

The Arc
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To: Chair & Members of the
Planning Committee

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Monday, 8th January 2024

Dear Councillor

PLANNING COMMITTEE

You are hereby summoned to attend a meeting of the Planning Committee of the Bolsover District Council to be held in the Council Chamber, The Arc, Clowne on Wednesday, 17th January, 2024 at 10:00 hours.

Register of Members' Interests - Members are reminded that a Member must within 28 days of becoming aware of any changes to their Disclosable Pecuniary Interests provide written notification to the Authority's Monitoring Officer.

You will find the contents of the agenda itemised on page 3.

Yours faithfully

A handwritten signature in black ink, appearing to read "J. S. Fielden".

Solicitor to the Council & Monitoring Officer

Equalities Statement

Bolsover District Council is committed to equalities as an employer and when delivering the services it provides to all sections of the community.

The Council believes that no person should be treated unfairly and is committed to eliminating all forms of discrimination, advancing equality and fostering good relations between all groups in society.

Access for All statement

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**PLANNING COMMITTEE
AGENDA**

***Wednesday, 17th January, 2024 at 10:00 hours taking place in the Council Chamber,
The Arc, Clowne***

Item No.		Page No.(s)
1.	Apologies For Absence	
2.	Urgent Items of Business To note any urgent items of business which the Chairman has consented to being considered under the provisions of Section 100(B) 4(b) of the Local Government Act 1972.	
3.	Declarations of Interest Members should declare the existence and nature of any Disclosable Pecuniary Interest and Non Statutory Interest as defined by the Members' Code of Conduct in respect of: a) any business on the agenda b) any urgent additional items to be considered c) any matters arising out of those items and if appropriate, withdraw from the meeting at the relevant time.	
4.	Minutes To consider the minutes of the last meeting held on 29 th November 2023. <u>APPLICATIONS TO BE DETERMINED UNDER THE TOWN & COUNTRY PLANNING ACTS</u>	TO FOLLOW
5.	22/00485/FUL - Residential development comprising 52 no dwellings, with associated access, infrastructure, amenity space, boundary treatments, landscaping and external works - Land to the rear of 1 To 35 Red Lane, South Normanton <u>REPORT OF THE ASSISTANT DIRECTOR OF PLANNING & PLANNING POLICY</u>	4 - 45
6.	Enforcement Update Report (July-Dec 2023)	46 - 51
7.	Shirebrook Growth Plan - Consultation Draft	52 - 96
8.	Local Parking Standards Supplementary Planning Document - consultation feedback and proposed document for adoption	97 - 170

PARISH South Normanton Parish

APPLICATION Residential development comprising 52 no dwellings, with associated access, infrastructure, amenity space, boundary treatments, landscaping and external works.

LOCATION Land to the rear of 1 To 35 Red Lane South Normanton

APPLICANT The East Midlands Housing Group working with Village Partnerships Ltd

APPLICATION NO. 22/00485/FUL **FILE NO.** PP-11458953

CASE OFFICER Mr Peter Sawdon

DATE RECEIVED 16th September 2022

BACKGROUND

This application was reported to Planning Committee on the 1st November 2023, when it was resolved to grant planning permission subject to the completion of a S106 Planning Obligation; the S106 agreement is not yet complete and so the decision is yet to be issued.

It has been noted that contributors to the planning application were not given the opportunity to address Planning Committee, and so there is a procedural error that would be potentially open to legal challenge if the decision were to be issued.

In the light of this, it is necessary for invitations to contributors to address the Planning Committee be offered and in order to do this, it will also be necessary for the Planning Committee to reconsider the application should anyone wish to exercise their right to address it.

The original report is included as Appendix 1 below, with the relevant extract from the update report included as Appendix 2.

The only matter that has changed since the consideration of the earlier planning application is that the National Planning Policy Framework (NPPF) has been updated.

Whilst this amends the paragraph numbers of that document and includes some additional wording, none of the amendments materially affect the consideration of this planning application.

RECOMMENDATION

The recommendation remains unchanged and is as included in the original report at Appendix 1.

PARISH

South Normanton Parish

APPLICATION

Residential development comprising 52 no dwellings, with associated access, infrastructure, amenity space, boundary treatments, landscaping and external works.

LOCATION

Land to the rear of 1 To 35 Red Lane South Normanton

APPLICANT

The East Midlands Housing Group working with Village Partnerships Ltd

APPLICATION NO.

22/00485/FUL

FILE NO. PP-11458953

CASE OFFICER

Mr Peter Sawdon

DATE RECEIVED

16th September 2022

SUMMARY

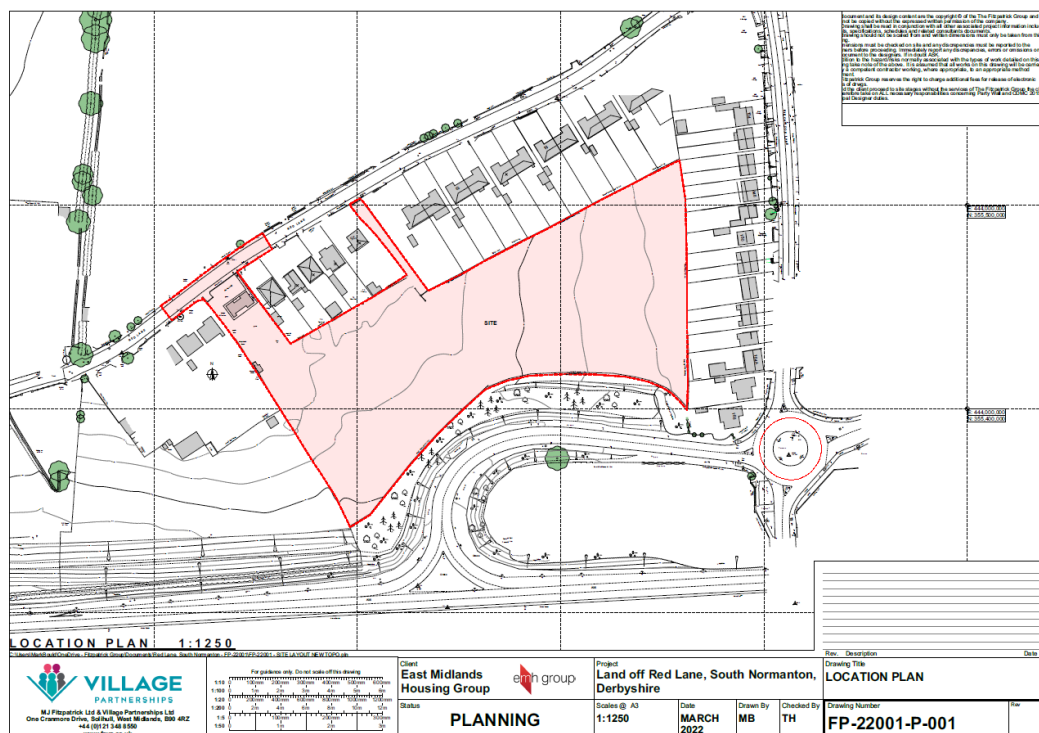
This application has been referred to the Planning Committee for two reasons: -

- The number of representations received; and
- financial viability issues, meaning full S106 contributions are not able to be offered.

In summary, the application is recommended for approval. This is considered to represent sustainable development and accord with most policy requirements, subject to the inclusion of suitable conditions.

Whilst the not all policy requirements are met in full, including the inability to make leisure and NHS contributions, it is considered that the public benefit that is provided through the delivery of this fully affordable housing scheme outweighs these requirements in this case, which has been evidenced by suitable financial viability assessment.

Site Location Plan



SITE & SURROUNDINGS

Approximately 11.822ha Greenfield site that is mostly within the development envelope that is to the south of Red Lane, west of Birchwood Lane and to the north of the A38 slip road. A triangular section to the southwestern tip of the site, which is approx. 2.29ha in size, is located outside of the development envelope. The parts of the site within the development envelope form a housing allocation that has been subject of previous planning permissions.

The site has recently been used as horse paddock (no horses at time of site visit) and is crossed north-south by public footpath No 7 which has been unofficially blocked off for several years at both ends of the site. The line of the path is marked by a hedgerow to one side and is a single width farm track with a farm gate to Red Lane and to the paddock.

There is a mix of dwelling types adjacent to the site although predominantly single storey dwellings along Red Lane and 2-storey dwellings on Birchwood Lane. The area is characterised by red brick with grey roofing tiles, although some roofs are topped with orange/red clay or concrete roof tiles. Windows tend to be white and installed using either timber or white uPVC frames.

Existing trees and vegetation are located on the southern boundary to the A38 slip road which provides a visual screen. Ground levels drop to the southwest of the site and whilst there is a significant embankment to the A38, road noise is still quite noticeable from this direction beyond the site. There are dwellings located between the slip road and the A38 and beyond the A38 is existing employment land. There are fields/paddock to the south-west.

Access to the site is currently available via two dropped crossings: -

1. A grass track on the line of the public footpath; this access is currently gated and locked; and
2. A dropped crossing on the site of a former dwelling at no 35 Red Lane, which has been demolished; this access is currently closed using temporary 'Herras' fencing.



PUBLIC FOOTPATH LEADING INTO THE SITE FROM RED LANE.



SITE OF FORMER 35 RED LANE WHERE VEHICULAR ACCESS IS PROPOSED.



VIEW FROM POINT WHERE PUBLIC FOOTPATH ENTERS MAIN SITE LOOKING SOUTHEAST AND SHOWING REAR OF DWELLINGS FRONTING BIRCHWOOD LANE TO THE LEFT AND TREES ALONGSIDE A38 TO THE RIGHT.

PROPOSAL

The development will offer the provision of 52 general needs properties comprising 8 no. 1B2P* walk-up apartments, 18no. 2B4P*, 24no 3B5P* and 2no 4B8P* houses. All the units will be offered as affordable accommodation, with a broadly equal mix of both intermediate tenure (shared ownership) and affordable rent.

**B = bed; P = person*



PROPOSED APARTMENT BLOCK

Supporting Documents

The following documents were submitted to support the application at the time of submission:

- Completed Planning Application Forms and Certificates.
- Full suite of architectural drawings (prepared by Village Partnerships Ltd): -
 - FP-22001-P-001 – Location Plan
 - FP-22001-P-002 – Site Layout as Proposed (1:500th scale at A1)
 - FP-22001-P-003 – Enlarged Site Layout as Proposed (1:200 – 1 of 3)
 - FP-22001-P-004 – Enlarged Site Layout as Proposed (1:200 – 2 of 3)
 - FP-22001-P-005 – Enlarged Site Layout as Proposed (1:200 – 3 of 3)
 - FP-22001-P-006 – Indicative Street Scene 1
 - FP-22001-P-007 – Indicative Street Scene 2
 - FP-22001-P-008 – Indicative Street Scene 3
 - FP-22001-P-009 – Indicative Street Scene 4
 - FP-22001-P-010 – Indicative Street Scene 5
 - FP-22001-P-011 – Indicative Street Scene 6
 - FP-22001-P-012 – Indicative Street Scene 7
 - FP-22001-P-013 – Indicative Street Scene 8
 - FP-22001-P-014 – Site Appraisal/Concept Layout 1
 - FP-22001-P-015 – Site Appraisal/Concept Layout 2
 - FP-22001-P-016 – Site Appraisal/Concept Layout 3
 - FP-22001-P-200 – House Type 1A (1B2P - Walk up Apartments)
 - FP-22001-P-201 – House Types 1A, 2B and 2B
 - FP-22001-P-202 – House Type 2B
 - FP-22001-P-203 – House Type 2C
 - FP-22001-P-204 – House Type 2D
 - FP-22001-P-205 – House Type 2E
 - FP-22001-P-206 – House Types 2A and 2D
 - FP-22001-P-207 – House Type 3A

- FP-22001-P-208 – House Type 3B
- FP-22001-P-209 – House Type 3B (1)
- FP-22001-P-210 – House Type 3B (2)
- FP-22001-P-211 – House Type 3C – 3 Block
- FP-22001-P-212 – House Type 3C
- FP-22001-P-213 – House Type 3D
- FP-22001-P-214 – House Type 3D – Feature Building
- FP-22001-P-215 – House Types 3B and 3C
- FP-22001 – Design and Access Statement (incorporating Planning Statement)
- Greenhatch Group – Drawing No. 43815_T - Topographical Survey (A1).
- Banners Gate – 22105-BGC-Sk-100 – Schematic Drainage Layout.
- Banners Gate – 22105-BGC-Sk-101 – External Levels & Features Plan (1 of 2).
- Banners Gate – 22105-BGC-Sk-102 – External Levels & Features Plan (2 of 2).
- Banners Gate – 22105-Single Plot Soakaway Calculations 2022.08.18.
- Banners Gate – 22105-Surface Water Network 2022.08.18.
- Phase 1 Preliminary Ecological Assessment (SouthNorm0622-PEA) – as prepared by Dr Stefan Bodnar BSc (Hons) PhD MCIEEM.
- Pre-development Tree Survey to BS 5837:2012 – as prepared by Dr Stefan Bodnar BSc (Hons) PhD MCIEEM (May '22).
- Arena Geo – Phase 1 & 2 Preliminary Ground Investigation – Report Reference 211043/1 – July 2022.
- BEA Landscape Design Ltd – 22-088-Sk-01@A0 – Landscape Strategy Proposals.
- Transport Assessment – as prepared by Hub Transport Planning (Aug '22).
- Flood Map for Planning – as downloaded from the EA website and accompanying FRA Report as prepared by Banners Gate.

AMENDMENTS/UPDATES

23/09/2022 –

- Permeability testing

26/06/2023 –

- Revised suite of architectural drawings
 - 001 REV C Revised Proposed Site Access Layout
 - 002 REV C Revised Proposed Site Access Swept Path analysis
 - 004 Revised Proposed Site Access Swept Path analysis
 - 22-088-P-01 Revised Detailed Soft Landscape Proposals (SHEET 1 OF 3)
 - 22-088-P-02 Revised Detailed Soft Landscape Proposals (Sheet 2 OF 3)
 - 22-088-P-03 Revised Detailed Soft Landscape Proposals (Sheet 3 OF 3)
 - 22105-BGC-D-SK-100C Revised Schematic Drainage Strategy Plan
 - 22105-BGC-D-SK-101B Revised External Levels & Features Layout Plan Sheet 1 Of 2
 - 22105-BGC-D-SK-102B Revised External Levels & Features Layout Plan Sheet 2 Of 2
 - 22105-BGC-D-SK-221B Revised Schematic Infiltration Basin Cross Sections
 - 1172 4 Revised Landscape & Ecological Enhancement Scheme
 - FP-22001-P-101 REV P16 Revised Site Layout as Proposed (52 No. Dwellings)

- FP-22001-P-117 REV P0 Revised Walk-Up Apartments (Plot No's 34-41 Inclusive) - Elevations & Floor Plans
- FP-22001-P-204 REV P0 Revised 2b4p House Types 2d - Elevations & Floor Plans
- FP-22001-P-206 REV P0 Revised 2b4p House Types 2a & 2d - Elevations & Floor Plans
- FP-22001-P-207 Revised House Types 3a - Elevations & Floor Plans
- FP-22001-P-209 Revised House Types 3b(1) - Elevations & Floor Plans
- FP-22001-P-212 Revised House Types 3c - Elevations & Floor Plans
- FP-22001-P-214 Revised House Types 3d Feature Building - Elevations & Floor Plans
- FP-22001-P-215 Revised House Types 3b & 3c - Elevations & Floor Plans
- Revised Design and Access Statement
- Revised Flood Risk Assessment
- Revised baseline noise assessment
- Revised Biological Impact Assessment
- Revised Biodiversity Metric Calculation
- Revised Surface Water Network
- Response to Environmental Health Officer comments
- Revised Rambler Association Overlay
- VRP1526 - RSA 1 Revised Section 38 Highways Works Stage 1 Road Safety Audit Report

29/06/2023

- Revised house type drawings
 - FP-22001-P-111 REV P0 Revised 2B4P House Type 2B & 2A* - Elevation and floor plans
 - FP-22001-P-118 REV P0 Revised 4B8P Detached Houses Type 4A* & 4A (Plots 14 & 52) - Elevations & Floor plans
 - FP-22001-P211 House Type 3a* & 3a - Elevations & Floor Plans

17/08/2023

- 22-088-P-01-B Soft Landscape & Play - Sheet 1
- 22-088-P-02-C Soft Landscape & Play - Sheet 2
- 22-088-P-03-B Soft Landscape & Play - Sheet 3
- 1172BIA Rev 1 Biological Impact Assessment 29th June 2023 Revised 16th August 2023
- 1172.4 Rev 1 Landscape and Ecological Enhancement Scheme
- Biodiversity Metric 4.0 Calculation Tool
- Acoustics Design Note

12/10/2023

- FP-22001-P101 revised layout proposals (N.B. this plan is submitted to correct a typo and contains no further amendments to the previous submission)

BACKGROUND PAPERS

- Viability assessment by CPV Viability Ltd, commissioned by Bolsover District Council, dated ref. DN-0898, dated 6th October 2023.

EIA SCREENING OPINION

The proposals that are the subject of this application are not Schedule 1 development, but they are an urban development project as described in criteria 10b of Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

However, the proposals are not in a sensitive location as defined by Regulation 2 and by virtue of their size and scale, they do not exceed the threshold for EIA development set out in Schedule 2.

Therefore, the proposals that are the subject of this application are not EIA development.

HISTORY

02/00639/OUTMAJ	Refused	Demolition of bungalow and erection of dwellings with new roads
04/00195/OUTMAJ	Withdrawn	Residential Development (including demolition of no 35 Red Lane for access)
06/00789/OUTMAJ	Granted Conditionally	Residential development (including demolition of no. 35 Red Lane for access road)
10/00169/VARMAJ	Granted Conditionally	Residential development (extension of time period for start of previously approved scheme 06/00789/OUTMAJ)
13/00162/VARMAJ	Granted Conditionally	Extension of time for start of previously approved application for Residential development- 10/00169/VARMAJ
14/00397/OTHER	Granted Conditionally	Application for modification of S106 Agreement regarding affordable housing provision
16/00003/REM	Granted Conditionally	Erection of 50 dwellings and associated estate roads and access from Red Lane (Layout, Scale, Appearance, Landscaping and Access).
16/00231/OTHER	Permitted	Variation of S106

CONSULTATIONS

Bolsover District Council Drainage Engineer

07/10/2022 –

1. Subject to acceptance of the SuDS design by DCC (LLFA), we must ensure the developer submits an Operation and Maintenance Plan (in accordance with section 32 of the SuDS Manual) which provides details of the arrangements for the lifetime management and maintenance of the SuDS features together with contact details (a copy to be kept by Engineering Services).
2. 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 will need to contact Severn Trent Water in order to determine their responsibilities under the relevant legislation.

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

4. It is essential that any work carried out does not detrimentally alter the structure or surface of the ground and increase or alter the natural flow of water to cause flooding to neighbouring properties. The developer must also ensure any temporary drainage arrangements during construction gives due consideration to the prevention of surface water runoff onto the public highway and neighbouring properties.

Bolsover District Council Environmental Health

28/09/2022 –

- Results of further gas testing needed to be submitted for further consideration;
- Further submissions needed in respect of noise controls; and
- Conditions recommended regarding construction controls including hours of operation and noise and dust mitigation.

14/12/2022 – Submitted gas testing results are considered to be acceptable and recommends conditions to ensure submission and implementation of appropriate mitigation measures for the contamination risks identified in the submitted documentation (amended condition wording 22/12/2022)

04/07/2023 – I would advise that the noise report is updated to reflect the further layout changes.

I would also like to see assessment of the LMAX levels upon the existing property to the north of the site adjacent to the main site access. I would advise that further information is submitted in regards overheating strategies in properties where windows cannot be left open (habitable rooms overlooking the dual carriageway).

18/09/2023 (2 responses) –

- 7.3.1 of the original noise report confirmed that habitable rooms overlooking the A38 will require an overheating risk assessment, on the basis that windows overlooking the A38 will need to be closed to achieve reasonable internal levels.
- In regards the proposed barrier, in the absence of any detail relating to the barrier height and relative source/receptor locations, I would advise that a 1.8 m acoustic fence is installed along this boundary, and then my concerns will be addressed.
- Recommends a condition to deal with the above issues.

Bolsover District Council Leisure Services

21/10/2022 - Amendments and/or contributions will be required to ensure adequate provision is made. Green Space and play provision under the requirements of policy ITCR5. Contributions towards built and outdoor sports facilities are also required under policy ITCR7. Comments are also made regarding the potential to improve footpath and cycle usage, including the improvement to the line of Public Footpath 7 that crosses the site.

10/08/2023 - There appear to be two slightly different designs, both of which have their merits. Prefer the play area design v1 (February 2023) but note that there is an additional path on the eastern side of the play area on v2 (June 2023). The link path through the play area on the original design provides better access to the play area, but only from one side.

However, on balance I would go with the first version with a few caveats:

1. Fencing to the boundary should be bowtop, 1m or 1.2m high.
2. All paths should be tarmac
3. FP7 should be connected to Berristow Lane via the detention basin (again, ideally as a tarmac path)
4. I would be happy to comment on a final design for the play area – ideally metal equipment rather than wooden.

12/09/2023 – Would need any paths that would be adopted by the Council to be tarmac and not gravel. Adoption would be subject to a suitable maintenance sum being agreed as part of any S106 Planning Obligation.

Derbyshire County Council (Flood Risk Management)

26/10/2022 - Holding objection pending submission of further information to enable an informed comment to be made.

18/09/2023 – no objections subject to conditions relating to:

- Approval of detailed designs and management and maintenance plan for surface water drainage.
- Approval of final destination for surface water.
- Approval of avoidance measures for surface water run-off during the construction phase.
- Validation of any installed drainage scheme, to ensure that it meets its design objectives.

Guidance notes to inform the above conditions are also recommended.

Derbyshire County Council (Highways)

18/10/2022 – Suggested alterations to the proposed site access and internal layout.

11/08/2023 – Now considered that the development site as a whole is acceptable to the highway authority and the road is suitable for potential future adoption.

It is noted that an existing PRow (footpath no. 7 on the Definitive Map) runs through the application site up to the southern boundary of the site. This footpath is severed from its legal alignment at the southern site boundary due to the construction of the A38 slip roads some years ago. The application does refer to an option to divert the alignment of the footpath through the site and to end the path at the furthest south easterly point of the site boundary. Whilst this is welcomed, the realignment footpath route, as shown on the latest site layout plan (FP – 22001 -P101 Rev P16) indicates that the path would come to a dead end where the site meets the publicly maintainable highway. It is requested that the applicant modify the application site boundary (red line plan) to include a link from the south-eastern corner of the site to the verge adjacent to the slip road and then easterly to meet the existing footway

network at the roundabout with Birchwood Lane and for a new path to be constructed along that alignment to provide a continuous link through the site and on to the existing footway network. This work would require the applicant to enter into a legal agreement with Derbyshire County Council under S278 of the Highways Act 1980 to construct the path within highway limits. The internal realigned footpath can be included within the extents of the future adoptable publicly maintainable highway covered within the S38 agreement.

The internal footpath shall be constructed to adoptable standards and be included within the S38 agreement for the future adoption of the internal roads/footways. It is also requested that the applicant waive all rights to compensation from the highway authority for the provision of the public footpath within the applicant's land; a suitable legal mechanism can be agreed but it is suggested that this is achieved via a S106 agreement.

It is requested that the diversion of footpath no.7 is undertaken under the relevant powers within the Town and Country Planning Act 1990.

Derbyshire County Council (Planning Policy)

07/10/2022 -

- There is sufficient capacity in the local schools, so no education contribution is sought.
- Recommend advisory note regarding the provision of high-speed broadband connection for future residents.
- Is seeking a contribution of £4,280 towards stock at the local library equivalent to the extra demand on that service from the development (with additional monitoring fees).
- Encourage dwellings with high standards of amenity and flexibility for existing and future users and having a proportion of dwellings built on one level (stacked or bungalow) and ensuring this type of provision is located near public transport routes and/or urban centres.

Derbyshire County Council (Rights of Way Officer)

13/10/2022 – Site is crossed by Public Footpath No. 7 that appears to have become a cul-de-sac in the later 1960's when the A38 was built and has been obstructed for many years. Would welcome reinstatement of the path and recognises the potential for the creation of a connection to Birchwood Lane. Possible diversion shows path alongside roads; a preference for paths to be through landscaped or open areas away from vehicular traffic is stated. Advisory notes suggested.

28/07/2023 – Question as to whether this Authority would be prepared to use S257 of the Town and Country Planning Act 1990 (As amended) to divert footpath 7.

10/08/2023 - The revised layout is much improved from the point of view of South Normanton Public Footpath No. 7. However, the details of boundary crossings, the width and surfacing of the length of footpath 7 through the site, and suitable safety mitigation measures where footpath 7 crosses the spine road, must be agreed with the Rights of Way Section prior to works commencing, as a condition of any permission.

With regards to the proposed path which would run from footpath 7 at the southern site boundary, to the south-east corner of the site, the applicant must enter into an agreement to make this path a public right of way, also as a condition of any permission. This is to ensure

that linking footpath 7 to Birchwood Lane remains a possibility, as the new public path would join highway land at the south-eastern boundary of the site. The details of the proposed path, such as precise location, width and surfacing would be agreed as part of the creation agreement.

Derbyshire Wildlife Trust

24/10/2022 - Additional information is needed as sufficient regarding biodiversity has not been provided at this stage including the submission of a biodiversity net gain matrix.

07/08/2023 – Changes required to bring the submitted biodiversity metric in line with latest guidance.

25/09/2023 – No objections subject to conditions.

Force Designing Out Crime Officer

05/10/2022 – Concerns about treatment of retained footpath, including a preference to retain this on its existing route due to concerns with the alternative route. Suggestions for other layout improvements to improve crime prevention.

10/07/2023 - Generally the revised detail is acceptable.

Still has reservations about the proximity of a potentially realigned footpath 7 route to 166 and 168 Birchwood Lane, also concerning the added link into the cul-de-sac between apartment block 34-31 and plots 30-33, which I expect will weaken residential ownership of this semi-private space.

Effective boundaries will go some way to lessen this, and as none are included with the application, I'd ask that this should be set as a condition of approval for details to be agreed subsequently.

Health and Safety Executive (HSE)

23/09/2022 - The site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline.

7/10/2022 – The HSE Explosives Directorate has stated “that the proposed development falls within the SD3 distance of the nearby licensed explosives site, but outside SD2 distance. HSE therefore has no comment to make on the planning application provided that the development is not a vulnerable building.

“Vulnerable building” means a building or structure of vulnerable construction, that is to say—

(a) a building of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5m² and extending over more than 50% or 120m² of the surface of any elevation;

(b) a building of more than three storeys above ground or 12m in height with solid walls and individual glass panes or frangible panels larger than 1.5m² and extending over at least 50% of any elevation;

(c) a building of more than 400m² plan area with continuous or individual glazing panes larger than 1.5m² extending over at least 50% or 120m² of the plan area; or

(d) any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.

National Highways

12/10/2022 - recommend that planning permission not be granted pending submission of additional details to enable further consideration of the impacts on the adjoining trunk road.

20/12/2022 - No objections, subject to advisory note.

05/06/2023 – No objections; general comment made regarding national objectives to support modal shift away from car travel by promoting genuine choice of transport modes and promotion of walking, cycling, and public transport. Recommends advisory note re drainage and comments regarding ensuring proposed acoustic/boundary fence.

05/07/2023 – No objections subject advisory note regarding drainage; comments made that the submitted and levels boundary treatments accord with their requirements and general advice relating to the need to encourage modal shift from cars.

NHS

10/10/2022 –

[CCG] – Local practice facilities are collectively fully utilised and so seeking a contribution of £55,080 towards increased capacity at local surgeries in local catchment area: -

- The Village Surgery South Normanton and Pinxton
- Blackwell Medical Centre
- Limes Medical Centre
- Parkside Surgery
- Jessop Medical Centre
- Somercoates Medical Centre

12/07/2023 –

[Chesterfield Royal Hospital] - Section 106 impact on health to be considered. Initial modelling suggests that the impact of this development is up to £81k.

Ramblers Association

26/09/2022 - We note that South Normanton FP 7, (part), runs approximately north south through the area of proposed development. We further note the comment in the Design and Access Statement purporting to the fact that this footpath has been effectively closed for an indeterminate period. Additionally, the ongoing section of the Footpath South Normanton 7 has been built over at some time in the past where it passes through the buildings of the residence referred to as Little Orchard.

Our organisation would welcome the reinstatement of the footpath including rerouting of the southern section of the path around the southern edge of the levelling pond. It is suggested that this would provide access to the wider footpath network and thus encourage a healthy lifestyle for all future residents of the development. Should this option be taken then a DMMO would be required to effect the change and complete the reinstatement of the path from the point where it leaves the curtilage of the development. We would request that wherever possible the character of the footpath be maintained and the use of tarmac surfaced path be kept to a minimum.

Should the option to divert the path be taken then we would request that we be given chance to comment further. Please note, we would be minded to strongly object to any proposal to extinguish South Normanton FP 7.

03/07/2023 - revised drawing does not detail how the path will be preserved or the nature of its immediate surroundings. Also concerned as to how the path would be linked to the wider footpath network. We further appreciate that the developer is only able to control that section of the footpath that crosses the site and that the problems associated with the ongoing section of the path is the responsibility of others. The fact remains that the current plans require an access road to be built over a short section of the path. Provisions should be made to ensure walkers using the path may cross this road safely. Basically our comments remain as for the original submission. We would endorse fully the comprehensive suggestions as presented by the RoW submission.

Severn Trent Water

12/10/2022 – Foul and surface water are proposed to connect to public sewers; these will need to be subject to connection agreements with the water company. Under Planning Practice Guidance and Building Regulations sustainable alternatives for surface water drainage should be considered before a discharge to the public sewer system is considered.

Although re-consulted further to later amendments, no further responses have been received.

South Normanton Parish Council No comments received.

All consultation responses are available to view in full on the Council's website.

PUBLICITY

Initial publicity was undertaken by site notice, press advert and 47 neighbour letters. 35 individual representations were received (3 of which were from the same resident)

Following the submission of revised plans, further re-publicity by site notice and neighbour letters was carried out which resulted in the receipt of a further 15 letters; 10 of these were further letters from individuals had previously commented and 5 were from additional residents.

