



21 January

2020 Agenda

REPORT OF CORPORATE DIRECTOR – PLACE

Item: 6

GEDLING DISTRICT REF. NO.: 7/2019/1000NCC

ASHFIELD DISTRICT REF. NO.: 4/V/2019/0680

**PROPOSAL: CONSTRUCTION OF TWO HIGHWAY JUNCTIONS WITH ASSOCIATED
INFRASTRUCTURE TO ACCESS DEVELOPMENT SITE:**

- A) A611/ANNESLEY ROAD - FOURTH ARM TO ROUNDABOUT**
- B) A611 - NEW THREE ARM SIGNAL CONTROLLED JUNCTION**

**CONSTRUCTION OF A 3M WIDE SHARED USE FOOTWAY/
CYCLEWAY ALONG THE NORTHERN SIDE OF THE A611**

LOCATION: TOP WIGHAY FARM, ANNESLEY ROAD, LINBY, HUCKNALL

APPLICANT: NCC PLACE DEPARTMENT

Purpose of Report

1. To consider a planning application for the construction of a fourth arm to an existing roundabout and to form a signalised junction on the A611 at Annesley Road, Linby. The key issue relates to the acceptability of the highway design to serve planned development. The recommendation is to grant planning permission subject to the conditions set out in Appendix 1.

The Site and Surroundings

2. The application relates to a roundabout junction and length of carriageway on the A611 Annesley Road to the north of Hucknall and to the west of Linby. The application site extends along the highway to include the south-east and south-west arms to the roundabout and for 710m along the A611 Annesley Road to the north-west. Agricultural land to the north-east of the A611 is included in the site. Two hedges on the agricultural land are included in the application site boundary which is 9.8ha. in area (Plan 1).
3. There is a cycle-way/footway and drainage ditch on the north-east side of the A611 carriageway with a field boundary hedge which demarks the current

highway boundary running in parallel. The hedge is composed principally of hawthorn and holly (Category C). A mixed group of trees is established to the north of the roundabout and extends around its eastern side.

4. The site lies 1.6km to the south-west of Linby Quarry SSSI which is a designated broadleaved mixed and yew woodland. Top Wighay Farm Drive Local Wildlife Site, noted as a rich limestone grassland, adjoins the site (Plan 1). The site is also at closest approximately 200m from a possible potential Special Protection Area (ppSPA) for breeding populations of nightjar and woodlark at Wighay Wood within Park Forest.
5. The site is mostly in Gedling Borough but also partially in Ashfield District (Plan 2).

Background

6. Greater Nottingham Aligned Core Strategies Part 1 Local Plan (September 2014) (Aligned Core Strategy) identifies land at Top Wighay Farm for development of 1,000 homes and employment as a Sustainable Urban Extension to the north of Hucknall on a site of 35.6ha., including 8.5ha allocated for employment development. Safeguarded land is identified to the north of the allocated site. Top Wighay Farm Development Brief Supplementary Planning Document (SPD) was adopted by Gedling Borough Council in February 2017 and states that *the planning and design process informing this Development Brief has indicated that the most sustainable dwelling capacity for the Aligned Core Strategy allocation is around 805 dwellings, rather than 1,000 as indicated by the Aligned Core Strategy.*
7. Gedling Borough Local Planning Document Part 2 Local Plan (July 2018) (Gedling Local Plan) identifies land for housing and employment consistent with the Aligned Core Strategy, as amended by the SPD (Plan 2). A further 46.8ha. of land has been removed from the Green Belt and allocated as Safeguarded Land to be protected from development for the plan period up to 2028 (Gedling Local Plan Policy LPD 16 – *Safeguarded Land*).
8. The County Council has secured grant funding of £5.8 million from the Homes England Local Authority Accelerated Construction fund with additional funding provided by the County Council to finance the provision of highway infrastructure into the site.
9. The original bid to Homes England was based on infrastructure designs that originally gained planning permission from Gedling Borough Council in May 2009. This permission has lapsed and a new planning permission is required.
10. A master plan for development of the Top Wighay Farm site allocated in the Gedling Local Plan is being developed by the applicant in consultation with Gedling Borough Council.

