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By Email Only: local.plan@ne-derbyshire.gov.uk

09 January 2025

Dear Sir / Madam,

Re: North East Derbyshire District Council Call for Sites 2024/5 - Site Submission Form: Land off North Wingfield Road, Grassmoor

I refer to the above Call for Sites (CfS) submission forming part of the Council's Land Availability Assessment and set out details below in support of promoting residential development at land off North Wingfield Road, Grassmoor. This Statement sits alongside the online submission form submitted earlier via the consultation portal, and demonstrates that the site is deliverable as defined in the National Planning Policy Framework (NPPF) 2024 i.e. that it is suitable, available, and achievable for residential development, adjoining Grassmoor's settlement boundary and forming a well related, logical extension.

In this context, Grassmoor is a sustainable, level 2 settlement as set out in the Local Plan's hierarchy and supporting evidence base, being well served by a broad range of services, facilities, amenities and employment opportunities. As a sustainable settlement, it is therefore well placed to accommodate additional growth, minded of the Government's drive to significantly boost housing supply and deliver 1.5 million homes across the country over the next 5 years.

This is reflected through the introduction of the new standard methodology for calculating local housing need which aims to facilitate the significant boosting of housing numbers and results in an increased requirement of 591 dwellings per annum for North East Derbyshire District (367 dwellings higher than the current equivalent figure, 261 dwellings higher than the current adopted figure). Furthermore, the Government has made clear in the latest NPPF that Green belt boundaries should be reviewed through local plans where, for example, an authority cannot meet its identified need for homes in full.

This submission includes the following technical notes to assist, alongside this covering letter and the site submission form:

- Transport, Flood Risk and Drainage Technical Note (Hexa - December 2024)
- Ecological Appraisal (FPCR - December 2024)
- Landscape and Visual Statement (Influence - January 2025), including illustrative figures and drawings

Woodall Homes

This site is under control by Woodall Homes Ltd as a single local housebuilder, whom have an established track record of housing delivery within the area, both market and affordable provision. This includes successful delivery of a variety of sites specifically within the District itself, namely:

- Church Side, Calow - Churchfields
- Top Road, Calow - The Croft
- Clay Lane, Clay Cross - The Orchards
- Rectory Road, Long Duckmanton - The Pastures
- Brassington Lane, Old Tupton - Roman Rise
- Oaks Farm Road, Calow - Oakham Grange (currently under construction)

Background

Site and Surroundings

The site subject to this CfS submission measures approximately 4.5ha and comprises land off North Wingfield Road, Grassmoor, located and wrapping around the north-eastern edge of the settlement, approximately 4km south of Chesterfield. The site currently comprises a single arable field with boundary hedgerows and scrub, accessed directly from North Wingfield Road at the north western corner of the site. An extract of the site location is shown in Figure 1 below (a separate location plan is appended to this submission for clarity).



Figure 1: Site Location - Settlement Context (site outlined red)

The Site is bound to the north by an access road running west-east from North Wingfield Road, and a car park, both of which are associated and provide access to the South Chesterfield Golf Course which wraps around the eastern side of the site. The Grassmoor, Hasland and Winsick footpath (referred to as PROW FP 6) runs parallel to the northern boundary too, affording access to the nearby Grassmoor Country Park which sits further east, just beyond the golf course (Grassmoor Country Park is acknowledged as a large recreation resource for people in Grassmoor, and also provides access to the Five Pits Trail recreational route). To the immediate south and west, bounding the site, lies existing residential areas of Grassmoor, with the settlements of Wingerworth, Tupton, Hasland, and Holmewood also located nearby.

The site has historically been assessed by the Council through the Housing Land Availability Assessment (HLAA) in 2016, under reference GRA/1601. This concluded that development of the site would form a 'logical extension', with the overall policy conclusion rating the site 'green' - suitable for residential development.

The Development Plan

The Development Plan relevant to the site currently comprises the North East Derbyshire Local Plan (2021). In terms of the adopted policy position as it stands, the site currently lies outside of, albeit directly adjacent to, the settlement edge boundary of Grassmoor. The site also forms part of the Green Belt, which wraps around the north, north-east and north-western extent of Grassmoor (see Figure 2 below).

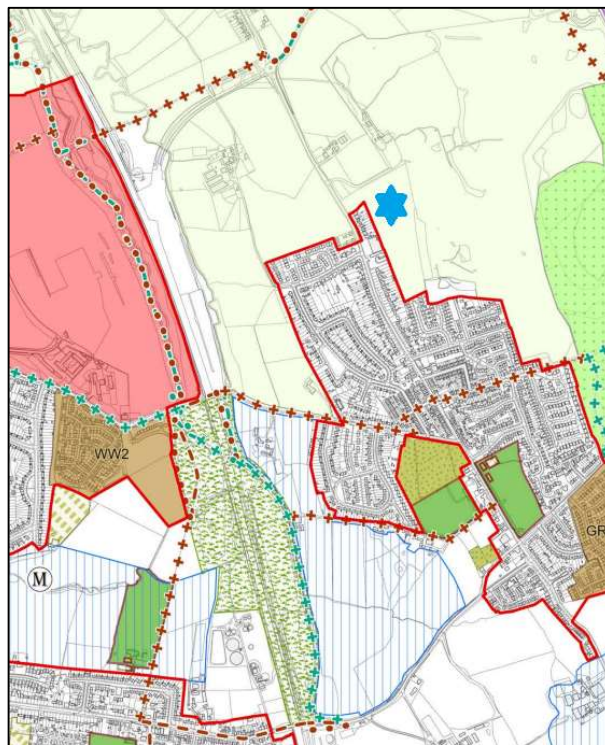


Figure 2: Extract of 2021 Local Plan Proposals Map (*blue star denotes the site)

Grassmoor's broader context includes a Local Settlement Gap to the south / southwest, providing policy protection and thereby restricting new residential development in the strategic gap along Hagg Hill to New Tupton. Housing allocation GR1 (Windwhistle Farm), now complete, sits to the south of the settlement, aligning with the current build line of the existing residential development adjacent North Wingfield Road. This development is well contained by the 5 Pits Trail to the east and is considered infill development, which logically 'rounds off' Grassmoor to the south east.

Any further development south of the proposed settlement development limit would significantly extend into the open countryside and so significantly narrow the green wedge between Grassmoor and North Wingfield, which consists of one parcel of agricultural land. The site subject to this submission offers a logical extension for future housing in a sustainable, tier 2 settlement, without compromising the Green Belt, a position that no other site around Grassmoor offers (as explained later in this document).

Relevant Planning History

There is no planning history of relevance in relation to the site or immediate surroundings.

Sustainability

Under Policy SS2 of the North East Derbyshire Local Plan 2014-2034, Grassmoor is identified as a Level 2 Settlement, that is, a settlement with very good sustainability credentials. This policy sets out that, after Level 1 Towns and Strategic Sites, new housing development will be focused in Level 2 Towns such as Grassmoor, reinforcing and acknowledging that this is a highly sustainable location. The Local Plan Inspector, in this regard minded of their sustainability, made clear that *"the level 2 settlements would be making a significant and ongoing contribution to housing delivery"*.

In this context, Grassmoor presents a broad number and range of services, facilities, amenities and employment opportunities situated within close proximity of the site, accessible on foot. These include, inter alia:

- Primary school
- Community centre and church
- Doctors
- Pharmacy
- Convenience shopping (including a Nisa store) and post office
- Butchers
- Hairdressers
- Social club, public house, café and hot food takeaways
- Car sales, repair, maintenance and valeting
- Play areas, recreation ground and open space provision (Grassmoor Country Park and Barnes Park)
- Sports pitches and pavilion
- Golf course
- Allotments

The site benefits from an excellent level of pedestrian and cycle infrastructure, which includes lit footpaths, Rights of Way, along with local cycle networks linking through and connecting to the wider network, including the National Cycle Network / Five Pits Trail. Public Transport options are readily available too, with closest bus stop being directly adjacent the site entrance on North Wingfield Road, all providing regular services between Clay Cross and Chesterfield, as well as other surrounding settlements and villages. Chesterfield Train Station is also accessible via this regular bus service, with the station providing regular access/services to a number of major destinations, including London, Nottingham, Sheffield, Edinburgh, Leeds, and Liverpool.

The site is therefore located in a very sustainable location with excellent, well maintained transport links and as such represents a logical focus area for further housing growth. This is demonstrated through other approved developments in the locality which equally benefit from strong sustainability credentials as recognised strategically by the Local Planning Authority.

Site Assessment – Key Considerations

Access

Vehicular access via adopted routes is available directly to the site boundary from North Wingfield Road, having pedestrian footways and existing street lighting. This is expected to be provided at the north-western corner of the site in the form of a priority T-junction bell mouth arrangement. An indicative access drawing is detailed in Hexa's Technical Note, showing a 5.5 metre carriageway width and 8m kerb radii which is suitable to accommodate service and delivery vehicles to the residential development. 2m footways continuous footways are also detailed, incorporating an inset dropped kerb crossing and tactile paving to improve the existing pedestrian infrastructure at the site boundary. Visibility splays are comfortably achieved and demonstrated in both directions along North Wingfield Road.

As outlined earlier, the site is within readily available walking/cycling distance of a range of services, facilities, amenities and employment opportunities in Grassmoor and the wider area (including Chesterfield), and is well served by public transport links. As such, the site is extremely well placed to encourage more sustainable patterns of travel and reduced reliance on the private car, consistent with the sustainable principles set out in the NPPF.

Topography

The site slopes gently from slightly high points on the south-west / western boundary, to lower points at the north-eastern boundaries. The site's topography is not therefore considered to be a constraint to development.

Ground Conditions

Given the site comprises a single arable field, there are no known contamination constraints associated with the development of this site. Ground investigations will take place as part of any development proposals and, if required, a remediation strategy prepared as per standard practice. A detailed Coal Mining Risk Assessment will also be undertaken and, if required, remediation works and/or mitigation measures employed to address any coal mining legacy issues that may exist. Such

occurrences are not unusual and are standard matters that the developer, Woodall Homes, have extensive experience successfully dealing with.

Ground conditions are not therefore considered to be a constraint to development.

Flood Risk and Drainage

The site is located entirely within Flood Zone 1 (lowest risk of flooding) as illustrated on the Environment Agency's Flood Map for Planning and reaffirmed in the accompanying Drainage Feasibility Report prepared by Hexa. Furthermore, there are no known surface water drainage issues on the site. On this basis, the site's development would be consistent with the sequential approach to development prescribed in the NPPF.

An open watercourse exists to the east of the site, at a lower level, facilitating a gravity system for surface water discharge which is preferable from a sustainability viewpoint.

In terms of foul water drainage, it is envisaged that this would discharge into the combined sewer in North Wingfield Road.

Matters of flood risk and drainage are not therefore considered to be a constraint to development.

Legal/Operational

There are no known legal/operational issues associated with the development of the site for residential purposes.

Environmental

The accompanying Ecological Appraisal details that the site is not designated as a statutory or non-statutory site of nature conservation interest, nor is any significant ecological or protected species interest likely to exist. Whilst a small area of woodland exists beyond the site boundary to south-eastern corner of the site, this can be appropriately buffered through a sensitive landscape and planting scheme as per standard practice. Where other isolated constraints may be present, standard ecological mitigation measures could be employed. Opportunities include the potential to improve upon the relatively low ecological baseline of the site, with compensation and enhancement opportunities providing habitats of higher quality and diversity as well as habitat features that could support a range of wildlife and provide strengthened ecological connectivity. The appraisal concludes that there are therefore no significant ecological constraints to the development of the site.

Sufficient land is available to the developer to achieve the required 10% Biodiversity Net Gain.

Environmental matters are not therefore considered to be a constraint to development.

Landscape and Trees

The site carries no designations for landscape quality at national or local level, and is visually well contained by scrub, hedgerows and existing built form bounding the site. Views of the site are therefore generally limited to short distance views from neighbouring properties to the west and south, along with users of the PROW FP6.

As referenced, the site is mostly bound by perimeter hedgerows and scrub. No trees exist within the site itself, albeit some mature vegetation exists beyond the site boundaries in isolated locations, none of which are understood to be subject to Tree Preservation Orders or considered to be of high value, along with the woodland extending along the southwestern boundary as referenced earlier. Any residential development proposed could be suitably designed to provide an appropriate and sensitive buffer where considered necessary, as per standard practice.

Notwithstanding the above, the extent of any root protection areas would be assessed as part of any development proposals and trees/hedgerows would be retained wherever possible. Proposals would be supported by a comprehensive landscaping scheme in accordance with adopted policy, with any such planting assisting integration within the surrounding landscape.

Such matters are not therefore considered to be a constraint to development.

Green Belt

As set out earlier, the revised NPPF (Chapter 13) is clear that Green Belt boundaries should be reviewed through the preparation of updating plans, notably in instances where an authority cannot meet its identified need for homes. The development of homes in the Green Belt is not considered inappropriate where in sustainable locations, where green belt land is utilised and would not fundamentally undermine the purposes of the remaining Green Belt across the area of the plan, and where there is a demonstrable unmet need for the type of development proposed i.e. housing.

As part of the Council's Green Belt Review in 2016 and 2017, the Council assessed the site subject to this representation under reference: GRA/GB/004 (the Council also used the Green Belt as part of the site assessment process in the HLAA - GRA/1601). The site assessment sets out that the parcel of land only 'partially' meets the purposes of the Green Belt, this being that it assists in safeguarding the countryside from encroachment (all other purposes were attributed a low score).

Clearly almost all Green Belt is, however, at least considered countryside i.e. this being outside settlements, and therefore by default any buildings / development in turn therefore encroaching into that countryside. In this regard, almost all Green Belt is thereby fulfilling that purpose by definition, but this is not the spirit of the Government's updated policy base, which seeks to remove land from the Green Belt that does not make a strong contribution to the Green Belt purposes, such as this site. Notably, the South Chesterfield Golf Course forms part of the Green Belt and frames the site, thereby providing comfort that the wider countryside can be safeguarded from encroachment in the future. All other Green Belt sites assessed on the settlement edge of Grassmoor were concluded to meet the functions of the Green Belt and so discounted as suitable for development.