The representations received have raised the issues included in the following summary: -

Principle

- Two writers state that it is accepted that development will go ahead or that they accept housing behind them, but there are specific concerns about the submitted plans (listed separately).
- See the need for new housing, but this should go on brownfield sites.
- Do not need any more new houses in our once village but now more like a town.
- Loss of countryside/rural character of the area. Surely with other developments in the area, enough green land has already been lost. Will affect the essential character of this rural lane. south Normanton is already over developed.
- Brownfield sites should be preferable.
- Is the local infrastructure (schools, doctors and dentists) going to be able to cope with the extra load? Doctors, dentists and Kings Mill hospital already oversubscribed. Dentist list is often closed to new NHS customers. School has previously had to rely on portable buildings; increased population has not led to an increase in space at the

school. Secondary School already claims to be 'oversubscribed' so children may be forced to travel elsewhere for education. Shortage of play areas.

- Capacity for BT Openreach is already stretched due to old infrastructure and the current refusal of BT Openreach to upgrade the network cable.
- "Affordable housing" is a very subjective term, and the fact that the area is so close to the commuter-friendly M1 seems to make it quite desirable - and perhaps "affordable" only to more affluent clients.
- Concerns regarding crime prevention – area is virtually crime and anti-social behaviour free. Including a footpath off Red Lane would encourage anti-social behaviour and crime by providing an easy escape/access route either into or from the new estate. Presume cannot guarantee this will not change. Residents should be compensated for any additional security measures that will be needed.
- Concern at the lack of fencing or lighting on the line of the public Right of Way.
- Take issue with the inclusion of a dead end with the sole intention of using this as a future access point to another development to the west of the ménage.
- Poor access to local public transport.
- Don't consider the reduction in dwellings in the revised plans to be sufficient and there should be a further sizeable reduction.
- Concerned about the accuracy of descriptions of the housing in the locality in the Design and Access Statement submitted with the application (refers to late sixties housing, whereas those bordering the site were built between 1926 and 1939).

Amenity

- Overlooking and loss of light from proposed dwellings and users of proposed footpaths.
- Noise and pollution impacts. Including fumes from extra vehicles. Air quality will be harmed.
- 2/3 storey houses overlooking single storey bungalows means loss of privacy.
- HGVs constantly in and out of the site.
- Residents will suffer during and after the development is completed.
- An annexe on an adjoining property (that is 1m from the boundary with windows overlooking the site) has not been shown on the submitted drawings; concerns about impacts of the development on the structure from the adjoining balancing pond; who will be responsible should damage occur. Amenity path around the pond would allow people to walk no more than two metres away from bedroom windows; is this allowed under planning regulations?
- Noise and fumes for residents of the new dwellings due to proximity to A38 will expose people to danger. On previous application houses couldn't have opening windows and outdoor space could have noise and hazardous pollution levels.
- Loss of outlook/view.
- Increase in stress for residents and resultant impacts on health.
- What protection will be given to an Oak tree on the border of 43 Red Lane. How will building a road over its roots preserve this tree?
- Loss of ambience. The area is semi-rural with nearby stables with regular use by horses on Red Lane; conflict will arise between cars and horses. The whole essence and friendly ambience will be lost. Impact on peace and tranquillity currently enjoyed. Will impact on health and wellbeing.
- Concerned at the prospect of diverting the public footpath adjacent to existing

residential properties in terms of both amenity and crime prevention considerations.

Ecology

- Concerns for wildlife in the area. Impacts on wildlife including protected species. Affected species include grass snakes, great crested newts, birds, rabbits, foxes, buzzards, sparrow hawks, kestrels, foxes, partridge, and bats; either inhabiting the site and/or using the site for foraging/hunting.
- Fifth major housing project nearby since we bought our property; development will displace/reduce wildlife and hedgerows further.
- Once wildlife is lost it will not be able to be restored as the permanent damage will be irreparable.
- Bolsover Council website says that 2023 is “the year when we prioritise Local Nature Recovery”. In the Biological Impact Assessment (June 2023) of this application, biodiversity actions including bat roost boxes, wildlife pond, & hibernacula environments for amphibians & reptiles are mentioned as desirable but are they mandatory requirements? If not, why not? What happens to that wildlife if the development is built & these things do not happen? What if there is now no room for the wildlife pond etc? Too late then. Grass snakes, bats, & great crested newts are mentioned but what about the environment of birds, foxes, & rabbits? They deserve somewhere to live too. Priority for wildlife in remaining land should be mandatory – almost all the fields there were around Birchwood Lane have been built on over the years – leaving some land for nature is the least we can do.
- Concern as to whether the proposed ecological enhancements will be properly delivered, managed, and maintained.

Highway Safety

- The traffic on Birchwood Lane is shocking a lot of the time due to access to the nearby motorway, trunk road and industrial estates. Will add to existing congestion on Red Lane and Birchwood Lane.
- Red Lane is a narrow cul-de-sac. Development will result in a large increase in traffic on it, increasing vehicle pollution (fumes and noise). Traffic is in addition to smaller developer that has recently been undertaken. As a lane and bridle foot path it is not built to cope with a possible extra 120 cars plus delivery and service vehicles etc.
- The existing road is improperly surfaced, country style lane. Doesn't have a suitable turning head. Concern generally at the quality of maintenance of the existing highway.
- Extra traffic will be a hazard to horse riders that use the lane.
- Conflict with pedestrians (dog walkers, family groups).
- All fire, police and ambulance and emergency vehicles would have to go up to top of Red Lane and then down into the bottom of the development.
- Road surface on Red Lane is not great and the development will damage this further.
- Junction of Red Lane with Birchwood Lane is a bottle neck that would not support the amount of traffic. This junction is already an accident waiting to happen. It's location between two roundabouts makes adds to safety issues with traffic speeding up as vehicles turn onto the lane.
- Existing issue with parked cars at the junction of Red Lane forcing vehicles into the middle of the road near to the junction (parking from nearby houses with no off-road parking)
- Far too many houses for the Lane and an alternative access needs to be found that is

not taken from Red Lane.

- Can't believe access road is suitable.
- The top of Birchwood Lane is a known black spot and dangerous for children crossing the roads.
- Already difficult for vehicles exiting private drives.
- Priority emergency services route and very near to junction 28 of the M1 which is already very congested far too often, with very long delays (problems have been subject to various televised reports etc.). This could cause serious problems if emergency vehicles are affected any more.
- Question the estimates for journeys that are made in the Transport Assessment.
- Existing problems with lorries and delivery vehicles unable to turn on Red Lane; they often use Michael's Meadow at the end of the lane, but this is a private road that gets damaged as a result.
- New access arrangements would be difficult for large vehicles to navigate.
- Mud on the highway.
- Concerns also that the construction traffic will have an impact on the underground services given that building material delivery vehicles are typically in excess of the 7.5-ton weight limit.
- Problem for emergency services accessing the single access road into the site; alternative access arrangements should be considered.
- Forecasts of vehicular movements in the Transport statement (one car every two minutes between peak times) are conservative and unrealistic.
- Consider that the images used in the submitted documents do not show the correct situation with existing on-street car parking.
- Do not consider diversion of the public footpath alongside the A38 slip road to be appropriate given the nature and volume of traffic on that highway.

Water Supply and Drainage

- Water Supply and sewers aren't sufficient to take anymore dwellings.
- Existing problems with water pressure and air pockets, along with dirty water in the system that Severn Trent are aware of but haven't yet sorted; development will only make issues worse.
- Ground is basically clay and in heavy rain, does not drain well.
- Existing sewerage problems with individual properties and alongside Birchwood Lane near the development site. At least one part of the sewer is slightly collapsed.
- Flooding issues.
- Loss of natural rain absorption on the site will increase flooding risk.
- Gardens have flooded in past heavy rainstorms. Development of the field would result in additional water run-off onto neighbouring property.
- Concern relating to sewage outflow potentially connecting into a 6" sewer pipe that extends at the rear of houses from the A38 slip road to an outlet at the bottom of Red Lane; foresee this creating major problems for residents on Birchwood Lane.
- Historic issues with site owners being unable to buy rights to access sewers overcome by purchasing rights in advance, but this will cause problems for future residents of that dwellings, as well as its neighbours.
- Existing issue with surface water runoff will be worsened due to shallow soils overlaying clay; developer off Lonwood Hall Rise had to install additional drains in the

highway to eliminate some of the problem.

- Additional traffic will result in damage to sewers in the road.
- Concern about connections on private property where there are existing foul sewerage issues.
- Who will pay for any damage that may result?

Other

- Animal welfare from access road alongside horse paddocks and arena, especially during the construction period.
- A hedgerow on boundary is owned by an adjoining neighbour, this will not be removed. Writer would like to be informed/consulted on any alterations to the hedge row on the border & of any fencing/sound barrier which will be erected.
- Loss of property value.
- Concern about ongoing maintenance of properties following development, with concerns about media reports that social housing are often built cheaply, not maintained or repaired promptly and are problematic for both residents and neighbours.

POLICY

Local Plan for Bolsover District ("the adopted Local Plan")

Planning law requires that applications for planning permission be determined in accordance with policies in the adopted Local Plan unless material considerations indicate otherwise. In this case, the most relevant Local Plan policies include:

- SS1: Sustainable Development.
- SS3: Spatial Strategy and Scale of Development.
- LC1: Housing Allocations.
- LC2: Affordable Housing Through Market Housing.
- LC3: Type and Mix of Housing.
- WC4: Rough Close Works, South Normanton.
- SC1: Development within the Development Envelope.
- SC2: Sustainable Design and Construction.
- SC3: High Quality Development.
- SC7: Flood Risk.
- SC8: Landscape Character.
- SC9: Biodiversity and Geodiversity.
- SC10: Trees, Woodland, and Hedgerows.
- SC11: Environmental Quality (Amenity).
- SC12: Air Quality.
- SC13: Water Quality.
- SC14: Contaminated and Unstable Land
- ITCR5: Green Space and Play Provision.
- ITCR10: Supporting Sustainable Transport Patterns.
- ITCR11: Parking Provision.
- II1 Plan Delivery and the Role of Developer Contributions.
- II2: Employment and Skills England and how these should be applied.

National Planning Policy Framework (“the Framework”)

The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. The Framework is therefore a material consideration in the determination of this application and policies in the Framework most relevant to this application include:

- Chapter 2: Achieving sustainable development.
- Paragraphs 7 - 10: Achieving sustainable development.
- Paragraphs 47 - 50: Determining applications.
- Paragraphs 55 - 58: Planning conditions and obligations.
- Paragraphs 60 - 67: Delivering a sufficient supply of homes.
- Paragraphs 92 - 103: Promoting healthy and safe communities.
- Paragraphs 104 -113: Promoting sustainable transport.
- Paragraph 119 - 125: Making effective use of land.
- Paragraphs 126 - 136: Achieving well-designed places.
- Paragraph 152 - 169: Meeting the challenge of climate change, flooding and coastal change.
- Paragraphs 174, 180 and 182: Conserving and enhancing the natural environment.
- Paragraphs 183 -188: Ground conditions and pollution.

Supplementary Planning Documents

- Successful Places: A Guide to Sustainable Housing Layout and Design - adopted Interim Supplementary Planning Document
- Parking Standards - Consultation Draft Supplementary Planning Document

ASSESSMENT

Key issues

It is considered that the key issues in the determination of this application are:

- the principle of the development.
- access and highway safety considerations, including whether the development would be provided with a safe and suitable access and the impact of the development on the local road network.
- landscape and visual impact of the development.
- whether the development has a suitable design and layout and provides sufficient residential amenity.
- potential contamination risks.
- Health and safety risks.
- the ecology impacts of the development.
- drainage and flood risk requirements.
- S106 issues, including affordable housing provision and the impacts on infrastructure, including recreation and leisure, education, and health facilities.

These issues are addressed in turn in the following sections of this report.

Principle

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

Policy SS3 of the Adopted Local Plan sets out a settlement hierarchy which seeks to distribute development firstly to the District's larger towns, that includes South Normanton.

Most of the site, approx. 1.6ha, is an allocated site by virtue of Policy LC1: Housing Allocations. This states that to achieve sustainable development, we will impose conditions on planning permissions or seek to enter in to a S106 Planning Obligation to secure the expected requirements for allocated sites; for this site these are: -

- Contributions to increasing the capacity of local schools.
- To provide sufficient green space within the site.

A significant material planning consideration are the previous planning approvals for development on the allocated parts of the site.

A smaller part of the site to its south-western corner, whilst forming part of a field that is otherwise allocated for housing, is omitted from the allocated site and settlement boundary, and is classed as countryside. Policy SS9 would normally only seek to grant permission of sites in the countryside if detailed tests within that policy are met; none of those tests are satisfied by this proposal.

Notwithstanding this, the NPPF does not preclude additional development outside of settlements where this can be shown to be sustainable.

In this instance, it is understood that this omission of this land from the Local Plan allocation was not due to any concerns regarding landscape harm, land supply or highway safety issues, but by virtue of concerns at that time regarding noise implications from the adjoining A38; this means that retaining this area as part of any proposed site meant that the site could not be demonstrated as a deliverable site and would therefore have failed the delivery test for inclusion as an allocation in the adopted Local Plan.

Whilst noting the above, in considering this application, the Environmental Health Officer is satisfied that dwellings can be provided on this site that maintaining suitable levels of amenity for potential residents.

Given the site otherwise follows the existing field parcel boundary, it would be illogical in the absence of unacceptable to resist the development of the remainder of that parcel, unless there are identifiable planning issues; these will all be discussed later in the report in more detail, but no identifiable planning harm is identified, and it is not considered that the development of this additional corner of the site should be resisted in principle.

Subject to the consideration of other detailed considerations below, the principle of the development of this site is considered to be acceptable.

Access and Highway Safety

The development proposes a single point of access from Red Lane. This is as envisaged by the Local Plan allocation and was the basis of the previous permissions that were granted for

the development of the allocated portions of this site. There are no material differences in planning circumstances to justify a change from this previously approved position.

Whilst noting that concerns have been raised in representations regarding highway safety, the Highway Authority has confirmed that it has no objections to the proposal in terms of either its layout and design or impacts on the local highway network, including impacts on Red Lane itself. It is also noted that the layout would meet that Authority's requirements for adoption.

National Highways has also confirmed it has no objections in terms of impacts on the A38, noting the applicant's proposals for site drainage and noise controls.

Parking provision on site is being made in accordance with normal standards and as such complies with policy ITCR11.

Public footpath issues on site

The site is crossed by public footpath no. 7 on the definitive footpaths map that runs generally north to south through the site. It runs from Red Lane from a point between nos. 23 and 25 Red Lane and its first section is along a track between those two dwellings, before it enters the main body of the site, and then currently terminates on the site's southern boundary adjacent to the A38 slip road.

That footpath is proposed to be retained on its lawful line as part of this development but would be crossed by the proposed highway within the development. Adaptions to the layout have been incorporated to improve the relationship of the footpath route with the proposed development, including its incorporation into the proposed public open space area instead of running it between long rows of houses, to try to maintain the amenity for users of that path as far as practical within its new residential setting.

Final designs for the crossing point can be secured by conditions on any planning permission.

The Ramblers Associated have expressed a desire for the path to not be tarmacked, but this conflicts with the potential adoption of the path either by this Council's Leisure team, who would like a tarmac finish, or by the Highway Authority, if this was to form part of adoption by that Authority. There are pros and cons with both finishes, but this is a detail that can be agreed and finalised under a condition of any planning permission; in principle though, it is generally considered that adoption by a responsible public authority is likely to be the optimum solution in terms of ensuring the long-term retention, management, and maintenance of any such pathways.

Public footpath issues off site

The legal definitive line of the footpath should continue further south beyond the site, by approx. another 100m before turning east and joining Birchwood Lane, but the path has been blocked off and unusable for several years and currently terminates at the site boundary. Of note is that off site, the definitive line would then involve crossing the A38 slip road, and in part has been developed upon and cannot in fact be utilised under current circumstances without substantive intervention and diversion.

It is unclear how long the footpath has been inaccessible beyond the site, but indications are that this has been for several decades.

Notwithstanding the above, requests have been received from the Highway Authority, including Derbyshire County Council's Rights of Way officer, to seek to secure the diversion of that footpath, including modifications to the application site boundary to include land off site to facilitate a diversion through the site to the south-eastern corner of the site, to then run alongside the A38 slip road to emerge onto Birchwood Lane alongside No. 168 Birchwood Lane (NB the occupants of that dwelling have objected to the footpath running alongside their dwelling).

Whilst the principle of diverting the footpath is appreciated to resolve a longstanding issue, with its current line having been effectively cut off, the fact the path has been cut off beyond this application site is not because of any actions of the landowner and is not something that any relevant Authority has sought to formally resolve over many years. For this reason, whilst acknowledging the desirability to re-institute a footpath link to Birchwood Lane, it is not considered that this would meet the tests of being fairly and reasonably related to the development proposal and would therefore, fail the necessary legal tests for the inclusion of either a condition or legal agreement to secure this. The Council's solicitor has also confirmed that the ability to divert the footpath under S257 of the Town and Country Planning Acts (as requested by the footpaths officer at Derbyshire County Council) is also not permissible given the fact that S257 states that a competent authority may by order authorise the stopping up or diversion of any footpath if they are satisfied that it is necessary to do so ... to enable development to be carried out. Other than a temporary diversion order to enable construction works to be undertaken across its legal alignment, that will otherwise be retained upon its existing alignment, it is not necessary to divert the footpath to enable development, such that S257 is not usable.

Notwithstanding the above, the applicants have agreed to make appropriate provisions within the site that would facilitate a future diversion, should any relevant Authority seek to undertake the necessary diversion and off-site development works to facilitate this. This includes a route through the site to its south-eastern corner. Further sections of footpath would have to be provided beyond that point over the planted area and verges alongside the A38 slip road; this land is in the ownership and control of Derbyshire County Council.

It is not considered that anything other than the retention of the existing path on its existing alignment (that is also provided for) can be required in planning policy terms and for this reason, the design put forward is considered to be a satisfactory outcome as this presents a site layout that can facilitate a potential future footpath diversion should this become a possibility in the future.

The Highway Authority has made suggestions for the inclusion of conditions and advisory notes relating to:

- the provision of the access, parking and turning facilities,
- submission and implementation of a construction management plan for the demolition and construction period.
- Construction of the estate streets leading any new dwelling prior to its occupation; and
- Provision of an improved gate at the entrance of footpath no. 7 off Red Lane.

All these conditions are considered to be reasonable and necessary and are proposed for

inclusion.

The comments received in representations have been considered, but for the reasons outlined above and subject to the inclusion of the suggested conditions, the proposal is considered to be acceptable in respect of highway safety considerations.

Landscape and visual impact of the proposed development

For the most part views of this site are limited to views through gaps in frontage properties from Red Lane, or if viewed from the public footpath that crosses the site, although that path currently isn't a through route (see later assessment of footpath issues) and so presumably is little used. Existing landscaping means there no views of the site from the A38 to the south and west.

The development would effectively infill the gap created between existing housing on Red Lane to the north, Birchwood Lane to the east, and the A38 to the south.

The land does not form part of any distinctive or sensitive landscape and is not important to wider landscape features or views or other qualities. On this basis, the development is considered to accord with Policy SC8 in this regard.

Design, Layout and Amenity

The proposals comprise an appropriate mix of dwelling types to ensure that varying requirements for housing of differing sizes can be met and is acceptable.

For the most part, the development will comprise two storey dwellings of a traditional appearance. There are some limited instances of three storey properties, although the third floor is contained in the roof-space, such that these maintain a general two storey appearance and are still in keeping with the overall character and appearance of the area; these are located at key nodal points and offer a design feature that is considered to enhance the character and appearance of the development.

Concerns have been raised in representations about the inclusion of the three storey properties, particularly where these are located at the rear of existing single storey properties, but these are suitably sized and distant from existing properties to be acceptable in planning terms with the amended layout meeting the Council's adopted design guide 'Successful Places' in terms of separation distances and garden provision.

In terms of the amenities of the residents of the proposed dwellings, noise reports have been submitted in view of the proximity of the development to the A38 and its associated slip road to the south. Subject to the inclusion of a condition to require the agreement of noise control measures based on the findings of the noise assessment, the Environmental Health Officer has raised no objections to the proposal.

The proposed dwellings would be constructed in brick and tile; details of materials to be used have not been submitted, but these can be controlled by condition to ensure materials are used that are appropriate to the character and appearance of the area.

Car parking is sensitively designed, with large parts of the parking alongside dwellings to avoid large amounts of frontage parking that would otherwise dominate streetscenes. Where

larger areas of shared parking courts are proposed, the appearance of these is softened by trees and additional landscaping.

Despite financial viability considerations that are discussed later, the development will include the provision of on-site open space including play facilities; this was considered a necessity to ensure the sustainability of the development given that there is no alternative provision within the normally required 400m of the site and an overall lack of green space within the town. Whilst some details of the open space need refining to meet the requirements of the Leisure Officer, especially given the intention that the space be offered to the Council for adoption, the play areas and open space areas generally are suitably located to provide sufficient offset distances to the proposed dwellings to protect privacy and amenity, but in a position that also allows natural surveillance of these areas as a crime prevention measure.

In terms of crime prevention, the Force Designing Out Crime Officer, whilst generally happy with the layout, has reservations about the proximity of a potentially realigned footpath 7 route to 166 and 168 Birchwood Lane, also concerning the added link into the cul-de-sac between apartment block 34-31 and plots 30-33, which I expect will weaken residential ownership of this semi-private space.

Whilst noting these comments, it is considered that the intention of the path links to and around the open space is to facilitate ease of access to the open space areas to residents and has been designed to ensure that these are overlooked from adjoining properties, and it is considered that a suitable compromise position between crime prevention and accessibility has been achieved.

As stated earlier, this proposal does not include the formal diversion of the public footpath but does look to provide a potential route through the site to facilitate the diversion and re-instatement of footpath 7 should such a diversion go ahead, but this would have to be subject to separate authorisation. For this reason, the only sections of path under consideration as part of this application are those within the red line application site boundary. In order to provide separation from the rear of the dwellings that front Birchwood Lane, the footpath has been moved to the west and provision is being made to provide intervening landscaping to provide physical separation from those dwellings and again this is considered to be an appropriate response to the competing objectives of facilitating the potential to re-instate the public footpath as a public benefit and taking appropriate measures to improve crime prevention through appropriate design. Conditions to control final boundary treatments, in line with the further comments of the Force Designing Out Crime Officer, are proposed.

On balance, the design of the scheme is considered appropriate, subject to the inclusion of conditions to control details as discussed above.

Potential contamination risks.

Following the submission of additional gas testing results, the Environmental Health Officer has recommended the inclusion of conditions to ensure the implementation of the necessary mitigation measures to ensure that contamination risks are suitably mitigated.

Subject to the inclusion of such conditions, the proposal will accord with the requirements of Policy SC14 of the adopted Local Plan.

Health and Safety

The HSE Explosives Directorate has stated “that the proposed development falls within the SD3 distance of the nearby licensed explosives site, but outside SD2 distance. On this basis, the HSE therefore has no comment to make provided that the development is not a ‘vulnerable building’.

The following definition of “Vulnerable building” has been provided by the HSE and it is considered that the proposals do not meet with the definitions / criteria below: -

- (a) a building of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5m² and extending over more than 50% or 120m² of the surface of any elevation;
- (b) a building of more than three storeys above ground or 12m in height with solid walls and individual glass panes or frangible panels larger than 1.5m² and extending over at least 50% of any elevation;
- (c) a building of more than 400m² plan area with continuous or individual glazing panes larger than 1.5m² extending over at least 50% or 120m² of the plan area; or
- (d) any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.

In view of the above, the proposal is considered to be compliant with Policy WC4: ‘Rough Close Works’ of the adopted Local Plan.

Ecology/Biodiversity

Whilst noting the concerns raised in representations, Derbyshire Wildlife Trust has reviewed the submitted information and following the submission of additional details to clarify the proposal in biodiversity terms, have noted that the submitted biodiversity metric, that has been revised to address the Trust’s initial comments, predicts a net gain of +0.44 habitat units (12.53%) and +0.50 hedgerow units (78.57%).

The trust also recommends that whilst some minor changes are needed to the mitigation proposals, it is appropriate to secure these via conditions on any permission that may be granted, along with conditions to secure the appropriate implementation and management of the biodiversity measures, including controls over any lighting.

These suggested conditions are considered to be acceptable and subject to their inclusion it is considered that the proposal accords with the requirements of Policy SC9 of the adopted Local Plan.

Drainage and Flood Risk

Foul Water

Severn Trent Water are the statutory undertaker for the mains sewers within the local area and have been consulted on this application. Severn Trent Water has not raised any objections to the proposals.

The District Council’s drainage engineer has noted a public sewer within the curtilage of the site and recommends an advisory note to draw this to any developer’s attention.

Surface Water

In order to deliver a Sustainable Drainage Systems (SuDS) solution, a drainage retention pond on site for surface water attenuation is proposed. Additional information has been submitted at the request of the Lead Local Flood Authority (LLFA) to demonstrate that this is appropriate, and that Authority has stated that it considers that the drainage proposals are acceptable in principle, subject to conditions requiring further design modifications and details of management and maintenance plans. The recommended conditions, that are proposed to be included, also cover the related comments of this Council's Drainage Engineer.

S106 Considerations.

Affordable Housing

Whilst 10% affordable housing would normally be sought (under policy LC2: Affordable Housing Through Market Housing), this proposal is noted as being put forward for 100% social housing.

The Interim Head of Planning Policy has verbally advised that there is an identified need for affordable housing in the district, which is material to the consideration of this case.

The mix of affordable units is proposed to be in the region of 24 Shared ownership units and 28 social rented units. Both these types of affordable dwelling accord with the definition of affordable dwellings in national planning policy and guidance and the mix is considered to be appropriate, especially given the mix is weighted to social rented which is in line with the main identified need within the district.

Public Open Space

As already mentioned earlier, provision is being made on site as part of the development for sufficient on-site open space and play equipment that will satisfy the requirements of Policy ITCR5.

As the proposal is being put forward for adoption by the Council, a S106 planning obligation will be required to secure the hand-over, and a commuted sum for the ongoing management and maintenance, of that space.

Playing Pitches

The Leisure Officer has sought financial contributions of £1143 per dwelling under the terms of Policy ITCR7 towards improving green space, playing pitches and their ancillary facilities at Common Meadows Recreation Ground and Broadmeadows Open Space, South Normanton.

Notwithstanding this request, there is no proposal to provide contributions to playing pitches under ITCR7 due to the financial viability of the scheme, which is discussed later in this report.

Health

There has been a request from the Clinical Commissioning Group for any contributions towards local health care provision.

Chesterfield Royal Hospital (CRH) has commented that Section 106 impact on health should be considered, stating that initial modelling suggests that the impact of this development is up to £81k.

In this respect, policy II1 states that “...planning obligations will be sought where ...development would create a need for additional or improved infrastructure...on a case-by-case basis...guided by the latest version of the Council's Infrastructure Study and Delivery Plan.”

Whilst the policy does provide for ‘necessary and relevant’ contributions to both primary and secondary healthcare, the Planning Policy team is in ongoing discussions to establish whether the requests made by CRH meet the necessary legal tests for contributions, including the opportunity for the CRH to provide additional evidence to support its requests. The current opinion on this based on the work done to date is that the requests may not meet those tests and that current evidence and information provided to date is not considered to be sufficient to show that it directly relates to the development or is fairly and reasonably related in scale and kind to it.

Whilst additional contributions are not being offered in any event for viability reasons to be discussed below, for the reasons stated, the requested contribution is unlikely to have been sought.

Education

Derbyshire County Council has stated that sufficient capacity exists at local schools to accommodate the projected additional pupils generated by this development and so no financial contributions are sought.

Library stock

Derbyshire County Council are seeking a contribution of £4,280 towards stock at the local library, equivalent to the extra demand on that service from the development (with additional monitoring fees).

Viability

As highlighted in the above report, there are policy requirements for S106 contributions in addition to the on-site recreation facilities that form part of the proposals. In response to this a viability assessment has been submitted to demonstrate that the scheme would be unable to afford the contributions sought.

National Planning Policy Guidance states that where there is an up-to-date Local Plan, developments would normally be expected to meet Local Plan S106 requirements, given that these policy requirements will have been viability tested on a plan wide basis. Nevertheless, it does note that there may be some exceptions to this and specifically mentions build to rent schemes as one, due to this type of development differing from the standard financial model of dwellings for sale.

The submitted viability assessment has been produced in accordance with the requirements of the PPG and demonstrates that the scheme is unable to afford the requested additional S106 contributions and demonstrates that there is no identifiable surplus to finance any contributions.

In view of this, the proposal is unable to demonstrate full compliance with the relevant policies relating to those contributions and it will be necessary to consider whether any other material

planning considerations outweigh this.

In this respect, an important consideration is the fact that this scheme is for 100% social housing for which there is an identified need for this type of property in the district, such that this scheme will contribute to the Council's efforts to meet identified local housing need. This is considered to be a significant weighting factor.

Whilst these additional dwellings will increase demands on local facilities, the number of dwellings proposed is relatively small when considered against the settlement as a whole, such that the impacts of there being no additional financial contributions is not expected to significantly impact on the ability for existing facilities in the area to cope with the limited increased demand.

In view of the above, on balance it is considered that the public benefit of providing this 100% affordable housing scheme outweighs the limited policy conflict that would arise from there being no financial contribution to respond to the additional infrastructure requests.

On this basis, it is recommended that no additional financial contributions are sought from this development, other than those identified to cover the cost of ongoing management and maintenance of the proposed open space and play facilities.

Given that the justification for not requiring contributions is the delivery of the affordable housing scheme, it will be necessary to also cover this requirement as part of the proposed S106 planning obligation to maintain that identified public benefit.

CONCLUSION / PLANNING BALANCE

This is considered to be a generally sustainable form of development that is contained mainly within the existing settlement that is mainly in compliance with adopted planning policy.

Whilst a small section of the site extends outside of the development envelope, there are considered to be identified and justifiable grounds for this.

It is acknowledged that the policy requirement for contributions infrastructure requirements is not being met for financial viability reasons, but nevertheless, the benefits of this proposal, from the delivery of 100% affordable dwellings for which there is a demonstrable need, is considered to outweigh the normal requirements for the contributions that would otherwise be sought from a housing scheme of this scale. The planning balance in this case is therefore considered to be appropriate in terms of the ability to grant permission for the development as proposed, subject to the completion of a S106 regarding the future management and maintenance of the proposed open space and play equipment and the inclusion of suitable conditions to otherwise ensure compliance with adopted policy.