Proposed Development

11. Planning permission is sought for alterations to the highway to provide a fourth arm to the existing roundabout on the A611, and to provide a signalised junction 380m to the north, both providing vehicular access into the land allocated for development in the Gedling Local Plan. The highway junctions have been designed to accommodate the planned growth (Plan 3 and Plan 4).
12. The existing carriageway 315m to the north of the signalised junction along its length to the roundabout would be widened on its northern side to accommodate an additional right-turn lane (northbound), left-turn lane (southbound) and re-aligned central reservation. The supporting Planning Statement states that the design of the highway infrastructure improvements and development access points has been undertaken in line and to the relevant standards in the Design Manual for Roads and Bridges (DMRB). Having regard to the downhill approach from the north-west to the proposed traffic signal-controlled junction, it is proposed that the speed limit would be reduced from the national speed limit (70mph on dual carriageway) to 50mph, which would require a Traffic Regulation Order to be made.
13. A 3.0m wide cycleway/footway would be provided to replace the existing route removed to accommodate the widened highway, with a new highway ditch provided on the north-eastern side. The existing drainage ditch would be culverted beneath the new arm to the roundabout. The cycleway/footway would be sited so as not to be affected by future carriageway widening needed to accommodate development of the safeguarded land.
14. 610m of the existing field boundary hedge would need to be removed to accommodate the highway works. A 1.4m high timber post and rail fence would be erected on the new highway boundary with a replacement hedge planted in front, in addition to a highway drainage ditch and the cycleway/footway along the frontage to the A611.
15. The proposed design would allow for the provision of additional lanes at the signalised junction when the safeguarded land is developed without impacting on the post and rail fence and replacement hedge.
16. The field to the north-east of the A611 would be used for construction compounds and waste storage. Fences would be erected during construction to safeguard against damage to retained boundary hedges (Plan 5).
17. Separate planning applications for development would follow and would fall for determination by Gedling Borough Council, other than applications for development to be undertaken by the County Council. The scope of the planning application being prepared for the Top Wighay Farm site comprises:
 - up to 805 residential dwellings
 - B1 employment use with a gross floor area of 34,802sqm
 - B8 employment use with a gross floor area of 14,501sqm
 - identification of a site for a primary school for up to 315 pupils

- a local centre with a gross floor area of 2,769sqm
18. The proposed works to, and adjacent to, the highway would not increase traffic flow. Although designed to accommodate future flows, the adequacy of the junctions to serve development would be checked when considering detailed planning proposals for development of the Top Wighay Farm site. Alterations would be required to the roundabout in the event of development of the safeguarded land, but is not for consideration in this application.

Construction

19. Planned construction would take place between April 2020 – March 2021, although hedge and tree removal along the A611 would be undertaken in advance of the bird nesting season. The nearest residential receptors lie 200m to the south-east of the roundabout where the fourth arm would be constructed. The application notes that the existing noise climate at these receptors is dominated by road traffic noise.
20. Construction would predominantly take place during day-time hours when traffic would remain the dominant noise source. Some night-time working would be required, but with the exception of planing and milling the road surface which would be of limited duration, the night-time works should not be particularly noisy. A communication plan would give the public advanced warning of any night-time operations.

Consultations

21. **Gedling Borough Council** – No objection.
22. **Ashfield District Council** - No objection.
23. **Linby Parish Council** – Draws attention to NPPF Paragraphs 108 and 109 which require: that all new developments should ensure that safe and suitable access could be achieved for all future users; and that applications should demonstrate there would be no unacceptable impact on highway safety and that the residual cumulative impact of a scheme should not be severe.
24. *Current planning policy requires ‘access to new development’ to be all encompassing rather than simply focused on addressing the impact of predicted traffic movements. Policy guidance seeks to prioritise the predicted movement of pedestrians, cyclists and public transport users above that of normal road traffic. The application has presented two junction improvement schemes that on the face of it operate at the limits of their theoretical capacity with no supporting independent technical safety audits to support the approach. These results are based on a modelling exercise that includes significantly reduced trip rates and do not accurately reflect a realistic build out rate for the scheme and the consequences of traffic growth that would occur. Neither does the design exercise make any allowance for the way in which demand for pedestrian and cyclist activity will change in the area following implementation of any subsequent mixed-use development. This*

should be addressed in detail and incorporated within any highway improvement proposals such that the priority users of the network are considered accordingly, and the optimum infrastructure levels achieved.