Pertinently, the HLAA site assessment of GRA/1601 comments that:

"The site abuts directly on residential to the west and south and the existing golf course to the north and east limits further development. A development of this site seems to be a **logical extension** (my emphasis)."

The overall policy conclusion for the site rated it 'green' and so suitable for residential development.

This is reinforced through the technical note prepared by Influence, concluding that no demonstrable harm would result to the Green Belt should the site be developed for residential purposes.

Green Belt matters are not therefore considered to be a constraint to development.

Cultural Heritage

The site does not contain or form part of any designated heritage assets, namely conservation areas, listed buildings or Scheduled Ancient Monuments.

Heritage matters are not therefore considered to be a constraint to development.

Utilities and Infrastructure

There are no known constraints with regards to the availability of gas, electricity, water, foul sewerage or telecommunications networks.

Utility and Infrastructure matters are not therefore considered to be a constraint to development.

Sensitive Receptors

Minded of the neighbouring residential properties and in the interests of safeguarding amenity, any proposed dwellings would be positioned and orientated to provide a satisfactory separation and acceptable relationship, particularly in terms of preventing issues of overlooking or loss of privacy, whilst ensuring that sufficient private outdoor amenity space exists for occupier enjoyment.

It is therefore considered, in this context, that such matters would not be a constraint to development.

Site Capacity

Taking into account the modest site constraints, it is considered that the site is capable of delivering around 125 dwellings on the basis of a 30 - 35 dwellings per hectare, accounting for robust landscaping proposals and appropriate buffers.

A development of this size would make a significant contribution to meeting the District's identified need for new additional housing and 5 year housing land supply position. It is envisaged that the development could deliver policy compliant affordable housing to meet local needs, for example by way of affordable homes for rent, first homes, discounted market sales housing or other affordable routes to home ownership (e.g. shared ownership) in accordance with the definition of affordable homes at Annex 2 of the National Planning Policy Framework (NPPF, 2024) and the Government's Ministerial Statement (concerning First Homes) published 24/05/21.

Deliverability

The glossary to the NPPF confirms that in order for a site to be considered deliverable, it should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.

The NPPF glossary also confirms that to be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

The below therefore assesses the site in terms of its suitability, availability and achievability.

Suitability

The Planning Practice Guidance (PPG) confirms that a site can be considered suitable if it would provide an appropriate location for development when considered against relevant constraints and their potential to be mitigated (Paragraph: 018 Reference ID: 3-018-20190722).

As set out, the site is located to the edge of a Level 2 Settlement, that is, a settlement with very good sustainability credentials where new housing development would be focused and expected to make an ongoing contribution to housing delivery. The site is within walking and cycling distance of the numerous facilities, services, amenities and employment opportunities, including the National Cycle Network. Bus stops are available immediately adjacent the site, providing regular services to Chesterfield and Clay Cross for example, as well as other surrounding settlements and villages. Chesterfield Train Station is also accessible via the regular bus service (and bicycle), with the station providing regular access/services to a number of major destinations, including London, Nottingham, Sheffield, Edinburgh, Leeds, and Liverpool. As such, the site is therefore well placed to encourage more sustainable patterns of travel and reduced reliance on the private car, consistent with the sustainable principles set out in the NPPF.

In terms of technical matters (including access, drainage, landscape, ecology and biodiversity), these are all capable of being addressed and where required, mitigated, through a sensitively designed layout such that they are not considered a barrier to development.

The site is therefore considered suitable for residential development.

Availability

The PPG states that a site can be considered available for development, when, on the best information available, there is confidence that there are no legal or ownership impediments to development. Land controlled by a landowner who has expressed an intention to develop may be considered available (Paragraph: 019 Reference ID: 3-019-20190722).

The site is under option by us as a local housing developer (Woodall Homes) with the landowner, and a signed contract is in place. As a local housebuilder with an established track record in the local area, it is our intention to develop the site for residential purposes.

The site is therefore considered available for residential development.

Achievability

The PPG confirms a site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on the site at a particular point in time. This is essentially a judgement about the economic viability of a site, and the capacity of the developer to complete and let or sell the development over a certain period (Paragraph: 020 Reference ID: 3-020-20190722).

Whilst no specific viability work has been undertaken to date (other than internal assessment), on the basis that there are no known/overriding technical constraints at this stage, the development of this site for housing is considered to be economically viable.

As the site is greenfield and no significant level changes exists, there are not expected to be any significant abnormal costs associated with contamination, ground conditions or access arrangements for example. This is highlighted through the supporting documentation enclosed, which supports the suitability of delivery from an access, drainage and ecological perspective.

The site is therefore considered achievable for residential development.

Summary and Conclusions

This Statement has been prepared in support of a CfS submission, promoting residential development at land off North Wingfield Road, Grassmoor.

Grassmoor is identified as a Level 2 Settlement where new housing development will be focussed, being expected to provide an ongoing contribution to housing provision due to its excellent sustainability credentials. It is well served by services, facilities, amenities and employment opportunities, as well as public transport links, footpaths, cycleways and the National Cycle Network.

As set out, the southern extent of Grassmoor is severely restricted owing to the Local Settlement Gap that exists to provide policy protection, thereby restricting new development from extending into the countryside and so significantly narrow the green wedge between Grassmoor and North Wingfield, which consists of one parcel of agricultural land. As a result of these constraints, the only logical location for future development in Grassmoor is to the north, namely by way of a review of the Green Belt boundaries.

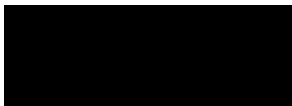
In this context, the Council's own evidence base details that the site subject to this CfS submission does not fully meet the tests of the Green Belt and is a logical extension to the future development of Grassmoor. It is therefore not justified to maintain the site's Green Belt status and should be released to ensure the District's housing needs can be met in accordance with the NPPF. Notably, the South Chesterfield Golf Course forms part of the Green Belt and frames the site, thereby providing comfort that the wider countryside can be safeguarded from encroachment in the future.

It is imperative that a variety of size and types of sites are allocated for housing across the District, to provide choice to the market and headroom for delivery against the objectively assessed requirement and economic growth aspirations. A development of this size would make a significant contribution to meeting the District's identified need for new additional housing and 5 year housing land supply position, at a time of the ongoing national housing crisis and economic recovery from the Covid-19 pandemic, minded also of the Government's drive to significantly boost housing supply and deliver 1.5 million homes across the country over the next 5 years. It is envisaged that the development could deliver policy compliant affordable housing to meet local needs.

This Statement demonstrates that the submitted site is suitable, available and achievable for residential development, such that it is deliverable as defined in the NPPF, with evidence of other such successful schemes nearby, including those developed by Woodall Homes. Indeed, as a housebuilder, we have an option agreement in place with the landowner and are promoting the site accordingly. The site has no unusual constraints and we provide in support of our submission initial highway, ecology, landscape and drainage technical notes which confirm that no significant barriers to development exist. Development of the site for housing would enable the Council to make efficient use of land and maximise the delivery of housing for the Plan period, forming a well related and logical extension to the settlement, on a well contained parcel of land that performs no strong Green Belt function.

I trust that this CfS Site Submission Form and enclosures is to your satisfaction and would welcome the opportunity to discuss further. Of course, if you have any queries, please do not hesitate to contact me.

Yours faithfully,



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Planning Director

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- Enc. CfS Site Submission Form (January 2025)
 N241212 (03)001 Constraints and Opportunities
 N241212 (03)002 Parameters Plan
 N241212 (08)001 Context and Designations
 N241212 (08)002 Local Amenities Plan
 N241212 (08)003-006 Contact Sheets
 N241212 (08)007 Location Plan
 Transport, Flood Risk and Drainage Technical Note (Hexa - December 2024)
 Ecological Appraisal (FPCR - December 2024)
 Landscape and Visual Statement (Influence - January 2025)

HEXA

North Wingfield Road, Grassmoor

Technical Feasibility Study

Hexa ref: 601112-HEX-00-TP-RP-X-0001

Date: 17th December 2024

Revision: V03

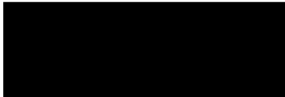
**Engineering
opportunity.**

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Revision	Description	Issued	Checked	Date
V01	First Issue	IA	MP	15/11/24
V02	Updated Issue	JW	MP	03/12/24
V03	Updated Issue	JW	MP	17/12/24

Author	Signature	Date
James Wright BSc MCIHT Senior Transport Planner		17/12/24

Checker	Signature	Date
Matt Price BSc MSc FCIHT CTPP Director		17/12/24

This report has been prepared for the sole use of the client only. The liability of Hexa Consulting Limited with respect to the information contained within this report will not extend to any third party.

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1.0 Introduction

Hexa Consulting have been appointed by Woodall Homes to provide technical advice in support of site promotion for a proposed residential development site in Grassmoor, North Derbyshire. The proposed development site may accommodate approximately 125 residential dwellings along with associated infrastructure. The following feasibility assessment is therefore be based on this approximate quantum of development.

This feasibility study has subsequently been prepared in order to consider the development proposals within the context of the existing highway network and establish the suitability of proposed access arrangements via North Wingfield Road, Grassmoor. It also provides an overview of likely flood risk and drainage matters to be considered.

In relation to the transport study, it shall also consider the proposals within the context of current government policy contained within the 2024 National Planning Policy Framework [NPPF] , in particular Section 9 of the NPPF relating to sustainable transport, safe access and issues relating to transport in development, as well as Planning Practice Guidance (PPG). It also considers current best practice advice contained in 'Manual for Streets' [MfS] (DfT, 2007) and its companion document 'Manual for Streets 2 – Wider Application of Principles' [MfS2] (CIHT, September 2010).

Flood risk and drainage matters are equally considered in the context of Section 14 of the NPPF, and associated guidance provided in the PPG.

2.0 Existing Conditions

2.1 Site Location

The proposed development site is located at the northern edge of Grassmoor, immediately adjacent the settlement, approximately 4km to the south of Chesterfield Town Centre. The site is bound by agricultural land and the South Chesterfield Golf Club (beyond which sits Grassmoor Country Park) to the north and east respectively, whilst the existing residential areas of Grassmoor lie to the south and west. The settlements of Wingerworth, Tupton, Hasland, and Holmewood are also located nearby. A wider site location plan is shown in Figure 2.1 and the site boundary is shown in Figure 2.2 overleaf.