RECOMMENDATION

The current application be APPROVED subject to prior entry into a s.106 legal agreement containing the following planning obligations:

- A. Limitation over the occupation of the dwellings to affordable housing,**
- B. Procedures for the transfer and adoption of open areas and play space,**

C. Maintenance sums for open areas and play space.

AND subject to the following conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved drawings and documents, unless otherwise required and/or approved under other conditions of this planning permission:

- Revised drawings submitted 26/06/2023:
 - FP-22001-P-117 REV P0 Revised Walk-Up Apartments (Plot No's 34-41 Inclusive) - Elevations & Floor Plans
 - FP-22001-P-204 REV P0 Revised 2b4p House Types 2d - Elevations & Floor Plans
 - FP-22001-P-206 REV P0 Revised 2b4p House Types 2a & 2d - Elevations & Floor Plans
 - FP-22001-P-207 Revised House Types 3a - Elevations & Floor Plans
 - FP-22001-P-209 Revised House Types 3b(1) - Elevations & Floor Plans
 - FP-22001-P-212 Revised House Types 3c - Elevations & Floor Plans
 - FP-22001-P-214 Revised House Types 3d Feature Building - Elevations & Floor Plans
 - FP-22001-P-215 Revised House Types 3b & 3c - Elevations & Floor Plans
- Revised house type drawings submitted 29/06/2023:
 - FP-22001-P-111 REV P0 Revised 2B4P House Type 2B & 2A* - Elevation and floor plans
 - FP-22001-P-118 REV P0 Revised 4B8P Detached Houses Type 4A* & 4A (Plots 14 & 52) - Elevations & Floor plans
 - FP-22001-P211 House Type 3a* & 3a - Elevations & Floor Plans
- Revised drawings submitted 26/06/2023:
 - FP-22001-P101 revised site layout as proposed (52 No. Dwellings)

To clarify the extent of the planning permission in the light of guidance set out in "Greater Flexibility for planning permissions" by the Department for Communities and Local Government, November 2009.

3. Before construction commences on the erection of any building or wall, details of the materials to be used in all external wall and roof areas shall first have been submitted to and approved in writing by the Local Planning Authority.

To ensure a satisfactory standard of external appearance and in compliance with Policies SS1(h), SC1(a and e), SC2(g and i), and SC3(a, b and e) of the adopted Local Plan for Bolsover District.

4. Notwithstanding the submitted details, no building will be occupied until full details of both hard and soft landscape works, to include details of all proposed means of enclosure, proposed formal and informal footpaths, including details for the crossing point for the public footpath where it crosses the proposed highway, public open space and the proposed play facilities, along with a programme for implementation, has been submitted to and approved in writing by the Local Planning Authority and the works and implementation programme must be carried out as approved.

To ensure that satisfactory landscaping is provided within a reasonable period, including appropriate provision for the treatment and safety for users of the public footpath crossing the site, in the interests of visual amenity, public safety and biodiversity interests, and in compliance with Policies SS1(h and i), SC1(a and c), SC2(a, d and i), SC3(a, b, e, f, i, l and n), Policy SC9, SC10 and SC11 of the adopted Local Plan for Bolsover District.

5. A Landscape and Biodiversity Enhancement and Management Plan (LBEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior to the commencement of any development above foundation level. The aim of the LBEMP is to provide details for the creation, enhancement and management of habitats and species on the site post development, in accordance with the proposals set out in the approved Biodiversity Metric and to achieve no less than a +12.53 % habitat net gain and a +78.57 % hedgerow net gain. The LBEMP should combine both the ecology and landscape disciplines and shall be suitable to provide to the management body responsible for the site. It shall include the following: -
 - a) Description and location of features to be retained, created, enhanced and managed, as per the approved biodiversity metric.
 - b) Aims and objectives of management, in line with desired habitat conditions detailed in the metric.
 - c) Appropriate management methods and practices to achieve aims and objectives.
 - d) Prescriptions for management actions.
 - e) Preparation of a work schedule (including a 30-year work plan capable of being rolled forward in perpetuity).
 - f) Details of the body or organization responsible for implementation of the plan.
 - g) A monitoring schedule to assess the success of the habitat creation and enhancement measures at intervals of 1, 2, 3, 4, 5, 10, 15, 20, 25 and 30 years.
 - h) Monitoring reports to be sent to the Council at each of the intervals above
 - i) A set of remedial measures to be applied if conservation aims and objectives of the plan are not being met.
 - j) Detailed habitat enhancements for wildlife, in line with British Standard BS 42021:2022.
 - k) Details of offset gullies and drop kerbs in the road network to safeguard amphibians.
 - l) Detailed specifications for flood attenuation basins to provide biodiversity benefits.

- m) Requirement for a statement of compliance upon completion of planting and enhancement works.

The LBEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The approved plan will be implemented in accordance with the approved details.

To mitigate the biodiversity impacts of the development and in accordance with Policies SS1(i), SC2(d), SC3(i) and SC9 of the adopted Local Plan for Bolsover District.

- 6. No development shall take place (including demolition, ground works, vegetation clearance and movement of plant, machinery and materials) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.
 - a) Risk assessment of potentially damaging construction activities.
 - b) Identification of “biodiversity protection zones”.
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction. These shall especially consider reptiles, amphibians and badgers.
 - d) The location and timing of sensitive works to avoid harm to biodiversity features.
 - e) The times during construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

To mitigate the biodiversity impacts of the development and in accordance with Policies SS1(i), SC2(d), SC3(i) and SC9 of the adopted Local Plan for Bolsover District.

- 7. Prior to the installation of lighting fixtures, a detailed lighting strategy shall be submitted to and approved in writing by the Local Planning Authority to safeguard bats and other nocturnal wildlife. This should provide details of the chosen luminaires, their locations, and any mitigating features such as dimmers, PIR sensors and timers. Dependent on the scale of proposed lighting, a lux contour plan may be required to demonstrate acceptable levels of lightspill to any sensitive ecological zones/features. Guidelines can be found in Guidance Note 08/23 - Bats and Artificial Lighting at Night (BCT and ILP, 2023). Such approved measures will be implemented in full.

To mitigate the biodiversity impacts of the development and in accordance with Policies SS1(i), SC2(d), SC3(i) and SC9 of the adopted Local Plan for Bolsover District.

8. No dwelling hereby approved shall be occupied until the access, parking and turning facilities to serve that dwelling have been provided as shown on drawing FP – 22001 - P101 Rev P16.

To ensure conformity with submitted details and in the interests of highway safety and in accordance with the requirements of Policy SC3(e) of the adopted Local Plan for Bolsover District.

9. Prior to commencement of the development hereby permitted details of a highways construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
 - Advisory routes for construction traffic;
 - Any temporary access to the site;
 - Locations for loading/unloading and storage of plant, waste and construction materials;
 - Method of preventing mud and dust being carried onto the highway;
 - Arrangements for turning vehicles;
 - Arrangements to receive abnormal loads or unusually large vehicles;
 - Highway Condition survey;
 - Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development and in the interests of highway safety and in accordance with the requirements of Policy SC3(e) of the adopted Local Plan for Bolsover District.

10. The premises, the subject of the application, shall not be occupied until the proposed new estate streets between each respective plot and the existing public highway have been laid out in accordance with the application drawings to conform to this Authority's Guidance Delivering Streets and Places which can be accessed at http://www.derbyshire.gov.uk/transport_roads/roads_traffic/development_control constructed to base level, drained and lit in accordance with the County Council's specification for new housing development roads.

In the interests of highway safety and in accordance with the requirements of Policy SC3(e) of the adopted Local Plan for Bolsover District.

11. The development hereby approved shall not commence above foundation level on any dwelling until details of the improvements to the gate at the start of public footpath no.7 at its junction with Red Lane have been submitted to and approved in writing by the Local Planning Authority; and the dwellings shall not be occupied until those works have been constructed in accordance with the approved details.

In the interests of highway safety and the function and use of the public footpath, and in accordance with the requirements of Policies SC3(e) and ITCTR3 of the adopted Local Plan for Bolsover District.

12. Construction works on the site and deliveries to the site shall be undertaken only between the hours of 07.30am to 6pm Monday to Friday and 7.30am to 1pm on Saturday. There shall be no work undertaken on site or deliveries to the site outside of these hours, including no work on Sundays or public holidays.

To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general and dangers to highway safety, during the construction phase and in accordance with the requirements of Policies SC1(c), SC2(a, d), SC3(e, l and n) and SC11 of the adopted Local Plan for Bolsover District.

13. Before the commencement of construction works including any demolition in connection with the development hereby approved, a programme of measures to control noise and dust from the site during development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved scheme.

To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general and dangers to highway safety, during the construction phase and in accordance with the requirements of Policies SC1(c), SC2(a, d), SC3(e, l and n) and SC11 of the adopted Local Plan for Bolsover District.

14. Prior to any development commencing above the foundation level of any dwelling hereby approved, a scheme of sound insulation shall be submitted to and approved in writing the Local Planning Authority. The scheme shall be designed following the completion of a sound survey undertaken by a competent person. The scheme shall take account of the need to provide adequate ventilation, which will be by mechanical means where an open window would not achieve the following criteria. Unless otherwise agreed, the scheme shall be designed to achieve the following criteria with the ventilation operating:

Bedrooms	30 dB LAeq (15 Minutes) (2300 hrs – 0700 hrs)
Living/Bedrooms	35 dB LAeq (15 Minutes) (0700 hrs – 2300 hrs)

All Other Habitable Rooms 40 dB LAeq (15 Minutes) (0700 hrs – 2300 hrs)

All Habitable Rooms 45 dB L_{Amax} to occur no more than 6 times per night (2300 hrs – 0700 hrs)

Any outdoor amenity areas 55 dB LAeq (1 hour) (0700 hrs – 2300 hrs)

The scheme as approved must be validated by a competent person and a validation report submitted to and approved in writing by the local planning authority for each dwelling prior to its occupation. The approved scheme must be implemented in full and retained thereafter.

To protect the aural amenity of future occupiers of the proposed dwellings and in compliance with Policies SS1(h), SC1(a and c), SC2(a and d), SC3(a, l and n), and SC11 of the adopted Local Plan for Bolsover District.

15. Before the commencement of the development hereby approved:

As site investigation reference 211043/1 identifies unacceptable levels of risk from ground gas, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall have regard to LCRM and other relevant current guidance. The approved scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The developer shall give at least 14 days notice to the Local Planning Authority (Environmental Health Division) prior to commencing works in connection with the remediation scheme.

To protect future occupiers of the development, buildings, structures/services, ecosystems and controlled waters, including deep and shallow ground water and in compliance with Policies SS1(m&n), SC1(e), SC2(d,m,n&o), SC13 and SC14 of the adopted Local Plan for Bolsover District.

16. No dwellings hereby approved shall be occupied until:

- a) The approved remediation works required by 1 above have been carried out in full in compliance with the approved methodology and best practice.
- b) If during the construction and/or demolition works associated with the development hereby approved any suspected areas of contamination are discovered, which have not previously been identified, then all works shall be suspended until the

nature and extent of the contamination is assessed and a report submitted and approved in writing by the local planning authority and the local planning authority shall be notified as soon as is reasonably practicable of the discovery of any suspected areas of contamination. The suspect material shall be re-evaluated through the process followed in site investigation reference 211043/1.

c) Upon completion of the remediation works required by 2a a validation report prepared by a competent person shall be submitted to and approved in writing by the local planning authority. The validation report shall include details of the remediation works and Quality Assurance/Quality Control results to show that the works have been carried out in full and in accordance with the approved methodology. Details of any validation sampling and analysis to show the site has achieved the approved remediation standard, together with the necessary waste management documentation shall be included.

To protect future occupiers of the development, buildings, structures/services, ecosystems and controlled waters, including deep and shallow ground water and in compliance with Policies SS1(m&n), SC1(e), SC2(d,m,n&o), SC13 and SC14 of the adopted Local Plan for Bolsover District.

17. No development shall take place, except for site clearance and enabling works (that must exclude any excavation or concrete works), until a detailed design and associated management and maintenance plan of the surface water drainage for the site, in accordance with the principles outlined within:

- a. Banners Gate. (Jun 2023). Land off Red Lane, South Normanton – Flood Risk Assessment. 22105 rev 02. “including any subsequent amendments or updates to those documents as approved by the Flood Risk Management Team”
- b. And DEFRA’s Non-statutory technical standards for sustainable drainage systems (March 2015), have been submitted to and approved in writing by the Local Planning Authority.

To ensure that the proposed development does not increase flood risk and that the principles of sustainable drainage are incorporated into this proposal, and sufficient detail of the construction, operation and maintenance/management of the sustainable drainage systems are agreed prior to their installation on site and in accordance with the requirements of Policies SS1(l and n), SC2(b, c, d, e, and f), SC3(i), and SC7 of the adopted Local Plan for Bolsover District.

18. No development shall take place, except for site clearance and enabling works (that must exclude any excavation or concrete works), until a detailed assessment has been provided to and approved in writing by the Local Planning Authority, to demonstrate that the proposed destination for surface water accords with the drainage hierarchy as set out in paragraph 80 reference ID: 7-080-20150323 of the planning practice guidance.

To ensure that surface water from the development is directed towards the most appropriate waterbody in terms of flood risk and practicality by utilising the highest

possible priority destination on the hierarchy of drainage options. The assessment should demonstrate with appropriate evidence that surface water runoff is discharged as high up as reasonably practicable in the following hierarchy:

- I. into the ground (infiltration);*
- II. to a surface water body;*
- III. to a surface water sewer, highway drain, or another drainage system;*
- IV. to a combined sewer.*

And in accordance with the requirements of Policies SS1(l and n), SC2(b, c, d, e, and f), SC3(i), and SC7 of the adopted Local Plan for Bolsover District

19. Prior to commencement of the development, the applicant shall submit for approval to the Local Planning Authority details indicating how additional surface water run-off from the site will be avoided during the construction phase. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved system shall be operating to the satisfaction of the Local Planning Authority, before the commencement of any works, which would lead to increased surface water run-off from site during the construction phase.

To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development and in accordance with the requirements of Policies SS1(l and n), SC2(b, c, d, e, and f), SC3(i), and SC7 of the adopted Local Plan for Bolsover District.

20. Prior to the first occupation of the development, a verification report carried out by a suitably qualified independent drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

To ensure that the drainage system is constructed to the national non-statutory technical standards for sustainable drainage and CIRIA standards C753 and in accordance with the requirements of Policies SS1(l and n), SC2(b, c, d, e, and f), SC3(i), and SC7 of the adopted Local Plan for Bolsover District.

ADVISORY NOTES

1. This site is subject to a Planning Obligation under the terms of S106 of the Town and Country Planning Act 1990 (As amended), and any developer should be aware of the content of that agreement and the need to meet its requirements in addition to the conditions attached to this permission.
2. The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the

development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Implementation Team at development.implementation@derbyshire.gov.uk. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

3. The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at www.derbyshire.gov.uk/transport-roads/roads-traffic/roadworks/roadworks.aspx before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.
4. The application site is affected by the route of a public right of way (public footpath no. 7 in South Normanton Parish) on the Derbyshire Definitive Map. The statutory route of the footpath must be safeguarded at all time to allow the safe and unfettered passage of pedestrians. Any diversions to facilitate the construction of the development will need to be subject to the necessary temporary closure and/or diversion applications/orders.
5. National Highways has advised that in accordance with paragraph 50 of Circular 02/2013, no water run-off that may arise due to any change of use will be accepted into the highway drainage systems, and there shall be no new connections into those systems from third party development and drainage systems. Any change of use to the

existing connections to the Highways drainage will be classed as a new connection and therefore will be refused in the first instance as stated within the Circular.

6. The Council's drainage engineer has advised the following: -

a. The sewer records show a public sewer within the curtilage of the site (see plan with original consultation response on the Council's website). 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 will need to contact Severn Trent Water in order to determine their responsibilities under the relevant legislation.

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

c. It is essential that any work carried out does not detrimentally alter the structure or surface of the ground and increase or alter the natural flow of water to cause flooding to neighbouring properties. The developer must also ensure any temporary drainage arrangements during construction gives due consideration to the prevention of surface water runoff onto the public highway and neighbouring properties.

7. In respect of any future submissions under the terms of conditions 17 – 20, the developers must take into account the guidance notes contained in the consultation response from the Lead Local Flood Authority (Derbyshire County Council), received by Bolsover District Council on the 18th September 2023, which can be viewed with the planning application record on the Council's website.

8. The HSE Explosives Directorate has drawn attention to the fact "that the proposed development falls within the SD3 distance of the nearby licensed explosives site, such that buildings should not be a 'vulnerable building'. The following definition of "Vulnerable building" has been provided and it is considered that the proposal complies with these requirements, but this definition is included as an advisory note for the attention of any developer.

(a) a building of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5m² and extending over more than 50% or 120m² of the surface of any elevation;

(b) a building of more than three storeys above ground or 12m in height with solid walls and individual glass panes or frangible panels larger than 1.5m² and extending over at least 50% of any elevation;

(c) a building of more than 400m² plan area with continuous or individual glazing panes larger than 1.5m² extending over at least 50% or 120m² of the plan area; or

(d) any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.

9. The developer is encouraged to make separate enquiries with broadband providers to ensure that future occupants have access to sustainable communications infrastructure, and that appropriate thought is given to the choice and availability of providers which can offer high speed data connections. Any new development should be served by a superfast broadband connection unless it can be demonstrated through consultation with the network providers that this would not be possible, practical, or economically viable.

More information on how to incorporate broadband services as part of the design of new development is available by following the link below:

<https://www.gov.uk/government/publications/better-connected-a-practical-guide-to-utilities-for-home-builders>

Statement of Decision Process

Officers have worked positively and pro-actively with the applicant to address issues raised during the consideration of the application. The proposal has been considered against the policies and guidelines adopted by the Council and the decision has been taken in accordance with the guidelines of the Framework.

The decision contains several pre-commencement conditions which are so fundamental to the development permitted that:

- *it would have been otherwise necessary to refuse the whole permission; or*
- *are necessary to address issues that require information to show that the development will or can be made safe, or*
- *address other impacts which need to be assessed to make the development acceptable to minimise and mitigate adverse impacts from the development.*

Equalities Statement

Section 149 of the Equality Act 2010 places a statutory duty on public authorities in the exercise of their functions to have due regard to the need to eliminate discrimination and advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it (i.e., “the Public Sector Equality Duty”).

In this case, there is no evidence to suggest that the development proposals would have any direct or indirect negative impacts on any person with a protected characteristic or any group of people with a shared protected characteristic.

Human Rights Statement

The specific Articles of the European Commission on Human Rights (“the ECHR”) relevant to planning include Article 6 (Right to a fair and public trial within a reasonable time), Article 8 (Right to respect for private and family life, home and correspondence), Article 14 (Prohibition of discrimination) and Article 1 of Protocol 1 (Right to peaceful enjoyment of possessions and protection of property).

It is considered that assessing the effects that a proposal will have on individuals and weighing these against the wider public interest in determining whether development should

be allowed to proceed is an inherent part of the decision-making process. In carrying out this 'balancing exercise' in the above report, officers are satisfied that the potential for these proposals to affect any individual's (or any group of individuals') human rights has been addressed proportionately and in accordance with the requirements of the ECHR.

APPENDIX 2 – extract from Update Report to the 1st November 2023 Planning Committee.

AGENDA ITEM 6 - 22/00485/FUL – RED LANE, SOUTH NORMANTON

Additional neighbour representation received.

Regarding the recent bad weather and high percentage of rain fall in the area.

The field in which the proposed new dwellings are to be built on HAS flooded! The field acts as a run off for excess rain water from the properties already stood on Red Lane so what is going to happen if we loose the field to new properties?

The flooding is only going to get worst with having no where for the rain water to go. This is all very concerning in a area that has suffered and continues to suffer from subsidence. We know standing water and poor drainage are all contributing factors to subsidence.

The extra disturbance and ground works can only cause this to become a nightmare of a problem risking the safety of the properties already in situe.

The bottom line is that the area CANNOT safely accommodate the proposed dwellings due to risking further flooding and subsidence problems to the properties that are already here.

Concerns were raised in earlier representations in respect of flood risk, as summarised on page 59 the report and relevant consultation responses in respect of flood risk are summarised on pages 50 (BDC Drainage Engineer), 52 (Derbyshire County Council (Flood Risk Management) and 56 (Severn Trent Water).

As discussed in the report on page 67, the relevant consultees are satisfied, based on the analysis and assessments that have been undertaken, including appropriate flood risk assessments, that the site can be suitably drained through the use of a suitably designed water attenuation feature that is shown towards the south eastern corner of the development site.

Bolsover District Council

Meeting of the Planning Committee on 17th January 2024

Report of the Assistant Director of Planning & Planning Policy

Enforcement Update Report (July-Dec 2023)

Classification	This report is Public
Contact Officers	Colins Mwapaura – Principal Enforcement Officer Samantha Sidwell – Enforcement Officer

PURPOSE/SUMMARY OF REPORT

- To update the planning committee on the service targets set out in the Local Enforcement Plan (Planning) from 1st July 2023 – 31st December 2023, as well as provide an update on ongoing historic cases.

REPORT DETAILS

1. Background

1.1 The Local Enforcement Plan was adopted by the Planning Committee in 2019 and refreshed in May 2022. The Plan sets out the following service standards that Planning Enforcement Officers consider are specific, measurable, achievable and realistic:

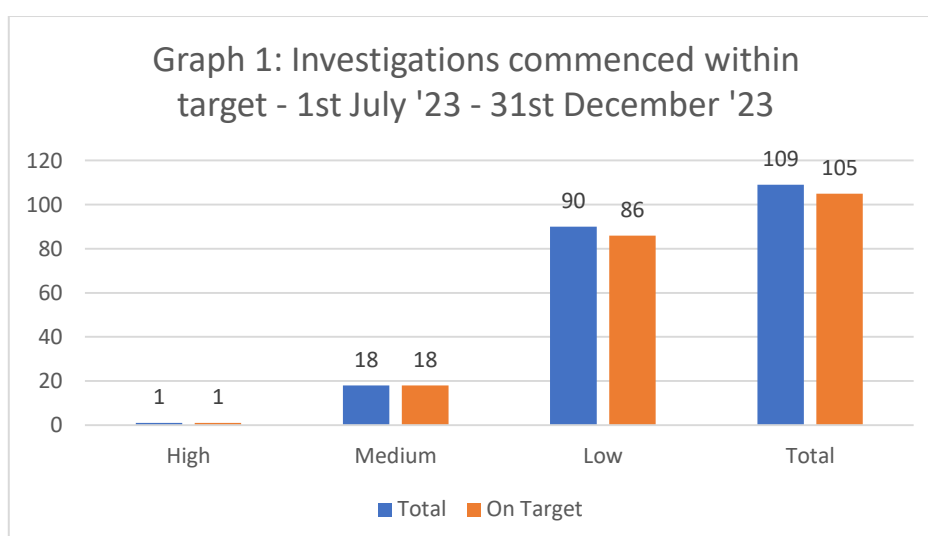
- The site of a high priority case will be visited on the same day the suspected breach of planning control has been identified wherever possible, but within one working day, and a decision on what further action is required will be taken within **24 hours** of that site visit. By way of example a high priority case includes unauthorised works to a listed building, arboriculture on protected trees or demolition in a Conservation Area.
- The site of a medium priority case will be visited within **two weeks** of identifying a suspected breach of planning control. A decision on what further action to take will be made within four weeks of that site visit. By way of example a medium priority case includes unauthorised development that contravenes planning policy, significantly impacts on local amenity or public safety, or results in harm to the character of a Conservation Area or setting of a listed building.

- The site of a low priority case will be visited within **six weeks** of identifying a suspected breach of planning control. A decision on what further action to take will be made within six weeks of that site visit. By way of example a low priority case includes unauthorised householder development, running small businesses from residential properties, unauthorised advertisements, and untidy land and buildings.

- 1.2 These service standards have been designed to facilitate prompt investigation of suspected breaches of planning control and encourage making timely decisions on how to progress individual cases, while allowing for best direction of resource given the limited resource available.
- 1.3 The purpose of this report is to update the planning committee with regard to the enforcement enquiries that have been received and were being progressed during the period July 2023 – December 2023 inclusive and provide an update on ongoing historic cases.

2. Performance

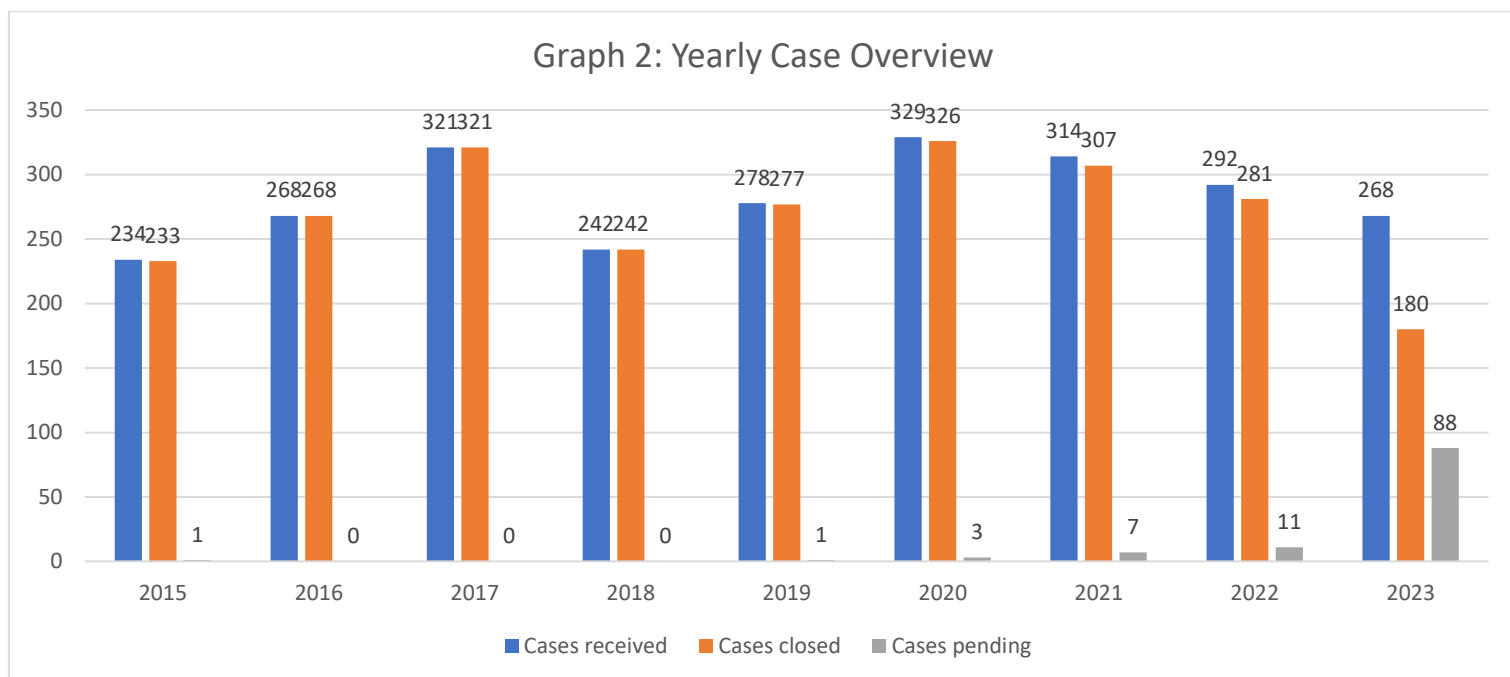
- 2.1 During the period 1st July 2023 – 31st December 2023, 110 unauthorised activity enquiries were received. Out of these, 1 was considered high priority, 18 medium priority and 90 low priority. As a total, 96% of cases began investigation within the target time.
- 2.2 Out of the 1 high priority case, 1 is currently still pending consideration. Investigations began within 1 working day (100%). Out of the 18 medium priority cases, 10 are currently pending consideration and 8 have been closed. Investigations began on 18 out of the 18 within two weeks (100%). Out of the 90 low priority cases, 43 are currently pending consideration and 47 have been closed. Investigations began on 86 out of the 90 cases within six weeks (96%).
- 2.5 Graph 1 below shows the number of cases commenced within target per priority and as a total:



- 2.6 The Planning Enforcement function operates with two dedicated officers. Who work hard to maintain high standards of service, with regard to both meeting the expectations of its 'customers' (including Members and the perceived quality of

service) and working efficiently and effectively to manage the workload. However, since September 2023 the Principal Enforcement Officer post has been vacant, so the service has been operating at 50% resource capacity. A new Principal Enforcement Officer has joined the team in January 2024.

- 2.7 The oldest enforcement case still open is from 2015. Graph 2 below therefore shows the number of cases still pending consideration broken down per year starting from 2015. Historic cases continue to make up a very small proportion of the overall open cases, which is of course very positive (now only 4.5% before 2021).



- 2.8 Table 1 below provides a summary of historic cases (considered to be those case pending that were received up until the end of 2020).

Table 1: Historic Cases (up to end of 2020)

Reference	Location Allegation	Status
E15/232 High Priority	Barlborough Development of Stables	Extant Enforcement Notice. All other routes now exhausted, and subject understands the building must be demolished to avoid prosecution. Demolition has commenced – Officers monitoring progress.
E19/371 Low Priority	Stainsby	Works ceased and prosecution commenced

	Engineering Works.	for non-return of Planning Contravention Notice.
E20/014 Low Priority	Bolsover Unauthorised Caravan	Planning App. for new dwelling currently under consideration 23/00150/FUL – decision anticipated 31/01/2024.
E20/023 Low Priority	Pleasley Unauthorised Caravan	Subject is preparing a full planning application for consideration. Submission expected Q4 2023/24.
E20/271 Low Priority	South Normanton Untidy Land	Development has planning permission, but not being built in accordance with approved plans. Works have stopped, with development partially complete.

- 2.9 Work continues to resolve the oldest open cases, but this is balanced against the priority of newer and often more urgent matters, alongside project work and other areas of Planning that enforcement officers are involved with.

3. Reasons for Recommendation

- 3.1 Mirroring the conclusions of previous recent reports, officers consider that the Local Enforcement Plan continues to be working well, insofar as it continues to allow the enforcement team to ensure there are sufficient resources to make sure breaches of planning control are dealt with effectively and efficiently, and in a transparent way. It also continues to help officers manage expectations by referring people to the formally adopted process and standards. It is considered that the enforcement team is performing well against the service standards with regard to promptly visiting sites where cases have been reported to the Planning Service and making first contact with the suspected offender.
- 3.2 It is recommended that this report is noted, and further monitoring reports continue to be submitted to the Planning Committee on a half-yearly basis to allow members to retain appropriate oversight of these issues and the effectiveness of the Council's planning enforcement function.

4. Alternative Options and Reasons for Rejection

- 4.1 Members of the Planning Committee have oversight of planning enforcement and it is considered appropriate to report on performance against the Local Enforcement Plan and highlight issues within planning enforcement on a regular basis. Therefore, options other than producing this type of report for Members on a half-yearly basis have not been considered in any detail.
-

RECOMMENDATION(S)

1. This report is noted.
2. The Planning department's performance against the Service Standards in the Local Enforcement Plan and updates on planning enforcement continue to be reported to Planning Committee on a half-yearly basis.

