

This matter is being dealt with by:
Tania Krasteva
Ref. 25/00371/OUT
T 0115 804 3942
E tania.krasteva@nottsc.gov.uk
W nottinghamshire.gov.uk



Sent via email to
pabc@broxtowe.gov.uk

FAO Mr D Ottewell

24 June 2025

Dear Sir/Madam,

Ref: 25/00371/OUT Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved). Land West Of Stapleford Lane Stapleford Nottinghamshire

Thank you for your email dated 03 June 2025 requesting strategic planning observations on the above planning application. I have consulted with my 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 a number of elements of national planning policy and guidance that are of particular relevance in the assessment of planning applications these include Minerals and Waste, Education, Transport and Public Health. Where necessary, the Council will request developer contributions towards its services in accordance with its adopted [Developer Contributions Strategy](#), which is available to view online.

Highways 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 & 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 adopted Nottinghamshire Minerals Local Plan (adopted March 2021), form part of the development plan for the area. The Pre-Submission Version (August 2023) of the emerging Waste Local Plan, which has been submitted for examination (March 2024), should also be given weight as a material consideration. 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 Nottinghamshire Minerals Local Plan, 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 is not within any MSA/MCA. Overall, the County Council does not wish to raise any objections to the proposal from a mineral's perspective.

Waste

It is suggested that an Odour Assessment report, is prepared and submitted with a full planning application as the proposed development site is approximately, at its closest extent, less than 100m south of the active Stapleford Road Wastewater Treatment Works. At this distance, it is likely that potential environmental impacts may be detectable at the proposed development site.

It is also recommended that the developer contacts Severn Trent to discuss the proposed development, as often treatment sites may have a 'cordon sanitaire' policy whereby the water company seeks to influence the type of development within a certain distance, ranging from 25-400 metres. This would help to ensure, in accordance with Policy WCS10 of the Waste Local Plan, that the proposed development could cause an issue in terms of safeguarding existing waste management facilities.

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.

Public Transport

General observations

The planning application covers an area of land at Stapleford Lane and is for a residential development and associated infrastructure of 420 dwellings. Site access is from Stapleford Lane. The closest bus stops served by scheduled services are situated approximately 690 metres from the centre of the site. NET tram access at the Toton Park & Ride stop. The closest rail station is situated approximately 3.5km to the south-east of the site.

Bus Service Support

In 2021 the government published its document 'Bus Back Better – A **National Bus Strategy** for England'. The strategy requires Local Transport Authorities to implement ambitious bus priority schemes and Bus Service Improvement Plans (BSIPs) delivered through Enhanced Partnerships, which consider how a coherent and integrated network should serve schools, health, social care, employment and other services. This includes requiring the provision of economically necessary bus services, including those which improve people's access to employment. The requirements of the Strategy should be reflected in the public transport facilities for this site.

Transport Assessment Second issue sets out the principle of public transport access. Section 3.9 states that the site access route has been designed to enable access by bus services. The Broxtowe Infrastructure Delivery Plan (IDP) states that public transport funding contributions for infrastructure and local bus service provision will be sought, and that contributions to bus stop infrastructure will be required. Section 3.10 states that the internal highway layout will be designed in accordance with NCC highway design guidance, with the route being designed to cater for buses. Section 5.5 summarises the proposed sustainable transport improvements, including financial contributions towards local bus service improvements and the access route designed for potential future use by bus services; new Residents Travel Packs for each dwelling; and implementation of a Residential Travel Plan.

The site location affords the opportunity for it to be an exemplar site for sustainable public transport access and therefore should support a higher public transport modal share. This is considered with the Council's assessment of public transport demand, which includes an assessment of trips to key destinations within Broxtowe, the Greater Nottingham area and Derby not served by NET tram. The Council's assessment is based on a 10% modal share with an indicative 50:50 allocation of trips between local bus/CT and Tram.