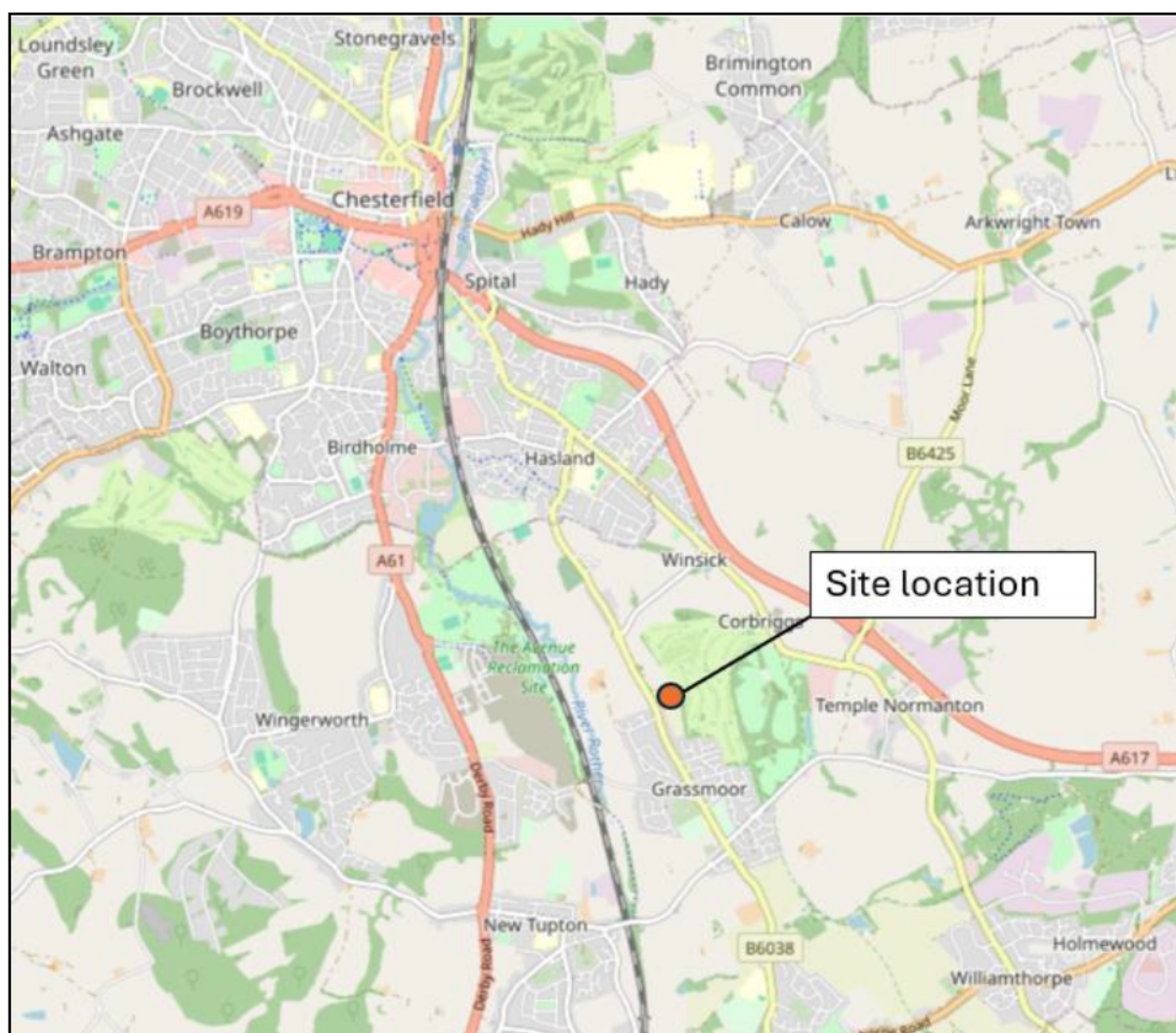


Figure 2.1: Site Location Plan

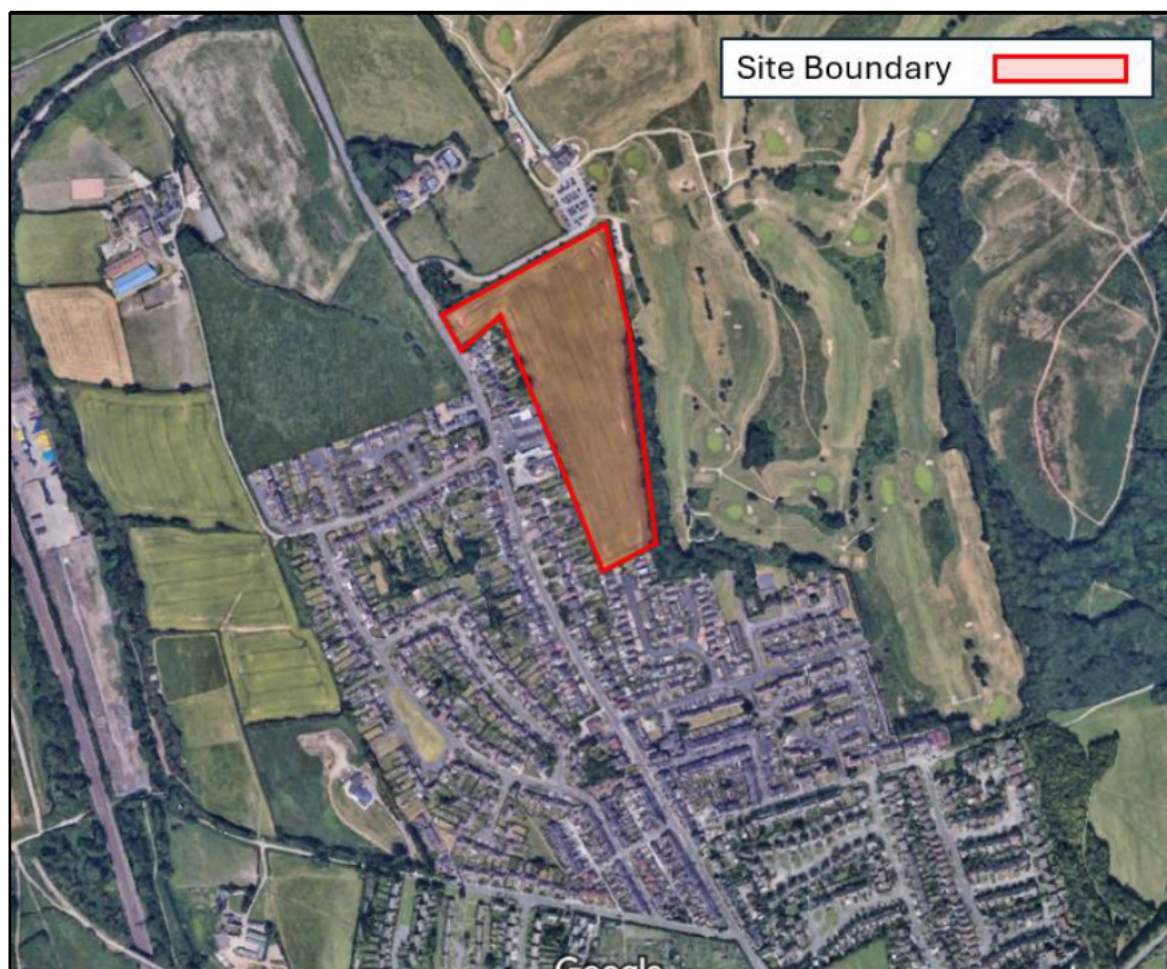


Figure 2.2: Site Boundary Plan

2.2 Existing Use

The existing site comprises 4.2ha of agricultural farmland which is accessed from North Wingfield Road (B6038) at the northwest corner of the site. The existing access currently consists of a dropped kerb crossing to accommodate farm vehicles. A Public Right of Way (PROW FP 6) runs along the northern boundary of the site from North Wingfield Road and continues through the golf course, connecting with Grassmoor Country Park (See Section 3 of this document for further information).

2.3 Local Transport Network

The local highway network comprises primarily the B6038, this being the main route running through the settlement with most of the existing development grouped around it, and other well established residential roads. Access is readily available to the regional road network via the A61 and A617 also achievable within 3km. The A617 is a dual carriageway road connecting the key towns of Mansfield and Chesterfield. This road also provides a connection between the site and the M1 at Junction 29.

Grassmoor centre is to the south of the site and provides access to a broad number of amenities including a convenience store, GP surgery, Pharmacy, Nursery/Primary School, social club and community centre,

along with the neighbouring Country Park. As set out in Section 4.0, all these amenities are considered to be readily accessible from the site by non-car modes, within an acceptable travel distance.

B6038 North Wingfield Road

The B6038 North Wingfield Road, from which access would be taken, is the main distributor road through the centre of Grassmoor. It provides connection to North Wingfield in the south, with Hasland and Chesterfield City Centre to the north. The road is a single carriageway road with one lane in either direction. The road is approximately 7.5m wide and is subject to a 30mph speed limit, increasing to 40mph approximately 50m to the north of the existing access point. A continuous footway is present on the eastern side of the road extending to both nearby bus stops and the village centre, with a grass verge on the western side. The road is lit with lighting columns on the eastern side. There are no existing parking restrictions along the road. Figure 2.3 below shows the existing site access and frontage in a southerly direction.



Figure 2.3: B6038 North Wingfield Road

To the north of the site the B6038 North Wingfield Road maintains its width with narrow central hatching and white edge lining. It connects with Furnace Hillock Way via a priority roundabout. Furnace Hillock Way provides access to the A617 via Mansfield Road, affording access to the strategic road network. To the south, the B6038 North Wingfield Road provides connections to a range of destinations, including Wingerworth, New Tupton, North Wingfield and Clay Cross.

2.4 Highway Safety

To consider the proposed development and access proposals in relation to highway safety, and ensure that the scheme contributes to the safe and efficient use of the existing road network, an analysis of the safety data and reported incidents has been undertaken. The Planning Practice Guidance (PPG includes details within 'Travel Plans, transport assessments and statements in decision taking' (updated March 2014), which provides general advice on the scope of Transport Statements. This states consideration should be given to "an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area".

Considering the above information, a review of accident data provided on the CrashMap website (www.crashmap.co.uk) has been undertaken in the vicinity of the site and adjoining highway network within a five-year period covering 2018 – 2023. This accident data is shown in Figure 2.4 below.



Figure 2.4: Incident Analysis 2018 – 2023

The incidents shown in **Figure 2.4** are summarised in **Table 2.1**.

Severity	2018	2019	2020	2021	2022	Total
Slight	1	-	-	-	2	3
Serious	-	-	-	-	1	1
Fatal	-	-	-	-	-	-
Total	1	-	-	-	3	4

Table 2.1: Incident Summary 2018 - 2023

This shows that in total there were four incidents within the study area from 2018 to 2023. Three of these incidents were classed as slight and one as serious. There were no fatal incidents within the study period.

Further analysis shows that none of the incidents involved vulnerable road users such as children, cyclists or pedestrians. There are no discernible trends in the accident data that show clusters of incidents that are caused by a common issue / road user. Furthermore, the expected level of additional trips generated by development of the land assessed at this stage would not be expected to significantly alter the transport characteristics of the surrounding highway network.

It is concluded that in terms of highway safety, the surrounding highway network could satisfactorily accommodate an increase in traffic associated with the proposed development site without resulting in any unacceptable safety impacts on the local highway network.

3.0 Accessibility Analysis

A key element of national and local policy is to ensure that new developments are located in sustainable areas where appropriate sustainable modes of travel are available to occupants and users of the site. It is therefore important to ensure that developments are not isolated but are located close to complementary land uses where possible. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

The accessibility of the proposed development parcel is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycling Accessibility; and
- Public Transport Accessibility.

3.1 Pedestrian Accessibility

Figure 3.1 below denotes a 30 minutes' walk time (approximately 1.6km walk distance) isochrone from the site access and demonstrates that the whole of Grassmoor and part of Hasland (with their associated facilities) are within an appropriate walking distance of the site. In addition, a number of local services, facilities, amenities and employment opportunities, including bus stops on the B6038 North Wingfield Road are accessible within a 30-minute walk.

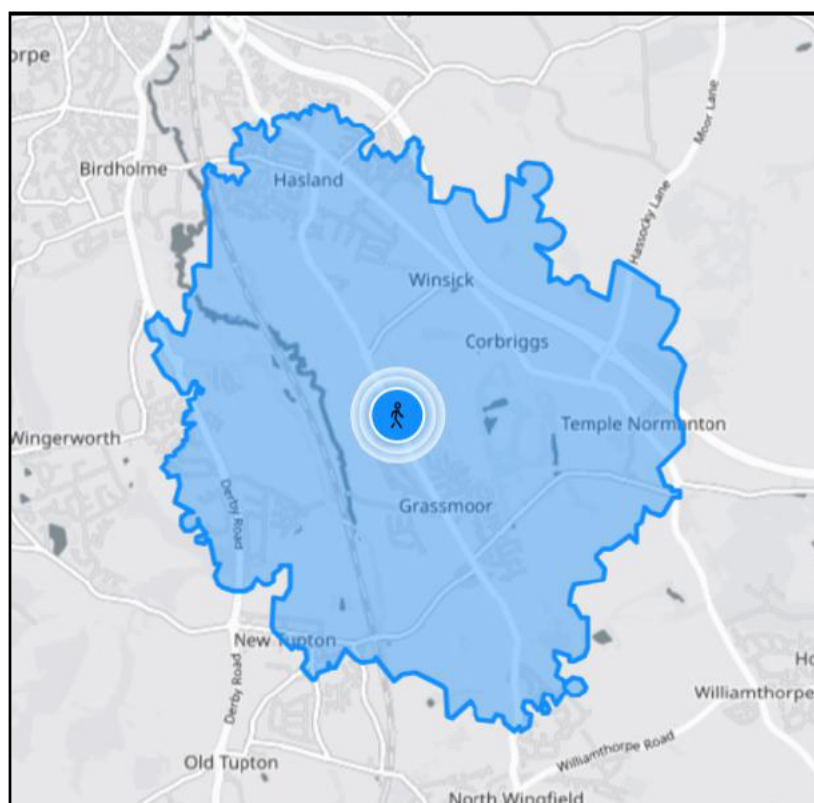


Figure 3.1: 30-minute walking isochrone

Locally, the quality of pedestrian infrastructure is considered to be of a good standard, with continuous footways measuring a minimum of 1.5 metres in width and good levels of street lighting. The existing footway across the site frontage is approximately 1 metre in width, though development of the site provides opportunity to increase this to 2m in line with current requirements, as shown in the indicative access design (See Section 4). Suitable pedestrian crossing infrastructure, including dropped kerbs with tactile paving and zebra crossings along North Wingfield Road, in addition to wayfinding signage located in appropriate locations, offers direct and safe access to key services and amenities within the settlement.

The Grassmoor, Hasland and Winsick footpath (referred to as PROW FP 6) runs along the northern boundary of the site between North Wingfield Road and Mansfield Road, affording access to the nearby country park. Other local PROWs are located within the vicinity of the site providing local accessibility to the surrounding area, along with access to green space. The local PROWs are shown in Figure 3.2.

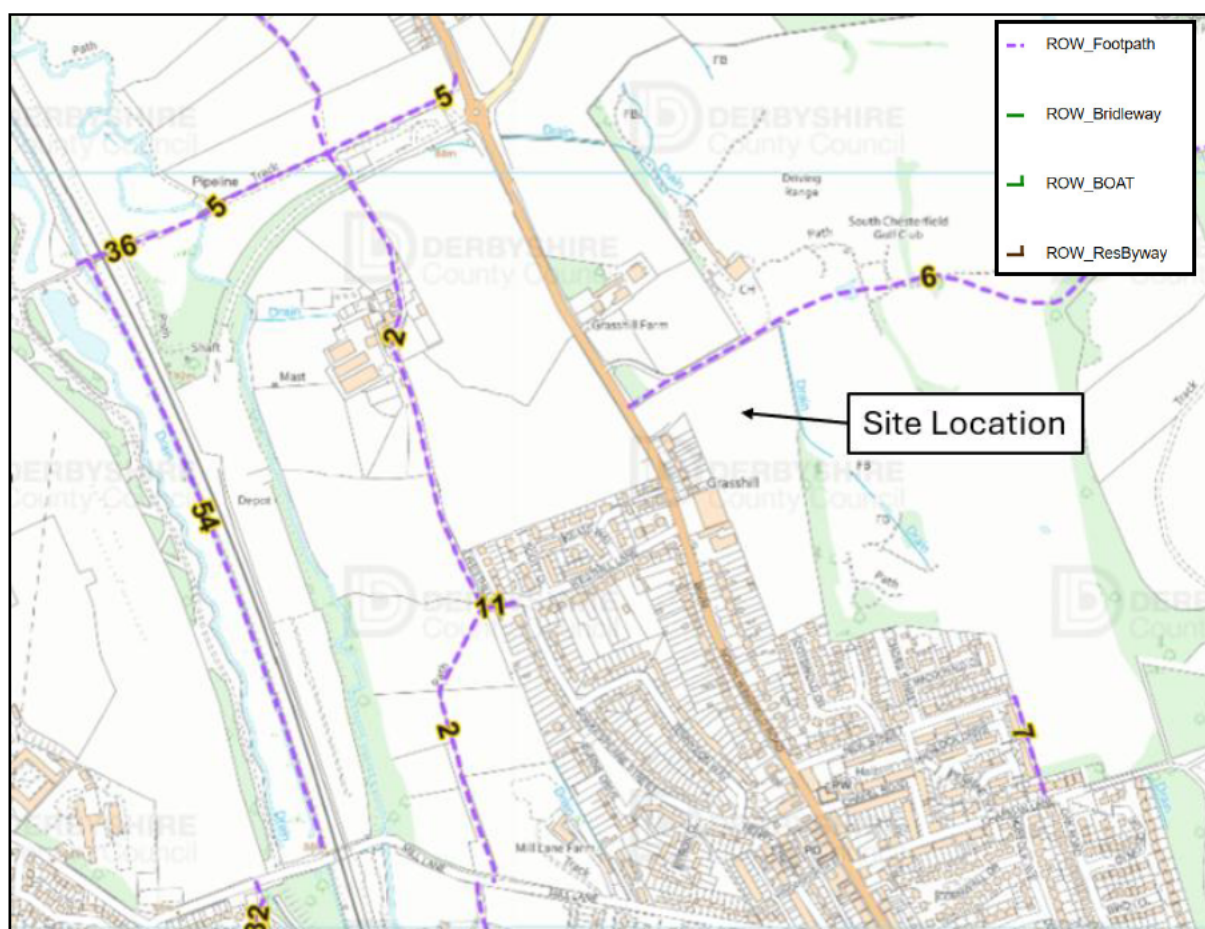


Figure 3.2: North East Derbyshire Public Rights of Way

3.2 Cycling Accessibility

Figure 3.3 denotes a 30-minute cycle time isochrone from the centre of the site and demonstrates that the entirety of Chesterfield and Staveley is accessible within an appropriate cycling distance. In addition, the local settlements of Wingerworth, Tupton, Hasland and Holmewood are within an appropriate cycling distance. This also provides access to Chesterfield Train Station, as well as a broad range of services, facilities, amenities and employment opportunities within the surrounding area.