IMPLICATIONS:

Finance and Risk: Yes ☐ No ☒

Details:

There are no significant cost implications involved with reporting performance against the Local Enforcement Plan but as noted below, this monitoring report may give rise to further consideration of the resources required by the enforcement team to work effectively.

On behalf of the Section 151 Officer

Legal (including Data Protection): Yes ☐ No ☒

Details:

Producing this type of monitoring report is consistent with advice in the Local Enforcement Plan that says the Plan will be monitored and reviewed to ensure it remains consistent with case law and/or any subsequent changes in national guidance or legislation and continues to enable planning enforcement to be carried out effectively within the District. However, there is no legal requirement to produce a monitoring report.

The above report does not contain any personal data.

Where the case is still pending consideration, the property address has been anonymised to provide a reasonable amount of privacy for the landowners involved. Where the property is subject to formal action, the presence of an Enforcement Notice is a matter of public record, and that information is publicly available. Therefore, the way property addresses have been reported in the above report is considered to be consistent with the key principles in the GDPR.

On behalf of the Solicitor to the Council

Staffing: Yes ☐ No ☒

Details:

The adoption of a Local Enforcement Plan should help officers make the most efficient and effective use of resources by setting clear priorities and establishing a clear framework to work within. However, monitoring progress against service standards in the Plan may identify additional resource is needed to enable planning enforcement to be carried out effectively within the District.

On behalf of the Head of Paid Service

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DECISION INFORMATION

Is the decision a Key Decision? A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: BDC: Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/> NEDDC: Revenue - £100,000 <input type="checkbox"/> Capital - £250,000 <input type="checkbox"/> <input checked="" type="checkbox"/> Please indicate which threshold applies	No
Is the decision subject to Call-In? <i>(Only Key Decisions are subject to Call-In)</i>	No

District Wards Significantly Affected	All
Consultation: Leader / Deputy Leader <input type="checkbox"/> Cabinet / Executive <input type="checkbox"/> SAMT <input type="checkbox"/> Relevant Service Manager <input checked="" type="checkbox"/> Members <input type="checkbox"/> Public <input type="checkbox"/> Other <input type="checkbox"/>	Details:

DOCUMENT INFORMATION	
Appendix No	Title
N/A	

Bolsover District Council

Meeting of the Planning Committee on 17th January 2024

Shirebrook Growth Plan – Consultation Draft

Report of the Portfolio Holder for Growth

Classification	This report is Public
Contact Details	Chris McKinney Senior Devolution Lead for Planning Policy, Strategic Growth and Housing

PURPOSE / SUMMARY OF REPORT

- To seek approval from Members on the contents of the Shirebrook Growth Plan – Consultation Draft Document and to commence a consultation exercise upon it.

REPORT DETAILS

1. Background

- 1.1 Members will recall that work commenced on the preparation of a Growth Plan for Shirebrook in March 2022 in accordance with its Local Development Scheme.
- 1.2 Growth Plans are non-statutory planning documents that sit on top of the Local Plan for Bolsover District and direct where additional growth would be acceptable to the Council over and above that planned in the Local Plan for Bolsover District. It is intended that the Council will adopt prepared Growth Plans as material considerations in the planning process.
- 1.3 The preparation of the Shirebrook Growth Plan has already undergone two stages of public consultation:
 - Initial Consultation Exercise in March 2022 – this consultation asked people living and working in Shirebrook what they thought about the town as a place to live and work in, and what they thought about the town centre and local environment.
 - Masterplanning Consultation Exercise in September 2022 – this consultation asked people what they thought growth in Shirebrook could look like and what land uses it should include.
- 1.4 The feedback during these consultation exercises by way of the representations submitted to the Council have all been considered and have informed the

preparation of a draft Shirebrook Growth Plan document. The contents of this draft document and the next steps going forward are discussed below.

2. Details of Proposal or Information

Contents of the draft Shirebrook Growth Plan

- 2.1 The draft Shirebrook Growth Plan outlines the policy framework for the Shirebrook Growth Plan and the consultation feedback to date, before setting out a number of options for consideration and questions upon which consultation feedback is sought.
- 2.2 The document approaches this task by reflecting the structure of the previous rounds of consultation and focusses on options relating to:
- Living and Working in Shirebrook (including potential development sites)
 - Shirebrook Town Centre
 - Green Spaces and the Countryside
- 2.3 In terms of potential options for Living and Working in Shirebrook, the draft Shirebrook Growth Plan identifies three realistic options for the quantum of growth that could be pursued and identifies the potential development sites that have been promoted to the Council that could deliver these potential options, namely:
- Option A – Limited additional growth
 - Option B – Medium additional growth
 - Option C – High additional growth

The following table summarises these three options.

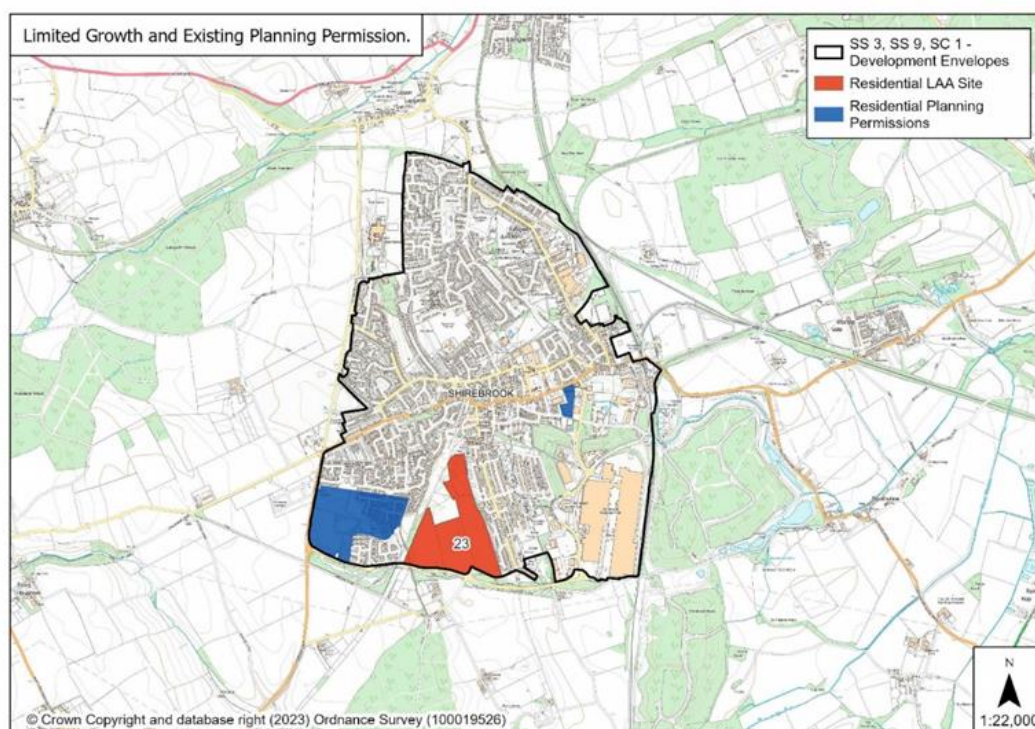
	Option A	Option B	Option C
Description	Limited additional growth	Medium additional growth	High additional growth
Potential levels of additional housing and employment growth	500 new houses with limited new employment land	1,500 new houses with 20 hectares of new employment land	3,000 new houses with 50 hectares of new employment land
Comments	This level of growth could be	This level of growth would need to	This level of growth would need to

	accommodated within Shirebrook and would not need to include land within the countryside around Shirebrook.	include land within the countryside around Shirebrook but would be able to deliver greater investment in desirable infrastructure improvements.	include greater amounts of land within the countryside around Shirebrook but would be able to deliver even greater investment in desirable infrastructure improvements.
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2.4 The following plans illustrate how these three broad options for the level of additional growth for Shirebrook could work with the promoted available sites.

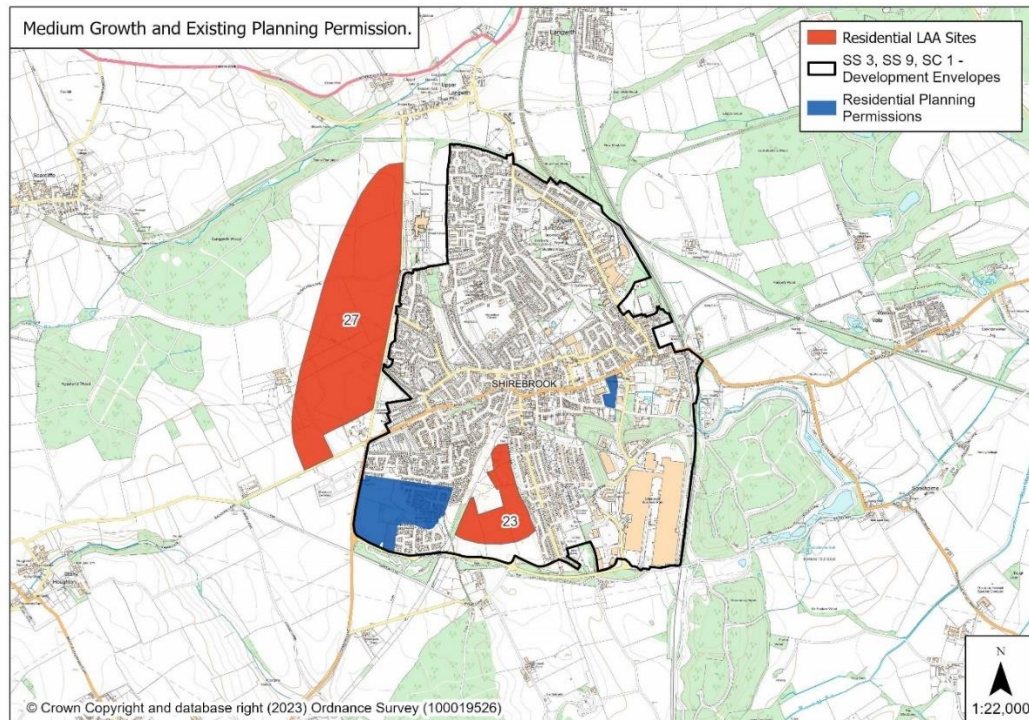
Option A – Limited additional growth

2.5 In this option, the desired limited quantum of growth would be achieved by restricting additional growth over and above that planned for in the Local Plan for Bolsover District to only those available sites within the development envelope of Shirebrook, namely land north of Meadow Lane (shown in red in the plan below) which could deliver approximately 500 houses.



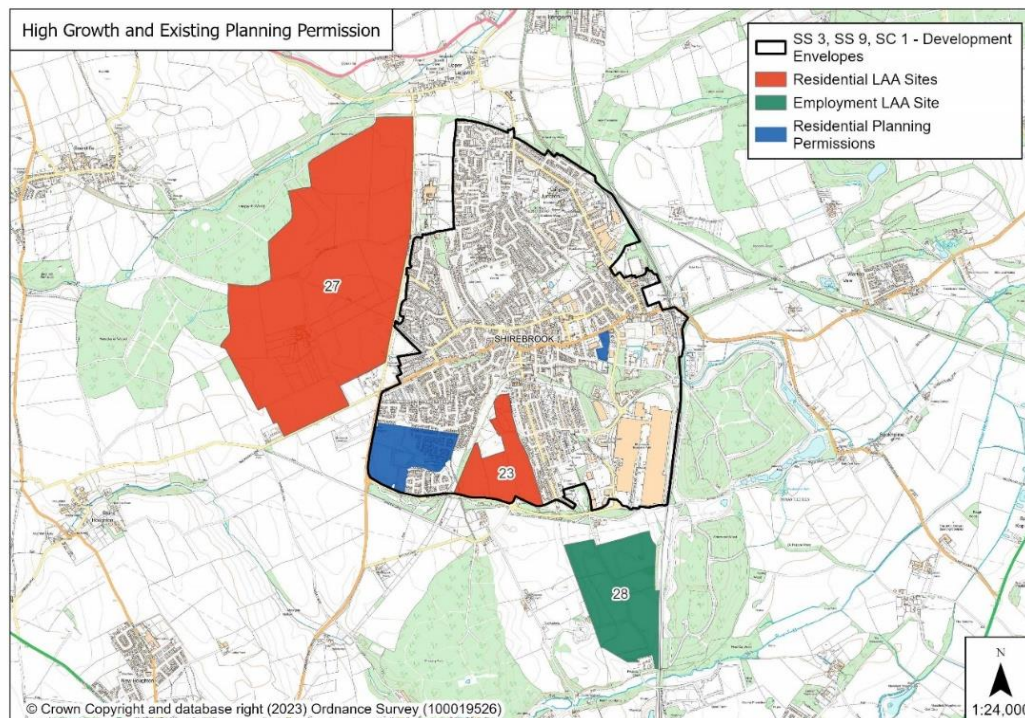
Option B – Medium additional growth

- 2.6 In this option, the desired medium quantum of growth would be achieved for approximately 1,000 houses and 20 hectares of employment land in the countryside west of Shirebrook in addition to the 500 dwellings on the land within Shirebrook. An approximate boundary is shown but if this option was the one chosen the potential level of additional housing and employment growth would determine the exact site boundary (shown in red in the plan below).



Option C – High additional growth

- 2.7 In this option, the desired high quantum of growth would be achieved by stating the Council's support for approximately 2,500 houses and 50 hectares of employment land in the countryside west and south of Shirebrook in addition to the 500 dwellings on the land within Shirebrook (shown in red in the plan below).



- 2.8 The draft Shirebrook Growth Plan then asks interested parties to provide comments on which option they consider to be the most appropriate one for Shirebrook or to tell the Council what alternative option they consider appropriate instead.
- 2.9 Beyond this, the draft Shirebrook Growth Plan then seeks feedback on the each of the potential development sites that have been promoted to the Council and further comments on the mix of land uses that any additional growth in Shirebrook should include.
- 2.10 The draft Shirebrook Growth Plan then takes a similar approach to the subjects of the Town Centre and Green Spaces and the Countryside, posing questions to understand better how the District Council, Shirebrook Town Council and other stakeholders can work together to improve Shirebrook.
- 2.11 The draft Shirebrook Growth Plan document is contained in Appendix 1 to this report.

Proposed format of the public consultation exercise

- 2.12 In accordance with the preparation steps set out in the Council's Local Development Scheme, the next step is to publish the draft Shirebrook Growth Plan for public consultation.
- 2.13 The consultation methods for prepared Growth Plans are set out in the Council's Statement of Community Involvement (December 2022) and are intended to mirror closely the methods used for statutory planning documents. As such, this states that the Council will:

- Hold a formal public consultation of a minimum of 4 weeks;
 - Make the draft Growth Plan and any associated documents available to view and comment on via the Council's website, and at the Council's main office; customer contact centres; and, libraries;
 - Write to or email people with an interest in the preparation of the Growth Plan;
 - Listen to the comments made.
- 2.14 Members will also be aware that the Council has carried out a number of innovative digital planning consultations on its Growth Plans using the secured external funding through the Government's PropTech Innovation Fund. This funding extends to the planned public consultation exercise on the draft Shirebrook Growth Plan and this will involve trialling a new, purposely designed, consultation website portal that is designed to increase public engagement.
- 2.15 Should the draft Shirebrook Growth Plan be approved as the subject of a public consultation exercise, it is planned that it will be transferred from the attached MS Word document into a web-based, accessible viewable document on the new consultation website portal.
- 2.16 It is planned that the 4 week consultation exercise will commence on Friday 1st March and run to Friday 5th April 2024. However, these dates may change depending on how this new transferral process progresses.

3 Reasons for Recommendation

- 3.1 The report updates Members on the preparation of the draft Shirebrook Growth Plan and recommends that Members approve the contents of the proposed draft Shirebrook Growth Plan for the purposes of public consultation.
- 3.2 However, as the dates for the public consultation exercise may change it is also recommended that delegated authority to the Assistant Director of Planning and Planning Policy in consultation with the Chair and Vice Chair of Planning Committee to agree the final arrangements of the proposed consultation exercise on the draft Shirebrook Growth Plan.

4 Alternative Options and Reasons for Rejection

- 4.1 It would be possible to not approve the draft Shirebrook Growth Plan at this time but this alternative option has been rejected as this would cause delay to the Council's progress on meeting its growth ambitions.

RECOMMENDATION

That Planning Committee:

- 1) approve the contents of the proposed draft Shirebrook Growth Plan as discussed in the report and as set out in full in Appendix 1;
- 2) gives delegated authority to the Assistant Director of Planning and Planning Policy in consultation with the Chair and Vice Chair of Planning Committee to agree the final arrangements of the proposed consultation exercise on the draft Shirebrook Growth Plan.

Approved by Councillor Ritchie, Portfolio Holder – Growth

IMPLICATIONS:

Finance and Risk: Yes ☐ No ☒

Details: There are no specific finance or risk issues arising from this report.

On behalf of the Section 151 Officer

Legal (including Data Protection): Yes ☐ No ☒

Details: There are no specific legal or data protection issues arising from this report

On behalf of the Solicitor to the Council

Environment: Yes ☒ No ☐

Please identify (if applicable) how this proposal / report will help the Authority meet its carbon neutral target or enhance the environment.

Details: The Shirebrook Growth Plan seeks to support sustainable growth in Shirebrook and respond to the needs of the local community. It will focus on matters relating to living and working in Shirebrook, the town centre and the environment within and around the town. As such, the Shirebrook Growth Plan will make a notable contribution to this subject.

Staffing: Yes ☐ No ☒

Details: There are no human resources implications arising from this report.

On behalf of the Head of Paid Service

DECISION INFORMATION

Is the decision a Key Decision? A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/> <input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i>	No
Is the decision subject to Call-In? <i>(Only Key Decisions are subject to Call-In)</i>	No

District Wards Significantly Affected	Shirebrook and Langwith Junction Wards
Consultation: Leader / Deputy Leader <input type="checkbox"/> Executive <input type="checkbox"/> SLT <input type="checkbox"/> Relevant Service Manager <input type="checkbox"/> Members <input type="checkbox"/> Public <input type="checkbox"/> Other <input type="checkbox"/>	No Details:

Links to Council Ambition: Customers, Economy and Environment
<ul style="list-style-type: none"> • Enabling housing growth; • Developing attractive neighbourhoods; • Increasing customer's satisfaction with our services.

DOCUMENT INFORMATION	
Appendix No	Title
1	Draft Shirebrook Growth Plan
Background Papers	
<i>(These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Executive you must provide copies of the background papers).</i>	

SHIREBROOK GROWTH PLAN

Consultation Draft Document

March 2024

Equalities Statement

Bolsover District Council is committed to equalities as an employer and when delivering the services it provides to all sections of the community.

The Council believes that no person should be treated unfairly and is committed to eliminating all forms of discrimination, advancing equality and fostering good relations between all groups in society.

Access for All statement

You can request this document or information in another format such as large print or language or contact us by:

- **Phone** – 01246 242424
- **Email** – enquiries@bolsover.gov.uk
- **BSL Video Call** – a three way video call with us and a BSL interpreter. It is free to call Bolsover District Council with Sign Solutions, you just need wifi or mobile data to make the video call, or call into one of our Contact Centres.
- **Call with Relay UK** via textphone or app on 0800 500 888 – a free phone service provided by BT for anyone who has difficulty hearing or speaking. It's a way to have a real time conversation with us by text.
- **Visiting one of our offices** at Clowne, Bolsover, Shirebrook and South Normanton.

Contents

Preface

1) Introduction

- Background
- Purpose of this document
- How has it been prepared?

2) Policy Framework for the Shirebrook Growth Plan

- Vision Bolsover
- Local Plan for Bolsover District
- National Planning Policy Framework
- National Planning Practice Guidance

3) Consultation findings to date

- Initial Consultation Exercise
- Masterplanning Consultation

4) Options for Growth Plan

- Living and Working in Shirebrook
 - Potential development sites
- Shirebrook Town Centre
- Green Spaces and the Countryside

5) Next stages and the Growth Plan preparation timetable

Representation Form

Preface

- P.1 This document has been prepared for the purposes of the consultation exercise on the Council's draft Shirebrook Growth Plan.
- P.2 This consultation exercise starts on Friday 1st March and runs through to Friday 5th April 2024 and if you want to make comments on the contents of this consultation document you need to provide them by 5pm on the 4th April 2024.
- P.3 Comments should be made through the PlaceBuilder Consultation Portal as this is the easiest and quickest way for you to make your comments.

Submitting your representation online via PlaceBuilder

Submitting your representation online is a quicker way of getting involved.

- Your representation will already have your contact details filled in.
- You will receive an instant confirmation email to give you a receipt so that you know your representation has been successfully delivered and that your comments will be considered.
- Go to <https://placebuilder.io/shirebrookgrowthplan/imagine> for more information.

(If you don't yet have an account, you can set one up easily from this web address)

- P.4 If this method is not accessible to you, you will be able to email or post your comments to us in the standard way.

1) Introduction

Background

- 1.1 Bolsover District Council resolved to commence the preparation of a Growth Plan for Shirebrook in February 2022.
- 1.2 Growth Plans are non-statutory planning documents that sit on top of the Local Plan for Bolsover District and direct where additional growth would be acceptable to the Council. The Council will adopt prepared Growth Plans as material considerations in the planning processes.

Purpose of this document

- 1.3 The purpose of this document is to set out the potential content of the Growth Plan and the key options for growth that it could include so that the Council can hear the views of all stakeholders before making its decision on how the Growth Plan should be finalised.

How has it been prepared?

- 1.4 As Growth Plans are non-statutory documents, the Council is preparing the Shirebrook Growth Plan in accordance with its Local Development Scheme (2022) and consulted on in accordance with its Statement of Community Involvement.
- 1.5 The preparation of the Shirebrook Growth Plan started in March 2022 and has already undergone two stages of public consultation:
 - Initial Consultation Exercise in March 2022 – this consultation asked people living and working in Shirebrook what they thought about the town as a place to live and work in, and what they thought about the town centre and local environment.
 - Masterplanning Consultation Exercise in September 2022 – this consultation asked people what they thought growth in Shirebrook could look like and what land uses it should include.
- 1.6 The feedback by way of the representations submitted to the Council have all been considered and have informed the contents of this document and more information on this is set out below in section 3.

2) Policy Framework for the Shirebrook Growth Plan

Vision Bolsover

- 2.1 Vision Bolsover is the Council's corporate prospectus and sets out its Vision to become a dynamic, self-sufficient and flexible Council that delivers excellent services, whilst adapting to local aspirations and acting as the economic and environmental driver for Bolsover District.
- 2.2 In relation to the Economy strand, Vision Bolsover sets out that the Council's priorities include:
- Working with partners to support enterprise, innovation, jobs and skills;
 - Unlocking Development Potential: unlocking the capacity of major employment sites;
 - Enabling Housing Growth: increasing the supply, quality and range of housing to meet the needs of the growing population and support economic growth;
 - Promoting the District and working with partners to increase tourism.
- 2.3 In relation to the Environment strand, Vision Bolsover sets out that the Council's priorities include:
- Reducing our carbon footprint whilst supporting and encouraging residents and businesses to do the same;
 - Enhancing biodiversity and developing attractive neighbourhoods that residents feel proud of and take responsibility for;
 - Actively engaging with partners to benefit our communities.

Local Plan for Bolsover District

- 2.4 The Local Plan for Bolsover District was adopted by the Council in March 2020 and is an ambitious document which actively tackles the issues we face today in seeking to achieve sustainable growth.
- 2.5 It is underpinned by sound evidence and a spatial strategy that retains the District's distinctive identity whilst providing the growth that is needed for the District to prosper and flourish. This means that it plans for the right amount and type of homes to meet our needs, in the right places with the right infrastructure in place to support all residents and businesses going forward.
- 2.6 The Local Plan for Bolsover District classifies Shirebrook as a Small Town and in recognition of its place as one of the District's more sustainable settlements, the Local Plan establishes Shirebrook, together with the Small Town of Bolsover and the Emerging Towns of South Normanton and Clowne, at the top of the District's spatial hierarchy.
- 2.7 As such, the Local Plan for Bolsover District states that to achieve sustainable development it will direct development and service provision to these

settlements. Based on this strategy, the Local Plan for Bolsover District allocates approximately 800 new dwellings and 11 hectares of new employment land to Shirebrook through to 2033 and this amount of development is to be predominately accommodated at sites on the southern side of Shirebrook at Brookvale and Brook Park, although the employment land has since been built out.

- 2.8 Any additional growth supported through this Growth Plan would be on top of that allocated in the Local Plan for Bolsover District. It may also be contrary to the Local Plan for Bolsover District. If the Growth Plan is adopted by the Council it will be a material consideration taken into account in the determination of future planning applications.

National Planning Policy Framework

- 2.9 The National Planning Policy Framework (NPPF) was first published in March 2012 but has been updated several times since. The latest version was published in December 2023 and sets out the Government's policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide for sufficient housing and other development in a sustainable manner, so significantly boosting the supply of housing and helping to build a strong and competitive economy.
- 2.10 Crucially, the NPPF states that there are three overarching objectives to achieving sustainable development, namely:
- an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe spaces, with accessible services that reflect current and future needs and support communities' health, social and cultural well being; and
 - an environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

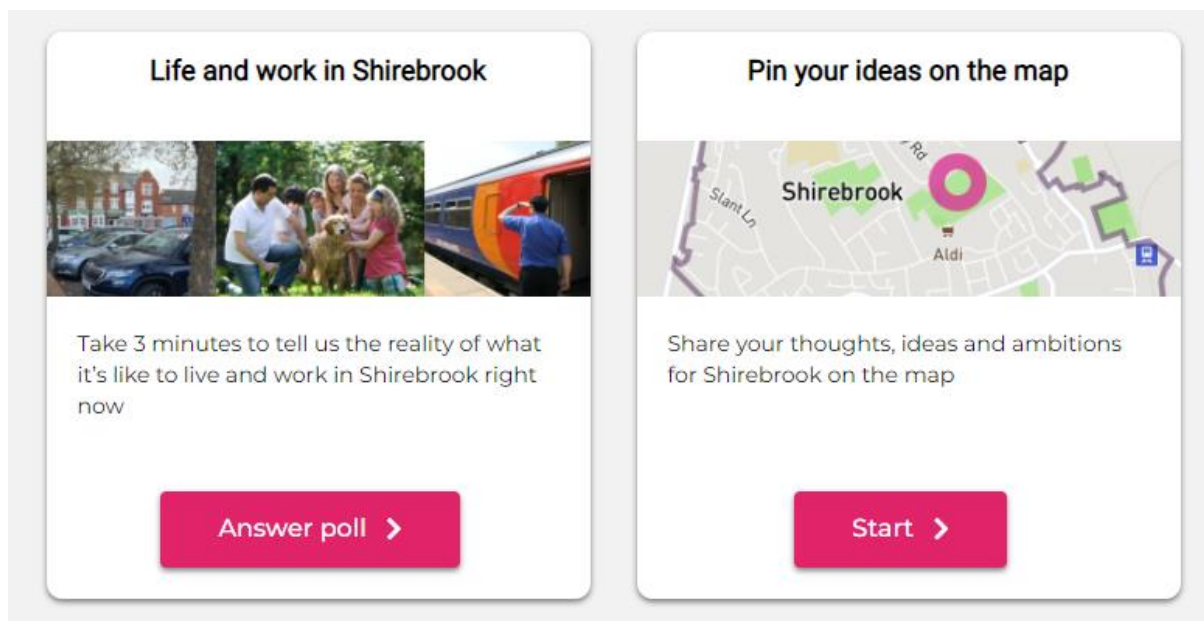
National Planning Practice Guidance

- 2.11 The National Planning Practice Guidance (PPG) provides guidance on a range of planning practice categories and helps explain how national policy should be implemented.

3) Consultation findings to date

Initial Consultation Exercise

- 3.1 Work commenced on the preparation of the Shirebrook Growth Plan in March 2022 and an Initial Consultation Exercise ran between 1st and 31st March 2022.
- 3.2 This consultation exercise followed a digital, mobile first, approach that sought to engage with people living or working in Shirebrook to find out what they thought about living and / or working in Shirebrook, and their thoughts on the town centre and on the wider environment.



- 3.3 During this exercise, we received 165 responses although not all respondents provided answers on all four parts of the consultation subjects. The results are summarised below.

Living in Shirebrook

- 3.4 The first part of the consultation focussed on what it is like 'Living in Shirebrook', and the received responses can be summarised as follows:
- 42% of the respondents had a 'neutral' feeling about living in Shirebrook (not good or bad), with 25% having a 'good' feeling and 19% with a 'bad' feeling.
 - 59% of the respondents liked living in Shirebrook because of the good access to green space and the countryside.
 - 73% of the respondents did not like the quality of the town centre and Market Place.
 - 47% of the respondents wanted better shops and services in the town centre.

- In terms of types of new housing, 35% of the respondents wanted new housing of all types for local people, 31% wanted affordable homes and 31% wanted new market housing.
- 88 individual comments were made in the free text box covering a variety of issues. Common themes were fear of crime and anti-social behaviour; the town looking rundown; little to do in the town for the younger generation; and a lack of quality shops and pubs / restaurants.

Working in Shirebrook

3.5 The second part of the consultation focussed on what it is like 'Working in Shirebrook', and the received responses can be summarised as follows:

- In terms of why respondents liked working in Shirebrook, 52% said it was because they could walk or cycle to work and 48% said it was because they lived close to their job.
- 30% of the respondents did not like working in Shirebrook because of limited car parking in their place of work, and 27% did not like the poor public transport.
- 50% of the respondents wanted better and more frequent public transport to get to work, and 27% of respondents wanted better cycle routes and pedestrian routes to work.
- 52% of the respondents wanted more jobs in retail and 25% professional services.
- In terms of what could be done to improve respondents working lives, 28 respondents (20%) wanted more flexible hours, 23 respondents (17%) wanted to walk or cycle to work and 22 respondents (18%) wanted more places to go at lunchtime and after work.

Town Centre and Market Place

3.6 The third part of the consultation focussed on the Shirebrook's Town Centre and Market Place, and the received responses can be summarised as follows:

- In terms of why respondents liked the town centre and Market Place, 45 respondents (51%) said it was because they liked the availability of car parking, 29 (32%) said it was because they liked the convenient bus stops in their town centre.
- 81% of respondents disliked the poor choice of shops and services, 61% disliked unpleasant shopping environment, and 60% disliked 'traffic entering square'.
- In terms of what respondents thought could be done to improve the environment of the town and local centre, 33% said they wanted a better-quality market and 32% said they wanted higher quality paving and street furniture.
- In addition, 36% of respondents said they wanted more events in the town centre, 26% said they wanted a greater variety of shops, 18% said

- they wanted more pubs / restaurants and 15% said they wanted better markets.
- The town centre and Market Place was the most commented about part of the town in the Map based comments section, where 26 individual comments were received.