Nottinghamshire County Council's Highway Design Guidance¹ (Part 3.1) states that walking distances to bus stops in urban areas should be located within a maximum of distance of 400 metres and desirably no more than 250 metres. The closest bus stops are located on Stapleford Lane and located approximately 690 metres from the site. A summary of the current services that serve the closest stop(s) is provided below:

Service No. & Operator	Route	Service Frequency & Operating Times			Route Funding
		Weekday	Weekend		
		Mon - Fri	Sat	Sun	
510 CT4N	Nottingham - Stapleford	05:30 to 20:30 up to every 60 minutes	06:45 to 19:40 up to every 60 minutes	No service	Commercial

The above service is operated by CT4N on a commercial basis from December 2024. Section 3.17 of the Travel Plan and 2.45 of the Transport Assessment should be amended accordingly.

The Council request that a Planning Obligation be added to state:

A Bus Service contribution of **£573,300** is paid to provide improvements to the local bus services to serve the site.

Justification: Service 510 terminates at the Toton NET Park & Ride terminus and provides a basic daytime Monday to Saturday service which focuses on local connectivity from the Toton NET stop. The stop exceeds the 400 metre walk distance guidance for all of the site. Enhancements to the local bus network will be required to provide access to key destinations to access services including employment, education, health, shopping and leisure and to support access to the NET Tram interchange and Local Centre. The current indicative quantum of the allocated Toton and Chetwynd area developments is circa 2,700 dwellings. The Council is seeking a per dwelling bus service contribution to reflect the pro-rata quantum of development to reflect the impact of the site on the local bus network. The level of contribution requested per dwelling is £1,365 (one thousand three hundred and sixty-five pounds) modelled on a 5% bus modal share to support bus access.

The bus service at the site should reflect the aspirations of the government National Bus Strategy¹ and the themes of the Nottinghamshire Bus Service Improvement Plan⁵ including turn-up and go frequencies; bus priority measures; multi-modal tickets; fully integrated with other modes including cycling and walking and branded services with high-quality information and growing patronage. The funding will support enhanced services including peak-hour, evening and Sunday service provision. The bus and NET tram public transport modal share target supports the wider objective of reducing the impact of car trips on the highway network. For the overall quantum of allocated development there are several parameters that impact on the funding:

- Residential - the current known allocation is for 2,700 dwellings with an indicative build-out projected to 2040/41.
- Vehicle cost - Based on electric vehicles on the basis that electric vehicle costs will equalise in the time that the development comes forward.
- Bus service - to develop the current network to provide access to education, health, shopping, employment and leisure.
- Funding could be allocated for more than one service to serve the disparate demands including the potential for limited stop, including bus priorities.

- Income/yield - to offset the costs a basket of fares is applied to determine a yield to forecast income. The market and patterns of bus use is changing, which may affect ridership and yield, which is outside of the existing greater Nottingham network boundary.
- Bus priority measures will impact on journey times and vehicle resources. Further modelling will be required when more information about bus lanes, gates etc. and the impact on journey time to key destinations is known.
- The observations cover a strategic site for which the East Midlands Combined County Authority (EMCCA) may wish to comment or seek mitigations.

Future bus service provision and costs are subject to change due to network reviews, and therefore the level of service to be provided will be subject to an assessment of costs for a range of service options following procurement. Any approved funding contribution should include flexibility for what is provided, based on the bus network and industry costs at the time, with the service proposals subject to review. Future bus service provision could be of a demand responsive nature.

Community Transport

The local Community Transport provider, The Helpful Bureau, operates a Community Transport social car scheme, minibus and Wheelchair Accessible Vehicle access scheme providing registered users who do not have access to, or use of a private vehicle, access to key services including shopping and health. The scheme provides safe, affordable transport to meet the needs of people who experience difficulty with using/accessing transport due to age, disability, ill health, poor mobility, or lack of suitable transport services. It enables people to live independently, participate in their community and access education, employment, health, shopping and other services. The scheme is operated on a non-profit making basis. The scheme Annual Report to 31 March 2024 states that there was a reduction in funding to the scheme and they are seeking funding from other sources.

The Council request that a Planning Obligation be added to state:

Transport & Travel Services request a Planning Contribution of **£126,000** towards the provision of the local community transport scheme to serve the site.