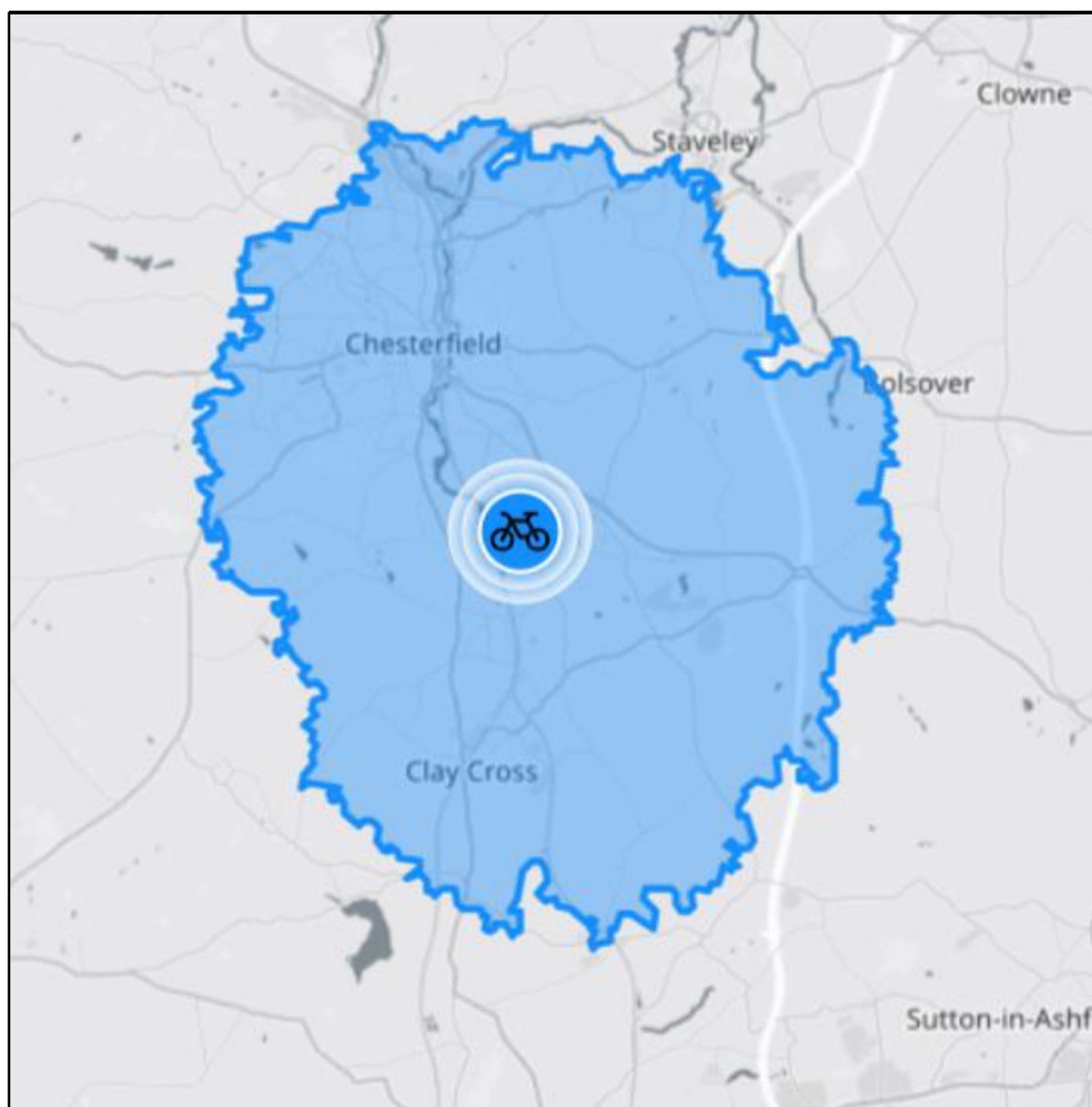


Figure 3.3: 30-minute Cycling Isochrone

The local cycle network connects the site to NCN route 67 (Five Pits Trail) to the east of Grassmoor which links the site to North Wingfield, Pilsley, and Tibshelf. This is shown in Figure 3.4 alongside a number of proposed local and key cycle routes shown on the North East Derbyshire Cycle Map. This includes Chesterfield Town Centre and would offer the opportunity for future residents to safely access both local facilities, services, amenities and employment opportunities, as well as those further afield without the use of a private car.

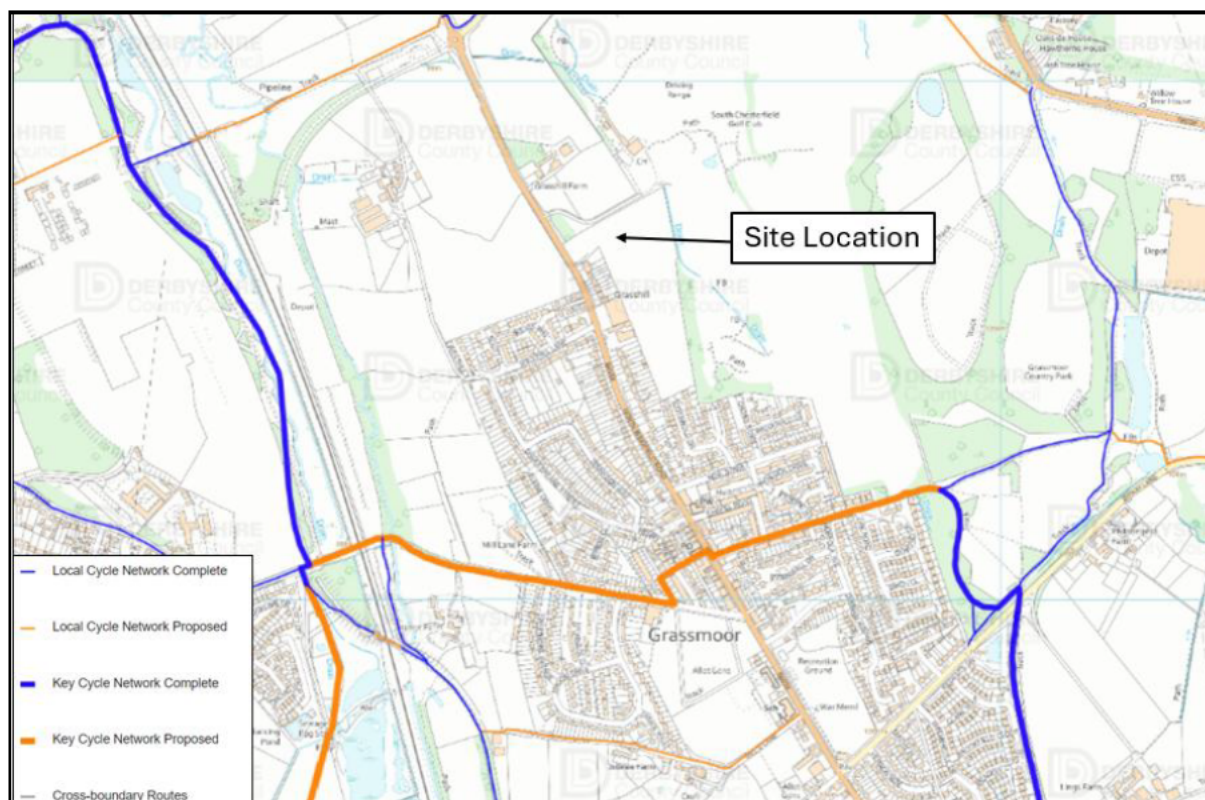


Figure 3.4: North East Derbyshire Cycle Map

3.3 Public Transport Accessibility

The site benefits from good levels of public transport connectivity, with regular bus services facilitating routes to / from the site location, including Chesterfield, Clay Cross, and surrounding settlements. The nearest bus stop to the site is at the site frontage on North Wingfield Road. This southbound stop has a flag and pole arrangement whilst the northbound stop has a shelter as shown in Figure 3.5 overleaf.



Figure 3.5: A632 Top Road Bus Stop

Further bus stops are located along North Wingfield Road all providing access the Stagecoach 54 route. The route runs between Clay Cross and Chesterfield via Grassmoor. The service operates on a 15-minute frequency.

Furthermore, Chesterfield Train Station is approximately 4.8km to the north of the site. This station provides regular access to a number of destinations, including London, Nottingham, Sheffield, Edinburgh, Leeds, and Liverpool.

Figure 3.6 below provides an overview of the surrounding that areas are accessible by public transport within a 60-minute travel time during the weekday peak hours, demonstrating readily available public transport to travel to Chesterfield, Clay Cross, Wingerworth, Tupton, and Hollingwood.

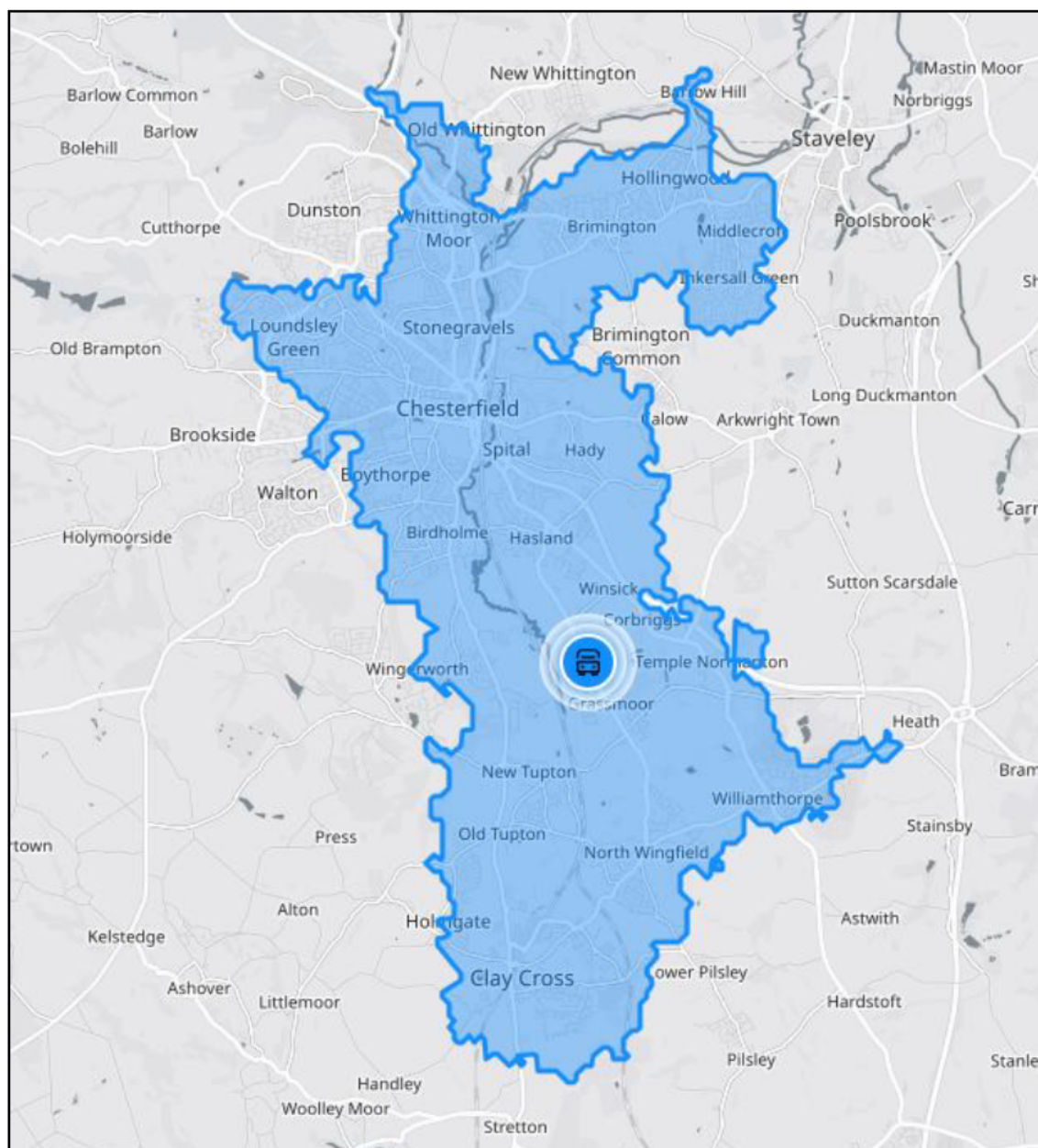


Figure 3.6: 60-minute Public Transport Isochrone

3.4 Accessibility Summary

The site clearly benefits from connections to a number of destinations by good quality and well-maintained pedestrian and cycle infrastructure providing access to a range of local amenities, services, facilities and employment opportunities. The site also benefits from good levels of public transport connectivity to a range of destinations. The site is located within close proximity to bus stops and local bus services as well as Chesterfield train station.