Green Spaces and the Countryside

3.7 The fourth part of the consultation focussed on Shirebrook's Green Spaces and the Countryside, and the received responses can be summarised as follows:

- 65% of the respondents liked their green spaces because they were good for recreational walking; 46% thought they were good for kicking a ball around; and 43% felt they were well maintained.
- 59% of the respondents disliked their green spaces due to poor quality Equipped Play Areas; 39% poor maintenance; and 19% poor for recreational walking.
- In terms of countryside footpaths, 52% of the respondents thought there were lots of walking routes; 41% thought there were 'some' walking routes, and 39% of respondents thought that some were good quality routes.
- In terms of cycle routes, 35% of the respondents felt that there were 'some' cycle paths, 33% thought there were 'few' cycle paths and 20% felt that only 'some' were of a good quality.
- In terms of combatting the effects of climate change, 43% of respondents said 'more solar panels' were needed, and 39% of respondents said 'more tree planting' was needed.

Summary

3.8 This new and more digital form of engagement saw greater levels of public involvement. Furthermore, it is considered that the responses provided during the Initial Consultation Exercise told us that:

- Shirebrook is a reasonable place to live, largely because it has good access to the countryside. In terms of types of new housing, large proportions of the respondents wanted new housing of all types for local people, including affordable homes and new market housing.
- Shirebrook is a reasonable place to work, largely because respondents could walk or cycle to work. In terms of improving working opportunities, large proportions of the respondents wanted better and more frequent public transport and better cycle routes and pedestrian routes to get to work. In addition, half of the respondents wanted more jobs in retail and professional services.
- The majority of respondents did not like the quality of the town centre and Market Place, saying it had a poor choice of shops and services, an unpleasant shopping environment with too much traffic

entering the square. To improve the town centre and Market Place, large proportions of the respondents said that a better-quality market was needed and that higher quality paving and street furniture, more events and a greater variety of shops should be considered.

- Shirebrook has good green spaces and countryside footpaths and cycle routes but that these could be improved. To combat the effects of climate change, large proportions of the respondents said 'more solar panels' were needed and that 'more tree planting' was needed.

3.9 This feedback informed the Council's work on the preparation of the Shirebrook Growth Plan and the next stage of public engagement.

Masterplanning Consultation Exercise

3.10 The second stage of consultation focussed on masterplanning and sought to find out what the people of Shirebrook and other stakeholders thought any potential growth in Shirebrook could look like.

3.11 To enable this public engagement to take place, the Council worked in partnership with The Future Fox, a PropTech digital planning company, to develop a new, innovative and nationally commended Masterplanning digital planning tool. This work was funded using money from the Government's PropTech Innovation Fund and the created Masterplanning digital planning tool helped participants explore how large development sites are designed, what features or components they could include and play with the trade-offs between elements that generate income for the developer and those that cost money.



- 3.12 To facilitate this consultation exercise, one of the sites around Shirebrook that had been promoted to the Council through the Land Availability Assessment 'Call for Sites', namely the large area of land to the west of Shirebrook, was chosen as the 'blank canvas' for the masterplanning exercise. This site was chosen because it was large enough to allow for a realistic masterplanning exercise to take place, involving several different land uses that wouldn't be possible or feasible on a smaller site.
- 3.13 During this exercise, over 500 people used the Masterplanning digital planning tool and we received 94 formal submissions showing the types of land uses that people thought any growth in Shirebrook should include.

Thoughts on land uses that should be included in any additional growth

- 3.14 Respondents had a wide range of land uses that they could add to their masterplan and they were not prevented from using some or all of the different land use types. They could also add as many or as few land use tiles on to their masterplan as they wanted with the aim of respondents being free to tell the Council what types of land uses that any additional growth in Shirebrook should contain.
- 3.15 The Masterplanning digital planning tool did include a financial element so that respondents could explore how certain types of land use generate income or have costs to deliver. This was used to give a sense of realism to the creation of their masterplan and respondents were encouraged to 'balance their books' and so explore the trade-offs when planning new development, although again they could choose to ignore this aspect if they wished. The table below shows the total number of icons placed by land use type from all 94 submissions.

Income Uses	Number	Infrastructure Uses	Number
Market Housing	132	Roads	223
Shopping Area	118	Nature Site	112
Social Housing	86	Solar / Wind Farm	103
Eco Homes	81	Woodland	70
Offices	57	Leisure	58
Total Income Uses	474	Green Space	49
 <p>Explore the trade-offs. Balance the budget. Create the future!</p>		GP Surgery	42
		Western Park	37
		Recycling Centre	34
		Sports Playing Pitch	27
		Primary School	27
		Skills College	26
		Total Infrastructure Uses	808



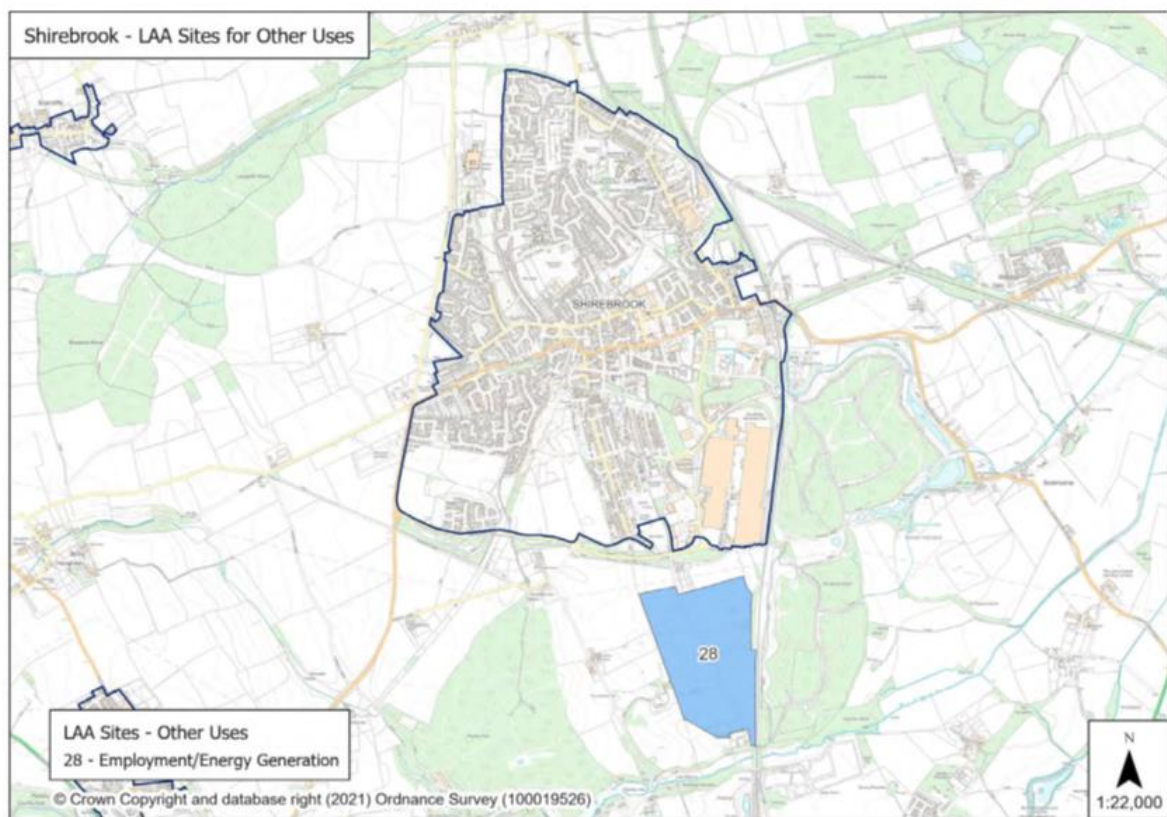
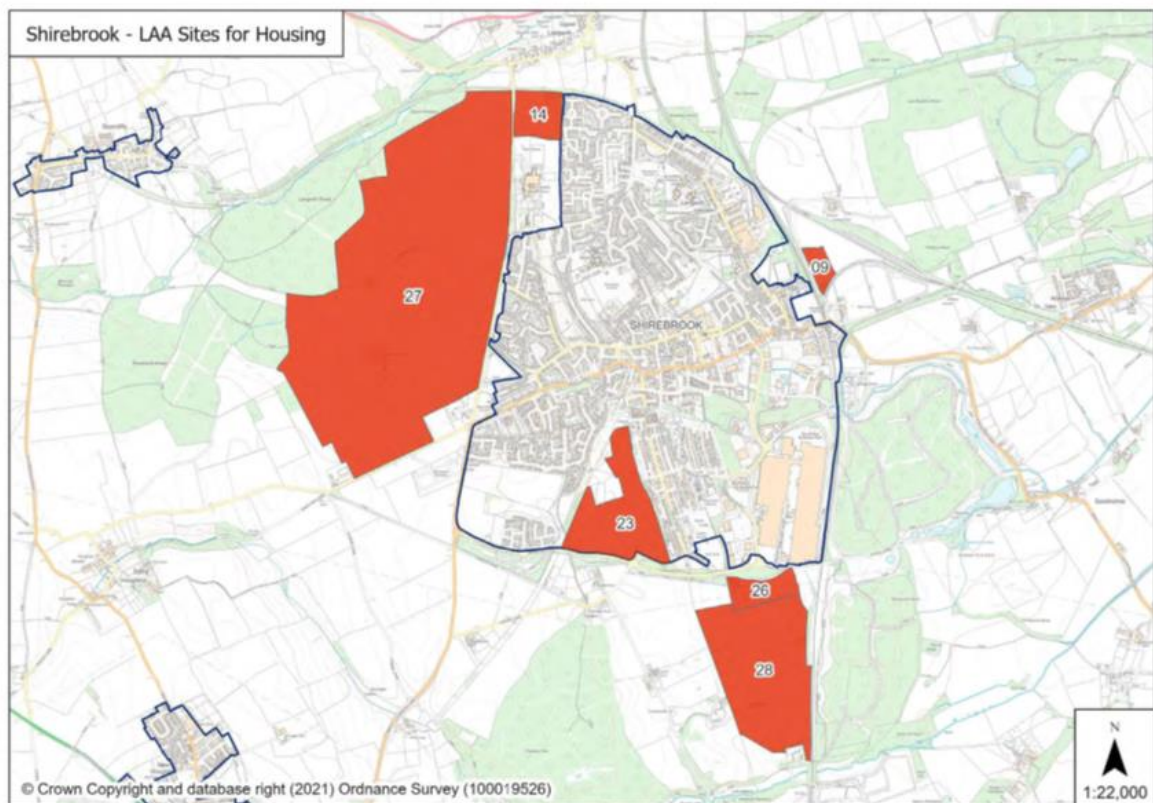
- 3.16 As can be seen, the table above identifies that market housing and shopping areas were the most frequently chosen income generating land uses and that roads, nature sites and solar / wind farms were the most frequently chosen infrastructure expenditure land uses. Whilst these cannot be considered to be a definitive set of preferred land uses within any additional growth proposals for Shirebrook, this feedback is of value and should inform the masterplanning proposals of any future growth in Shirebrook.

4) Growth Plan Options

Living and Working in Shirebrook

- 4.1 As indicated in section 2, the Council's preparation of the Shirebrook Growth Plan is not undertaken in a policy vacuum. However, as the Growth Plan seeks to plan for additional growth over and above that planned for through the Local Plan for Bolsover District, the Council has a degree of latitude when deciding how much additional growth to support in Shirebrook in order to improve living and working in Shirebrook.
- 4.2 The first step within this decision is to establish what land is available for any additional growth, so recognising that the first step in developing land is to have a willing landowner wanting to promote and sell their land for development.
- 4.3 To establish what land is available for any additional growth, the Council maintains a register of promoted land and undertakes a high level assessment of the suitability and deliverability of the promoted sites – this is known as a Land Availability Assessment and this forms an important part of a local planning authority's evidence base.
- 4.4 The Council's Land Availability Assessment is comprised of two parts – the first part being the full comprehensive assessment carried out in 2017 and 2018 to support the preparation of the adopted Local Plan for Bolsover District and the second being the results of the Call for Sites carried out during the Autumn of 2021.
- 4.5 The table below sets out the number of new houses or hectares of employment land that these sites, suggested in Autumn 2021, could potentially deliver (housing figures are based on a standard 30 dwellings per hectare density). The boundary of each of these sites is shown on the plan below.

LAA sites submitted for Housing and Employment uses			
No.	Site	Housing	Employment
09	Land at the Paddocks Farm Lane	75	0
14	Land North of Shirebrook School	200	0
23	Land north of Meadow Lane	500	0
26	Woodland Farm	160	0
27	Land West of Shirebrook	3,000	10 ha
28	Littlewood Farm	1,050	35 ha



4.6 In view of the available sites that could accommodate any additional growth, the Council considers that there are three broad options for the level of additional growth for Shirebrook, namely:

- Option A – Limited additional growth
- Option B – Medium additional growth
- Option C – High additional growth

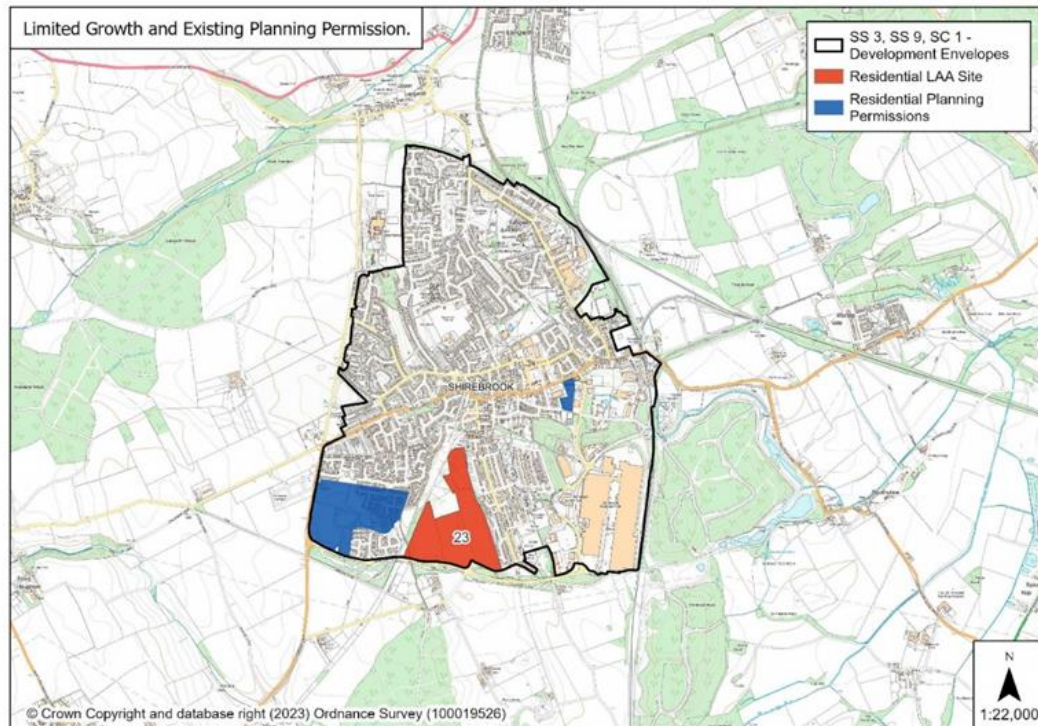
The following table summarises these three options.

	Option A	Option B	Option C
Description	Limited additional growth	Medium additional growth	High additional growth
Potential levels of additional housing and employment growth	500 new houses with limited new employment land	1,500 new houses with 20 hectares of new employment land	3,000 new houses with 50 hectares of new employment land
Comments	This level of growth could be accommodated within Shirebrook and would not need to include land within the countryside around Shirebrook.	This level of growth would need to include land within the countryside around Shirebrook but would be able to deliver greater investment in desirable infrastructure improvements.	This level of growth would need to include greater amounts of land within the countryside around Shirebrook but would be able to deliver even greater investment in desirable infrastructure improvements.

4.7 The following plans illustrate how these three broad options for the level of additional growth for Shirebrook could work with the promoted available sites.

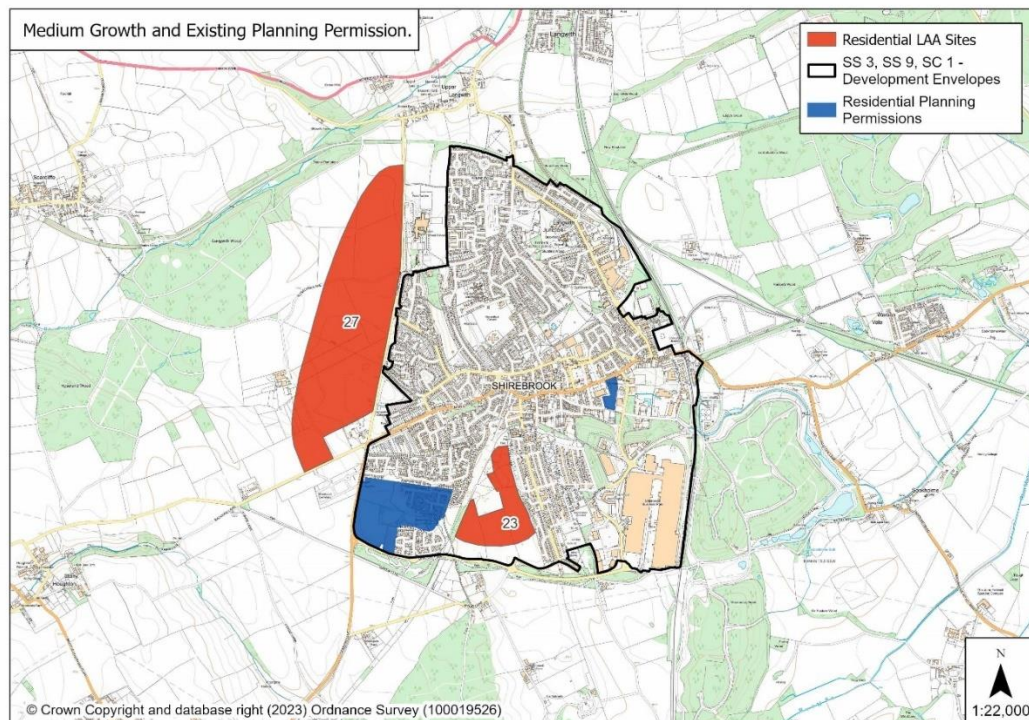
Option A – Limited additional growth

- 4.8 In this option, the desired limited quantum of growth would be achieved by restricting additional growth over and above that planned for in the Local Plan for Bolsover District to only those available sites within the development envelope of Shirebrook, namely land north of Meadow Lane (shown in red in the plan below) which could deliver approximately 500 houses.



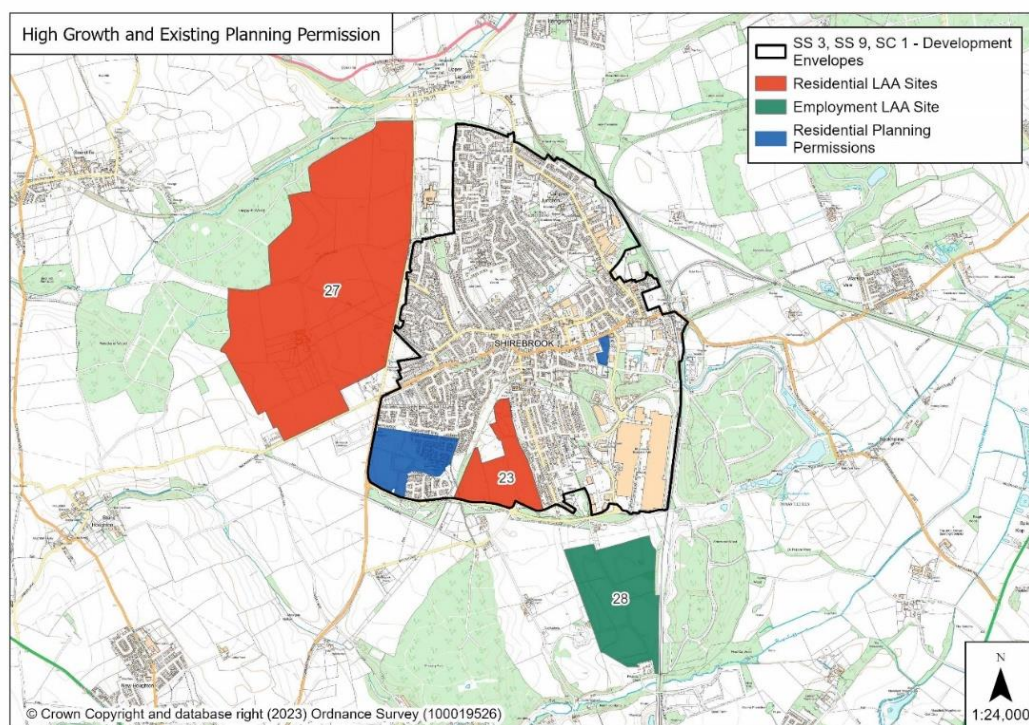
Option B – Medium additional growth

- 4.9 In this option, the desired medium quantum of growth would be achieved for approximately 1,000 houses and 20 hectares of employment land in the countryside west of Shirebrook in addition to the 500 dwellings on the land within Shirebrook. An approximate boundary is shown but if this option was the one chosen the potential level of additional housing and employment growth would determine the exact site boundary (shown in red in the plan below).



Option C – High additional growth

- 4.10 In this option, the desired high quantum of growth would be achieved by stating the Council's support for approximately 2,500 houses and 50 hectares of employment land in the countryside west and south of Shirebrook in addition to the 500 dwellings on the land within Shirebrook (shown in red in the plan below).



- 4.11 Based on these identified potential options and considering the feedback from the two previous consultation exercises, it is possible to set out the following broad advantages and disadvantages for each option.

Option	Advantages	Disadvantages
A - Limited	<p>No land identified in the Local Plan for Bolsover District (2020) as countryside is being considered to accommodate additional growth. Also, the potential area of growth represents an in-fill site that has previously had outline planning permission.</p>	<p>This option would mean less economic benefits from additional population growth.</p> <p>There would likely be a limited impact on housing affordability due to less housing numbers being provided. The Council could ask for 10% of a lower number of dwellings., but also lower numbers of housing would be less likely to force down house-prices.</p> <p>There would likely be little or no employment land provision and therefore limited job creation.</p> <p>This option would be unlikely to lead to the delivery of the types of land use that have featured as being desirable through masterplanning consultation feedback, as detailed earlier in this document, and / or improvements to the wider highway network.</p>
B - Medium	<p>This option would generate economic benefits from additional population growth and could have a reasonable impact on housing affordability due to the oversupply of housing in the local area.</p> <p>Likely to lead to delivery of some of types of land use that have featured as being desirable through masterplanning consultation feedback.</p>	<p>This option would see large amounts of countryside being considered to accommodate additional growth.</p> <p>Likely to not allow for all types of land use that have featured as being desirable through masterplanning consultation feedback and may not enable improvements to wider highway network.</p>

C - High	<p>Would generate significant economic benefits from additional population growth and could have a significant impact on housing affordability due to the significant over supply of housing in the local area.</p> <p>Likely to lead to delivery of all types of land use that have featured as being desirable through masterplanning consultation feedback and should see the delivery of improvements to wider highway network.</p>	Would see significant amounts of countryside being considered to accommodate additional growth.
----------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

4.12 The Council is interested in knowing what people think about these growth options in Shirebrook and Question 1 below asks for your views.

Please tell us what you think...

Question 1 – Level of Additional Growth Options

Which one additional growth option do you think is the most appropriate for Shirebrook?

Option A	SUPPORT	_____	OBJECT	_____
Option B	SUPPORT	_____	OBJECT	_____
Option C	SUPPORT	_____	OBJECT	_____
None of these	SUPPORT	_____	OBJECT	_____

Please tell us why you think this or what other option you think we should pursue.

Comments _____

- 4.13 The Council is also interested in knowing what people think about the individual promoted available sites, in particular comments on the sites from statutory consultees to aid the Council to complete its Land Availability Assessment work.
- 4.14 Please answer Question 2 below to provide any comments on these individual promoted available sites.

No. 09 - Land at Paddocks Farm Lane



No. 14 - Land North of Shirebrook School



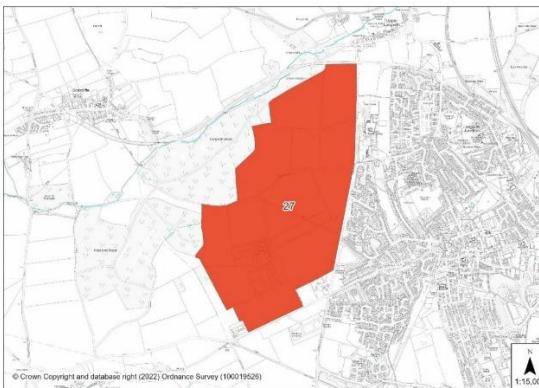
No. 23 - Land North of Meadow Lane



No. 26 - Land at Woodland Farm



No. 27 - Land west of Shirebrook



No. 28 - Land at Littlewood Farm



Please tell us what you think...

Question 2 – Individual Promoted Available Sites

Do you have any comments on these promoted sites?

Site _____

Comments _____

Attachments _____

4.15 The Council is also interested in what type of land uses people think these growth options should include.

4.16 During the Masterplanning Consultation stage, within the 94 submissions respondents suggested that a range of income and infrastructure land uses should be included in any growth proposals. The type and number of times each land use was selected is shown below:

Income Uses	No	Infrastructure Uses	No
Market Housing	132	Roads	223
Shopping Area	118	Nature Site	112
Social Housing	86	Solar / Wind Farm	103
Eco Homes	81	Woodland	70
Offices	57	Leisure	58
Total Income Uses	474	Green Space	49
		GP Surgery	42
		Western Park	37
		Recycling Centre	34
		Sports Playing Pitch	27
		Primary School	27
		Skills College	26
		Total Infrastructure Uses	808

4.17 The Council will be guided by this consultation feedback in any preferred growth option but we are open to further suggestions about what any growth proposal should include for the benefit of Shirebrook.

Please tell us what you think...

Question 3 – Land Uses to be included in Growth Proposals

Do you want to suggest what land uses should be included in the preferred Growth Option?

Type of land use	_____
Comments	_____ _____ _____ _____ _____ _____ _____ _____
Attachments	_____

Shirebrook Town Centre

4.18 As indicated in section 2, the Council's preparation of the Shirebrook Growth Plan is also focussing on how Shirebrook Town Centre can be enhanced to both support and benefit from any additional growth planned for the town.

4.19 During the previous consultations on the Growth Plan, in relation to Shirebrook's Town Centre and Market Place you told us:

Reasons you like Shirebrook Town Centre

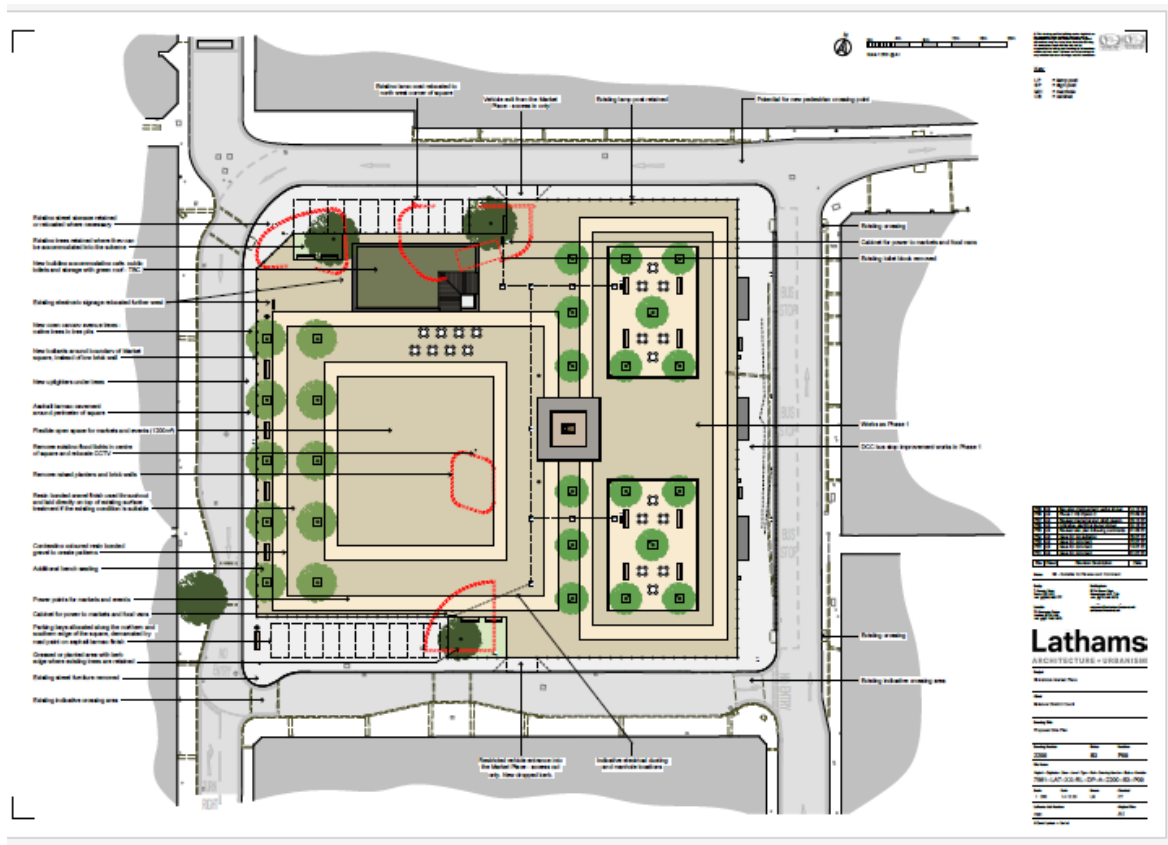
- availability of car parking;
- convenient bus stops.

Reasons you don't like Shirebrook Town Centre

- poor choice of shops and services;
- unpleasant shopping environment;
- traffic entering the pedestrianised Market Place.