25. *Whilst it is noted that the application is being made to determine vehicular access only in advance of a full application being made for mixed-use development, concern is raised that the assumptions used for trip modelling leave little scope for fluctuation in any future junction design where capacity issues are predicted.*
26. *Having regards to anticipated housing build rates, the choice of 2028 as the base year for traffic modelling is questioned. As a planning application for the land that would be opened up for development has not yet been submitted development may not commence for three years and the base line for a Future Year model should be 2031. As a worst case, a Future Year modelling exercise of 2039 should be undertaken before any absolute conclusions can be drawn on the suitability of any Local Plan led infrastructure improvements.*
27. *Whilst it is accepted that the results of the modelling exercise for 2028 should be an acceptable position for planning, the scope for variation in the trip rates and probability of this scheme not being completed until a future year of 2039, may result in a highway layout that regularly experiences severe congestion and delays, potentially with corresponding highway safety problems.*
28. *A development of this type and size will materially alter the way the current highway layout operates by changing its current function of primarily traffic movement to that with a sense of place, with far more demand for movement by all modes of travel. The proposed highway layouts are very much focused on vehicular movement and do not take account of how future conditions may require greater consideration of non-car modes.*
29. *The proposed signal-controlled junction-drawing layout includes crossings of the A611 at the western edge of the junction. Pedestrians will follow direct desire lines and this layout presumes anyone wishing to arrive at the south-eastern corner of the junction from the eastern side of the access road, perhaps to connect with a bus stop or take the most direct route to employment development to the south on Waterloo Road, will take the arduous route of crossing the site access arm and then onto the opposite edge of the A611 via the western side of the junction. This is not the desire line and there is a clear risk of dangerous crossings taking place as a result of this arrangement. The scheme should be including provision for pedestrians and cyclists to safely cross at all arms. The proposed improvements do not accommodate increased crossing demand by pedestrians and cyclists at the roundabout.*
30. *Any consideration of the suitability of these improvements must be accompanied by a detailed assessment of potential pedestrians and cyclist crossings to determine the appropriate form of crossings at or in the vicinity of the junction. The operation of safe crossings at junctions can have a major*

impact on the available capacity, so should be considered before determining the suitability of the proposed layouts.

31. *Highway safety is a key determinant in assessing proposals for highway improvements. The principle of the junction improvements has been established from a previous consent, but the current proposed layouts differ significantly from that position. An independent safety review has not been carried out.*
32. *The ability of large vehicles to satisfactorily complete manoeuvres through the signalised junction is questioned. Whilst it is accepted that lorries may be an occurrence at present, it cannot be ignored that the intensity of large HGV turning movements at the roundabout would increase as a result of the future employment uses. The proposals include some tight entries and exits to the roundabout and the applicant should demonstrate how additional HGVs (and other users) could be safely accommodated within their lanes without the risk of conflict. The impact of a parked bus on junctions should be assessed.*
33. *The Parish Council supports the comments made by NCC Nature Conservation and that the proposal is contrary to Linby Neighbourhood Development Plan Policy NE1 - Habitats, Trees and Hedgerows which deals with the loss of hedgerows in development. [Comment: Additional information has been received that has addressed initial ecological concerns raised by NCC Nature Conservation.]*
34. **NCC Highways Development Control** – No objection subject to a condition to require the highway junction and footway/cycleway works to be carried out in accordance with the County Council's Highway Design Guidance. The plans submitted for the purpose of the planning application are indicative only.
35. *The design is considered acceptable to serve the proposed future scale of development referenced in documentation supporting the planning application.*
36. **NCC Safer Highways** – are actively involved in the project and have prepared a Stage 2 Road Safety Audit. *Changes to the proposed lane allocations at the roundabout; improved pedestrian/cycle crossing facilities to cross the A611 at the proposed new signals junction; and careful design of sign posts and lighting columns etc. with regard to safety fence provision have been recommended.*
37. **Natural England** – No objection. *The proposed development will not have significant adverse impacts on designated sites. Appropriate mitigation and/or avoidance measures to reduce the likelihood of significant impacts which might adversely affect breeding nightjar and woodlark populations occurring should be considered.*
38. *The proposal falls within the relevant air quality and water dependency impact risk zones for Linby Quarries SSSI. The development is 2km distant and does not appear to be hydrologically linked to the SSSI. The development is also over the 200m screening threshold for air quality impacts from road schemes.*