4.0 Development Proposals

The site is being promoted for infill residential development, sitting comfortably alongside the surrounding area. It is anticipated to be residential and it is expected at present that the site could accommodate circa 125 residential dwellings and associated infrastructure.

4.1 Potential Access Arrangement

It is expected that access would be achieved directly via North Wingfield Road, likely proposed as a priority T-junction bell mouth arrangement. The indicative access drawing in Figure 4.1 below shows a 5.5 metre carriageway width and 8m kerb radii which is suitable to accommodate service and delivery vehicles to the residential development. Visibility splays are comfortably achieved and demonstrated within the access drawing. 43m would be provided to the south in line with Manual for Streets guidance to reflect the 30mph speed limit, with 120m visibility splay shown to the north in line with DMRB standards for 70 kph speeds to account for speed limit change up to 40mph (to the north of the access). The indicative access provides continuous 2m footways with an inset dropped kerb crossing and tactile paving to improve the existing pedestrian infrastructure at the site boundary.

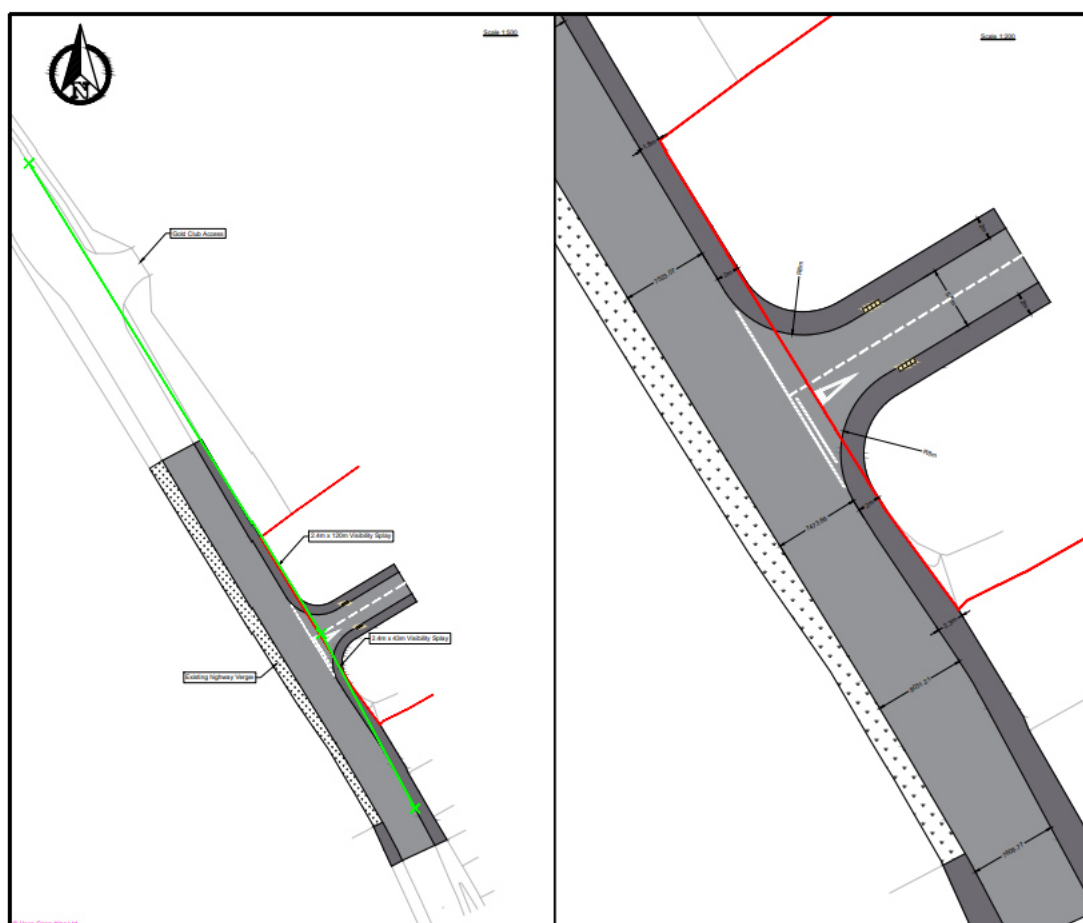


Figure 4.1: Proposed North Wingfield Road access

The full plan is provided within Appendix A. The plan highlights that safe and suitable access to the site is achievable.

4.2 Parking

Any proposed scheme and corresponding parking provision would have regard to the DCC Parking standards. These are provided in Appendix 3 of the local plan 'Proposed Parking Guidance for New Developments (September 2024)'. The parking guidelines for 'Urban Proposals (Edge of Town)' are shown in **Table 4.1** below.

1. Number of Bedrooms	Minimum External Car Parking Spaces
1-2 Bedroom Units	1 Car Parking Space
3 Bedroom Units	2 Car Parking Spaces
4-5 Bedroom Units	3 Car Parking Spaces *
6 + Bedroom Units	Subject to Discussion with Highway Authority

Table 4.1: Derbyshire County Council Residential Parking Guidelines

*A lower parking level for a 4 bedroom dwelling will be considered where local evidence demonstrates it will not result in parking displacement.

It is expected that the vehicle parking standards will be achieved as part of any detailed design work.

Cycle parking will be designed in accordance with local guidance and the development provide secure cycle parking opportunities for all dwellings as far as is practicable. It is envisaged that this will be achieved through the provision of appropriate on-plot storage facilities, including garages and / or dedicated cycle stores / stands.

4.3 Servicing and Refuse Collection

Servicing and refuse collection will be undertaken on site, with vehicles entering and exiting in a forward gear. The access arrangement and development will be designed to accommodate large vehicles using swept-path analysis.

5.0 Traffic Forecasting and Highway Impact

5.1 Trip Generation

In order to establish the levels of trip generation associated with proposals for the site, an analysis of comparable sites has been undertaken utilising the TRICS database. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, bringing together a range of multi-modal surveys from existing sites across the UK.

In the context of the proposed development, the 'Residential – Mixed Private / Affordable' category has been assumed, selecting those sites within a Suburban and Edge of Town location between 100 and 140 units. The TRICS search was undertaken for all across England (excluding Greater London, Ireland, Northern Ireland and Scotland). Survey days were Monday – Friday, and various location and population filters ensured the sites were representative of the proposed development location. The resultant vehicle trip generation is summarised below in Table 5.1.

Site	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (17:00 – 18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle trip rates (per dwelling)	0.131	0.373	0.504	0.338	0.15	0.488
Vehicle trip generation (125 units)	16	47	63	42	19	61

Table 5.1: Total Vehicle Trip Generation

This table demonstrates that the number of vehicle trips in AM and PM peak periods, with 63 and 61 two-way movements. Given the existing highways infrastructure, the uplift in trips will be extremely modest and not considered to have a detrimental effect on the existing operation of the local highway network. A full trip distribution exercise and highway impact analysis will be undertaken as part of a future planning submission. Based on the trip generation exercise above, it is unlikely that any future Transport Assessment / Statement will need to be supported by junction modelling assessments, but this would be confirmed with the local highway authority within pre-application discussions.

6.0 Flood Risk

Flooding

The Environment Agency planning flood map for the proposed development location shows the site is entirely within flood zone 1. This is the lowest risk area, which has an annual probability from fluvial and tidal flooding of less than 1 in 1000 (0.1%). As such, this is the most sequentially preferable. Please see 6.1below which illustrates this.

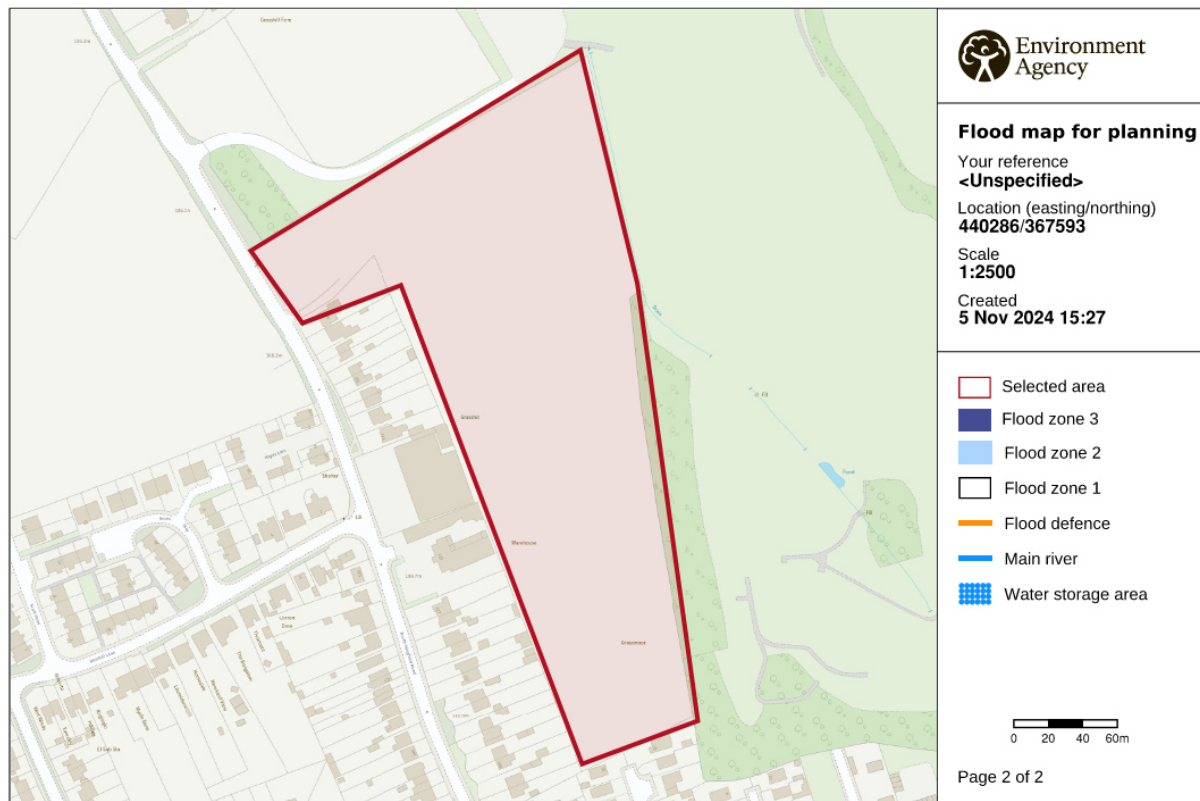


Figure 6.1 - Flood map for planning

Further to the above, other sources of flooding have been investigated, which include surface water flooding, groundwater flooding and flooding from artificial sources. As such the long-term flood risk information provided by the Environment Agency was utilised.

Surface Water Flooding

Surface water flooding occurs when rainwater runoff cannot drain away through normal drainage systems. Instead, it lies in depressions or flows through the site from adjacent areas. The Environment Agency surface water flood maps indicate the site is at very low risk. This is the lowest possible risk from surface water flooding with an annual probability less than 1 in 1000 (0.1%). This is demonstrated in **Figure 6.2** overleaf.

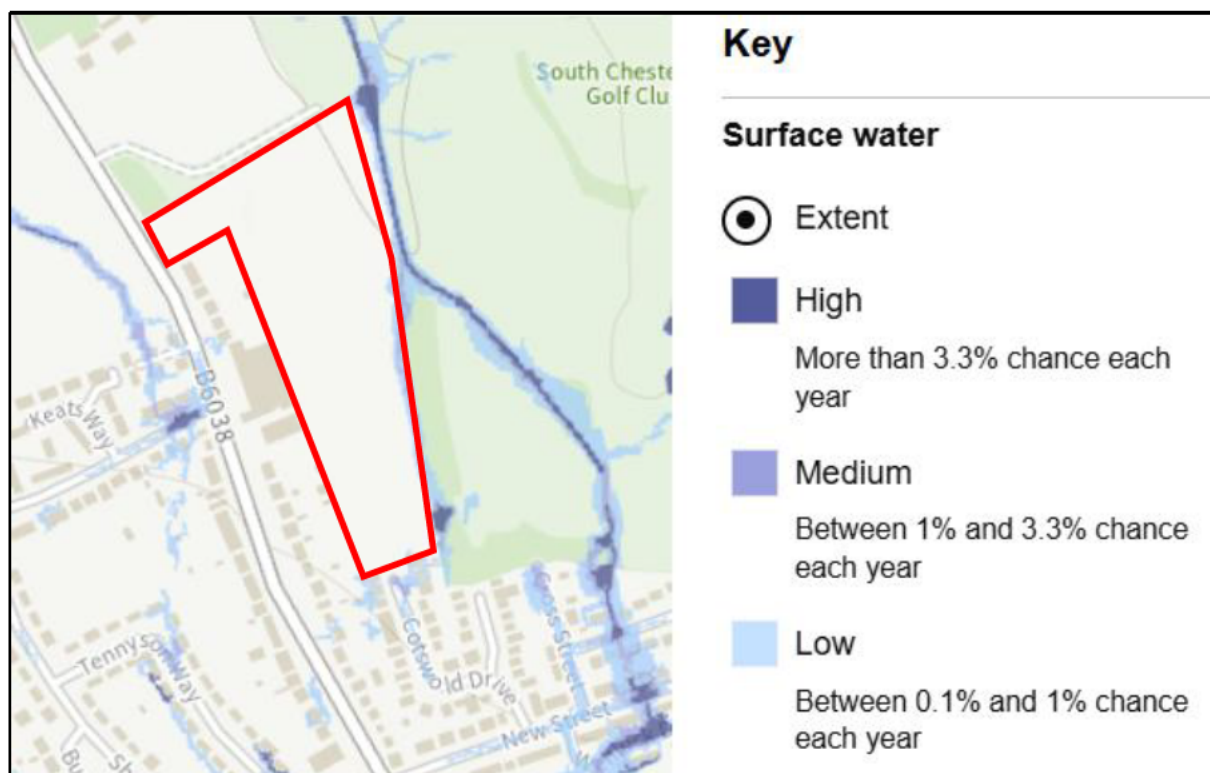


Figure 6.2 - Surface water flood risk

This is further supported by the flood depth data which showed the surface water flood depths adjacent to the site are negligible. This is evidenced in Figure 6.3 below.