Things that could be done to improve the town centre

- better quality and range of markets;
 - higher quality paving and street furniture;
 - more events in the town centre;
 - greater variety of shops;
 - more pubs / restaurants.
- 4.20 We have already started to take forward some of these suggestions through our Shirebrook Market Place: *REimagined* project, which seeks to significantly improve the physical and environmental quality of the Market Place to make this important civic space better used and more frequently visited.
- 4.21 Detailed plans have been prepared for a range of physical works (see below) and external funding has been secured for the first phase of these. This will see the resurfacing of the area around the new Mining Memorial and between it and Market Street in early 2024. New trees, benches and other street furniture will be added to create two new Memorial Gardens and improvement works to the bus stop area and shelters will also take place.
- 4.22 Beyond this first phase, it is planned that the resurfacing of the rest of the Market Place and new boundary treatment to provide greater control of vehicle access will be implemented when further external funding can be secured.
- 4.23 In addition, proposals for a new commercial building that would include new public toilets and market stall lockup facilities is also being considered.



Shirebrook Market Place: REimagined project proposals

- 4.24 The Council, together with partners like Shirebrook Town Council, consider that the Shirebrook Market Place: REimagined project proposals will significantly improve the physical and environmental quality of the Market Place.

- 4.25 Beyond this, the Council is interested in knowing what people think about the other suggestions made during the previous consultations on things that could be done to improve the Shirebrook town centre, or if other ideas exist that should be considered.
- 4.26 Each of the suggestions made during the previous consultations is set out below, together with a brief explanation of how they might help contribute to improving Shirebrook Town Centre.

Better quality and range of markets

- 4.27 Shirebrook is fortunate to have a busy market that operates on four days of the week, Tuesday, Wednesday, Friday and Saturday, with traders coming to the market from around both the local and regional area. The market is managed by Shirebrook Town Council and they co-ordinate the relevant permits and licences with the individual traders.
- 4.28 To achieve a better quality and range of markets, Shirebrook Town Council could seek to invite or pay providers to bring speciality markets, such as continental, music or food and drink events to Shirebrook, either to take place on an existing market day or on one of the days not currently used.
- 4.29 Such a speciality market would offer something extra and out-of-the-ordinary to the town centre that would hopefully attract more people to the town centre and generate additional footfall for the other traders and shops. However, there would be likely to be a cost to this, both to attract the speciality market and also to organise and promote the event. Therefore, Shirebrook Town Council would need to have sufficient confidence that speciality markets would be of interest to enough people to make this idea value for money.
- 4.30 To help gauge the level of interest in pursuing better quality and range of markets, Question 4 below asks for your views on this idea.

Please tell us what you think...

Question 4 – Better Quality and Range of Markets

Would you visit Shirebrook Town Centre to shop at a speciality market?

YES _____ NO _____

If yes, which of the following options would you like to see?

Continental market	YES _____	NO _____
Music / book market	YES _____	NO _____
Food / drink market	YES _____	NO _____
Christmas market	YES _____	NO _____

Plant and flower market	YES	_____	NO	_____
None of these	YES	_____	NO	_____

Please tell us what other option you think we should pursue.

Comments _____

More events in the town centre

- 4.31 Beyond the market, it would be possible to hold other events in the town centre, such as outdoor cinema and theatre, sports and music events, circus workshops, beer festivals, historical or cycling events.
- 4.32 These kind of events would offer something extra and out-of-the-ordinary to the town centre that would hopefully attract more people to the town centre and generate additional footfall for the other traders and shops. However, they would be likely to take significant effort to organise but the Council could potentially lead on these in partnership with Shirebrook Town Council and other partners. Volunteers to assist in helping organise such events would increase the chance of making them happen.
- 4.33 To help gauge the level of interest in pursuing more events in the town centre, Question 5 below asks for your views on this idea.

Please tell us what you think...

Question 5 – More Events in the Town Centre

Would you visit Shirebrook Town Centre to attend a special event?

YES	_____	NO	_____
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If yes, which of the following options would you like to see?

Outdoor cinema / theatre	YES	_____	NO	_____
Sports event	YES	_____	NO	_____
Music event	YES	_____	NO	_____
Circus workshop	YES	_____	NO	_____
Beer festival	YES	_____	NO	_____
Historical event	YES	_____	NO	_____

Cycling event	YES	_____	NO	_____
None of these	YES	_____	NO	_____

Please tell us what other option you think we should pursue.

Comments _____

Greater variety of shops in the town centre

- 4.34 The type and variety of shops located in a town centre in a 'market economy' is largely the product of what the local demand for goods and services is in a place. However, this part of the 'market economy' is changing as a response to the changes in how people buy goods and services, such as increased online shopping, which see money often go to national or international retailers instead of local ones.
- 4.35 This is a national trend but we are finding that the health and vitality of our town and local centres is being challenged as the local shops see less custom and less money spent in them.
- 4.36 This challenging picture makes attracting a greater variety of shops to the town centre more difficult, although a growing population in a town should support both the existing shops and the attractiveness of Shirebrook to new businesses.
- 4.37 To help gauge the level of interest in different types of shops, Question 6 below asks for your views on this idea.

Please tell us what you think...

Question 6 – Variety of shops in the town centre

Do you currently visit Shirebrook Town Centre to do some of your shopping?

YES	_____	NO	_____
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If yes, what kind of shops do you visit?

Food shopping	YES	_____	NO	_____
Goods shopping	YES	_____	NO	_____

Financial services	YES	_____	NO	_____
Professional services	YES	_____	NO	_____
Recreation / gym	YES	_____	NO	_____
Health / medical services	YES	_____	NO	_____
Creche / day nursery	YES	_____	NO	_____
None of these	YES	_____	NO	_____

Please tell us what one type or name of a shop you think we should try to encourage to open in Shirebrook town centre.

Comments _____

More pubs / restaurants in the town centre

- 4.38 Similar to the above, the type and variety of pubs and restaurants and other places that you can visit to eat and drink in the town centre in the evening is largely the product of what the local demand for goods and services is in a place. This part of the 'market economy' is also changing but where there is demand backed up by a willingness and ability to spend money on eating out, pubs and restaurants will open and thrive.
- 4.39 The balance between eating and drinking establishments and other town centre uses needs to be carefully managed, as well as the potential for associated anti-social behaviour problems, but national planning rules and policy has changed to make it easier for pubs, restaurants and other related establishments to open in town centres. As such, the Council could seek to encourage new eating and drinking establishments to the town centre.
- 4.40 To help gauge the level of interest in new eating and drinking establishments, Question 7 below asks for your views on this idea.

Please tell us what you think...

Question 7 – More pubs / restaurants in the town centre

Do you currently visit Shirebrook Town Centre to visit eating and drinking establishments?

YES _____ NO _____

If yes, what kind of eating or drinking establishment do you visit?

Cafes	YES	_____	NO	_____
Pubs	YES	_____	NO	_____
Restaurants	YES	_____	NO	_____
Eat-in takeaway	YES	_____	NO	_____
None of these	YES	_____	NO	_____

Please tell us what one type or name of a pub / restaurant you think we should try to encourage to open in Shirebrook town centre.

Comments _____

Green Spaces and the Countryside

- 4.41 As indicated in section 2, the Council's preparation of the Shirebrook Growth Plan is also focussing on how Shirebrook's green spaces and wider environment can be enhanced to both support and benefit from any additional growth planned for the town.
- 4.42 During the previous consultations on the Growth Plan, in relation to Green Spaces and the Countryside you told us:

Reasons you like Shirebrook's green spaces

- they are good for recreational walking;
- they are good for kicking a ball around;
- they are well maintained.

Reasons you don't like Shirebrook's green spaces

- poor quality Equipped Play Areas;
- poor maintenance;
- poor for recreational walking.

Thoughts about walking and cycling around Shirebrook

- reasonable level of countryside footpaths but not always good quality;
- some cycle paths but not enough and not always good quality.

Thoughts about tackling climate change in Shirebrook

- reasonable support for more solar panels;
- reasonable support for more tree planting.

Green Spaces, Footpaths and Cycle Paths

- 4.43 To explore this matter further, the Council is interested in knowing in more detail about what people think about specific green spaces, footpaths and cycle paths in Shirebrook so that consideration can be given to developing improvement plans for them. Question 8 below asks for your views on this.

Please tell us what you think...

Question 8 – Green Spaces, Footpaths and Cycle Paths

Do you frequently visit a Green Space or walk / cycle on a Footpath / Cycle Path in Shirebrook?

YES _____ NO _____

If yes, what is its name or location?

Name / location _____

Do you have any suggestions about how it could be improved?

Comments _____

Attachments _____

New Green Spaces or Recreational Facilities

- 4.44 The Council is also interested in what type of green spaces or recreational facilities people think could be included in the preferred growth option.
- 4.45 During the Masterplanning Consultation stage, within the 94 submissions respondents suggested that a range of income and infrastructure land uses should be included in any growth proposals. The type and number of times each land use was selected is shown below:

Income Uses	No	Infrastructure Uses	No
Market Housing	132	Roads	223
Shopping Area	118	Nature Site	112
Social Housing	86	Solar / Wind Farm	103
Eco Homes	81	Woodland	70
Offices	57	Leisure	58
Total Income Uses	474	Green Space	49
		GP Surgery	42
		Western Park	37
		Recycling Centre	34
		Sports Playing Pitch	27
		Primary School	27
		Skills College	26
		Total Infrastructure Uses	808

- 4.46 The Council will be guided by this consultation feedback in any preferred growth option but we are open to further suggestions about what type of green spaces or recreational facilities people think could be included in the preferred growth option.

Please tell us what you think...

Question 9 – Green Spaces or Recreational Facilities to be included in Growth Proposals

Do you want to suggest what type of Green Spaces or Recreational Facilities should be included in the preferred Growth Option?

Type of land use _____

Comments _____

Attachments _____

Tackling Climate Change in Shirebrook

- 4.47 As one of the largest settlements in Bolsover District, Shirebrook could both be more affected by the effects of climate change but also contribute more to the efforts of tackling climate change.
- 4.48 Tackling climate change in Shirebrook would need to see efforts to reduce day-to-day carbon emissions from people living, working and visiting Shirebrook, such as better insulated buildings, more energy generated by renewable means like solar panels and fewer journeys in vehicles fuelled by non-renewable fossil fuels. It would need efforts to remove levels of carbon dioxide already in the atmosphere, such as by planting more trees.
- 4.49 The national picture demonstrates that making the changes needed to reduce day-to-day carbon emissions won't be easy. However, making the changes to adapt to a warmer and more unpredictable climate will not be easy either.
- 4.50 The Council and national government can help to a degree by making the necessary changes as easy as possible but efforts will be needed from all quarters of society. To explore this matter further, the Council is interested in knowing in more detail about whether people want to take steps to tackle climate change in Shirebrook or explore what steps they could take. Question 10 below asks for your views on this.

Please tell us what you think...

Question 10 – Taking steps to tackle climate change

Are you thinking about taking steps to reduce your day-to-day carbon emissions at your home or business or how you travel between the two?

YES _____ NO _____

If yes, what steps are you thinking about taking?

Steps _____

Do you have any thoughts on how the Council or national government could help you take these steps?

Comments _____

Attachments _____

4.51 With regard to tree planting, the Council is running the Bolsover Community Woodlands project which seeks to create new community woodlands and increase the number of trees being planted across Bolsover District. Within Shirebrook, this project is funding the tree planting within the Market Place but could potentially also fund more tree planting around Shirebrook.

4.52 To explore this matter further, the Council is interested in your suggestions for where additional tree planting could be directed in or around Shirebrook and Question 11 below asks for your views on this.

Please tell us what you think...

Question 11 – Locations for additional tree planting

Do you have any suggestions on where additional tree planting could go in Shirebrook?

YES _____ NO _____

If yes, what is the name or location of your suggestion?

Name / location _____

Do you have any suggestions about how this location could be planted?

Comments _____

Attachments _____

5) Next stages and the Growth Plan preparation timetable

- 5.1 The purpose of this document is to set out the Council's identified Growth Options and to seek more feedback on potential development sites as well as on how Shirebrook's Town Centre and Green Spaces, Footpaths and Cycle Paths can be improved and on how we can all take steps to tackle climate change.
- 5.2 The Council will consider the consultation responses on this Consultation Shirebrook Growth Plan before approving its final version for adoption.
- 5.3 In accordance with the adopted Local Development Scheme (as amended), the Council will seek to adopt its final Shirebrook Growth Plan in June 2024.

Bolsover District Council

Meeting of the Planning Committee on 17th January 2024

Local Parking Standards Supplementary Planning Document – consultation feedback and proposed document for adoption

Report of the Portfolio Holder for Growth

Classification	This report is Public
Contact Details	Jonathan Hendy Senior Planning Officer

PURPOSE / SUMMARY OF REPORT

- To update Members on the outcome of the consultation exercise on the draft Local Parking Standards Supplementary Planning Document and seek their approval to make appropriate revisions and refer to Council the adoption of the revised document as a material consideration in planning decisions.

REPORT DETAILS

1. Background

- 1.1 In accordance with the Council's approved Local Development Scheme (February 2022), work has recommenced on the preparation of a number of Supplementary Planning Documents (SPDs) to provide more detailed advice or guidance on policies of the Local Plan for Bolsover District (March 2020).
- 1.2 In relation to the Local Parking Standards SPD, work began in October 2018 to support the preparation of the Publication version Local Plan for Bolsover District. As part of this work, a report was taken to Planning Committee regarding a draft Parking Standards SPD and approval was given to carry out a public consultation exercise on the draft document and this exercise ran during December 2018 and January 2019.
- 1.3 However, during the Local Plan Examination the Inspector ruled that the parking standards information in the draft SPD should be included within the Local Plan for Bolsover District as an appendix. This instruction was followed and this saw the local parking standards being referred to in policy ITCR11: Parking Provision and set out in Appendix 8.2 of the Local Plan, with a reference to the preparation of a SPD to provide more detailed guidance on how development proposals should include an appropriate provision for vehicle and cycle parking.
- 1.4 As the Local Parking Standards SPD cannot revise the standards set out in the Local Plan for Bolsover District, the recommencement of work on its preparation

has focussed on how the required parking provision should meet the requirements of policy ITCR11: Parking Provision, namely:

- a) Relate well to the proposed development;
- b) Be well designed, taking account of the characteristics of the site and the locality;
- c) Provide a safe and secure environment;
- d) Minimise conflict with pedestrians and / or cyclists;
- e) Make provision for service and emergency access.

1.5 In addition, the Government through the recent revisions to the National Planning Policy Framework (NPPF) has placed greater emphasis on achieving well designed and beautiful places and this has influenced the recommenced work on the preparation of the Local Parking Standards SPD.

1.6 Based on this policy background, the prepared SPD for public consultation focussed and provided further detailed guidance on how developments should address criteria a) to e) of policy ITCR11 through their design and implementation and was set out in the following sections:

- A. General Approach to Parking
- B. On Street Parking
- C. On Plot Parking (Drives and Garages)
- D. Parking Courts
- E. Shared Spaces
- F. Non-Residential Parking
- G. Accessible Parking (Disabled)
- H. Cycle Parking
- I. Motorcycle Parking
- J. Electric Vehicle Charging

1.7 The prepared Local Parking Standards SPD was reported to the Local Plan Implementation Advisory Group on 18th October 2023 for information and any appropriate advice and was then subject to a targeted consultation exercise with statutory consultees, as well as developers and agents and other consultation bodies registered for on the Council's Local Plan database, given the more operational nature of the SPD. However, copies of the document and representation forms were also made available at local libraries and contact centres.

1.8 This consultation exercise ran for 4 weeks between Monday 30th October to 5pm on Monday 27th November 2023. The outcome of this consultation exercise is discussed below.

2. Details of Proposal or Information

Outcome of the Consultation Exercise

2.1 The Council received four submissions during the consultation period, from:

- Historic England;
 - the Bolsover North Consortium;
 - UK Coal;
 - Highways England.
- 2.2 In addition, one late submission was received from Derbyshire County Council from the Highways Department. Despite this being received late, as the statutory highway authority their comments are valued and have been incorporated into summary of representations received and considered.
- 2.3 A summary of the outcome of the consultation exercise and the main points that are considered to merit revisions to the approved consultation draft Local Parking Standards Supplementary Planning Document is set out below. However, the full schedule of responses and the Council's proposed response to the points is contained in Appendix 1 to this report.

Treatment of parking in Conservation Areas

- 2.4 Historic England considered that the document could be enhanced by ensuring that the design responds to local distinctiveness, the significance of heritage assets and their setting, if relevant for example, within a conservation area. Also that it would be beneficial to have a section in the SPD that considers parking considerations when in a Conservation Area or where development will affect the significance of a heritage asset and whether there are specific design considerations that protect and conserve these assets.
- 2.5 In response to this point, a new paragraph at 2.11 has been added to say that *"Within conservation areas materials will be important in the treatment of parking spaces. We would seek to avoid car parking next to listed buildings so that their setting is protected."*

Requirement for a 2-metre landscape strip between driveway parking

- 2.6 The Bolsover North Consortium considered that the requirement for a 2-metre landscaping verge or boundary fence between parking spaces does not constitute good use of land and would result in reduced densities and could affect development viability. They agreed with the sentiment that this would break up rows of parking, however, in their view, only soft landscaping and not hard landscaping such as boundary fences (as referred to in the text) would have this positive impact. They considered that this 2-metre landscaping verge between parking spaces would be trodden on and would likely be removed by the homeowner in any event.
- 2.7 In response to this point, it is considered that a fixed requirement for a 2-metre landscape strip between driveway parking may be too prescriptive and not be flexible to respond to the wide variety of development sites. However, it is considered that it remains important to achieve a 'meaningful landscape strip' and seek its retention in order to achieve well designed and beautiful places. Therefore, it is proposed to make this revision to the SPD in paragraph 2.9.

Use of a garage as a parking space

- 2.8 The Bolsover North consortium considered that this statement conflicts with the principle of developers providing garages, noting that it is contrary to the adopted Manual for Streets guidance which Derbyshire County Council Highways direct developers to when preparing development proposals intended for local highway authority adoption.

- 2.9 In response to this point, it is noted that Manual for Streets, paragraph 8.3.41, states:

“In determining what counts as parking and what does not, it is recommended that the following is taken into account:

- *car ports are unlikely to be used for storage and should therefore count towards parking provision; and*

- *whether garages count fully will need to be decided on a scheme-by-scheme basis. This will depend on factors such as:*

- *the availability of other spaces, including on-street parking;*
- *where this is limited, residents are more likely to park in their garages;*
- *the availability of separate cycle parking and general storage capacity;*
- *garages are often used for storing bicycles and other household items; and*
- *the size of the garage;*
- *larger garages can be used for both storage and car parking, and many authorities now recommend a minimum size of 6 m by 3 m.”*

- 2.10 Following consideration of the guidance within Manual for Streets, it is noted that this point needs to be decided on a scheme-by-scheme basis and so it is proposed that the paragraph 4.4 of the SPD will be revised to state that garages can count as a parking space as long as they are of a minimum dimension and are assessed on a case-by-case basis, in order that a different approach could be arrived at based upon local circumstances.

On-Street Parking

- 2.11 Derbyshire County Council consider that whilst on street parking is accepted, it is in the context of visitor provision where there is short term attendance. They consider that there should be a clear distinction made that parking which is directly associated with a residential dwelling is not counted on street. Where laybys are used they argue that the same principle applies, i.e. the highway cannot be reserved for individual users and private islands within the highway cannot be accepted due to the ability to ensure that street users are fully protected when using the highway surrounding them, they also have practical issues of maintenance and drainage.

- 2.12 In response to this point, the view of the highway authority is noted and it is considered that there is merit to adding text to help clarify this matter. Therefore, the following text has been added to Paragraph 3.4 that says, *“Where we consider that the parking design response requires dedicated*

on-street parking, early consultation with the Highways Authority is recommended to ensure acceptability. It is recommended that the developer discusses with the Highways Authority the spatial arrangement with regards to adoption or maintaining the highway as a private road.”

Acceptability of Gravel Drives

- 2.13 Derbyshire County Council consider that it is typical for loose material, such as a gravel drive, to be acceptable where there is a 5m hardstanding from the edge of highway to ensure that vehicles have good traction and don't drag gravel onto the highway. On this basis, they state that where such an arrangement is proposed the wider use of loose material, such as gravel drives, would be acceptable.
- 2.14 In response to this point, the view of the highway authority is noted and it is considered that there is merit to adding some wording to paragraph 4.10 that states, *“Consideration will be given to gravel drives where there is an appropriate apron or set back from the back of the footway, and there is an appropriate gradient to the driveway itself to prevent gravel slippage.”*

Lifetime Homes

- 2.15 Derbyshire County Council would encourage a reference to be made lifetime homes standards.
- 2.16 In response to this point, the view of the highway authority is noted and it is considered that there is merit to inserting an additional paragraph 4.13 to say, *“In respect of residential properties that are to meet Lifetime Home standards we will require circulation around parking spaces to meet part M of the building regulations.”*

Other changes

- 2.17 A new section on shared access has been added at paragraph 6.1 and several new and better images have been inserted to improve the quality of images and aid with the visual representation of the proposed guidance.

Final Document

- 2.18 A final version of the SPD with the above revisions is attached as Appendix 2.

3 Reasons for Recommendation

- 3.1 The report updates Members on the feedback received during the consultation exercise and sets out the Council's response to this feedback and any consequential revisions to the SPD. On this basis, it is recommended that Members approve the Local Parking Standards SPD and refer it to Council for formal adoption.

4 Alternative Options and Reasons for Rejection

- 4.1 It would be possible to not approve this final version of the Local Parking Standards SPD at this time but this alternative option has been rejected as this would mean that the Council would not provide sufficient guidance to developers and agents on this matter and may undermine efforts to achieve well designed and beautiful places in Bolsover District.

RECOMMENDATION

That Planning Committee:

- 1) note the outcome of the consultation exercise as set out in the report and set out in Appendix 1;
- 2) approve the proposed responses to the main points and the consequential revisions to the proposed SPD as set out in the report and set out in Appendix 2;
- 3) recommends to Council that the Local Parking Standards Supplementary Planning Document is adopted as a material consideration in planning decisions.

Approved by Councillor Ritchie, Portfolio Holder – Growth

IMPLICATIONS:

Finance and Risk: Yes ☐ No ☒

Details: There are no specific finance or risk issues arising from this report.

On behalf of the Section 151 Officer

Legal (including Data Protection): Yes ☐ No ☒

Details: There are no specific legal or data protection issues arising from this report

On behalf of the Solicitor to the Council

Environment: Yes ☒ No ☐

Please identify (if applicable) how this proposal / report will help the Authority meet its carbon neutral target or enhance the environment.

Details: The SPD includes design guidance relating to cycle parking and Electric Vehicle Charging.

Staffing: Yes ☐ No ☒

Details: There are no human resources implications arising from this report.

On behalf of the Head of Paid Service

DECISION INFORMATION

Is the decision a Key Decision? A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/> <input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i>	No
Is the decision subject to Call-In? <i>(Only Key Decisions are subject to Call-In)</i>	No

District Wards Significantly Affected	All
Consultation: Leader / Deputy Leader <input type="checkbox"/> Executive <input type="checkbox"/> SLT <input type="checkbox"/> Relevant Service Manager <input type="checkbox"/> Members <input type="checkbox"/> Public <input type="checkbox"/> Other <input type="checkbox"/>	No Details:

Links to Council Ambition: Customers, Economy and Environment
<ul style="list-style-type: none"> • Enabling housing growth; • Developing attractive neighbourhoods; • Increasing customer's satisfaction with our services.

DOCUMENT INFORMATION	
Appendix No	Title
1	Consultation Responses
2	Local Parking Standards SPD
Background Papers	
<i>(These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Executive you must provide copies of the background papers).</i>	

Appendix A

Local Parking Standards SPD Summary of Representations received and Council's Response

	Historic England (Reps 1 – 2)	
1	Paragraph 1.2 could be enhanced by ensuring that the design responds to local distinctiveness, the significance of heritage assets and their setting, if relevant for example, within a conservation area.	In response to this we have added a comment in paragraph 2.11 to say that <i>“Within conservation areas materials will be important in the treatment of parking spaces. We would seek to avoid car parking next to listed buildings so that their setting is protected.”</i>
2	It would be beneficial to have a section in the SPD that considers parking considerations when in a Conservation Area or where development will affect the significance of a heritage asset and whether there are specific design considerations that protect and conserve these assets.	Please refer to comment above.
	Bolsover North Consortium (Reps 3 – 12)	
3	Paragraph 2.4 refers to a layout produced for Davidsons which comprise parking arrangements from Melbourne Village in South Derbyshire. Melbourne is a high value commuter settlement commanding high property values and properties on this development are bespoke duplicates of that found in the village – they are not representative of developments built by either Davidsons or other developers today. The arrangement shown in the image has no frontage parking, garages are not compliant with the standards promoted in this guidance and the predominance of rear parking courts shown is commonly fought by police, parish and highway authorities due to poor surveillance and resultant on-street parking. We	The image has been replaced by a new series of images showing a mix of parking solutions within developments.

	therefore do not consider this to be a good example used in the SPD.	
4	<p>We support the use of a range/mix of parking solutions throughout proposals.</p> <p>Paragraph 2.7 states that <i>'where double driveway parking is planned between houses, these should only be 2 car lengths and discouraged where 3 car lengths. A boundary fence of verge...'</i> presumably meaning a boundary fence or verge) ...should be shown separating driveways to prevent large areas of tarmac. Landscape strips between parking need to be meaningful and should be at least 2m wide and must be retained.</p> <p>Our interpretation of the parking arrangement described in paragraph 2.7 is as shown on figure 1.</p> <p>The requirement for a 2m landscaping verge or boundary fence between parking spaces does not constitute good use of land and would result in reduced</p>	<p>We note the respondent disagrees with the guidance outlined in paragraph 2.6 – 2.8.</p> <p>We will remove the requirement for a 2-metre-wide landscape strip, but we will still encourage a 'meaningful landscape strip' and seek its retention but will continue to discourage in general the 3 cars in tandem, where they are parallel to each other due to the visual impacts of extensive tarmac in the street scene. It is proposed to make this revision to the SPD in paragraph 2.9.</p>

	<p>densities. Across a street scene and a whole site, fewer dwellings could be plotted which would have implications on the wider viability of sites.</p> <p>Lower densities would need consideration through local plan preparation; it is likely that additional housing sites would be needed to offset lower densities.</p> <p>We agree with the sentiment that this would break up rows of parking, however, in our view, only soft landscaping and not hard landscaping such as boundary fences (as referred to in the text) would have this positive impact. Furthermore, in our experience, this 2m landscaping verge between parking spaces would be trodden on and would likely be removed by the homeowner in any event.</p> <p>Paragraph 2.6 represents a dislike to integral house types which are among the most popular house types and provide an important means of securing green breaks amongst frontage parked plots.</p> <p>Overall, we disagree with the guidance outlined in paragraphs 2.6, 2.7 and 2.8.</p>	
5	<p>Section B: On street parking</p> <p>On street parking plays a role within street designs where appropriate. Customers do however prefer dedicated off-street parking solutions and the application of this form of parking should therefore be discretionary. We have no further comments.</p>	<p>Comments and customer preferences noted. We also note the respondents opening comment that they agree with a range of parking solutions.</p>

6	<p>Section C On Plot Parking (Drives and garages)</p> <p>Paragraph 4.1 provides an example of staggered 3 storey integral types with stark white garage doors seem to make a deliberate negative image.</p>	<p>We confirm that the image does show a negative example, but this demonstrates the point well. There are very few good examples of integral garages.</p>
7	<p>Paragraph 4.2 in this section needs further explanation, particularly with reference to the following sentence, <i>“we discourage terraces of more than 4 garages or blocks of garages in courts where a house has an integral garage”</i>.</p> <p>We note that blocks of garages are discouraged but the point regarding integral units is not clear.</p> <p>We feel that the statement that <i>“ideally garages should be provided to the side of the property, preferably behind the building line”</i> guides design away from integral units, with no justification. We strongly feel that integral units are important to providing a mix of house types, parking solutions and creating different character area within the site. This wording should be carefully considered so not to discount the importance of integral types.</p>	<p>In response, we consider that most integral garages have a negative impact on the architecture of the building, and this creates an inactive frontage.</p> <p>Only in exceptional circumstances will we encourage integral garages.</p>
8	<p>Paragraph 4.3 states that <i>“a garage itself is not counted as a parking space, however, an under-croft parking space as shown in the image below is counted”</i>. Not only, is this contradictory to the rest of the document (i.e., paragraph 4.4) but it conflicts with the principle of developers providing garages. It is contrary to the adopted Manual for Streets guidance</p>	<p>2.9 It is considered that in line with Manual for Streets, paragraph 8.3.41, that states</p> <p><i>8.3.41 In determining what counts as parking and what does not, it is recommended that the following is taken into account:</i></p>

	<p>which Derbyshire County Council Highways direct developers when preparing development proposals intended to be adopted.</p> <p>The table of internal garage dimensions are generally onerous on developers and have impact(ed) on land-take., discouraging the provision of garages. The dimensions in the 'absolute minimum' column are welcomed and considered standard, good-sized garages across most other authorities. The need for storage space as referenced in the table is unjustified.</p>	<ul style="list-style-type: none"> • <i>car ports are unlikely to be used for storage and should therefore count towards parking provision; and</i> • <i>whether garages count fully will need to be decided on a scheme-by-scheme basis. This will depend on factors such as:</i> <ul style="list-style-type: none"> – <i>the availability of other spaces, including on-street parking</i> – <i>where this is limited, residents are more likely to park in their garages;</i> – <i>the availability of separate cycle parking and general storage capacity</i> – <i>garages are often used for storing bicycles and other household items; and</i> – <i>the size of the garage</i> – <i>larger garages can be used for both storage and car parking, and many authorities now recommend a minimum size of 6 m by 3 m.</i> <p>Therefore, we will count garages as a parking space as long as they are of a minimum dimension and are assessed on a case-by-case basis, in order that a different approach could be arrived at based upon local circumstances, and on this basis it is proposed that the paragraph 4.4 of the SPD will be revised.</p>
9	Paragraph 4.6 regarding ridge alignments of the room is considered a design matter and not a parking matter.	It is considered that this is a knock-on effect of parking arrangements, and it makes sense to reference it in this document.
10	Similarly, paragraph 4.7 relating to drainage of parking spaces should in our view, be a matter to be agreed with the LLFA and drainage consultant. The use of	It is considered that this is a clear car parking design issue. Materials will be agreed at the time, but we are

