt and in compliance with Policies, GEN 1 and GEN 2 of the Bolsover District Local Plan.
4. To avoid the risk of flooding and to prevent pollution in compliance with Policy GEN 5 of the Bolsover District Local Plan.
5. In the interests of highway safety and in compliance with Policy GEN 1 of the Bolsover District Local Plan.
6. In the interests of highway safety and in compliance with Policy GEN 1 of the Bolsover District Local Plan.
7. To ensure that adequate off-street parking is provided and retained for use to reduce the incidence of on-street parking and its attendant dangers and in compliance with policies GEN1 and GEN 2 of the Bolsover District Local Plan.
8. To avoid a duplication of accesses in the interests of highway safety and in compliance with policies GEN 1 and GEN 2 of the Bolsover District Local Plan.
9. In the interests of highway safety and to avoid encroachment into the public highway in compliance with policy GEN 1 of the Bolsover District Local Plan.
10. To ensure that the external lighting causes minimal night time visual intrusion and light pollution, to protect the amenities of the occupants of nearby dwellings and in compliance with policies GEN 1 and GEN 2 of the Bolsover District Local Plan.
11. To ensure that satisfactory landscaping is provided within a reasonable period in the interests of visual amenity and in compliance with Policy GEN 2 of the Bolsover District Local Plan.
12. To provide a reasonable period for the replacement of trees and shrubs in the interests of the visual amenity of the area and in compliance with Policy Gen 2 of the Bolsover District Local Plan.
13. To protect the amenity of the occupants of nearby dwellings and in compliance with policy GEN 2 of the Bolsover District Local Plan.
14. To protect the amenity of the occupants of nearby dwellings and in compliance with policy GEN 2 of the Bolsover District Local Plan.

### **Statement of Decision Process**

In compliance with the National Planning Policy Framework the Council has negotiated amendments in respect of the layout and phasing of the development.

## **Notes**

1. Throughout the period of construction, space shall be maintained within the site curtilage for storage of materials, loading and unloading of goods vehicles, the parking and manoeuvring of site operatives and visitors vehicles and measures shall be implemented to prevent mud and debris being transferred from within the site onto the highway.
2. Pursuant to Section 278 of the Highways Act 1980 and the provisions of the Traffic Management Act 2004, no works may commence within the limits of the public highway without the formal written Agreement of the County Council as Highway Authority. Advice regarding the technical, legal, administrative and financial processes involved in Section 278 Agreements may be obtained from the Department of Economy Transport and Environment at County Hall, Matlock (01629 533190). The applicant is advised to allow approximately 12 weeks in any programme of works to obtain a Section 278 Agreement.
3. Pursuant to Sections 149 and 151 of the Highways Act 1980, the applicant must take all necessary steps 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.
4. The applicant should contact the Traffic & Safety Section in the Department of Economy Transport and Environment at County Hall, Matlock (01629 533190) for information regarding the required extension of the parking restrictions on Carter Lane East.
5. The sewer records show a public sewer within the curtilage of the site (plan enclosed). The applicant should also be made aware of the possibility of unmapped public sewers which are not shown on the records but may cross the site of the proposed works. These could be shared pipes which were previously classed as private sewers and were transferred to the ownership of the Water Authorities in October 2011. If any part of the proposed works involves connection to / diversion of / building over / building near to any public sewer the applicant should be advised to contact Severn Trent Water in order to determine their responsibilities under the relevant legislation.

All proposals regarding drainage will need to comply with Part H of the Building Regulations 2010.



<p>DATE: 11/11/2020</p> <p>SCALE: 1/4" = 1'-0"</p>	<p>1. CONSTRUCTION</p> <p>2. This drawing is to be used to verify the work of other trades during construction.</p> <p>3. All work shall be done in accordance with the applicable codes and standards. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.</p> <p>4. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.</p> <p>5. All dimensions shall be indicated unless otherwise noted.</p> <p>6. In the event of any conflict between the drawings and the specifications, the specifications shall prevail.</p> <p>7. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.</p>	<p><b>HEALTH, SAFETY AND ENVIRONMENTAL INFORMATION</b></p> <p>1. All work shall be done in accordance with the applicable codes and standards.</p> <p>2. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.</p> <p>3. All dimensions shall be indicated unless otherwise noted.</p> <p>4. In the event of any conflict between the drawings and the specifications, the specifications shall prevail.</p> <p>5. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.</p>
<p>CONSTRUCTION OF THE PROJECT</p>	<p><b>STAGE 1</b></p> <p>1. PREPARE FOR CONSTRUCTION.</p> <p>2. CLEAR AND GRUB THE EXISTING SITE TO EXPOSE THE UNDERLYING SOILS.</p>	<p><b>STAGE 2</b></p> <p>1. SET THE PERIMETER FOUNDATION FOR THE PERIMETER WALLS.</p> <p>2. CONSTRUCTION PERIMETER WALLS.</p>
<p><b>STAGE 3</b></p> <p>1. COMPLETE PERIMETER FOUNDATION.</p> <p>2. INSTALL PERIMETER FOUNDATION TO PERIMETER WALLS.</p> <p>3. SET UP THE PERIMETER FOUNDATION TO PERIMETER WALLS.</p>	<p><b>STAGE 4</b></p> <p>1. CLEAR WITH A GRUB.</p> <p>2. EXCAVATE THE EXISTING FOUNDATION.</p> <p>3. EXCAVATE THE EXISTING FOUNDATION.</p>	<p><b>STAGE 5</b></p> <p>1. EXCAVATE THE EXISTING FOUNDATION.</p> <p>2. EXCAVATE THE EXISTING FOUNDATION.</p> <p>3. EXCAVATE THE EXISTING FOUNDATION.</p>
<p><b>STAGE 6</b></p> <p>1. EXCAVATE THE EXISTING FOUNDATION.</p> <p>2. EXCAVATE THE EXISTING FOUNDATION.</p> <p>3. EXCAVATE THE EXISTING FOUNDATION.</p>	<p><b>STAGE 7</b></p> <p>1. EXCAVATE THE EXISTING FOUNDATION.</p> <p>2. EXCAVATE THE EXISTING FOUNDATION.</p> <p>3. EXCAVATE THE EXISTING FOUNDATION.</p>	<p><b>HEALTH, SAFETY AND ENVIRONMENTAL INFORMATION</b></p> <p>1. All work shall be done in accordance with the applicable codes and standards.</p> <p>2. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.</p> <p>3. All dimensions shall be indicated unless otherwise noted.</p> <p>4. In the event of any conflict between the drawings and the specifications, the specifications shall prevail.</p> <p>5. The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.</p>