Figure 6.3 - Surface water flood depths

Groundwater

Groundwater flooding occurs when groundwater emerges at the surface under conditions where the “normal” range of groundwater levels and groundwater flows is exceeded. The Environment Agency’s website classifies the area as being unlikely to flood due to groundwater.

Artificial Sources

Flooding from reservoirs occurs following partial or complete failure of the control structure designed to retain water within an artificial storage area. The likelihood of such flooding is often considered to be extremely low compared to flooding from other sources in this regard. Notably, the Environment Agency’s website classified the area as being extremely unlikely to flood from reservoirs.

After investigating the aforementioned sources of flooding, the site is classified as being at the lowest risk prescribed and is therefore considered a sequentially preferable location. As such, the proposed site is considered suitable for residential development when considering flood risk matters.

7.0 Drainage

Suitability of surface water discharge methods

Building Regulations 2010 Requirement H3 stipulates that rainwater from roofs and paved areas is carried away from the surface to discharge to one of the following, listed in order of hierarchy:

- Discharge into the ground
- Discharge to a surface water body
- Discharge to a surface water sewer
- Discharge to a combined sewer where there are absolutely no other options and only where agreed in advance with the relevant sewage undertaker

Discharge to ground

The published British Geological Survey maps indicate the underlying bedrock is recorded as Penine Middle Coal measures formation. Which is described as a sedimentary bedrock formation comprising of mudstone, siltstone and sandstone. The British Geological Survey also provide historical borehole readings. Nearby boreholes recordings show the surface geological consists of clay. Clay is practically impermeable and therefore soakaways are not likely to be suitable in this location, but this will be confirmed through further survey work.

Discharge to watercourse

An open watercourse exists at the eastern boundary of the proposed development site. As soakaways are likely to be unsuitable, this watercourse would be the most appropriate point of discharge for surface water runoff from the proposed development. Online topographical information shows this watercourse is suitably lower than the proposed development area. This facilitates a gravity system which is preferable from a sustainability viewpoint. The watercourse is shown in **Figure 6.2 and 6.3**.

Discharge to a surface water sewer

There are no surface water sewers in the vicinity of the site. However, this would not be required minded of the abovementioned watercourse presence.

Discharge to a combined water sewer

There are two combined sewers, one within the North Wingfield Road to the west and the other crossing the proposed development site towards the northeast corner. The design of any proposed development will account for the combined sewer crossing site, whether that be through incorporation of an easement or diversion under Section 185 of the Water Industry Act 1991.

Given the availability of an open watercourse, discharging to a combined water sewer is not considered necessary.

Please see Figure 7.1 below.



Figure 7.1 - Yorkshire Asset Map

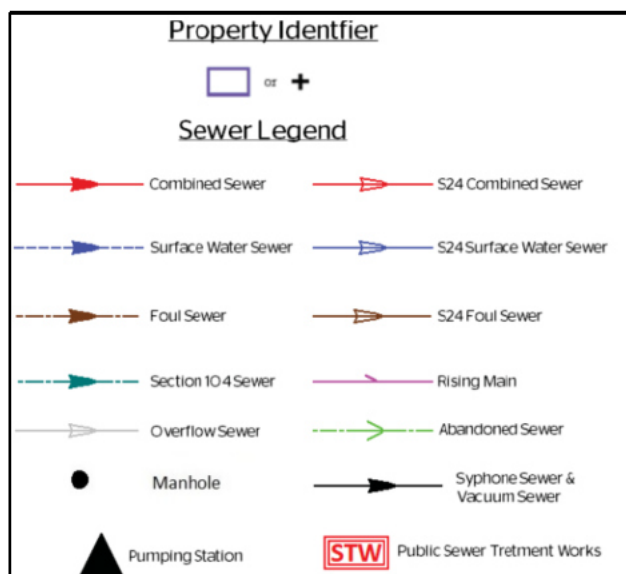


Figure 7.2 - Yorkshire Asset Map key

Surface water drainage strategy

At the time of writing this report the greenfield runoff from the proposed site area is calculated at 12.9l/s. The projected worst case climate change allowance for the Don and Rother Management Catchment is 40%.

As the site is undeveloped, surface water discharge from the proposed development should be restricted to the greenfield rate of 12.9l/s for all storms up to and including a 1 in 100 year storm plus 40% for climate change. This will be achieved through the inclusion of a flow control device, such as a Hydrobrake, positioned downstream of any proposed attenuation feature(s) which could be positioned in areas of open space and landscaping. Attenuation basins, for example, are proposed which would cater for all storms up to and including a 1 in 100 year storm plus 40% for climate change and an allowance for urban creep. A basin of this nature would contain the appropriate level of foliage to provide the required level of treatment to the surface water runoff prior to discharge.

Upstream of this network is expected to be a gravity sewer system. At this time, it is envisaged that the main runs outside of private areas will be adopted by Yorkshire Water under a Section 104 agreement. This overall strategy will be subject to early liaison with the Lead Local Flood Authority and Yorkshire Water, including pre-application enquiry and discussions.

Foul water drainage strategy

A gravity foul water system is expected which would discharge into either of the aforementioned combined sewers. This would be subject to a pre-development enquiry with Yorkshire Water and Section 106 approval for the final collection, albeit this is not considered a barrier to development. It is envisaged that the main sewer runs outside of private areas will be adopted by Yorkshire Water under a Section 104 agreement.

8.0 Summary

Hexa Consulting have been appointed by Woodall Homes to provide technical advice in support of site promotion for residential development located to the north of Grassmoor, North East Derbyshire. The proposed development site is expected to provide in the region of 125 residential dwellings along with associated infrastructure.

A review of CrashMap incident data for the most recent five-year period has demonstrated there are no underlying highway safety concerns which could be exacerbated by development at the site, with indicative access arrangements expected to support the continued safe and efficient operation of the existing highway network.

The site benefits from a good level of pedestrian and cycle infrastructure, as well as a connectivity for public transport users. It is also well located and within acceptable distances for local services, amenities, facilities and employment opportunities. It is therefore considered that the site is in an accessible and sustainable location.

A trip generation calculation shows that the proposed development of 125 residential units on the site is forecast to generate approximately 63 and 61 two-way trips in the AM and PM peak hours respectively. Based on the trip generation exercise above, it is unlikely that any future Transport Assessment / Statement will need to be supported by junction modelling assessments, this would however be scoped with the Highway Authority as part of any assessment.

Paragraph 116 of the revised 2024 NPPF states “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, following mitigation, would be severe, taking into account all reasonable future scenarios”. With regards to the commentary in this note, it is not expected that there would be any unacceptable highway impacts.

In accordance with section 14 of the NPPF, a review of flood risk with and drainage is also included within this report, which concludes that the risk of flooding is very low from all sources of flooding and is therefore sequentially preferable. Furthermore, there is sufficient provision to cater for the required surface water and foul water drainage networks.

9.0 Appendices

Appendix A – Indicative Access Design

Appendix A – Indicative Access Design



Scale 1:500

Gold Club Access

2.4m x 120m Visibility Splay

2.4m x 43m Visibility Splay

Existing highway Verge

Scale 1:200

Notes

- Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
- This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
- All dimensions in meters unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.
- This drawing should be printed and read in colour.
- Access arrangement subject to review of highway boundary and land ownership.

Design Notes

-

Legend

- Site Boundary
- Centreline Buffer - Extent to which centre line of access can move north and south and achieve appropriate visibility splays and kerb radii

P01	15.11.24	First issue for review and comment.	IA	AH
Rev	Date	Details of Issue	Drawn	R'wd

Issues & Revisions

Consultant

HEXA

Client

Woodall Homes

Project Title

North Wingfield Road,
Grassmoor

Drawing Title

Indicative Access Design

Drawn By	IA	Reviewed By	AH
Hexa Ref	601112	Scale at A1	As Shown

Purpose of Issue	Status
For Information	S3

Project - Originator - Zone - Level - Type - Role - Number	Revision
601112-HEX-XX-XX-DR-TP-0101	P01



Landscape and Visual Statement (LVS)

North Wingfield, Grassmoor

**January 2025
INF_N241212**

influence[®]

Figures

N241212 (03)001 Constraints and Opportunities

N241212 (03)002 Parameters Plan

N241212 (08)001 Context and Designations

N241212 (08)002 Local Amenities Plan

N241212 (08)003-006 Contact Sheets

N241212 (08)007 Location Plan

1 Introduction

Outline

- 1.1 Influence Landscape Planning and Design Ltd. have carried out an initial landscape and visual review in support of site promotion for the proposed residential development of the land at North Wingfield Road, Grassmoor.
- 1.2 The proposed development would be expected to provide in the order of 125 dwellings, with access directly from North Wingfield Road itself, at the north-western corner of the site.
- 1.3 The location of the proposed development is shown on figure INF_N241212(08)007 and will be accessed off North Wingfield Road.

Planning Context

National Planning Policy Framework (NPPF)

- 1.4 The National Planning Policy Framework (NPPF)¹ is a material consideration and provides guidance for regional and local planning. At the heart of the NPPF is a presumption in favour of sustainable development, which forms the basis of plan-making and decision-taking.
- 1.5 The NPPF sets out three objectives in order to achieve sustainable development – economic, social and environmental. The environmental objective is relevant to and the focus of this report. Particularly relevant is the requirement “to protect and enhance our natural, built and historic environment”.
- 1.6 The NPPF provides guidance on how to deliver sustainable development. The planning principles of particular relevance to this LVS are summarised as:
 - Section 12 The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process; and
 - Section 13 Protecting Green Belt Land, which states that the government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. It continues that Green Belt boundaries should be reviewed through the preparation of updating plans, notably in instances where an authority cannot meet its identified need for homes. The development of homes in the Green Belt is not considered inappropriate where in sustainable locations, where grey belt land is utilised and would not fundamentally undermine the purposes of the remaining Green Belt across the area

¹ Department for Levelling Up, Housing & Communities, 2024

of the plan, and where there is a demonstrable unmet need for the type of development proposed i.e. housing.

- Section 15 Conserving and Enhancing the Natural Environment, which states (inter alia) that the intrinsic character and beauty of the countryside should be recognised, and net gains for biodiversity provided. Valued landscapes such as National Parks and AONB should be conserved and enhanced, with the scale of development limited in these areas.

Local Planning Policy

- 1.7 The Site is located within the administrative jurisdiction of the North East Derbyshire District Council. Whilst it is accepted that a new Local Plan will be prepared, the relevant policies of the current North East Derbyshire Local Plan 2014-2034 (adopted November 2021)² are set out below.

North East Derbyshire Local Plan 2014-2034 (adopted November 2021)

- 1.8 Of particular relevance to this report is Policy SDC3: Landscape Character. This policy deals with development which is sensitive to its landscape setting and landscape character area, in terms of location and design. The policy states:

Policy SDC3: Landscape Character

- 1.9 "Proposals for new development will only be permitted where they would not cause significant harm to the character, quality, distinctiveness or sensitivity of the landscape, or to important features or views, or other perceptual qualities such as tranquillity.
- 1.10 Development proposals should be informed by, and be sympathetic to, the distinctive landscape areas identified in the Derbyshire Landscape Character Assessment and the Areas of Multiple Environmental Sensitivity (AMES), or any successor document(s), and contribute, where appropriate, to the conservation and enhancement, or restoration and re-creation of the local landscape considering its wider landscape character type.
- 1.11 Planning permission will not be granted for development outside the Peak District National Park which would damage or significantly affect the National Park purposes or its valued characteristics."

Policy SS10: North East Derbyshire Green Belt

- 1.12 This policy states that inappropriate development, including the construction of new buildings, will not be permitted except in very special circumstances, such as "limited infilling or the partial or complete redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development."
- Policy ID7: Green Infrastructure

² North East Derbyshire Local Plan 2014 - 2034

- Policy ID8: Greenways and Public Rights of Way

North East Derbyshire Green Belt Review Part 2³

- 1.13 The review assessed the land included within the North East Derbyshire Green Belt and identified whether or not this land still met the purposes of the Green Belt, as set out in National Planning Policy Framework. As part of the Council's 2016 Green Belt Review, the Council assessed the site on 'Land East of B6038 (North Wingfield Road) North of Cotswold Drive' under parcel ref: GRA/GB/004.
- 1.14 The initial detailed parcel assessments⁴ scores each parcel against all five purposes, following this a Supplementary Assessment was carried out. As a result, land parcel GBA/GB004 was judged overall to only '**partially**⁵' meet the purposes of the Green Belt and has a potential development capacity of 121 dwellings.
- 1.15 The detailed results from the Supplementary Green Belt Parcel Assessment⁶ states that overall '*there are no identified constraints which would limit the development potential*' and that '*the parcel abuts directly on residential to the west and south and the existing golf course to the north and east limits a further development. It could potentially have direct access to North Wingfield Rd and lies in close proximity to Grassmoor's centre. **In that sense it seems to be a logical extension**⁷.*' Overall, it is judged that the site could accommodate the housing requirement of nearby settlements.

Designations and Registered Sites

- 1.16 The Site and the wider study area are not under any local or national landscape designations.
- 1.17 The site borders South Chesterfield Golf Club to the east and existing residential development to the west. Grassmoor Country Park lies to the west of the golf course and contains Grassmoor Colliery Spoil Tips which has been reclaimed as a nature reserve.