39. Amongst other criteria the consultation response draws attention to the need to consider acoustic disturbance to breeding nightjar and woodlark arising from construction.
40. **NCC Nature Conservation** – No objection subject to conditions to: protect retained hedges from damage; planting to mitigate the removed hedge and re-seeding of road verges ; and a requirement to follow the submitted method of working in relation to reptiles.
41. *No Air Quality Assessment or noise assessment appears to have been carried out for the road in use. Significantly, the application boundary lies within 150m of the boundary of part of the Sherwood Important Bird Area, which is a component of the area identified as the 'prospective' Sherwood potential Special Protection Area. It is understood that impacts arising from increased traffic will be assessed as part of the wider development as the realignment works in themselves will not lead to an increase in traffic.*
42. **NCC Project Engineer (Noise)** – No objection. *The submission discusses the impact of construction noise on nearby receptors from the works which will be undertaken primarily during the daytime with some limited evening and night time working. Given existing traffic flows and therefore noise levels, noise associated with construction activities is unlikely to cause a significant adverse impact during the daytime at the nearest receptors during traffic free-flow. Suitable measures have been proposed in relation to evening/night time working in the form of scheduling the noisiest activities for the early evening, ongoing communication with residents and liaison with the Local Authority Environmental Health Officer.*
43. *The A611 is a national speed limit dual carriageway and noise at nearby sensitive receptors such as ecological receptors to the west will be dominated by road traffic noise under normal conditions. As such, noise due to construction operations associated with the widening works along this section are unlikely to exceed the prevailing traffic noise levels, and assuming the works will require a temporary reduction in speed limit and lane restrictions, will more likely result in an overall reduction in noise levels for periods during the construction phase.*
44. **Western Power Distribution** – *Two 33kv Cables with Pilot Cables have been identified on the north side of the road to be widened, and around the roundabout. Changes will need to be agreed with Western Power and cables, if necessary, may need to be diverted.*
45. **NCC Flood Risk, Severn Trent Water Limited and Cadent (Gas)** – No response received.

Publicity

46. The application has been publicised by means of site notices and a press notice in accordance with the County Council's adopted Statement of Community Involvement. In the course of considering the application the red line of the application site has been revised. This has not resulted in material changes

requiring the application to be re-advertised. However, all consultees have been re-consulted.

47. Councillor Chris Barnfather, Councillor Ben Bradley and Councillor Kevin Rostance have been notified of the application.
48. No representations have been received.

Observations

49. The proposed development would facilitate the delivery of the development of the planned development at Top Wighay Farm set out in the Aligned Core Strategy and Gedling Local Plan (Paragraphs 6-7). Gedling Local Plan Policy LPD 61 – *Highway Safety* will allow development proposals which do not have a detrimental effect on highway safety, patterns of movement and the access needs of all people.
50. Gedling Local Plan Policy LPD 58 – *Cycle Routes, Recreational Routes and Public Rights of Way* will seek contributions for new cycle or recreational routes and facilities on or off site where new development is proposed.
51. Linby Neighbourhood Development Plan (March 2019) (LNDP) Policy TRA1 – *Traffic and Transport* supports new development that (amongst other criteria) provides new roads with sufficient capacity to accommodate the scale of new development and associated traffic movements; provides for the needs of pedestrians and cyclists; cycle and footpath connectivity where new networks form part of the development; and demonstrate no detrimental impact on traffic safety, no severe impact in terms of capacity and congestion, and provide necessary infrastructure to accommodate the development.
52. NPPF Paragraph 109 advises that *development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.* NPPF Paragraph 108c) states that it should be ensured *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
53. Subsequent applications to develop the Top Wighay Farm site would set out the distribution and mixture of uses (including a local centre and Primary school) and density of development in different areas of the site. The highway proposals have been designed to accommodate modelled traffic flows, and further alterations to the carriageway and at the signalised junction can be satisfactorily accommodated without significant further works when the safeguarded land is developed. Although not for consideration in this application, additional modifications to the roundabout will need to be undertaken to accommodate traffic generated by development of the safeguarded land.
54. There may be a need to subsequently amend the submitted design to accommodate cycling and pedestrian movements once detailed proposals

come forward but these should not impact on the geometry and layout of the planned junctions. If modifications to cycle or pedestrian routes are required these may be funded through developer contribution in compliance with Gedling Local Plan Policy LPD 58 – *Cycle Routes, Recreational Routes and Public Rights of Way* as applications for the build out of the site come forward.

55. In response to matters raised by Linby Parish Council the applicant has commented that:

“The methodology used for the access appraisal supporting the application has been approved by NCC Highways, as such the Highway Authority are content with the approach taken. On specific points raised:

The adoption of an 85th percentile residential trip rate [an accepted cautious statistical measure for traffic modelling] provides a robust assessment which allows the junction assessment work to account for suggested fluctuations in junction design.