	<p>permeable surfaces is reliant upon ground makeup, topography, viability and not a matter for an SPD to involve itself in.</p>	<p>discouraging the use of gravel as often it is inappropriately applied.</p>
11	<p>The Council discourage triple tandem parking (see paragraph 4.8). Similarly, to the landscape verge between parking spaces, this creates an issue for densities and site wide viability. Triple tandem parking provides a space efficient solution for larger 4 bed properties. The proposed ruling design to prevent triple tandem parking will result in a plot being lost for every 4 types plotted. The SPD doesn't appear to appreciate the wide-ranging implications compliance with proposed policies will have.</p> <p>The introduction of the SPD also stands to undermine extant outline planning permission sites where design code must comply with approved Design and Access Statements.</p>	<p>The Bolsover North Design & Access Statement is still relevant, and we would expect adherence to that.</p>
12	<p>Section D Parking Courts</p> <p>It is positive that the SPD does not rule-out the use of parking courts. However, paragraph 5.4 provides a list of prescriptions about the parking court including a number of cars.</p> <p>We do not agree that a minimum of 12 cars in a parking court should be encouraged. This is larger than some car parks for convenience stores and would give way to large hard landscaped areas. Instead, parking courts should provide for a certain number of</p>	<p>In response, we consider that rear parking courts should not be visible, and we don't want them to look like car parks. We would prefer a courtyard appearance rather than a car park appearance, with landscaping and other combined holistic design requirements. A combination of factors makes this work.</p> <p>We will take on a case-by-case basis but depends on overall design of scheme where a mix of parking patterns are encouraged.</p>

	cars but be viewed on a case-by-case basis. The introduction of a 'large focal tree' in the parking court will likely cause manoeuvring issues but we welcome the introduction of some landscaping to soften the area.	
	National Highways (Rep 13)	
13	National Highways has considered the contents of the SPD and has no comments on this consultation.	Response noted.
	The Coal Authority (Rep 14)	
14	I can confirm that the Planning team at the Coal Authority has no specific comments to make on this document.	Response noted.
	Stephen Hawley Derbyshire County Council (Reps 15 – 28)	
15	Reference is made to DSP (2017), DCC has consulted with BDC on a revised design guide and met with officers, the SPD should add an appropriate caveat or indicate "or superseding document"	Our updated parking standards SPD reflects our Local Development Scheme. The intention is that the SPD would supersede the documents referred to in paragraph 1.4. Any newer relevant publications will be taken on their merits at the time.
16	<p>Section B: On Street Parking</p> <p>Whilst on street parking is accepted, it is in the context of visitor provision where there is short term attendance. There should be a clear distinction made that parking which is directly associated with a residential dwelling is not counted on street. Where laybys are used the same principle applied, the highway cannot be reserved for individual users and private islands within the highway cannot be accepted due to the ability to ensure that street users are fully protected when using the highway surrounding them,</p>	In response to this we have decided to add some text to paragraph 3.4 that says " <i>Where we consider that the parking design response requires dedicated on-street parking, early consultation with the Highways Authority is recommended to ensure acceptability. It is recommended that the developer discusses with the Highways Authority the spatial arrangement with regards to adoption or maintaining the highway as a private road.</i> "

	they also have practical issues of maintenance and drainage. The document should indicate that the on-street option is only for visitor arrangements.	
17	<p>Section C: On Plot Parking</p> <p>4.4 DCC will not recognise garages as parking spaces for vehicles. Manual for Streets provides clarification on the reasoning in paragraph 8.3.40, and as such the reliance on a garage for long term parking is not likely.</p>	In response, on reflection we have decided due to the efficient use of land that we are going to include a garage as a space. Manual for Streets 8.3.41 provides flexibility as to whether it is included or not. Whether garages count fully would need to be decided on a scheme-by-scheme basis.
18	<p>Garage Internal Dimension.</p> <p>Whilst DCC will not accept garages for car parking, it notes that there are a significant number of dimensions provided and it is unclear how they have been derived. MfS 8.3.41 recommends a minimum size of 6m x 3m. It is questionable if the other dimensions listed in the draft SPD could be justified under challenge.</p>	We have added references for these garage dimensions after the table.
19	<p>Garage set-back distances.</p> <p>DCC has proposed a 6m setback based on a 4.8m parking space and then 1.2m to allow for garage door opening. The SPD dimensions are larger, and it is unclear how these have been derived, again they may not be justifiable under challenge.</p>	The garage set back distances are those set out in Delivering Streets and Places (2017).
20	<p>4.7. It is typical for loose material to be acceptable where there is a 5m hardstanding from the edge of highway to ensure that vehicles have good traction and don't drag gravel onto the highway. Where such an arrangement is proposed the wider use of loose material would be acceptable.</p>	In response we have added some wording to paragraph 4.10 <i>"Consideration will be given to gravel drives where there is an appropriate apron or set back from the back of the footway, and there is an appropriate gradient to the driveway itself to prevent gravel slippage."</i>

21	4.9. The dimensions conflict with nationally accepted parking space dimensions. If BDC seeks to provide a large parking space there should be evidence cross referenced to justify the large size, otherwise it is not robust and results in inefficient use of land and excessive material use with an increased carbon footprint for the proposal. BDC need to justify the non-alignment with national endorsed dimensions.	The dimensions of a parking space are included in the Bolsover District Local Plan Appendix and have been accepted by an inspector through the examination process. We can't alter this until we review the Local Plan. The government website still refers to the Essex County Council Parking Standards (2009) which shows an even larger parking space.
22	DCC would encourage a reference to be made lifetime homes standards.	In response we have added an additional paragraph 4.13 to say, <i>"In respect of residential properties that are to meet Lifetime Home standards we will require circulation around parking spaces to meet part M of the building regulations."</i>
23	5.4 Clarification is needed why the courtyard is restricted to 12 parking spaces. DCC a more logical proposal would be to use the number of dwellings as the metric.	In response, we consider that rear parking courts should not be visible and we don't want them to look like car parks. We would prefer a courtyard appearance rather than a car park appearance, with landscaping and other combined holistic design requirements. A combination of factors makes this work. We will consider proposals on a case-by-case basis but will depend upon overall design of scheme where a mix of parking patterns are encouraged.
24	Section F: Accessible Parking 7.2 Exclude DSP (2017 reference) as it is due to be replaced.	Until a new version is published, we will continue to refer to the previous version.
25	Appendix 1 BDC Parking Standards Clarification is needed as how these ratios have been derived given the absence of national guidance. Without clear justification these ratios would not stand up to challenge.	These standards are part of an adopted local plan and was to the satisfaction of the Local Plan Inspector during an examination process.

	DCC recommends that parking for non-residential uses are justified by the application using parking accumulation from suitable donor sites or the use of the TRICs database.	The standards themselves cannot be changed until the Local Plan is changed.
26	The revised SPD should place greater emphasis on carbon reduction for individual developments and the implications for the wider district. I would direct you to Reform of parking policy needed to encourage lower carbon travel (tps.org.uk) which provides some helpful concepts which should be taken forward in revised parking policy.	The SPD relates to parking design and issues in relation to parking reduction strategies will be dealt with through other policy initiatives and at the time of a review of the local plan when car parking standards can be re-examined.
27	The SPD does not make reference to the use of mobility hubs or car clubs, these are important tools that need to be integrated into development, particularly larger schemes where there is a critical mass to make them self-sustaining.	The SPD relates to parking design, and such matters will be dealt with through other policy initiatives and at the time of a review of the local plan when car parking standards can be re-examined.
28	The SPD should also make provision for parking restraint in urban settings rather than defining parking as a minimum level as a way to manage trip demand as well as providing wider environmental benefits.	The SPD relates to parking design, and such matters will be dealt with through other policy initiatives and at the time of a review of the local plan when car parking standards can be re-examined.

Local Parking Standards

Supplementary Planning Document



January 2024

Equalities Statement

Bolsover District Council is committed to equalities as an employer and when delivering the services it provides to all sections of the community.

The Council believes that no person should be treated unfairly and is committed to eliminating all forms of discrimination, advancing equality and fostering good relations between all groups in society.

Access for All statement

You can request this document or information in another format such as large print or language or contact us by:

- **Phone** – 01246 242424
- **Email** – enquiries@bolsover.gov.uk
- **BSL Video Call** – a three way video call with us and a BSL interpreter. It is free to call Bolsover District Council with Sign Solutions, you just need wifi or mobile data to make the video call, or call into one of our Contact Centres.
- **Call with Relay UK** via textphone or app on 0800 500 888 – a free phone service provided by BT for anyone who has difficulty hearing or speaking. It's a way to have a real time conversation with us by text.
- **Visiting one of our offices** at Clowne, Bolsover, Shirebrook and South Normanton.

Preface

National Planning Practice Guidance advises that Supplementary Planning Documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. They are however a material consideration in decision-making. They should not add unnecessarily to the financial burdens on development.

In accordance with this guidance, the Council is preparing a number of SPDs as outlined in its Local Development Scheme to provide guidance to developers, architects, agents and landowners considering submitting a planning application in relation to the following topics:

- Section 106 Planning Contributions (covering affordable housing provision and green space and play provision);
- Successful Places;
- Historic Environment;
- Local Parking Standards.

This SPD relates to Local Parking Standards and supplements Policy ITCR11: Parking Provision of the Local Plan for Bolsover District (March 2020) by advising how the parking standards contained in Appendix 8.2 of the Local Plan should be designed and implemented within development proposals. This SPD does not revise the standards contained in the Local Plan but does provide further advice on areas not covered in the Local Plan, such as cycle and motorcycle parking.

Finally, this SPD is being prepared in accordance with Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

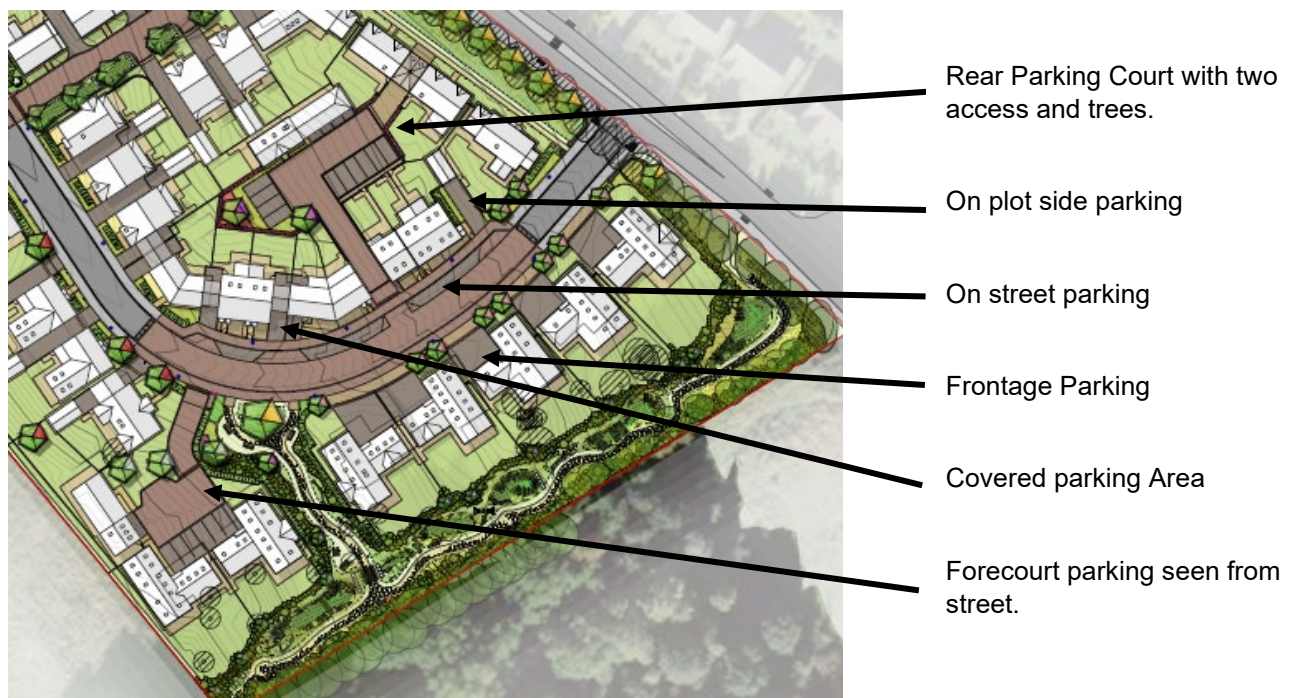
Introduction

- 1.1 The Local Plan for Bolsover District was adopted in March 2020 and guides development in Bolsover District until the end of the plan period in March 2033.
- 1.2 Policy ITCR11: Parking Provision requires new developments to have appropriate provision for vehicle and cycle parking as set out in Appendix 8.2 of the Local Plan and that this parking provision should:
 - a) Relate well to the proposed development
 - b) Be well designed, taking account of the characteristics of the site and the locality
 - c) Provide a safe and secure environment
 - d) Minimise conflict with pedestrians and / or cyclists
 - e) Make provision for service and emergency access
- 1.3 This SPD focusses and provides further detailed guidance on how developments should address criteria a) to e) through their design and implementation and is set out in the following sections:
 - A. General Approach to Parking
 - B. On Street Parking
 - C. On Plot Parking (Drives and Garages)
 - D. Parking Courts
 - E. Shared Spaces
 - F. Non-Residential Parking
 - G. Accessible Parking (Disabled)
 - H. Cycle Parking
 - I. Motorcycle Parking
 - J. Electric Vehicle Charging
- 1.4 In doing so, this SPD carries forward and updates some of the design guidance within the draft Successful Places SPD: A Guide to Sustainable Housing Layout and Design (published in 2013) and Derbyshire County Council's Delivering Streets and Places (published in 2017).
- 1.5 For information, policy ITCR11: Parking Provision and Appendix 8.2 of the Local Plan containing the Parking Standards are reproduced as an appendix to this document.

Section A: General Approach to Residential Parking

- 2.1 Parking provision should provide a balanced mix of parking solutions that are integrated into the design and layout to support its appearance without cars becoming too visually dominant.
- 2.2 Car ownership is an established aspect of modern life and satisfactorily accommodating cars is a key function of most residential streets.
- 2.3 Designs need to reconcile the need to provide attractive streets that provide the minimum standards of parking at the very least but without detracting from the character or visual quality of the place.
- 2.4 The following drawing courtesy of DSA shows a housing layout at Cornwater Fields, near Mansfield, incorporating a well-designed mix of parking solutions including on-plot provision, rear and forward parking courts and on-street spaces designed as part of the landscape strategy into the street scene.

2.5



DSA (Environment & Design).

- 2.6 The two following sample designs show developments where the variety and mix of parking layouts within the same development lead to better placemaking:



The drawing for Market Village, New Lubbethorpe courtesy of Davidsons Homes shows a housing layout incorporating a well-designed mix of parking solutions including on-plot provision, rear and frontage parking courts and occasional on-street spaces designed into an open square and within a mews character street scene.



The drawing opposite shows the layout for Biddenham Park, Bedford, courtesy of Davidsons Homes showing a housing layout with mix solutions including on-plot provision, parking courts and on-street frontages spaces designed into the street scene with perimeter blocks.

- 2.7 Other considerations are to try to provide surveillance of parking areas from adjoining buildings and gardens and to try to generate activity / movement between dwellings and the street creating safe and animated places.

- 2.8 Good design should avoid banks of unbroken parking with a lack of boundary treatments/open frontages, prominent integral garages and extensive areas of driveway. Such features are often an indication that the density of the development is too high.
- 2.9 Where double driveway parking is planned between houses, these should be only two car lengths and discouraged where three car lengths. A boundary fence of verge should be shown separating driveways to prevent large areas of tarmac. Landscape strips between parking need to be meaningful and their retention will be sought.
- 2.10 Landscape treatment around all parking areas is important. Landscape will need to be designed to minimise the effect of car parking by acting as a screen, a backdrop and a buffer between car parking spaces and buildings.
- 2.11 Within conservation areas materials will be important in the treatment of parking spaces. We would seek to avoid car parking next to listed buildings so that their setting is protected.

GOOD PRACTICE



- Design point 1 – Use a mix of parking solutions.
- Design point 2 – Avoid banks of unbroken parking.
- Design point 3 – Include meaningful landscape strips.

Section B: On Street Parking

- 3.1 On street parking should be designed as an integral component of the street scene and support the character and role of the street. It should be provided as a mix of parking options.
- 3.2 On-street parking must be balanced with road safety and crime prevention considerations. Road widths and levels of parking also need to be sufficient to avoid inappropriate parking on pavements and appearing visually dominating in the street scene. Consideration should be given to how electric vehicle charging points can be fitted into the street scene without causing an obstruction.
- 3.3 Visual impacts should be moderated with small groups of spaces (no more than 4 in parallel) separated by trees or features to enable safe road crossing.
- 3.4 Where we consider that the parking design response requires dedicated on-street parking, early consultation with the Highways Authority is recommended to ensure acceptability. It is recommended that the developer discusses with the Highways Authority the spatial arrangement with regards to adoption or maintaining the highway as a private road.
- 3.5



The image above of Trumpington Meadows in Cambridge shows on-street parking and dedicated verges integrated into the street scene with hard and soft landscape. Simon Harrison: (Ebbsfleet DC).



This image above shows a link road (bus route) with mature trees and parallel side parking with driveways opposite. (Space to Park).



The image above shows how on-street parking benefits from mature planting either side that considerably enhances the street scene. Where a road is sufficiently wide enough with front gardens, longer stretches on-street parking can be accommodated. (Space to Park)



The image on the left shows informal non allocated on-street parking provided by subtle widening of the carriageway.



The image on the left shows additional on-street parking provided by creating a recess within an area provided in this case for a SUDS but could be integrated with green space also.

Note that in future we would be looking to have more street trees in such situations.



The image on the left shows frontage parking accommodated within an attractive space.



The image on the left shows on-street parking designed into the street scene and identified by changes in surface material.

Use of block paving will be encouraged to minimise extent of tarmac. Use of coloured tarmac acceptable in short streets.



The image on the left shows the impact of on-street parking is reduced by careful street tree planting (photo: Andy Cameron)



The image on the left shows on-street parking in an unmaintained state and without any hard or soft landscaping that detracts from the street scene.



The image above shows on-street parking demarcated / defined by a different colour material which reduces the overall effect of large areas of hard surfacing.



The image above shows on-street parking next to bungalows visually improved by a landscaped strip maintaining a sense of landscaped frontage. Trees giving dappled shade will ensure an attractive frontage.



The image above shows how the on-street parking setting can be improved with different materials and a singular mature focal tree. Room for manoeuvring is always greater in rear courtyards.

FORMAL



The image on the left shows parallel and perpendicular on-street parking arranged in small groups (no more than 5 parallel together) and broken up with street tree planting and hard surfacing materials.

INFORMAL



The image on the left shows on-street parking with an informal courtyard setting with street trees that soften the appearance of the parking and enhance the space.

GOOD PRACTICE



- Design point 1 – Selective tree planting for characterisation of parking bays.
- Design point 2 – Wider Streets can deliver better on-street parking solutions.
- Design point 3 – Use different coloured hard surfacing materials. Create places not spaces.

Section C: On Plot Parking (Drives and Garages)

- 4.1 Garages should be sited so they do not appear as dominant features in the street scene and be of sufficient size to function as an additional parking space if needed.
- 4.2 Garages and carports should not be sited where they project forward of the building line. We discourage terraces of more than 4 garages, or blocks of garage in courts, or where a house has an integral garage. We discourage two garage doors side by side such as in the photo below. We discourage an over reliance of integral garages; ideally garages should be provided to the side of the property preferably behind the building line.
- 4.3





The image above shows on-plot garages built well behind the building line where the garage is subservient to the architecture of the main house.



The image above shows how numerous garages together can look presentable in the street scene if the sequence is broken up and they are part of differently designed buildings. In existing urban areas where space is limited, we would encourage bespoke solutions to open up building facades.



The image above shows undesirable frontage parking without any means of breaking up the street scene with either hard or soft landscaping.



The image above shows how hard and soft landscaping can break up the street scene by avoiding lots of cars parked together to visually improve frontage parking. The use of generous landscape strips in between serves to screen the cars.



The image above shows how the use of hard landscaping, in this case, black railings help to negate the adverse impact of parked cars directly in front of a residential façade. When the trees mature it will create an attractive repetition along the road. Street trees would be preferred within the highway.



The image above shows how different surfacing can provide attractive on-plot parking.



This canopy bungalow provides extra shelter whilst when approaching the front door or garage door. The recess also reduced the dominance of the car on the street.

- 4.4 Garages will be counted as parking as long as they are of a minimum dimension and are assessed on a case-by-case basis in line with Manual for Streets (refer to paragraph 8.3.41)



- 4.5 It is permitted development to allow the conversion of garage space into habitable accommodation, and if used in this way may reflect the low internal space standards of many new dwellings. A garage must be to the following standards for dimensions, and to the following garage set back distances shown in the tables below.

Garage Internal Dimensions

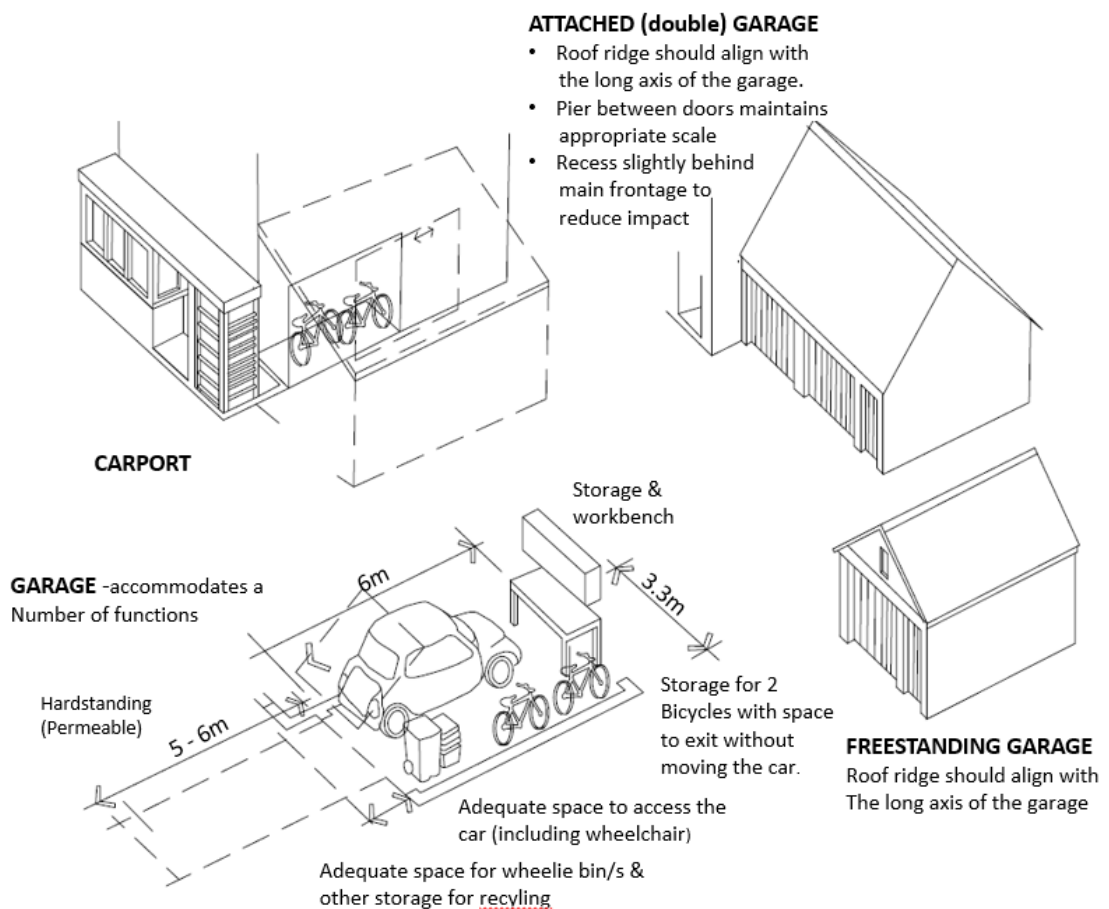
Type	Internal Dimensions (Width x length)		Garage Door (width)
	Preferred	Absolute Minimum	Absolute Minimum
Standard Single*	3.6m x 6.5m	3m x 6m	2.3m
Single (inc storage space)	4m x 7m	3.3m x 6m	2.3m
Double*	7.2m x 6.5m	6m x 6m	4.2m
Double (inc storage space)	7.5m x 7.5	6m x 6.6m	4.2m
Use by Disabled people*	4.2m x 6.5m	3.3 x 6m	2.8m

Garage set-back distances.

Garage door type	Distance from Highway Boundary	
	Preferred	Absolute Minimum

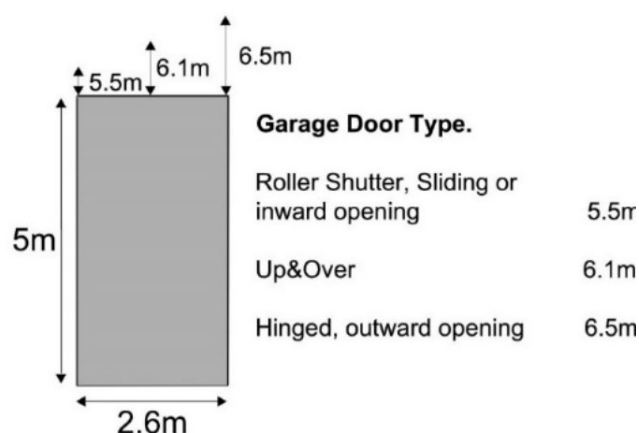
Roller shutter, sliding or inward opening	6.5m	5.5m
'Up-and-over'		6.1m
Hinged, outward opening		6.5m

- 4.6 The Absolute Minimum internal dimensions and the Garage door absolute minimum have been adapted from the 6Cs Highway Design Guide (2010).
- 4.7 The preferred internal dimensions with an asterisk are taken from Delivering Streets and Places (2017). The non-asterisked preferred internal dimensions are adapted to take into account storage space. The garage set back distances are taken from Delivering Streets and Places (2017).
- 4.8 Garages can also be used for cycle storage and for other outdoors items such as prams, pushchairs, wheelchairs, and mobility scooters. They could also house electric vehicle charging equipment.
- 4.9 The image below shows how a freestanding garage should have its roof ridge align with the longest axis, along its length, and similarly for a double garage only thus time the longest axis is across its width, and therefore the roof line follows accordingly.

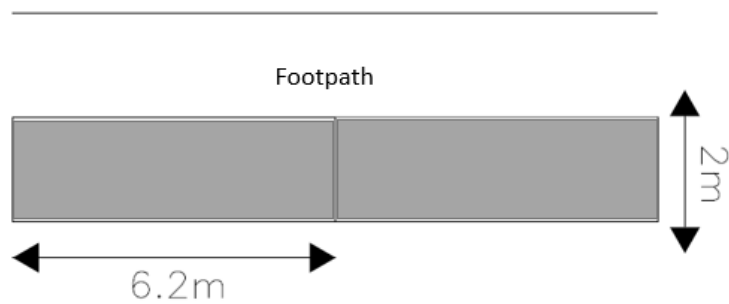


- 4.10 In order to reduce the risk of flooding, private driveways should be made from materials that allow natural drainage into the ground or should be designed to shed surface water to a permeable area within a dwelling's curtilage. Private drives also need to be safe and provide an acceptable standard of amenity. Gravel/aggregate drives will not normally be accepted because of the tendency of the gravel to become displaced and spill from the drives and parking spaces onto the footpath and road surface. This causes unacceptable risk to the safety of pedestrians from tripping and slipping and to cyclists from skidding. Furthermore, the appearance of spilt gravel on the highway and the appearance of gravel drives if poorly constructed or maintained with the propensity of weeds to grow through, creates an untidy appearance detrimental to the character of the street scene. Accessibility for wheelchair and pushchair use and ease of transporting wheelie bins can also be compromised. Consideration will be given to gravel drives where there is an appropriate apron or set back from the back of the footway, and there is an appropriate gradient to the driveway itself to prevent gravel slippage.
- 4.11 The Council's parking standards explain that having more than 2 vehicles in tandem will only be allowed if an overall more satisfactory design scheme results. Where driveways adjoin the next driveway there should be a distinct boundary fence or verge. Please see paragraph 2.9.
- 4.12 The Council's parking standards prescribe a standard parking space size of 2.6 metres width and 5 metre length. The images below depict a parking space including the additional distance required *if* a garage is situated behind the space, considering the different types of garage/domestic doors.

BDC Single Parking Space - Residential



Parallel Parking Residential Space.



- 4.13 In respect of residential properties to meet Lifetime Home standards we will require circulation around parking spaces to meet part M of the building regulations.

GOOD PRACTICE



- Design point 1 – Break up frontage parking with landscaping.
- Design point 2 – Use different colour materials on driveways.
- Design point 3 – Garages / parking should be subservient to main dwellings.

Section D: Parking Courts

- 5.1 Parking courts should be safe, convenient, and attractive spaces so they form an integrated part of the residential environment, but they should not be seen as the only parking solution across a development.
- 5.2 Parking courts provide off-street parking, usually in the form of groups of parking spaces. They can help reduce the visual impact of vehicles parked on the street but if too remote can also be less convenient than other forms of parking.
- 5.3 Where courtyards are proposed at the rear of terraced housing, they should be courtyarded in character with trees and well overlooked with rear elevations and boundaries treatments to frame the space.
- 5.4 If poorly designed they may feel unsafe, attract anti-social behaviour, and appear visually unattractive and end up not being used, thus displacing car parking onto the streets. The location, design and quality of parking courts should therefore encourage their use, and we therefore encourage the following: -
 - Parking courtyards should provide a maximum of 12 cars.
 - Parking courtyards should not look like car parks.
 - They should provide natural surveillance from overlooking properties from ground level.
 - They should be attractive spaces using surface materials and tree and shrub planting.
 - Areas of planting should be incorporated carefully without unduly restricting illumination or natural surveillance. A large focal tree creates a focus in the space.
 - They should have robust and attractive boundary treatments.
 - They should provide safe. Convenient and direct routes to the properties they serve.
 - Frontage Parking courtyards where circulation uses part of the road running through the estate will be preferred to rear parking courts.

The following images provide examples of good parking court design:



The image on the left shows an attractive parking court enhanced by trees and overlooking from adjacent houses.



Peripheral soft landscaping softens this tarmacked parking court.



The image on the left shows soft planting and a restrained palette of hard surface materials successfully breaking up a larger parking court.



The image on the left shows interior courtyard parking with a robust boundary treatment, topped with trellis allowing intervisibility from adjacent gardens.

The image below shows a weak means of enclosure with a timber fence that allows no natural surveillance at ground level. The absence of any hard or soft landscaping creates an unappealing space.



The image below shows how a parking court can be more than just a car park, it should be attractive and safe to encourage its use.

COURTYARD PARKING

Gable end and windows help surveillance of entrance to courtyard

Parking areas are overlooked by multiple windows.
Trellis topping 1.5m walls aids visibility.



