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Sent via email to
FAO Robbie Steel
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9th April 2020

Dear Robbie

Ref: V/2020/0184. Outline planning application (with all matters reserved except access) for residential development of up to 300 dwellings with associated infrastructure and landscaping. Land off Ashland Road West, Sutton in Ashfield, Nottingham.

Thank you for your email dated 19th March 2020 requesting strategic planning observations on the above application. I have consulted with councilors and colleagues across relevant divisions of the County Council and have the following comments to make.

In terms of the County Council's responsibilities there are number of elements of national planning policy and guidance are of particular relevance in the assessment of planning applications these include Minerals and Waste, Education, Transport and Public Health.

County Planning Context

Transport and Flood Risk Management

The County Council as Highway Authority and Local Lead Flood Authority is a statutory consultee to Local Planning Authorities and therefore makes separate responses on the relevant highway and flood risk technical aspects for planning applications.

Should further information on the highway and flood risk elements be required contact should be made directly with the Highway Development Control Team and the Flood Risk Management Team to discuss this matter further with the relevant officers dealing with the application.

Minerals and Waste

The adopted Nottinghamshire and Nottingham Replacement Waste Local Plan, Part 1: Waste Core Strategy (adopted 10 December 2013) and the saved, non-replaced policies of the Waste Local Plan (adopted 2002), along with the saved policies of the Nottinghamshire Minerals Local Plan (adopted 2005), form part of the development plan for the area. As such, relevant policies in these plans need to be considered. In addition, Minerals Safeguarding and Consultation Areas (MSA/MCA) have been identified in Nottinghamshire and in accordance with Policy SP7 of the emerging Publication Version of the Minerals Local Plan (July 2019). These should be taken into account where proposals for non-minerals development fall within them.

Minerals

In relation to the Minerals Local Plan, the proposed development at Ashland Road West, whilst not in close proximity to any existing or proposed extraction sites, the entirety of the proposed site lies within the Minerals Safeguarding and Consultation Area (MSA/MCA) for limestone.

Since minerals can only be worked where they are found, as per National Planning Policy (NPPF, para. 204), the draft Nottinghamshire Minerals Local Plan (Draft Plan Consultation, July 2018) contains a strategic policy, SP8, that designates the MSA/MCA to safeguard the mineral resource and associated infrastructure, thus preventing unnecessary sterilisation by non-mineral development. Although the Draft Plan is yet to be adopted, its provisions should be given weight as a material consideration. Policy SP8 requires non-mineral developments within the MSA/MCA to demonstrate they will not needlessly sterilise the resource and where this cannot be demonstrated and there is a clear and demonstrable need for non-mineral development, prior extraction will be sought where practical. In some cases, large scale prior extraction might not be practical, however consideration should also be given to the potential use of minerals extracted as a result of on-site ground works rather than simply treating them as a waste material.

In terms of this proposal, the applicant should address policy SP8 and so National Policy and consider if prior extraction is feasible which could form part of the land preparation for the development. This would prevent the unnecessary sterilisation of the mineral resource and also reduce the waste generated from the construction stage of the development. The applicant should be able to demonstrate that the feasibility of extracting limestone prior to development has been considered and if found to be not practical nor viable, the applicant should be able to demonstrate why this is the case.

Overall, the County Council would not consider the development to be inappropriate in this location. However, it should be demonstrated there is a sound argument that identifies a clear and demonstrable need for the non-mineral development and that the practicality of prior extraction has been fully considered.

Waste

In terms of the Waste Core Strategy, there are no existing waste sites within the vicinity of the site whereby the proposed development could cause an issue in terms of safeguarding existing waste management facilities (as per Policy WCS10). As set out in Policy WCS2 'Waste awareness, prevention and re-use' of the Waste Core Strategy, the development should be 'designed, constructed and implemented to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste arising from the development.' In accordance with this, as the proposal is likely to generate significant volumes of waste through the development or operational phases, it would be useful for the application to be supported by a waste audit. Specific guidance on what should be covered within a waste audit is provided within paragraph 049 of the Planning Practice Guidance.