The 2028 assessment year has been chosen to be consistent with previous Greater Nottingham Transport Model associated work. It has also resulted in a future year assessment to be undertaken for a period longer than the five years post-planning submission, which is typically adopted for such assessment work. The difference in growth between 2028 and 2031 would be nominal. However, a suggested assessment year of 2039 is so far in the future, that whilst future growth to such a point could still be estimated, traffic flows in 20 years cannot be accurately forecast.

The build out rate is not something over which the applicant has control. The planning application is for highway infrastructure improvement works. The development of the land itself is to be considered under a separate application.

Linby Parish Council raises valid issues in relation to proposals for pedestrian and cyclist proposals. However, the provision of facilities for non-motorised users are to be addressed under the separate application for the wider development. Any identified improvements to facilities for pedestrians and cyclists, are currently being assessed as part of the Transport Assessment for the development and will be incorporated into the proposals and planning application. This planning application is for the highway infrastructure improvement works that include: shared use ped/cycle facilities adjacent to the southbound A611; Toucan crossing facility at the new traffic signal junction; uncontrolled crossing points at the new spur of the roundabout, consistent with provision at other junction arms; pedestrian and cycle direction signing; and shared use pedestrian/cycle facilities which extend from each junction into the development area itself.

In the event of the need for additional facilities being identified in the planning application for the wider development, these facilities can be

incorporated into the current design proposals and are likely to be picked up by a S106 agreement and conditions imposed.

The detailed design of the highway infrastructure improvements has been subject to Road Safety Audit at Stage 1 and Stage 2 in accordance with Via's Road Safety Audit policy. The findings of the Road Safety Audit have been considered and where appropriate, have been incorporated into the design. The Road Safety Audit information is not currently in the public domain.

The movements of larger vehicles including HGVs and buses, at both junctions, have been tracked during detailed design of the proposed improvement work. The designers are confident that the proposed designs can be safely negotiated by all types of vehicles expected to use the junction. Because no detailed design has been undertaken on the proposed infrastructure works associated with the safeguarded land, a tracking exercise on the bigger junction has not been undertaken at this time, as the safeguarded land is not relevant to this planning application.

It is proposed that buses will service the wider development. The impact is to be addressed in the planning application for the wider development. In the interim, it is anticipated that buses will use an existing bus stop on the A611 which will stop within the main carriageway."

56. The Parish Council have written in response questioning the traffic methodology in respect of residential trip rates, the date used for traffic assessment, build-out rate, the level of detail provided to take account of movements by pedestrians and cyclists, public availability of the Road Safety Audit, adequacy of submitted vehicle tracking and implication of buses stopping on the A611. The applicant has responded to the technical issues raised and has emphasised that provision for cyclists and pedestrians, and the provision of bus stops, will be formally assessed in the Transport Assessment for development of the Top Wighay Farm site. The applicant has stated that this planning application relates to junction improvement work only and cannot provide the specific detail that will support a planning application for the development of the adjacent site as it is not presently available. A high-level masterplan has been developed which shows illustrative locations of crossing points etc. although it is noted that the locations are not definitive. NCC Highways Development Control is satisfied that the submitted Transport Assessment is robust and the methodology suitable for the purpose of determining this planning application.
57. The proposed junctions will need to be designed to meet Nottinghamshire County Council's Highway Design Guidance and is the subject of recommended Condition 7. The final design will be the subject of a satisfactory Road Safety Audit with account taken of any matters raised. Additional works by the Highway Authority that may be required within the highway would be permitted by The Town and Country Planning (General Permitted Development) (England) Order 2015 Part 9 *Development Relating to Roads – Class A - Development by Highway Authorities* not requiring an express grant of planning permission.