Justification: The Greater Nottingham Strategic Plan Publication Draft Consultation (March 2025) ⁴ Policy 21 covering the Strategic Allocation Toton and Chetwynd Barracks (Broxtowe) 'Infrastructure Delivery Plan constraints / requirements summary' tabulation refers to Community Services with a reference to "Further discussions as detailed proposals emerge."

Key to the organisation is both community transport and the premises. The demand for the Helpful Bureau is expanding with this site and changing demographic profiles with an aging population increasing the demand on services and the number of clients. The current fleet of vehicles is not large enough to host demand for the surrounding community. The level of contribution requested per dwelling is £300.

Bus Stop Infrastructure

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

BR0118 Katherine Drive – bus stop pole and flag, raised boarding kerbs.

BR0117 Katherine Drive – bus stop pole and flag, raised boarding kerbs.

BR0619 NET Tram Terminus - Real time information display, raised boarding kerbs, shelter.

The Council request that a Planning Obligation be added to state:

A Bus Stop Infrastructure contribution of **£49,600** is paid to provide improvements to the two bus stops, BR0118 & BR0117 Katherine Drive.

Justification: Bus stops should be provided that meet the access standard set out in the Council's Highway Design Guide ¹ with bus stop facilities that meet the standard set out in the Appendix to the Council's Public Transport Planning Obligations Funding Guidance ². The level of funding requested would provide the following improvements:

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BR0117 Katherine Drive – real time bus stop poles & displays including electrical connections, polycarbonate bus shelter, solar or electrical lighting, hardstanding or other enhancements as required.

BR0118 Katherine Drive – real time bus stop poles & displays including electrical connections, polycarbonate bus shelter, solar or electrical lighting, hardstanding or other enhancements as required.

The identified stops provide highway guidance walk distance access for residents to the east of the site. Real Time displays will be provided to promote sustainable travel. The overall impact of providing real time and disruption information to customers is positive with additional patronage and increased confidence. The real-time displays also offer service updates and network-wide messages, 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. A bus shelter is specified if patronage exceeds more than two boarding passengers per journey in urban areas on a frequent service i.e. a bus every 10 minutes, and in rural areas with a less frequent service, patronage exceeds more than one boarding passenger per journey. Solar lighting will be provided at the shelter to promote safety and reduce vandalism.

Note: The improvements at stop BR0117 and BR0118 are also specified for another planning site ref. 25/00255/FUL. A decision on this application is awaited. Should both applications be consented then arrangements should be made for the cost of the improvements to be shared.

Bus stops within the site are required to support public transport access to key destinations for services including employment, education, health, shopping and leisure and to support access to the NET Tram interchange and Local Centre.

Any planning consent should be subject to the following Planning Condition:

No part of the development hereby permitted shall be brought into use unless or until plans detailing the location of new bus stops within the site have been made, along the spine road/loop at 250m intervals, to the satisfaction of the Local Planning Authority and shall include any of the following: real time bus stop flags, poles & displays including low voltage power source to the real time information pole location; polycarbonate bus shelter; solar or electrical lighting in bus shelter; raised kerbs; enforceable bus stop clearway; lowered access kerbs; additional hard stand (3.7 metres depth x 8 metres width if required), black top dressing (tarmacadam) and the above to be installed to an agreed timescale. If bus stops are not installed prior to bus services operating the developer will be responsible for the cost of any temporary infrastructure arrangements.

The proposed highway widths, vehicle tracking and new bus stop locations, including accessibility isochrones meeting [Nottinghamshire Highway Design Guidelines](#) should be marked on all relevant plans going forward and incorporated into the highway design. If bus stops are not installed prior to bus services operating the developer will be responsible for the cost of any temporary infrastructure arrangements.

School Transport

The closest/catchment schools to the site include Toton Banks Road Infant and Nursery School & George Spencer Academy. At this time, it is not envisaged that contributions towards school transport provision will be sought.

Sustainable Travel

Section 6.8 of the Travel Plan covers Travel Packs including a proposed sustainable travel voucher including opportunities for public transport tickets. The scope of the public transport offer does not align with the County Council's sustainable ticketing guidance ². The details of the scheme should be agreed with the County Council to encompass the current ticketing products at the time the measures come forward and is therefore specified as a Planning Condition. Section 6.8 should be revised to remove specific product types and costs which will be subject to change and do not reflect

the Council's guidance. The targets summarised at 5.2 of the Travel Plan should also include a public transport modal share target.