Public Rights of Way and Designated Walks

- 1.18 There are no Public Rights of Way crossing the Site, however PRoW Grassmoor, Hasland and Winsick-NE9 6/1 runs along the northern border of the site between North Wingfield Road and Mansfield Road. PRoW Grassmoor, Hasland and Winsick-NE9 7/1 runs north south towards Danbury Close.

³ Initially 2016 followed by Feb 2017

⁴ Appendix 22, North East Derbyshire Green Belt Review Part 2, 2017

⁵ Our emphasis

⁶ Appendix 24 Green Belt Parcel Deliverability Pro formas, North East Derbyshire Green Belt Review, February 2017

⁷ Our emphasis

2 Landscape Character

National Landscape Character

- 2.1 The Site and its surroundings fall within National Character Area 38 Nottinghamshire, Derbyshire and Yorkshire Coalfield.

Local Landscape Character

- 2.2 The study site falls within the boundaries of the Landscape Character of Derbyshire Assessment³. The Assessment divides the county into the National Character Areas and subdivides these into landscape character types (LCTs). The site falls into Coalfield Village Farmlands LCT.

The Landscape Character of Derbyshire Assessment 2013

- 2.3 The Coalfield Village Farmlands LCT is summarised as a broad, gently undulating industrial landscape characterised by villages, dairy farming and small woodlands. The industrial history of the area has produced a patchwork of land-uses, and small strip fields reveal how the landscape has developed over time. The key characteristics of the Coalfield Estate Farmlands are as follows:
- 'Gently undulating landform;
 - Dairy farming with pasture and localised arable cropping;
 - Relic ancient semi-natural woodland, copses and linear tree belts;
 - Dense watercourse trees and scattered hedgerow trees;
 - Towns and villages on ridge lines surrounded by remnant medieval strip fields;
 - Network of small irregular lanes between larger urban roads;
 - Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development.'
- 2.4 The landscape actions for this site are as follows:
- 'Small scale woodland planting;
 - Re-establish and enhance physical links between existing isolated woodland and hedgerows;
 - Ensure the management and enhancement of hedgerow trees, through selection and natural regeneration, or by planting;
 - Encourage the management of scrub and secondary woodland to link with existing habitats and woodland;
 - Enhance the visual and ecological continuity of river corridors by management, natural regeneration and planting of riparian trees;
 - Ensure the conservation and management of mature/veteran trees within hedgerows.'

³ The Landscape Character of Derbyshire Assessment 2013

Landscape and Visual Observations

- 2.5 The Site is located to the north of Grassmoor, a sustainable, level 2 settlement within 4 km of the southeast edge of Chesterfield, within North East Derbyshire District Council. The Site is currently accessed directly from North Wingfield Road.
- 2.6 South Chesterfield Golf Club lies on the northern and eastern borders of the Site, a public right of way (PRoW) runs also along the northern boundary, west-east from North Wingfield Road, joining to the golf club access road and then crossing east across the course itself. The southern and western borders of the Site adjoin the settlement edge of Grassmoor. Beyond the railway line to the west, on the lower land is the new Country Park and the large housing development 'The Avenue', beyond.
- 2.7 The Site's topography slopes gently from slightly higher locations on the southwest/western boundary to lower levels along the north eastern boundaries. The land, a medium-sized irregular field, appears to have been historically used for arable farming.
- 2.8 A distinctive linear tree belt along the eastern edge screens the Site from South Chesterfield Golf Course and forms a physical boundary between the residential settlement edge, the golf course and the Grassmoor Country Park. On the higher ground to the east is Mansfield Road and beyond the A617. At the northern edge, this tree line tapers and lowers, allowing glimpsed views of the golf course. While mature hedgerow and trees buffer the northwestern corner, vegetation along the residential edge remains sparse.
- 2.9 Historic maps show the Site was formerly two fields, a division maintained throughout the twentieth century. The strip of development along the western edge, east of North Wingfield Road, dates to the mid-century. Settlement boundaries have remained largely unchanged since the late 20th century, with only minor infill development occurring southeast of the Site.

3 Visual Character

Visual Observations

- 3.1 A field visit recorded a number of key views from within the site and the local area which represent the visual character and views.
- 3.2 There are no key views associated with cultural or historical associations, designations or signposted on interpretation boards. Views are limited and are generally experienced from the residential edge, the golf course and North Wingfield Road. Viewpoint1 is recorded from the north east corner of the site, in the golf club carpark and along the approximate line of the PRoW (it is not signposted at this point). Views into the site are open but are potentially limited by the boundary hedgerow and are mainly available from the Golf Club carpark only due to the topography, rather than for the length of the PRoW to this point. The settlement edge of Grassmoor clearly defines the extent of the view to the south, the roof tops of the properties on North Wingfield Road visible to the west, which along with the topography restrict views any further west.
- 3.3 Viewpoint 02 is recorded to represent receptors as they traverse the golf course, looking west towards the site. This is the most open view available but is largely contained to the near and mid ground, demonstrating that views are not generally far reaching. Longer views are glimpsed across the undulating levels. These are views through a golf course and do have some rural qualities however the settlement edge is apparent.
- 3.4 The closest residential receptors are those in North Wingfield Road and from Cotswold Drive (VP03). Views are not direct; these properties are bungalows and face onto the street itself. Any views obtained will be oblique, but residence will have a sense of the countryside to the north of the street, all be it residential development is a feature of the longer distance view.

4 Parameters of Development

- 4.1 With reference to the Constraints and Opportunities (INF_N241212(03)001), the Parameters Plan (INF_N241212(03)002) details anticipated residential development parcels with broad landscape infrastructure, accessed off North Wingfield Road. It is anticipated that development will be located on the western and southern areas of the parcel, against the existing settlement edge, incorporating SUDs ponds in the north eastern corner linking to a public open space along the eastern boundary with scope for dedicated recreation and potential connections into the existing PRoW, whilst providing green infrastructure links connecting to the existing woodland belt.

Potential Landscape and Visual Impacts

- 4.2 Development of the site will change the site from agricultural fields to residential development, whilst seeking to maintain the existing boundary hedgerows. There are no landscape features within the site. The development offers the opportunity to increase the vegetation by way of new green infrastructure links, which enhance and protect the existing along with connections into the existing PRoWs, connecting the existing settlement edge more directly into the wider countryside. Development within the site will be contiguous with the existing settlement edge.
- 4.3 The potential impacts on the Green Belt will be a reduction in openness physically. There will likely be some perception of a reduction in the openness, however this will be limited to receptors at the golf course on the PRoW and those adjoining residential receptors. It is noted, however, as referenced earlier, that the site only partially meets the purposes of the Green Belt and is described as a logical extension to the existing settlement, with no identified constraints to development.
- 4.4 Views will be altered for those receptors in close proximity to the site, most notably from North Wingfield Road and Cotswold Drive, however residential development is a feature of the surrounding area and therefore it will not be considered unusual or incongruous against the context of the existing settlement edge.

5 Summary and Conclusions

- 5.1 Residential development can be delivered on this site, adjacent to the existing settlement edge whilst providing public open space and comprehensive landscaping proposals to the northern and eastern boundaries. Any landscape effects would be minor and visual effects limited; these being contained in close proximity of the Site. Residential development is a feature of the surrounding area and therefore it will not be considered unusual or incongruous against the context of the existing settlement edge.
- 5.2 There is the opportunity to improve and enhance the existing hedgerows and trees, supporting them with new planting to assimilate any development into the wider landscape. Furthermore, the naturally falling gradient towards the northern part of the Site provides opportunity for SuDs, biodiversity enhancement and public open space surrounding the watercourse, along with robust landscaping which will further aid and provide a soft interface with the wider countryside.
- 5.3 There is also the opportunity to connect into the existing PRow route and improve connectivity.
- 5.4 In Green Belt terms, the site only partially meets the purposes (of the Green Belt) and is described as a logical extension to the existing settlement, with no identified constraints to development. Notably, the South Chesterfield Golf Course frames the site and thereby provides comfort that the wider countryside can be safeguarded from encroachment.

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TECHNICAL NOTE: Ecology Technical Note, Desk Study

Woodall Homes

Land off North Wingfield Road, Grassmoor

December 2024

1.0 INTRODUCTION

- 1.1 The following report has been prepared by FPCR Environment & Design Ltd. on behalf of Woodall Homes and provides an Ecological Summary of land to the north-east of North Wingfield Road, Grassmoor, Chesterfield OS Grid SK 40316 67633 (Figure 1) and hereafter referred to as the 'Site'.
- 1.2 The Site is approximately 4.5 hectares in extent and following desktop review, comprises an arable field that appears to have been cultivated in recent years as a cereal crop being in agricultural usage since at least 1999 (from historical aerial imagery). The field appears to have a field margin (grassland) approximately 2-6m wide along the western boundary with occasional shrubs and scrub. There are hedgerows located on the north-west, north, and north-eastern Site boundaries.
- 1.3 The Site is bound to the north by a small stand of woodland (north-west), an access track beyond which is an agricultural field used as pasture (cattle and sheep), and a car park associated with South Chesterfield Golf Course. The agricultural pasture and golf course extend further to the north. To the east the Site is bound by South Chesterfield Golf Course, comprising managed grasslands, small woodland plantations, ditches, and ponds. A small plantation woodland is located adjacent to the south-eastern boundary (associated with the Golf Course). Further east is Grassmoor Country Park comprising woodland and grassland area. Existing residential properties are located immediately to the west and south of the Site. Further to the west is North Wingfield Road, beyond which are further residential properties, agricultural land and the River Rother.

2.0 DESK STUDY

- 2.1 In order to compile existing baseline information for the study area, the following resources were used:
- Multi Agency Geographic Information for the Countryside (MAGIC) website¹;
 - Colour 1:25,000 OS base maps;
 - Aerial photographs from Google Earth®; and
 - Publicly available biological records (NBN Atlas²)
- 2.2 The geographical extent of the search area for biodiversity information was related to the significance of sites and species and potential zones of influence which might arise from development within the Site. The consultation exercise was completed using the following scales, considered to be appropriate:

¹ <https://magic.defra.gov.uk/magicmap.aspx>

² <https://nbnatlas.org/>

- 10km from the Site boundary for sites of International Importance (e.g. SAC, SPA, Ramsar site);
- 2km from the Site boundary for statutory sites of National or Regional Importance (e.g. SSSI);
- 2km from the Site boundary for statutory sites of County Importance (e.g. LNR);
- 2km from the Site boundary for Granted European Protected Species Applications and Granted Great Crested Newt (GCN) Class Survey Licence Returns; and
- 1km from the Site boundary for publicly available records of protected and notable species.

2.3 Note that details of Local Wildlife Sites (LWSs) are not publicly available (held by biological records centre). The location of LWS are shown on the NE Derbyshire Adopted Local Plan³ and have been reviewed but are not shown on Figure 1.

Results

- 2.4 Only one internationally designated Site is present within 10km of the Site boundary, the South Pennine Moors Special Area of Conservation and Special Protection Area, located approximately 8.08km west of the Site.
- 2.5 There are no statutory designated sites within 2km of the Site.
- 2.6 The Site is within two Sites of Special Scientific Interest (SSSIs) Impact Risk Zones but neither specific identifies risks from residential developments. Three non-statutory designated sites and five priority habitat classifications were located within 2km of the Site.
- 2.7 There are six LWSs within 2km of the Site, the nearest of which is approximately 580m south-west of the Site and identified from publicly accessible information as The Avenue Washlands; an area of mixed woodland, ponds, reedbed and grassland with a range of birds, great crested newts, water voles and invertebrates. This LWS is separated from the Site by intervening residential areas and North Wingfield Road.
- 2.8 Further details are provided in Tables 1 and 2 below, and locations are illustrated in Figure 1.

Table 1. Non-statutory Designated Sites

Statutory Sites		
Designation	Designation Features/ Description	Approx. Distance
SAC/SPA South Pennine Moors	Annex 1 Habitats: Dry heaths, Blanket Bogs, Old oak sessile woods. Nationally important breeding populations of merlin <i>Falco columbarius</i> and golden plover <i>Pluvialis apricaria</i> . Supports a diverse assemblage of summer breeding migratory birds and is the southernmost breeding assemblage for a range of bird species.	9.86km south-west

³ <https://www.ne-derbyshire.gov.uk/planning-and-local-plan/planning-policy-and-local-plan/development-plan#ANE> (accessed Dec. 2024)

Non-Statutory		
Ancient Replanted Woodland	This area of ancient woodland is approximately 4.3 hectares. Ancient woodland provides unique communities of plants and animals not found elsewhere.	1.95 km northeast
Ancient Woodland (Sutcliffe Wood)	Sutcliffe Wood is approximately 7 hectares. It is connected to deciduous woodland, making it ecologically important to wildlife in the area.	1.68 km southwest
Country Park – Grassmoor Country Park	The Grassmoor Lagoons project has reclaimed the former Grassmoor Colliery spoil tips. The area is now a valuable resource for a range of fauna including water voles, grass snake, skylark, meadow pipit, kestrel and field mice. The grassland habitats present on site, also attract a wide variety of invertebrates.	350m east

Table 2. Priority Habitats

Priority Habitats		
Habitat	Designation Features/ Description	Approx. Distance of closest habitat to Site
Deciduous Woodland	A high biodiversity characterises deciduous woodland ecosystems. This provides a range of ecosystem services and plays an important role in climate regulation and preventing soil erosion.	Adjacent Site boundary to the east
Good quality semi-improved grassland	Species-diverse area of grassland that provides a habitat for invertebrates and a wide range of fauna. It is connected to areas of deciduous woodland and additional habitat, making it ecologically valuable.	730m southwest

Priority Habitats		
Pond	A small body of water identified as a priority habitat by Natural England for its aquatic life and ecosystem services.	1.71 km south
Traditional Orchard	Traditional orchards are important habitats for bats, amphibians, mammals, and birds, and they range widely across the landscape.	530m south
Additional Habitat	Areas of priority habitat identified by Natural England (additional to areas of deciduous woodland).	690m southwest

Protected and Notable Species

- 2.9 A search of publicly available databases was undertaken including MAGIC and the NBN Atlas databases. The NBN Atlas includes records of fauna and flora provided by both professional ecologists and the public, some records are not verified, and the database includes protected and notable species as well as more common species, used as a general indicator of possible presence or likely absence of species at a Site or in the vicinity.