Strategic Highways

The County Council does not have any specific strategic transport planning observations to make, however Ashfield District Council should be reminded that there is a requirement to take appropriate financial contributions from all significant developments in the borough to contribute towards strategic transport infrastructure improvements in the district. In the absence of contributions then there is a strong likelihood that the necessary transport infrastructure will not be forthcoming and the traffic and travel conditions in the borough will worsen to the detriment of the environment and economic prosperity of the district.

Planning Obligations

The following sets out the Planning Obligations that are being sought by Nottinghamshire County Council to mitigate the impact of the above development. These are detailed in appendix one and summarised below.

Transport and Travel Services

The County Council request a planning obligation of £90,000 for bus service contribution. This would be used to provide improvements to the local bus services to serve the site.

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The County Council would also request a planning obligation of £28,000 for bus stop infrastructure. This would be used to provide improvements to the bus stops denoted as, AS0110, AS011, AS0128, AS0129 and AS0130 to the satisfaction of the Local Planning Authority and shall include raised boarding kerbs and real time bus stop pole & displays including associated electrical connections, or other bus infrastructure improvements at the specified stops.

The County Council also request that a Sustainable Transport contribution of £20,000 is paid to provide each household with up to a 2-month or equivalent bus pass (subject to negotiated discount) for use on the local bus network to encourage use of sustainable modes of travel, or to support other sustainable transport measures for residents of the development.

Education

Comments regarding the contributions which may be sort for education is currently awaited and will be provided as soon as possible.

Libraries

The County Council would seek a developer contribution for the additional stock that would be required to meet the needs of the 690 population that would be occupying the new dwellings. This is costed at 690 (population) x 1.532 (items) x £10.00 (cost per item) = £10,571.00

As developer contributions are being sought in relation to the County Council's responsibilities it is considered essential that the County Council be a signatory to any legal agreement arising as a result of the determination of this application.

Further information about the County Councils approach to planning obligations can be found in its Planning Obligations Strategy which can be viewed at <https://www.nottinghamshire.gov.uk/planning-and-environment/general-planning/planning-obligations-strategy>

Conclusion

It should be noted that all comments contained above could be subject to change, as a result of ongoing negotiations between the County Council, the Local Planning Authority and the applicants. These comments are based on the information supplied and are without prejudice to any comments the County Council may make on any future planning applications submitted for this site.

Should you require any further assistance in relation to any of these matters please do not hesitate to contact me.

Yours faithfully

Emma Brook
Planning Officer
Nottinghamshire County Council

This document is unsigned as it is electronically forwarded. If you require a signed copy, then please contact the sender.

Appendix One. Planning Obligations.

The following sets out the Planning Obligations that are being sought by Nottinghamshire County Council to mitigate the impact of the above development. Further information about the County Councils approach to planning obligations can be found in its Planning Obligations Strategy which can be viewed at <https://www.nottinghamshire.gov.uk/planning-and-environment/general-planning/planning-obligations-strategy> As developer contributions are being sought in relation to the County Council's responsibilities it is considered essential that the County Council be a signatory to any legal agreement arising as a result of the determination of this application.

Transport and Travel

General Observations and Accessibility

The planning application covers an area of land to the north of Ashland Road West in Sutton in Ashfield and is for residential development of up to 300 dwellings.

Site access appears to be proposed via two new vehicular junctions onto Ashland Road West. The closest bus stops approximately 350 metres from the centre of the site on Ashland Road West. These stops are currently served by the 417 service twice per day Monday to Friday. The closest bus stops served by a more regular service are approximately 700 metres from the centre of the site on Huthwaite Road.

Bus Service Support

Ashland Road is served by Service 417 which provides a limited hourly off-peak service operated by Nottinghamshire County Council fleet. A frequent service operates to Sutton Town Centre and Mansfield on Huthwaite Road. This service is commercially operated by Stagecoach. However, the development is situated approx. 750 metres from the nearest bus stops on this service. Therefore, modifications to the bus network to provide better access to the proposed development is required.