Transport and Travel Services expect all properties to have free introductory bus travel made available to them to encourage use of sustainable modes of travel. Transport & Travel Services will request that any development of over 50 dwellings includes a scheme of free introductory bus passes. These should be made available to residents upon occupation of the development, to encourage usage of public transport, which should also be set out in the Travel Plan. Ticketing incentives are a proven intervention which ensures that developers can meet their modal shift targets from the outset. The optimal time to encourage modal shift is upon occupation of the development before alternative travel patterns become embedded.

Any planning consent should be subject to the following Planning Condition:

No part of the development hereby permitted shall be brought into use unless or until the details of a scheme for provision of free bus passes to residents of the development upon occupation are submitted and approved by the Local Planning Authority. The scheme should include details of the bus pass(es) including period of validity or equivalent, the area of coverage, arrangements for promoting the passes, application and monitoring arrangements.

Payment Triggers – In the event that the funding requests are supported the preferred triggers for payment are as follows: Payment before occupation of the first dwelling for infrastructure requests. 50% of the total upon completion of 25% of the dwellings for Service requests.

The improvements would be for bus and community transport services and infrastructure to serve the site, so are directly related to the development, fair and reasonably related in scale and kind to the development and necessary to make the development acceptable in planning terms. The requirement for public transport infrastructure within the site is relevant to the development and enforceable, precisely specified, and fairly and reasonably related in scale and kind to the development (420 dwellings).

The Council reserves the right to re-assess its contribution requirements if other information relevant to the content of this response is submitted by the applicant or if, after six months, a decision on the application is still awaited or the s106 agreement has not been completed.

If a road closure is required in connection with the development, then a developer will be required to provide any funding for replacement alternatives needed to maintain service levels.

The observations in this response cover a strategic site for which the East Midlands Combined County Authority (EMCCA) may seek other mitigations.

Further information can be supplied through developer contact with the County Council Transport & Travel Services team at ptdc@nottsc.gov.uk Tel. 0115 977 4520

Education

The proposed development of 420 dwellings on the above site would yield an additional 88 primary, 67 secondary and 13 post 16 aged pupils, including 2 pupils requiring a specialist place.

Primary

The proposal site is located within the Toton and Chetwynd Strategic Growth Area.

The emerging Greater Nottingham Strategic Plan targets a total of 2700 dwellings to be delivered across the growth area within the plan period, including 1500 dwellings at Toton and 1200 dwellings at Chetwynd. The planned development of 2700 dwellings would yield an additional 567 primary pupils within the Chilwell and Beeston planning areas.

Planning area	DfE no	School	LA / academy	District	Net capacity	Average 5 Year Projection	Pupils from housing commitments, 5 yrs	Projected places available
Chilwell	2317	Banks Road Infant and Nursery	LA	BROXTOWE	176	125	7	44
Chilwell	2315	Chetwynd Spencer Academy	Academy	BROXTOWE	412	408	1	2
Chilwell	2316	Toton Bispham Drive Junior School	LA	BROXTOWE	206	186	10	9
Chilwell	1009	PLANNING AREA TOTAL		BROXTOWE	794	720	18	56

Planning area	DfE no	School	LA / academy	District	Net capacity	Average 5 Year Projection	Pupils from housing commitments, 5 yrs	Projected places available
Beeston	2302	Alderman Pounder Infant School	Academy	BROXTOWE	206	153		53
Beeston	2023	Beeston Fields Primary School and Nursery	Academy	BROXTOWE	326	347	9	-30
Beeston	2282	Beeston Rylands Junior School	LA	BROXTOWE	196	165	58	-27
Beeston	2299	Eskdale Junior School	LA	BROXTOWE	274	243		31
Beeston	2274	John Clifford Primary School	Academy	BROXTOWE	382	354	10	18
Beeston	2901	Round Hill Primary School	LA	BROXTOWE	515	463	51	1
Beeston	2017	Sunnyside Spencer Academy	Academy	BROXTOWE	206	183		22
Beeston	2031	The Lanes Primary School	LA	BROXTOWE	616	540	39	38
Beeston	2286	Trent Vale Infant and Nursery	LA	BROXTOWE	147	112	43	-8
Beeston	1004	PLANNING AREA TOTAL		BROXTOWE	2868	2560	210	99