58. LNDP Policy NE1 – *Habitats, Trees and Hedgerows* requires that where hedgerows and trees are unavoidably lost they must be replaced with the same species and type as close as possible to where the loss occurs, unless demonstrated to be not practicable or viable.
59. Although of low ecological value, the proposal would affect a significant length of hedge. The hedge would be replanted on an alignment taking account of the future widening when the safeguarded land is developed, along with the proposed highway drainage ditch. The hedge will need to be provided in accordance with an approved specification, and planted in the first available planting season following the completion of the construction of the signalised junction (Condition 8). Tree planting will be required in proximity to the roundabout to replace trees removed to accommodate the works (Condition 9) and would be in compliance with LNDP Policy NE1 – *Habitats, Trees and Hedgerows*.
60. Retained hedges adjacent to the construction compounds can be satisfactorily safeguarded and are the subject of recommended Condition 5.
61. BS5228-1 *Code of Practice for the Control of Noise and Vibration on Construction and Open Sites* provides guidance on good practice during construction works to ensure that noise impacts are minimised and identifies a noise limit of 65dB for daytime construction noise. The supporting Planning Statement identifies that daytime construction noise is unlikely to exceed pre-construction ambient noise levels by 5dB at the nearest residential receptors due to existing traffic noise. For night time operations the noise limit is 45dB and works are to be planned to ensure compliance. Noise complaints related to construction would be investigated by the Local Authority Environmental Health Officer as a statutory nuisance.
62. The supporting statement does not make a specific reference to potential noise impacts on the possible potential Special Protection Area for breeding populations of nightjar and woodlark. Natural England in an advice note issued in March 2014 advises that reasonable and proportionate steps should be taken in order to avoid or minimise, as far as possible, any potential adverse effects from development in the Sherwood Forest area.
63. The consultation response from NCC Project Engineer (Noise) considers it unlikely that breeding nightjar and woodlark will be impacted having regard to existing noise levels from traffic using the A611. However, in the absence of a formal assessment of the suitability of Wighay Wood as breeding habitat for nightjar and woodlark, it is recommended that a precautionary approach is taken and that a formal assessment is carried out to screen out the need for mitigation to safeguard breeding bird populations (Condition 6). In the unanticipated event that adverse impacts on nightjar and woodlark are identified development would need to proceed in accordance with agreed mitigation measures.

Other Options Considered

64. The report relates to the determination of a planning application. The County Council is under a duty to consider the planning application as submitted. Accordingly, no other options have been considered.

Statutory and Policy Implications

65. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, the safeguarding of children and adults at risk, service users, smarter working, and sustainability and the environment, and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Data Protection and Information Governance

66. Given that no representations have been received from the public, it is considered that no data protection issues have been raised.

Financial Implications

67. There are no additional financial implications arising from the proposal. Funding for the highway works has already been secured, as set out in Paragraph 8 above.

Human Rights Implications

68. Relevant issues arising out of consideration of the Human Rights Act have been assessed. Rights under Article 8 (Right to Respect for Private and Family Life), Article 1 of the First Protocol (Protection of Property) and Article 6 (Right to a Fair Trial) are those to be considered. In this case, however, there are no impacts of any substance on individuals and therefore no interference with rights safeguarded under these articles.

Implications for Sustainability and the Environment

69. The proposal would facilitate delivery of the planned Sustainable Urban Extension in accordance with the Greater Nottingham Aligned Core Strategies Part 1 Local Plan (September 2014) and Gedling Borough Local Planning Document Part 2 Local Plan (July 2018).

There are no Crime and Disorder, Human Resources, Public Sector Equality Duty, Safeguarding of Children and Adults at Risk implications or implications for Service Users.

Statement of Positive and Proactive Engagement

70. In determining this application, the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussions; scoping of the application; assessing the proposals against relevant Development Plan policies; the National Planning Policy Framework, including the accompanying technical guidance and European Regulations. The County Planning Authority has identified all material considerations; forwarding consultation responses that may have been received in a timely manner; considering any valid representations received; liaising with consultees to resolve issues and progressing towards a timely determination of the application. Issues of concern have been raised with the applicant, such as impacts on retained features of ecological interest have been addressed through negotiation and acceptable amendments to the proposals. The applicant has been given advance sight of the draft planning. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

RECOMMENDATIONS

It is RECOMMENDED that planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 1. Members need to consider the issues set out in the report and resolve accordingly.

ADRIAN SMITH

Corporate Director – Place

Constitutional Comments [SJE – 20.12.2019]

Planning & Licensing Committee is the appropriate body to consider the content of this report by virtue of its terms of reference.

Financial Comments [SES 07.01.2020]

There are no specific financial implications arising directly from this report.

The County Council has secured grant funding of £5.8 million from the Homes England Local Authority Accelerated Construction fund with additional funding provided by the County Council to finance the provision of highway infrastructure into the site.

Background Papers Available for Inspection

The application file is available for public inspection, by virtue of the Local Government (Access to Information) Act 1985.

Electoral Divisions and Members Affected

Newstead	Councillor Chris Barnfather
Hucknall North	Cllr Ben Bradley
Hucknall West	Cllr Kevin Rostance

Report Author/Case Officer

David Marsh

0115 9932574

For any enquiries about this report, please contact the report author.

FR3/4054
W002020.doc