The vehicles operated on service 417 have 16 seats and are currently operating close to capacity. This resource would not be enough to cover the demand arising from the new development. At this time, it is envisaged that Transport & Travel Services will wish to negotiate with the developer and Highway Development Control regarding provision of appropriate bus services to serve the site, through provision of a larger vehicle on Service 417, operating across the day, possibly enhanced to also offer a Saturday service.

The County Council request a planning obligation of £90,000 for bus service contribution. This would be used to provide improvements to the local bus services to serve the site.

Bus Stop Infrastructure

The current infrastructure observations from Transport & Travel Services photographic records are as follows:

AS0111 Rooley Avenue – Bus stop pole

AS0110 Norwood Close – Bus stop pole

AS0130 George Street - Bus stop pole, raised boarding kerbs and bus stop clearway markings

AS0129 George Street - Bus stop pole and enforceable bus stop clearway

AS0128 Siddalls Drive - Bus stop pole and raised boarding kerbs

The Transport Assessment refers to the bus stops on Huthwaite Road, served by the daily Mansfield Miller Service, as being the more likely used, and therefore these stops are also considered as part of the assessment.

The County Council request a planning obligation of £28,000 for bus stop infrastructure. This would be used to provide improvements to the bus stops denoted as, AS0110, AS0111, AS0128, AS0129 and AS0130 to the satisfaction of the Local Planning Authority and shall include raised boarding

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kerbs and real time bus stop pole & displays including associated electrical connections, or other bus infrastructure improvements at the specified stops.

Sustainable Travel

The Travel Plan submitted with the application refers to the Welcome Pack which will include details of the range of tickets available, and the cost of those tickets. Transport and Travel Services would expect all properties to have free introductory bus travel made available to them. This along with other sustainable travel measures will assist with achieving the modal share Target 2 set out in the site Travel Plan.

The County Council request that a Sustainable Transport contribution of £20,000 is paid to provide each household with up to a 2-month or equivalent bus pass (subject to negotiated discount) for use on the local bus network to encourage use of sustainable modes of travel, or to support other sustainable transport measures for residents of the development.

Justification

Using an 8% modal share for public transport use, it is estimated that this development would generate approximately 57 additional public transport trips per day (114 two-way trips). An indicative Public Transport contribution of £90,000 would fund improvements to local bus services to provide additional capacity to serve the development

The proposed contribution would be used to enhance the 417 service which provides links to key services including shopping, education and health. This service currently operates between 09:45hrs and 15:00 hrs, with 4 journeys connecting key services in Sutton-in Ashfield. Alternatively, the contribution will be used to enhance another service to provide improved access to the site. A public transport contribution would give access to residents that are situated in excess of the recommended walk distance guidance from the closest bus stops, whilst extending the operating day and providing enough capacity to accommodate the additional demand.

The only route currently serving Ashland Road is service Nottinghamshire County Council Fleet Operated Service 417 which is operated hourly off peak. The vehicles operated on service 417 have 16 seats and could not accommodate the level of demand from this development.

The current level of facilities at the specified bus stops are not at the standard set out in the Council's Transport Statement for Funding. The stops denoted as AS0110 Norwood Close and AS0111 Rooley Avenue only have basic facilities (bus stop pole), and the stops denoted as George Street and Siddalls Drive should be enhanced to provide facilities consistent with the more comprehensive level of service.

AS0111 Rooley Avenue – Install raised boarding kerbs

AS0110 Norwood Close – Install raised boarding kerbs

AS0130 George Street - Install real time bus stop pole & displays including associated electrical connections

AS0129 George Street - Install real time bus stop pole & displays including associated electrical connections and raised boarding kerbs

AS0128 Siddalls Drive - Install real time bus stop pole & displays including associated electrical connections

The specified improvements are necessary to achieve an acceptable standard to promote sustainable travel. The stops denoted as George Street and Siddalls Drive are served by a high quality, regular and fully accessible bus service and should be complemented by the provision of bus stops with real time information displays. This will encourage sustainable public transport access to and from the site for staff, visitors and residents.