There is currently a forecast sufficiency of 155 school places in the Chilwell and Beeston planning areas, (56 and 99 places respectively) over the next five years, as shown in the tables above. The demand for 567 places generated across the strategic allocation, less the surplus of 155 places, results in a shortfall of 412 primary places.

On this basis, the County Council is seeking the provision of a two form entry primary school (420 places) with a nursery (39 places) in order to meet the needs of the whole strategic allocation and will require a primary school site of 2.5 – 3.0ha (allowing for future growth should the number of dwellings allocated in the plan increase) and a pro-rata financial contribution from each planning application. The *total developer contribution towards the cost of a 2 FE primary school with 39 nursery places* would be £14,253,786 (459 x £31,054). Therefore, each planning application within the strategic allocation will need to provide a contribution based on **£5,280 per dwelling** (£14,253,786 / 2700 dwellings) towards the cost of delivering the school.

Based on the pro-rata calculation outlined above the proposed development of 420 dwellings would generate a financial contribution of **£2,217,600** (420 x £5,280 per dwelling).

It should be noted that a site for the school is yet to be identified and therefore the contribution request may need to be adjusted to ensure the cost of land is equalised between applicants. The County Council wishes to work with the Borough Council to agree an approach to securing land to ensure that all developments fund provision on an equitable basis.

Statutory Secondary

Planning area	DfE no	School	District	Net capacity	Pupil projection	Housing commitments, 7 yrs	Projected places available
Broxtowe South	4117	Alderman White School	BROXTOWE	681	750	43	-112
Broxtowe South	4119	Bramcote College	BROXTOWE	588	654	89	-155
Broxtowe South	4121	Chilwell School	BROXTOWE	897	928	134	-166
Broxtowe South	5401	George Spencer Academy	BROXTOWE	1225	1333	41	-149
Broxtowe South	0003	PLANNING AREA TOTAL		BROXTOWE	3391	3666	-582

Based on the current pupil projections data shown in the table above, there is forecasted to be insufficient capacity within the pupil planning area to accommodate the additional pupils generated by this proposal. The County Council therefore seeks a secondary contribution of **£2,028,090** (based on 67 places x £30,270).

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Secondary post 16

Based on current pupil projection data there is a projected surplus of places in the planning area and the impact of the development alone would not lead to a deficit in provision. At this time, it is not anticipated that the County Council would seek a secondary post 16 education contribution.

Special Educational Needs and Disabilities (SEND)

In line with the NCC Developer Contribution Strategy, a development of this size would yield two pupils requiring a place in a non-mainstream setting. As shown in the table below, the Council's projections indicate that there is a current shortage of specialist places for pupils with SEND, which is forecast to continue. Therefore, the County Council would seek a SEND education contribution of **£209,112** (2 places x £104,556). The contribution will be used towards expanding special school facilities or to fund the provision of specialist provision attached to a mainstream school.

	2023-24	2024-25	2025-26	2026-27	2027-28
No. specialist places available*	1,192	1,192	1,192	1,192	1,192
Projected no. pupils needing specialist provision	1,640	1,766	1,858	1,929	1,982
Additional places required	448	574	666	737	790

*specialist placement refers to LA and non-LA maintained special schools, independent and other LA special schools

The data is correct at the time of enquiry but may be subject to change. The County Council reserves the right to re-assess the response if prior to determination, further planning applications are made, or new pupil forecasts are published which would result in a greater shortfall of pupil places in the planning area.

Libraries

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". The County Council has a clear vision that its libraries should be: modern and attractive, of suitable size and standard for intended users, and contain a comprehensive range of stock to meet the needs of the local community.

The proposed development on Land West of Stapleford Lane would comprise 420 new dwellings. At an average of 2.3 persons per dwelling, this proposal would add 966 people to the library catchment area population for Stapleford Library, which is the nearest existing library to the proposal site.