European Protected Species Licences

- 2.10 Six Granted European Protected Species Applications (GEPSA) for great crested newt *Triturus cristatus* (GCN) and one for bats were identified within 2km of the Site, as shown on Figure 1. The closest GEPSA for GCN was approximately 600m west of the Site. The GEPSA for bats was approximately 1.58km south-west of the Site, listing common pipistrelle *Pipistrellus pipistrellus* and brown long-eared *Plecotus auritus* bats.

Natural England Survey Licence Returns

- 2.11 Fourteen GCN Class Survey License Returns were identified within 2km as shown on Figure 1. The nearest GCN class Survey License Return was located approximately 690m west of the Site but is located beyond the River Rother, a major barrier to GCN dispersal. In total, twelve of the GCN Class License Returns are located beyond rivers and major barriers to movement and all records are separated from the Site by intervening residential land-use.

Biological Records

- 2.12 There are no records of birds directly associated with the Site, however a range of common bird / urban fringe bird species records are held in the vicinity. Of note is the lack of records held for farmland specialist species (considering the high coverage of arable land within the area).
- 2.13 There are forty-five records of GCN within 1km, the majority are located beyond the River Rother, and all are beyond intervening areas of the residential land-use to the south-west of the Site. The nearest record is located approximately 660m south-west of the Site. There are at least four ponds (not shown on OS Mapping) within 500m of the Site, associated with South

Chesterfield Golf Course. GCN are a European Protected Species, protected under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended).

- 2.14 There are two records of grass snake *Natrix Helvetica* within 1km of the Site, both located approximately 100m east of the Site within the South Chesterfield Golf Course. Grass snakes are protected under the Wildlife and Countryside Act 1981 (as amended).
- 2.15 There are no point records of bat species associated with the Site or within 1km of the Site. There are no records of Pipistrelle species *Pipistrellus sp.* within the 2km grid square within which the Site is located, however there are records within the adjacent grid squares for pipistrelle species and brown long-eared bat *Plecotus auritus*.
- 2.16 Records of European hedgehog *Erinaceus europaeus* are located approximately 360m south-east of the Site. Hedgehogs are a Species of Principal Importance listed under Section 41 of the NERC Act 2006.

2.17

3.0 CONCLUSIONS AND RECOMMENDATIONS

- 3.1 For the purposes of a future planning application a full ecological appraisal/impact assessment would be required as per standard practice.
- 3.2 The Site comprises predominately of arable agricultural cropland, which is of low ecological distinctiveness within the DEFRA Biodiversity Metric Calculator and therefore has the potential to be compensated for with more valuable, higher distinctiveness habitat. The loss of this low ecological value habitat would have only a negligible effect on biodiversity. Small areas of field margins with grassland and scrub could be compensated for if/where required through a sensitive scheme of comprehensive landscaping/public open space within a proposed development.
- 3.3 The hedgerows to the Site boundaries have ecological value and are likely to be Habitats of Principal Importance (Native Hedgerow) under Section 41 of the NERC Act. Their status under the Hedgerow Regulations 1997 would be determined under further ecological survey. It is considered likely that boundary hedgerows would be retained where possible, and only small sections may be removed to provide access into the Site. Should sections of hedgerow be removed there would be space within the Site to provide compensatory planting.
- 3.4 Habitats at the Site will undergo further survey to determine specific habitat classification and condition assessment. A Biodiversity Net Gain calculation and report will be provided for any future development proposals as per standard practice.
- 3.5 Development proposals at the Site would be considered unlikely to impact upon Statutory designated sites due to distance and intervening habitats. Non-statutory sites are also considered to be at sufficient distance and with intervening land-uses to prevent significant impacts arising.
- 3.6 The woodland adjacent to the south-east boundary is a Habitat of Principal Importance. Any potential impacts to the woodland could be avoided/mitigated through the implementation of

an appropriate area of buffer habitat that would provide adequate root protection and screening from construction activities.

- 3.7 The habitats present at the Site have the potential to support some bird species but are not considered to be extensive or particularly optimal. It is recommended that single scoping surveys are undertaken for wintering birds and breeding birds with additional surveys to be scheduled should the scoping surveys identify further potential. There would be potential to provide enhancements for common bird species (nest boxes, integrated nest boxes and habitat enhancements) within a sensitively designed development scheme.
- 3.8 If clearance of habitats that might support nesting birds within the Site (hedgerows, scrub) is to take place during the breeding bird season (generally accepted to be March-August inclusive) this would require a pre-commencement nesting bird check by a suitably experienced ecologist, as per standard practices.
- 3.9 There are records of grass snake within the vicinity of the Site. The majority of the Site is not optimal habitat for grass snake / reptile species. An extended habitat survey would determine any further need for reptile species (dependent on habitat suitability at the Site). If required, reasonable avoidance measures (RAMs) and precautionary working practices are likely to be sufficient to prevent any harm to grass snake or other reptiles. There is also the potential to provide habitat enhancements (log piles/hibernacula, enhanced habitats for reptiles) within a sensitively designed development scheme.
- 3.10 Although there are records of GCN in the wider area, the habitats at the Site are generally not suitable for GCN. An extended habitat survey would look to determine habitat suitability at the Site along with further review of third party biological records, and (if necessary and if access is possible) an assessment of the Habitat Suitability Index (HSI) and eDNA testing of the identified nearby ponds. The extent of potential works within suitable habitats is unlikely to be significant in terms of extent and magnitude and even if GCN are within the wider area works may be able to be undertaken using RAMs and precautionary working methods. Alternatively (depending on the result of further investigation and the requirements of the development) a District Level Licence (DLL) for GCN could be applied for, as per standard practice.
- 3.11 It is understood that there are no mature trees within the Site which have the potential to support roosting bats. There may be greater potential within the adjacent woodland to the south-east and individual trees outside the Site boundary to the north-west and west (within residential gardens). Habitats at the Site are considered to be sub-optimal for foraging bats, however the boundary hedgerows may provide some opportunity for these species. Further extended habitat survey would refine the specific potential for the Site to support bats; however, it is considered that development of the Site could retain any important habitats (boundary hedgerows and woodland edge) and limit impacts to bats through the implementation of a sensitive lighting strategy. There would be potential to provide additional enhancements (integrated bat boxes and habitat enhancements) within a sensitively designed development scheme. Further assessment for bats is considered to be unlikely to be required but will be informed by completion of an extended habitat survey.

3.12

[REDACTED]

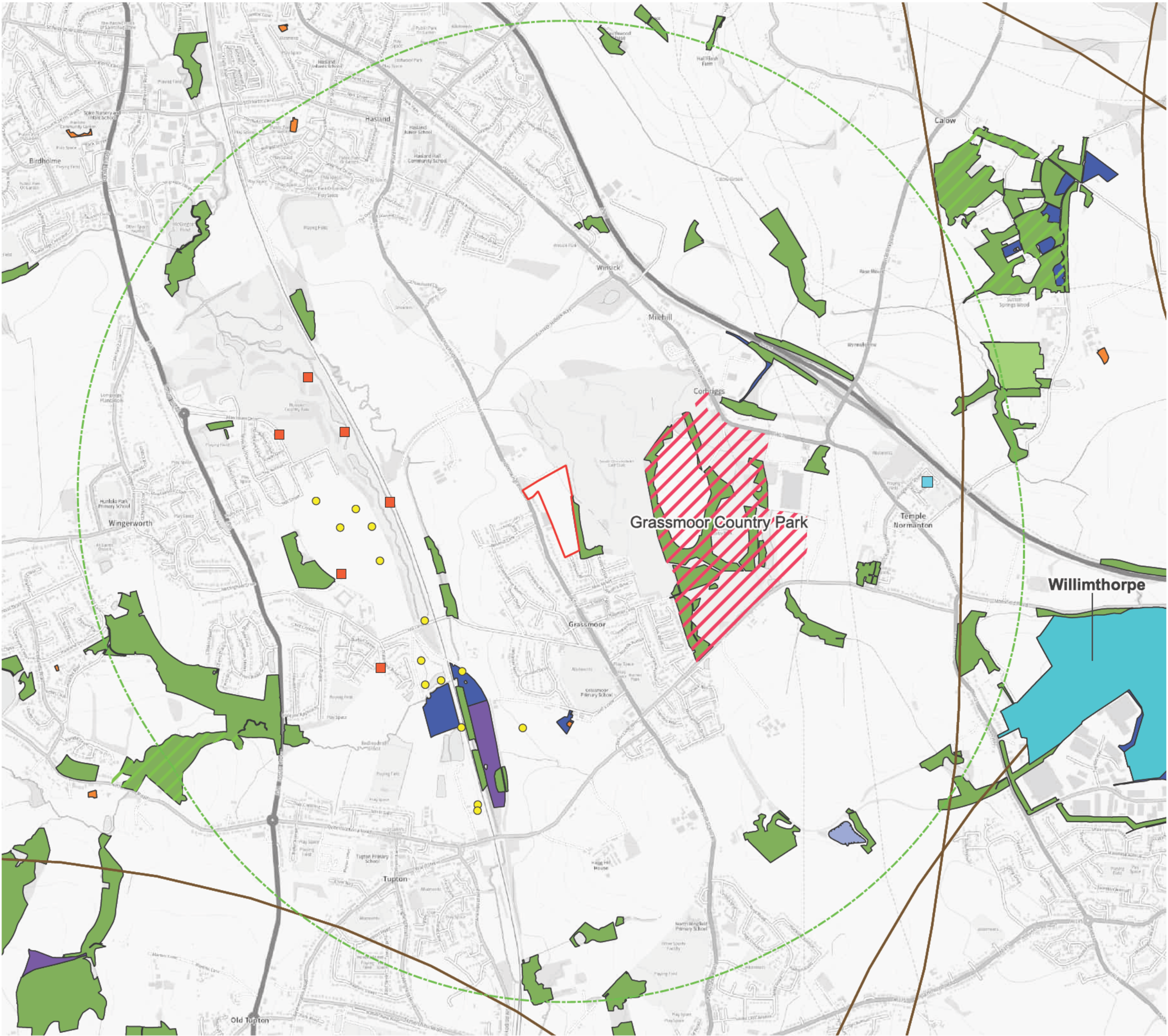
- 3.13 Hedgehogs are likely to be present in the wider landscape. As such, the scheme should include measures to retain and encourage connectivity and suitable habitat for hedgehogs (retain hedgerows, include hedgehog holes in garden fences, provide hedgehog houses/hibernacula) within the proposals.
- 3.14 Overall, there are no ecological constraints that could not be mitigated or compensated for within a sensitively designed development scheme. Where constraints may be present, standard ecological mitigation measures could be employed. Opportunities include the potential to improve upon the relatively low ecological baseline of the Site with compensation and enhancement which would provide habitats of higher quality and diversity as well as habitat features that could support a range of wildlife and provide strengthened ecological connectivity.

Table 3: Summary of Recommendations

Ecological Feature	Recommendations
Statutory Designated Sites	No ecological constraints expected and not considered a constraint to development.
Non-Statutory Designated Sites	No ecological constraints expected and not considered a constraint to development.
Habitats	Habitats are not considered to be a constraint to development. Extended Habitat Survey (UKHab and Biodiversity Condition Assessments), hedgerow assessment required. BNG Calculations and Assessment. Woodland: Suitable buffer zone from proposed development. Enhancements within development design – targeting 10% BNG. The above measures are standard practices and not considered to pose a constraint to development.
Birds	Birds are not considered to pose a constraint to development. Scoping surveys for wintering and breeding birds to inform development proposals. Nesting Bird Checks (if vegetation cleared during breeding bird season) to protect birds from direct harm. Enhancements within development design. The above measures are standard practices and not considered to pose a constraint to development.

Ecological Feature	Recommendations
Reptiles: Grass snake	Reptiles are not considered to pose a constraint to development. Extended Habitat Survey to refine assessment of habitat suitability. Further reptile survey (considered unlikely to be required) will be informed based on results of above habitat assessment. Construction Environmental Management Plan (CEMP) – RAMs and precautionary methods of work. Enhancements within development design. The above measures are standard practices and not considered to pose a constraint to development.
GCN	GCN are not considered to pose a constraint to development. Further assessment of biological records. HSI survey of nearby ponds and if suitable eDNA testing. Should GCN be present in nearby ponds works may require RAMs and Precautionary methods of work and potentially a DLL application. Potential for habitat enhancements within development design. The above measures are standard practices and not considered to pose a constraint to development.
Bats	Bats are not considered to pose a constraint to development. Extended Habitat Survey to refine assessment of habitat suitability (commuting/foraging). Further bat surveys are considered unlikely but may be required (dependent on results of above and site design). Enhancements within development design. The above measures are standard practices and not considered to pose a constraint to development.
██████	██ ██ ██ ██ ██ ██ ██ ██

Ecological Feature	Recommendations
Hedgehogs	Hedgehogs are not considered to pose a constraint to development. CEMP – precautionary methods of work. Enhancements/mitigation within development design. The above measures are standard practices and not considered to pose a constraint to development.



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- Red line Boundary
- - - 2km Buffer
- Designated Sites**
 - Ancient Replanted Woodland
 - ▨ Ancient Woodland
 - ▨ Grassmoor Country Park
 - Local Nature Reserve
 - SSSI Impact Risk Zones
- Priority Habitats**
 - Additional Habitat
 - Deciduous Woodland
 - Good Quality semi-improved grassland
 - Pond
 - Traditional Orchard
- Protected Species**
 - Granted European Protected Species Applications - Bats
 - Granted European Protected Species Applications - Great Crested Newt
 - Great Crested Newt Class Survey Returns

date 14/11/24 drwn/chkd EJM / XXX

client Woodall Homes project

Grassmoor

title DESIGNED SITES PLAN scale 1:17,000 @ A3

number FIGURE 1 rev -

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