GOOD PRACTICE



- Design point 1 – Greater use of trees and landscaping
- Design point 2 – Ensure ground level surveillance.
- Design point 3 – Frontage courtyards preferred to rear courtyards.

Section E: Shared Spaces

- 6.1 Shared space streets are a good way of creating character areas in a development and allowing for pedestrian priority in housing layout. Where shared space streets are proposed, parking areas should be clearly defined. Slight changes in alignment allows for slower movement of traffic. Surface treatments and trees help to frame the street rather than the parking space. The spaces should be subservient to the street scene. The images below are credited to Simon Harrison.



Section F: Non-Residential Parking

- 7.1 Non-residential parking such as for large retail, employment and leisure uses should follow the basic principles mentioned already in this SPD. These involve breaking up the mass of tarmac with hard and soft landscaping, using different coloured surfacing materials and including suitable soft landscaped boundary treatments. The images below are examples of good car parking design.



The image above shows Leeds Park and Ride, and innovative circular design, further broken up with solar panels over spaces, coloured spaces and landscaping strips. Photo courtesy of Evo-Energy.



The images above show good quality coloured surfacing and soft landscaping can improve the car park setting.

- 7.2 Where large commercial developments are proposed parking should be internalised within the overall layout rather than at the facing main roads (as shown in the image below)



Design and Access Statement for Coalite Application.

- 7.3 Incorporating planting, fencing, and lighting to create an attractive entrance and soften the appearance of parked cars as viewed from the street. For small units parking should be safe, identifiable, and logical and relate well to the building. On street parking is allowed depending on the proximity to other parking areas.
- 7.4 Multifunctional use of parking places can be considered in urban areas. This will depend on design considerations of surfacing, lighting, and access. The use of trees and demarcation of spaces with paving materials and block spacers can change the character of the space to be more pedestrian friendly. How people walk through larger car parks is a key safety consideration and footpaths should be demarked and easily seen from entrances to building.

Parent / Child Parking

- 7.5 We encourage the provision of parent and child parking areas within retail and appropriate leisure developments, to help meet the specific accessibility needs of parents with young children. As a general design guide, a provision of 5% of the total parking provision should be reserved for parent and child parking. To allow easy access for prams and pushchairs, the design of parent and child parking bays should be based on the layout for disabled parking bays. We would expect planning applications to detail the management and control arrangements for these spaces.

GOOD PRACTICE



- Design point 1 – Avoid large masses of tarmac, break up with tree planting and provide pedestrian footways.
- Design point 2 – Use hard/soft landscaping and different coloured surfacing.
- Design point 3 – Hide large car parks away from main elevation and entrance where facing a main road.

Section G: Accessible Parking (Disabled)

- 8.1 As stated in our Parking Standards, for further guidance on specific technical requirements, refer to British Standards BS 8300-1:2018, 'Design of an accessible and inclusive built environment. External environment. Code of practice where further advice can be found under clause 7 Parking Provision [bs_8300-1-2018_built_environment.pdf](#)

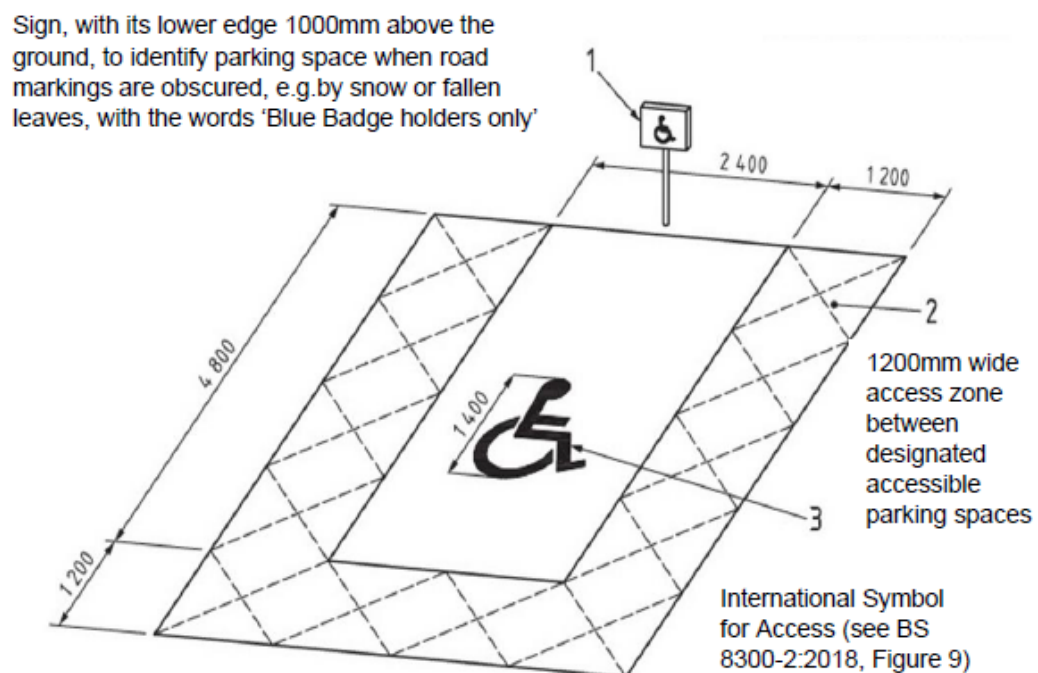


The image below shows a disabled bay correctly positioned next to the shop entrance.

- 8.2 As stated in our Parking Standards, further guidance is set out in Delivering Streets and Places (2017) where it is prescribed that Disabled persons' parking bays shall be located where road gradient and camber are reasonably level and no steeper than 1:50. Dropped kerbs must be provided for wheelchair users where designated parking bays are at a different level from the adjacent pavement. For dwellings, refer to Part M of the Building Regulations 2010 for information regarding provision of standard parking

bays and extra space for entrances and accessibility. Disabled Bay Markings are shown below:

Disabled Parking Space



GOOD PRACTICE



- Design point 1 – Locate disabled parking close to buildings entrance.
- Design point 2 – Locate disabled bays on level ground with direct relationship to an unobstructed footway
- Design point 3 – Inclusive access guidance should be referred to.

Section H: Cycle Parking

- 9.1 The cycle parking standards shown in the table below are based on the government publication Local Transport Note 20 (2021). Because cycle parking standards are not specified in the local plan, we can therefore specify them now.
- 9.2 These standards would generally require development to provide more cycle parking for both staff and customers but not unreasonably so. This approach is supported in the Bolsover District Local Plan (2020) that seeks to support sustainable transport patterns and one of the priorities within the corporate document Vision Bolsover is to reduce residents' and businesses' carbon footprint. Requiring more Bicycle parking spaces encourages and enables customers and employees to use a cycle more often.

Land use	Sub-category	Short Stay	Long Stay (secured and covered)
Retail, pubs and clubs	Between 1 and 200 m ²	1 per 100 m ²	1 per 100 m ²
	Between 201 and 1,000 m ² .	1 per 200 m ²	1 per 200 m ²
	>1000 m ²	1 per 250 m ²	1 per 500 m ²
Financial and professional services, R&D and offices		1 per 1000 m ²	1 per 200 m ²
General industry and storage and distribution		1 per 1000 m ²	1 per 500 m ²
Sheltered / Elderly Housing Nursing Homes		0.05 per residential unit	0.05 per bedroom.
Dwellings			1 per bedroom
Non-residential institutions, assembly and leisure (D1 and D2)		The higher of 1 space per 50 m ² or 1 per 30 Seats / capacity	1 per 5 employees.
Educational Institutions			Staff 1 per 20 staff Students – 1 per 10 students
All	Parking for adapted cycles and disabled people.	5% of total capacity co-located with	5% of total capacity co-located with disabled car parking

		disabled car parking	
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- 9.3 The parking standards state that cycle parking should be in accordance with the requirements and design guidance set out in Delivering Streets and Places (2017) and Successful places SPD (2013) documents or any superseding documents that replace them. Successful Places (2013) does not include any design guidance in relation to cycle parking, however there is a section, DES: Cycle parking, within Delivering Streets and Places (2017) and that information is repeated here below.

Design Considerations

- 9.4 Cycle parking shall be provided for all land uses as well as at public transport interchanges and areas of public use, especially public areas in which motor vehicles are prohibited. The following matters shall be considered:
- Cycle parking shall be located close to building entrances and in locations where it enjoys good light and observation from its surroundings. Larger facilities will normally benefit from dedicated lighting.
 - Cycle parking shall be as secure as reasonably practicable to deter vandalism and crime.
 - Cycle parking shall be sited so as not to inconvenience pedestrians or cause obstructions for visually impaired people using the footway (as shown in the image on the next page)



- Where 'D' stands are used, they shall be orientated perpendicular to any slope, notwithstanding the presumption that when constructed as a 'toast rack' (i.e., multiple provisions of 'D' stands), they shall normally be in line. Lower crossbars can be added to 'D' stand structures to make them more suitable for step through cycle frames and children's cycles.
- In public spaces (such as a high street), small clusters of cycle parking infrastructure are generally preferred over large, consolidated parking facilities. Larger, consolidated facilities may be appropriate to service a particular land use e.g., a railway station or a hospital.
- Designs should be future proofed to cater for rises in demand.
- Cycle parking within residential units will be encouraged within convenient locations such as garages, sheds, or utility rooms.
- Cycle stores in residential areas are generally not encouraged at the front of residential units and where proposed need to be sensitively designed so that they do not detract from the overall elevation of the house and street scene.

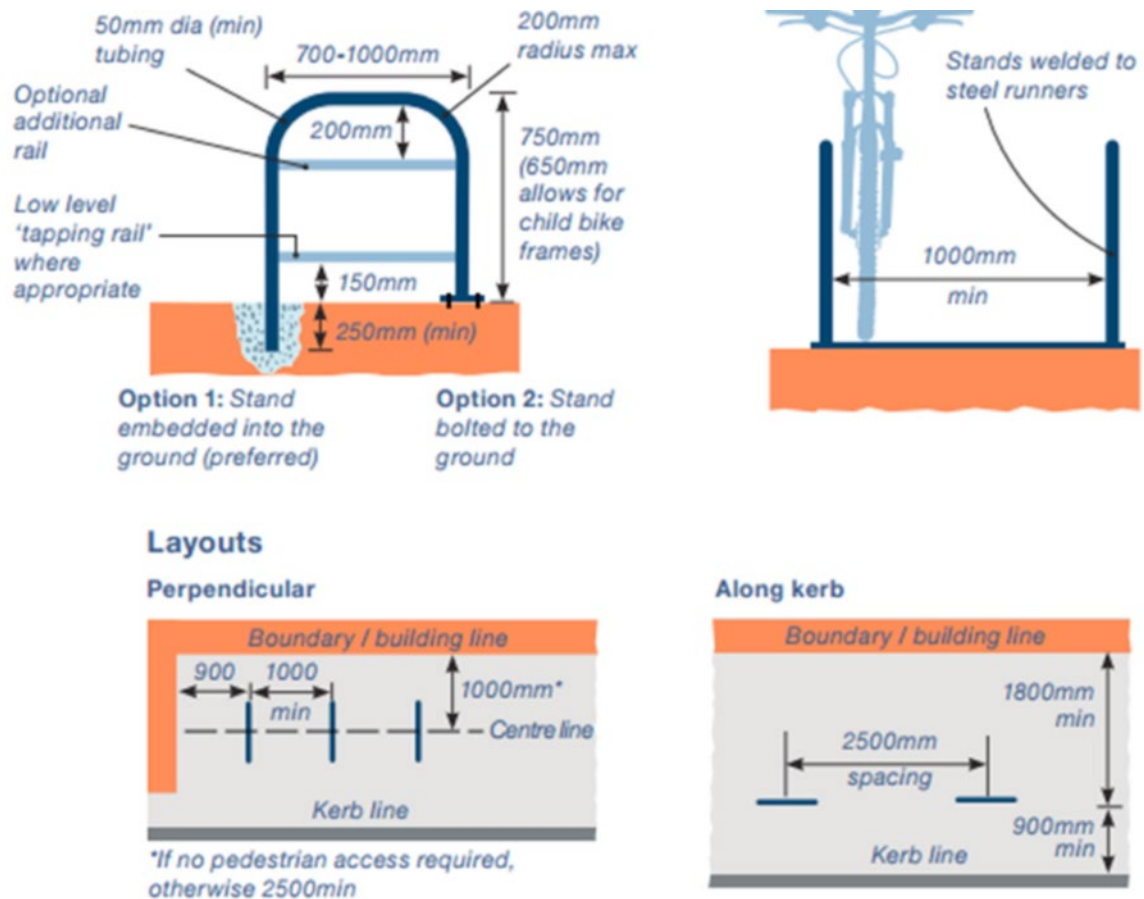
The image below shows a cycle parking shelter.



The image below shows sheltered cycle parking at a residential development.



The image below shows a conventional 'D' stand design



- 9.5 We are open to more custom designed cycle stands, more creative designs subject to suitable management and maintenance regimes. There is an opportunity to use bespoke designs that can create character so long as they coordinated with street furniture and boundary railing treatments.



Cycle Parking next to trees and between buildings can enhance walkways and enhance a space.

GOOD PRACTICE



- Design point 1 – Development to use new cycle standards.
- Design point 2 – Use trees alongside cycle stand areas. Combine with other street furniture.
- Design point 3 – Locate cycle stands with good natural surveillance but outside of natural pedestrian walkways.

Section I: Motorcycle Parking

- 10.1 Motorcycle parking standards are not specified in the local plan, we can therefore specify them in this document. We therefore require developers to dedicate 1 motorcycle space per 10 spaces with the minimum provision of 1 space. This is based on the Guidelines for motorcycling by the Institute of Highway Engineers.
- 10.2 The Council's parking standards state that motorcycle parking should be in accordance with the requirements and design guidance set out in Delivering Streets and Places (2017) and Successful places SPD (2013) documents or any superseding documents that replace them. Successful Places (2013) does not include any design guidance in relation to motorcycle parking, however there is a section, DES: Motorcycle parking, within Derbyshire County Council's Delivering Streets and Places (2017) and that information is repeated here below.
- 10.3 In most instances, it will not be necessary to provide dedicated parking for motorcycles, mopeds, or other powered two-wheeled vehicles. However, where a particular need for motorcycle parking has been identified, this may be used as a basis for specification.

Design Considerations

- 10.4 Motorcycles come in a range of shapes and sizes and as such the provision of a parking 'area' usually provides for both flexibility and space efficiency.
- 10.5 On-street motorcycle parking usually takes a form similar to a car parking bay. Consequently, dedicated motorcycle parking facilities shall be appropriately signed.
- 10.6 Motorcyclists shall be encouraged to park their vehicles perpendicular to the kerb within parking bays. Bays need not be marked out individually.
- 10.7 Parking shall be provided on a surface which offers good grip, is well drained, and is relatively flat and firm.
- 10.8 Consideration must be given to how motorcycle users will be able to manoeuvre vehicles in/out of the parking provision safely. The definition of usable areas must consider the need to mount and dismount vehicles conveniently.
- 10.9 As a minimum, parking facilities shall be located to ensure good observation from any buildings and the public realm. Designers shall also consider the use of physical security measures such as rails (Preferred physical security measure), hoops or posts to improve attractiveness to motorcyclists and to further minimise crime risk.

10.10 Where motorcycles are parked perpendicular to the kerb, a simple continuous steel rail suffices in most situations. An additional waist-high rail shall normally be added to reduce the risk of tripping, particularly where the rail is otherwise exposed to the footway.

10.11 Facilities shall be well lit and preferably within view of CCTV coverage. When providing motorcycle parking facilities in multi-storey car parks, a dedicated area shall be provided on the ground floor within view of parking attendants.

Technical Criteria

10.12 Although DES: Cycle parking, within Delivering Streets and Places (2017) states that the motorcycle spaces should not be located any further than 50 metres away from the main destination and ideally 20 metres away from the main destination, there is no reason why these distances should apply. However, the motorcycle spaces should not be located furthest away from the destination either.

10.13 Where bays are to be marked, parking bay dimensions should be 2.1m (length) x 1.4m (width) – minimum.

10.14 Preferred physical security measure - Rail: 600mm – raised height of any steel rail from the parking surface.

10.15 For further information on motorcycle parking, refer to IHE Guidelines for Motorcycling and DfT Traffic Advisory Leaflet 2/02. For signing and lining considerations, refer to TSRGD (2016).

GOOD PRACTICE



- Design point 1 – Where needed motorcycle spaces should be signed.
- Design point 2 – They should not be located furthest away from the entrance.
- Design point 3 – Park in areas of good natural surveillance.

Section J: Electric Vehicle Charging

- 11.1 The Local Plan for Bolsover District does not currently specify how many electric vehicle charging facilities should be installed, only that new residential development could allow them to be fitted in the future, and that planning applications should demonstrate the ability to retrofit charging facilities to an exterior wall or another safe, convenient place within the parking area.
- 11.2 A report published by the RAC in 2021 [Standing Still \(June 2021\)](#) stated that Bolsover District was one of the highest performers in the country with 80% of dwellings either with or with the potential for off-street (on-plot) parking for at least 1 vehicle. This should make the installation of at-home charging more achievable, and overall, the district should be in a good position when compared with the UK average of 65%.
- 11.3 However, residential charging infrastructure is now addressed through the building regulations process, namely through Approved Document S - [Infrastructure for the charging of electric vehicles](#), whereby a new residential building with associated parking must have access to electric vehicle charge points, and therefore the Council will expect developers to provide at least one electric vehicle charging point as standard on new build houses in accordance with building regulations and the design guidance provided below.
- 11.4 Our standards advise that for non-residential developments again regard should be had for future proofing through design that can facilitate future adaption. To add to this, we would encourage the specification / charge time to be reflective of dwell time, so for example rapid charging would be needed for a 30-minute visit to the supermarket but a longer 8-hour charge for a typical shift pattern at a place of employment.
- 11.5 Provision of charge points should be a combination of both *active* and *passive* charge points depending on the type of development. Active charge points are fully wired and connected, ready to use, charge points at parking spaces whereas passive spaces only require the necessary underlying infrastructure (wiring/cabling). In residential areas passive provision should be achieved by ensuring fuse boxes are properly located and include a wired circuit in a garage or at a location which is near to the driveway. We will seek to condition this as part of the planning approval. For non-residential areas routing an empty cable conduit under the parking bays, ensuring this conduit connects to the mains supply so that at a future date above ground charging points can be installed with minimal disruption.

Design Considerations

11.6 Electric Vehicle parking bays have different requirements to standard parking bays. The requirements include: -

- Ensure that EVCPs are protected from collision.
- To be positioned so to avoid becoming an obstruction or trip hazard
- EVCPs and cable enabled points must be shown on the layout plan and/or relevant floor plans while a separate condition may be attached to secure delivery.
- They should be signed and marked for 'Electric Vehicle Only' including painting the bay. It is an advantage that in ensuring that the 'Electric Vehicle Only' marking is visible in the space even when parked in.
- They should be kept out of the corners of car parks and close to pedestrian entrances which makes them more accessible and closer to electrical supply.
- Within residential developments any standalone charging points need to be positioned in a location where they do not create an obstacle and are visually discreet without adding clutter to the overall street scene.

GOOD PRACTICE



- Design point 1 – Should not create obstacles or clutter in the street scene.
- Design point 2 – Futureproofing for non-residential developments.
- Design point 3 – Located close to entrances, well signed, and unobstructive.

Appendix 1

BDC Parking standards as set out in the Local Plan for Bolsover District (2020)

Appendix 8.2 - Parking Standards

Residential Development

1. Minimum number of parking spaces required for all new residential development, including extensions and changes of use. The design of parking areas should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them:

Number of bedrooms	Number of spaces
1 bed and aged persons residence	1 space per unit plus 1 space per 2 units for visitors
2/3 bed	2 spaces per unit
4+ bed	3 spaces per unit (with a preference of no more than 2 in-line*)

*This includes circumstances where a garage meets the minimum internal dimensions to count as a parking space. Having more than 2 vehicles in tandem will only be allowed where not doing so would lead to an unsatisfactory design scheme.

2. Whilst it is acknowledged that there may be a limited number of exceptional circumstances where a departure from the standards may be acceptable, the departure must be fully justified and not lead to negative impacts on health and safety or unacceptably impact upon amenity. Any material considerations that may justify such a departure must be clearly demonstrated by the applicant, including evidence of how the proposal will not detract from the objectives of these standards.

Residential garages and Cycle parking

3. The provision of residential garages and cycle parking should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.

Non-Residential Development

4. Minimum number of parking spaces required for non-residential developments (and residential institutions). Uses not listed in the table will be assessed individually. Where it is anticipated that a development will generate a particularly high number of users, a higher parking provision may be sought. If it is not possible for a development to provide the provision set out in these standards; for example due to its historic setting or it being a change of use of a building on an existing high street where it is not possible to provide off-street parking provision, the Council will consider whether the surrounding local provision can accommodate the anticipated demand. The design of parking areas should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them:

(Measured in gross floor area (GFA) unless otherwise stated)

Shops	General Shops & Individual Superstores	Less than 1000sqm - 1 space per 25m ² 1000-3000sqm – 1 space per 14m ² Above 3000sqm – 1 space per 9m ²
	Individual non-food retail warehouses (DIY stores, garden centres, etc.)	1 space per 20m ² (Covered area for garden centres, + 1 space per 50m ² open display area)
	Retail parks	To be assessed as per specific uses
Financial and Professional Services	Public services offices, banks, estate agents, employment agents, etc.	1 space per 35m ² (minimum of 2 spaces)
Food & Drink	Restaurants, cafes and hot food takeaways	1 space per 4m ² dining area or waiting space in takeaway
	Transport Cafes	1 lorry space per 2m ² (size 15mx3m and can enter and leave site forwards)
	Pubs, clubs & bar areas of restaurants	1 space per 2m ² drinking area + consider outside area on individual basis (+ residential dwelling standards if accommodation included)
Business (B1)	Administrative offices, high tech industry and science parks	1 space per 25m ² (minimum of 2 spaces. A reduction amount may be considered on floor spaces over 2500sqm)
General Industry (B2)	Industrial Processes	1 space per 40m ² (additional consideration if significant amount of associated office space. A reduction amount may be considered on floor spaces over 2500sqm)
	Vehicle service, repair and parts stores	1 space per 15m ² + tow vehicle space where relevant
Special Industry	Groups A to E	Assessed individually based on activity, periods of production and max. employees per shift
Storage & Distribution (B8)	Warehousing	Below 250sqm – 1 space per 25m ² Above 250sqm – 7 spaces + 1 space per 100m ² internal + 200m ² external storage area
	Wholesale cash & Carry	Below 250sqm – 1 space per 25m ² Above 250sqm – 2 spaces + 1 space per 30m ²

Hotels, Hostels and Holiday Residences	Hotels, boarding and guest houses	1 space per bedroom + staff consideration (Individually assess coach provisions. No. of bedrooms include staff bedrooms. If bar and restaurant, parking for these must meet half the appropriate food and drink standards, If conference facilities; 1 space per 3m ² of rooms)
	Residential hostels and community homes	1 space per 4 bedrooms
	Holiday residences	1 space per 1 & 2 sleeping room units 2 spaces per 3+ sleeping room units
	Caravan	1 space per caravan + restaurant, bar and office facilities to comply with relevant food and drink / business requirements
Residential Institutions	Aged persons care homes	1 space per 3 bedrooms + 1 space for each member of staff (maximum number of staff on site at one time)
	Sheltered accommodation	2 spaces + 1 space per 3 residential units
	Residential schools, colleges, training centres, hall of residences, hospitals and community housing for disabled people	To be assessed individually

Non-Residential Institutions	Medical surgeries / Dentists / vets	2 spaces per consulting room + 1 space for each member of staff (maximum number of staff on site at one time)
	Crèches & day nurseries	1 space + 1 space per 10m ² (0-3yrs old) 1 space + 1 space per 20m ² (3+-8yrs old) of accommodation/internal play area + 1 extra if licence for 20+ children (the higher provision to be used where age is not specified. Facilities should be clear of highway, avoiding the need for vehicles to reverse unless location is safe to set down / pick up without affecting free and safe flow of traffic).
	Day centres	1 space per 2 staff + appropriate turning, standing and parking for coaches/ minibuses. Additional needs to be considered for extra spaces and accessibly spaces depending on users of facility.
	Infant, primary & secondary school	2 spaces per classroom / teaching area + 1 space per 15 sixth form students + sufficient hard-standing to provide for play areas / sports pitches etc. for out-of-hours parking by parents / mature students (facilities enabling pupils to enter / leave parked coaches and cars safely and clear of the highway, without vehicles reversing)
	Colleges of further and higher education	Assessed individually, based on type, number of staff/students (full or part-time) and location
	Art galleries, museums, libraries	To be assessed individually
	Places of worship & religious instruction	1 space per 5 seats or 5m ² public floor area

Assembly & Leisure	Cinemas	1 space per 3 seats or 3m ² gross auditorium floor area if seats not fixed
	Concert halls	1 space per 3 seats or 3m ² gross auditorium floor area, whichever is greater
	Bingo halls	1 space per 3 seats or 3m ² gross auditorium floor area
	Casinos	1 space per 5m ² public floor area
	Swimming baths	20 spaces + 1 space per 10m ² water area
	Skating rinks	Assessed individually
	Sports halls & multi-purpose sports venues	Assessed individually having regard to an aggregate of the different facilities
	Multigyms & sport dance venues	1 space per 5m ² gross floor area
	Racquet clubs	4 spaces per court
	Outdoor sports grounds	15 spaces per pitch
	Golf clubs	150 spaces per 18 hole course (smaller courses assessed individually and club house facilities assessed on appropriate food and drink standards)
	Driving ranges	2 spaces per bay
	Bowls and bowling	15 spaces per green or 4 spaces per lane
	Snooker halls	2 spaces per table
	Camp sites	1 space per pitch
	Water sport venues	Assessed individually with regard to intensity and type of use and private / public access
	Specialist sports facilities (e.g. dry-ski slopes)	To be assessed individually (restaurant, bar and office facilities require extra provision in accordance with food and drink, and business standards)

Non-Schedule Uses	Theatres	1 space per 3 seats or 3m ² gross auditorium if seats not fixed
	Amusement arcades or centres and funfairs	To be assessed individually with regard to opening times and seasonal use
	Coin-operated launderettes and dry cleaners	1 space per 30m ²
	Retail fuel filling stations	1 space per 30m ² + extra for car wash and with regard to size of retail provision
	Sale and display of motor vehicles	1 space per 40m ² gross display area, whether internal or external
	Sale and display of boats and caravans	Assessed individually, with regard to the sale of motor vehicle standards
	Taxi and vehicle hire businesses, including driving schools	1 space per vehicle operated (1 space required if just an office receiving orders with vehicles being kept elsewhere, with additional spaces assessed individually)
	Scrapyards, mineral storage or distribution yards, earth moving plant, depots, motor vehicle breakers and plant hire firms	To be assessed individually with regard to public access
Criteria Not Mentioned Elsewhere	Abattoirs, auction rooms, car valeting, cemeteries, livery stables and riding schools, livestock markets and ambulance, fire and police stations, etc. will be assessed individually with particular regard to periods and frequency of use	To be assessed individually with regard to periods and frequency of use, public access and anticipated need

Cycle and Motorcycle Parking

5. Cycle and motorcycle parking should be in accordance with the requirements and design guidance set out in the **Delivering Streets and Places (2017)** and **Successful Places SPD (2013)** documents, or any superseding documents that replaces them.

Accessible (Disabled) Parking

6. Where residential development is intended for disabled occupiers, off-street and on-street parking spaces should be on a suitably stable ground surface with level or as shallow a gradient as possible, and on a step free route to the dwelling. There should be adequate lighting to enable safe access after dark. Part M4(2) of the Building Regulations provides more information on accessible and adaptable dwellings. Spaces should have the minimum dimensions set out in below and the minimum internal dimensions of garages should be in accordance with the guidance set out in the **Delivering Streets and Places (2017)** document. Consideration also needs to be given to the provision of storage and charging facilities of mobility equipment.
7. **For non-residential developments, a minimum of 6% of the total number of spaces should be designated for disabled use.** Where there may be a higher anticipated demand, for example at care facilities, an appropriate additional provision will be required. These spaces should be as close as possible to the facilities they serve (preferably within 50m), have adequate signage and lighting, have sufficient space to the sides and rear to safely manoeuvre mobility equipment, have suitable dropped kerbs with tactile paving and a suitable route to the facilities they serve.
8. Accessible spaces should be larger than standard spaces. For spaces perpendicular to the pavement or access strip, an additional 1.2m behind the space and 1.2m either side (which can be shared between spaces) should be provided as hatched margins. For spaces parallel to the pavement or access strip, the length of the space should be 6.8m and the width should preferably be 3.8m, but a minimum of 2.9m (depending on the suitability of the pavement or access strip for use as access and manoeuvrability space). For further guidance on specific technical requirements, refer to British Standards BS 8300-1:2018, 'Design of an accessible and inclusive built environment. External environment. Code of practice'.

Parking Space Dimensions

9. The minimum parking space dimensions for standard and accessible spaces, for both bay and parallel parking situations:

	Bay space	Parallel space
Standard	5m x 2.6m	6.2m x 2m
Disabled	6.2m x 3.8m	6.8m x 3.8m (2.9m min.)

Ultra-Low Emission Vehicles

10. At this stage, there is no specific requirement for electric vehicle charging facilities to be installed. However, as it is recognised that this will become more important in the coming years, it is necessary for proposals to consider the future. Therefore, it is necessary for all new homes to, as a minimum, have a suitable electricity circuit that allows for the future fitment of charging facilities with minimum work and disruption.
11. As it is impossible to predict future innovations and technology is ever improving, planning applications should demonstrate the ability to retrofit a charging facilities to the exterior wall of a dwelling or safe, suitable and convenient place within its parking area. This may include design features such as landscaped areas adjacent to parking spaces where the necessary cabling can easily be installed and hidden with minimal work and visual impact. Such features may be particularly useful where parking is provided off-street or in communal parking areas. We cannot determine exactly what infrastructure will be needed in the future but it seems prudent to not create unnecessary barriers that may make future adaption more difficult than it needs to be.
12. For non-residential uses; particularly those generating high volumes of visitors such as supermarkets and other shopping complexes, similar regard should be had to 'future proofing' parking areas by a design that facilitates future adaption to accommodate growing demand. Where it is anticipated that non-residential development would benefit now from the provision of charging facilities; such as uses attracting large numbers visitors, the provision of charging facilities is encouraged.

Transport Statements and Travel Plans

13. The requirement for Transport Statements and Travel Plans is set out in policy **ITCR10: Supporting Sustainable Transport Patterns** of the Local Plan.