The Council is not seeking any costs towards increasing the size of the library to accommodate this population, but a contribution is sought towards the provision of additional library stock to ensure that the additional demand generated by this development does not place further pressure on resources.

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.

Stapleford Library is currently below the MLA optimum stock level (see table below) and therefore the County Council seeks a developer contribution to provide the additional stock that would be required to meet the needs of the 966 residents that would be occupying the new dwellings. This is costed as follows: 966 (population) x 1.532 (items) x £12.67 (cost per item) = **£18,750**

Library Optimum Stock Levels

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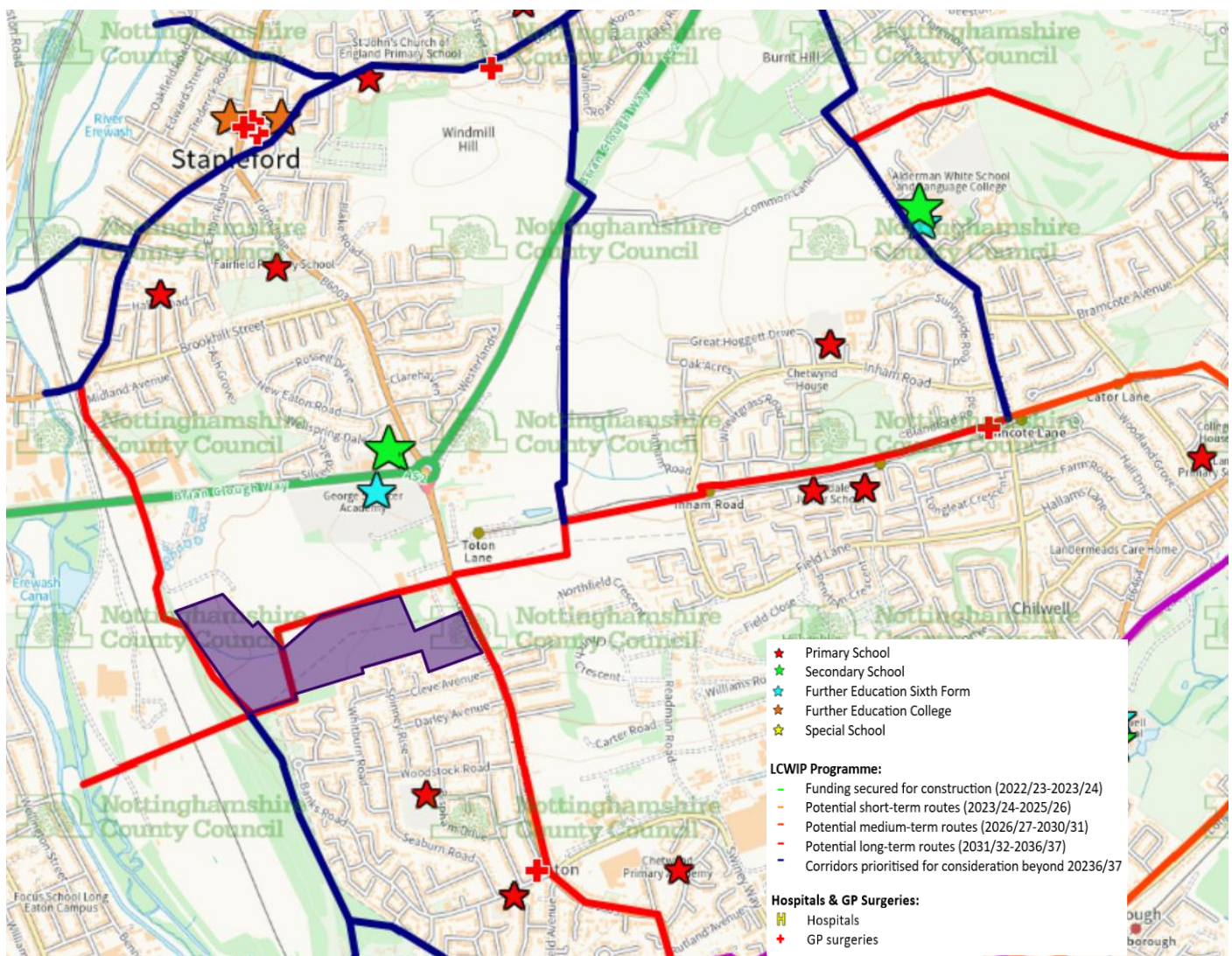
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LIBRARY	Catchment Popn Est (Census 2021)	Total Lending Stock	Ref / Local Studies Stock	Total Stock	Optimum Stock figure	Difference Optimum vs Actual stock
Stapleford Library	20,320	20,921	1077	21,998	31,130	-9132