The overall impact of providing real time and disruption information to customers is positive with additional patronage and increased confidence. Research conducted by Transport Focus has highlighted that at-stop Real time information is seen as an important factor for non-bus users and

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is therefore a major factor in inducing modal change. The real-time displays also provide other network information, including details of current and future disruptions, roadworks and special events, including community information which is not otherwise readily obtainable in a concise format. The displays can therefore help users with making informed decisions about their current and future journeys.

Raised boarding kerbs will also be provided, to provide level access boarding for people with buggy's, wheelchairs and those with reduced mobility.

The Bus Taster Tickets Contribution will provide new occupants with a 2-month smartcard bus pass, or equivalent, for use on the existing local bus network and encourage use of sustainable modes of travel.

The improvements would be at the nearest bus stops which are situated close to the site, so are directly related to the development, and are fairly and reasonably related in scale and kind to the development (300 dwellings).

Further information can be supplied through developer contact with Transport & Travel Services.

Transport & Travel Services
Nottinghamshire County Council
County Hall
West Bridgford
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ptdc@nottscc.gov.uk
Tel. 0115 977 4520

Education

Comments regarding the contributions which may be sort for education is currently awaited and will be provided as soon as possible.

Libraries

Background

The County Council has a statutory responsibility, under the terms of the 1964 Public Libraries and Museums Act, to provide "a comprehensive and efficient library service for all persons desiring to make use thereof".

In Nottinghamshire, public library services are delivered through a network of 60 library buildings and 3 mobiles. These libraries are at the heart of our communities. They provide access to books and DVDs; a wide range of information services; the internet; and opportunities for learning, culture and leisure.

The County Council has a clear vision that its libraries should be:

- modern and attractive;
- located in highly accessible locations
- located in close proximity to, or jointly with, other community facilities, retail centres and services such as health or education;
- integrated with the design of an overall development;
- of suitable size and standard for intended users.
- to provide a comprehensive range of library stock to meet the needs of the local community.

Our libraries need to be flexible on a day-to-day basis to meet diverse needs and adaptable over time to new ways of learning. Access needs to be inclusive and holistic.

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Potential development of Land of Ashland Road West

There is currently a proposal for a new development on land off Ashland Road. This would comprise of 300 new dwellings. At an average of 2.3 persons per dwelling this would add 690 to the existing libraries' catchment area population. The nearest existing library to the proposed development is Sutton in Ashfield Library.

The County Council would not seek any costs towards increasing the size of the library to accommodate this population but for this development a contribution will be sought for additional library stock. An increase in population of 690 would put more demand on the stock at this library and a developer contribution would be expected to help address this situation.

The Museums, Libraries and Archives Council (MLA) publication "Public Libraries, Archives and New Development: a standard approach" recommends a standard stock figure of 1,532 items per 1,000 population.

Sutton in Ashfield Library is currently below the MLA optimum stock level (see table below) and so a developer contribution would be sought to ensure current stock levels are not put under further pressure as a result of the new development.

Library Optimum Stock Levels

LIBRARY	District	Catchment Popn Est (Census 2011)	Total Lending Stock	Ref/Local Studies Stock	Total Stock	Optimum Stock figure	Difference Optimum vs Actual stock
Sutton in Ashfield Library	Ashfield	36,672	32,748	2250	34,998	56,182	-21,184

The County Council therefore would seek a developer contribution for the additional stock that would be required to meet the needs of the 690 population that would be occupying the new dwellings. This is costed at 690 (population) x 1.532 (items) x £10.00 (cost per item) = £10,571.00

As developer contributions are being sought in relation to the County Council's responsibilities it is considered essential that the County Council be a signatory to any legal agreement arising as a result of the determination of this application.