Cycling and Walking Provision

The Government's second Cycling and Walking Investment Strategy (CWIS 2) has a headline ambition "*to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey*". In accordance with this strategy, the County Council has developed a network plan for walking and cycling which identifies preferred pedestrian and cycling routes for further development in the short, medium, and long term. The network is established through the East Midlands County Combined Authority (EMCCA) Local Cycling and Walking Infrastructure Plan (LCWIP) which seeks to connect residential areas and communities to the key employment, retail, education, health, and leisure locations, particularly where such proposals assist in encouraging economic growth. The LCWIP is used by the County Council to plan investment in local routes that will deliver the vision of the national policy and is referred to within the NPPF.

The proposal site (shown in purple on plan below) is located within close proximity of the strategic cycle network, with a route along B6003 Stapleford Lane and connections to Toton Lane tram stop/park and identified within the D2N2 LCWIP as priorities within as long-term priorities. As such, the County Council is planning to construct these routes within the next few years, subject to securing sufficient government and developer funding. It is therefore requested that a financial contribution of **£800,000** be secured through a S106 Agreement for the provision of pedestrian and cycling improvements along the LCWIP routes in the vicinity of the proposed development. These routes would directly serve the proposal site and maximise its connectivity to Chilwell, Beeston and surrounding destinations including nearby shops, schools, further education colleges and GP surgeries/hospitals, thus ensuring that the development gives priority to pedestrian and cycle movements and promotes sustainable transport modes of travel in accordance with the aspirations of the NPPF and local planning policies.



The travel plan provided as part of the planning application for the proposed development indicate that the developer is proposing to provide a shared use foot/cycle route for the site access route. The County Council welcomes this proposal but would note that the developer should ensure the pedestrian/cycle facilities provided are LTN1/20 compliant.

Archaeology

The NHER shows cropmark evidence of a series of enclosures identified by aerial photography in the area south of the application site. This area was developed in the 1980's and as a result there was no archaeological assessment made of the cropmark features. The geophysical survey shows these features extending into the application site. The Environmental Statement makes a reasonable assessment of archaeological potential based on the limited data available. Some parts of the geophysical survey were unhelpful due to background noise, and additionally we caution that geophysical survey can be variable in identifying prehistoric features in particular, even where the survey appears to have produced good results for archaeological assessment.

Further evaluation work is required across the site to test the results of the geophysics and to identify the presence/absence, significance, character, depth and date of any archaeology present within the site. The evaluation will inform the production of an appropriate mitigation strategy. We always recommend that this evaluation work is undertaken prior to determination to ensure that the application is properly informed of archaeological potential, and that any required mitigation work is adequately accommodated within the development programme. This is essential for effective risk management and allows for reliable programme scheduling and budget management. Failing to do

so could lead to unnecessary destruction of heritage assets, potential programme delays or deliverability issues and excessive cost increases that could otherwise be avoided.

However, if permission is granted, the evaluation and any subsequent archaeological mitigation work could be secured as a condition of consent, and this office would be happy to recommend appropriate condition wording.

Built Heritage

No comments from the built heritage perspective.

Conclusion

It should be noted that all the above comments 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, or if you have any queries with regards to developer contributions, please contact Will Lawrence, the County Council's Planning and Infrastructure Manager on 0115 804 2738 or by email: william.lawrence@nottsc.gov.uk

Yours faithfully

Tania Krasteva
Planning Officer
Nottinghamshire County Council

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