Woodall

Planning Policy and Environment Team
North East Derbyshire District Council
2013 Mill Lane
Wingerworth
Chesterfield
Derbyshire
S42 6NG

Woodall Homes
5 Midland Way
Barlborough
Chesterfield
S43 4XA

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 Freydon Way, Calow

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 Freydon Way, Calow. 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 Calow's settlement boundary and forming a well related, logical extension.

In this context, Calow 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, including the neighbouring Chesterfield Royal Hospital whom is a major employer in the locality and wider District area. 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 9.2ha and comprises land off Oaks Freydon Way, Calow, located to the eastern edge of the settlement and approximately 2.75km to the east of Chesterfield. An extract of the site location is shown in Figures 1 and 2 below (a separate location plan is appended to this submission for clarity).

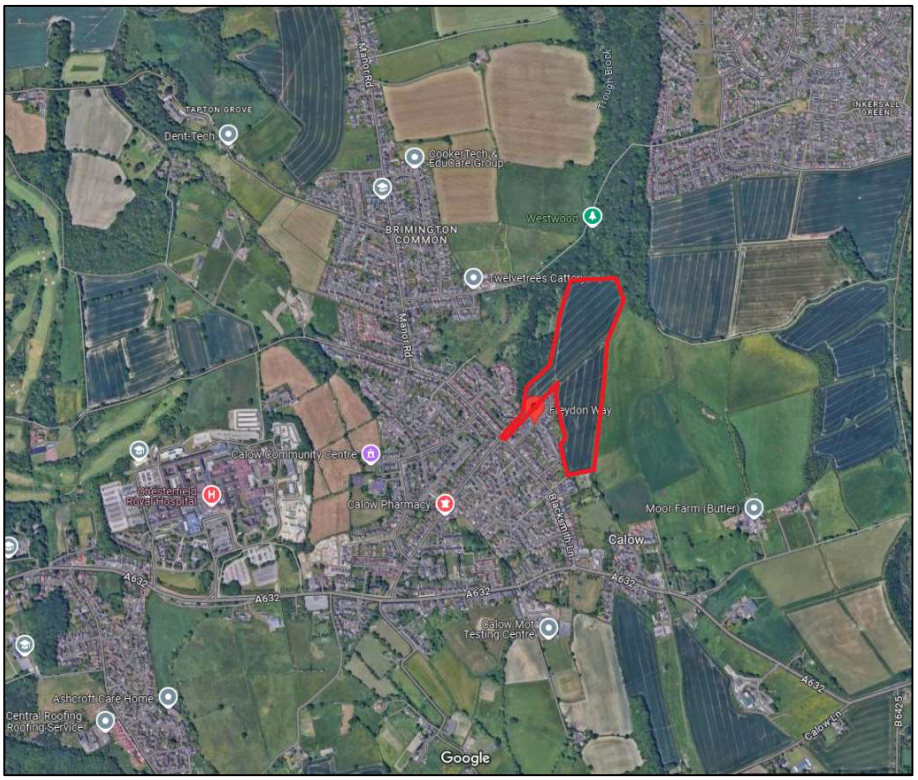


Figure 1: Site Location - Settlement Context (site outlined red)



Figure 2: Site Location - Immediate Context (site outlined red)

The site currently comprises two arable fields with a hedgerow bisecting the central area of the site in a north-east/south-west orientation. Hedgerows also border the site on the eastern and south-western site boundaries. Overhead power lines run along a north-south axis across the site. Beyond, the site is immediately bound by residential dwellings to the south and west, agricultural land to the east, and woodland to the north

At present, the existing site comprises benefits from two existing direct access locations on Blacksmiths Lane (opposite Church Lane) and a second access opposite Orchid Close, currently used by farm vehicles. Three Public Rights of Way (PROW) currently run through the site (4, 5 and 31), connecting with others in the wider area, whilst also joining centrally with the local highway network at Freydon Way (where the principle vehicular access is proposed) and Blacksmith Lane to the south.

The site has historically been assessed by the Council through the Housing Land Availability Assessment (HLAA) in 2016, under reference GRA/1602. This submission and supporting technical notes seek to address the comments and queries raised at that time, namely demonstrating that a satisfactory access arrangement can be achieved off Freydon Way without requiring third party land, and that there is opportunity for development that responds positively to the character of the area through a landscape-led approach, which seeks to retain the landscape features and integrate the

proposed residential development within the local landscape and the context of the existing settlement edge.

Residential development can indeed be delivered on this site, largely retaining the existing field pattern whilst providing and without compromising the overall experience of the wider landscape. It is envisaged that development would be contained within the western portion of the site, closest to the existing settlement edge and as such can be assimilated into the existing built form and become the new countryside edge.

With reference to the pylons, these are not an unusual feature and can be sensitively incorporated as per standard practice. In this regard the built form is anticipated to be located to the west of these offering the opportunity for significant area of POS and broad landscaped areas, providing recreation, biodiverse, and green and blue infrastructure improvements.

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 Calow (see Figure 3 below).

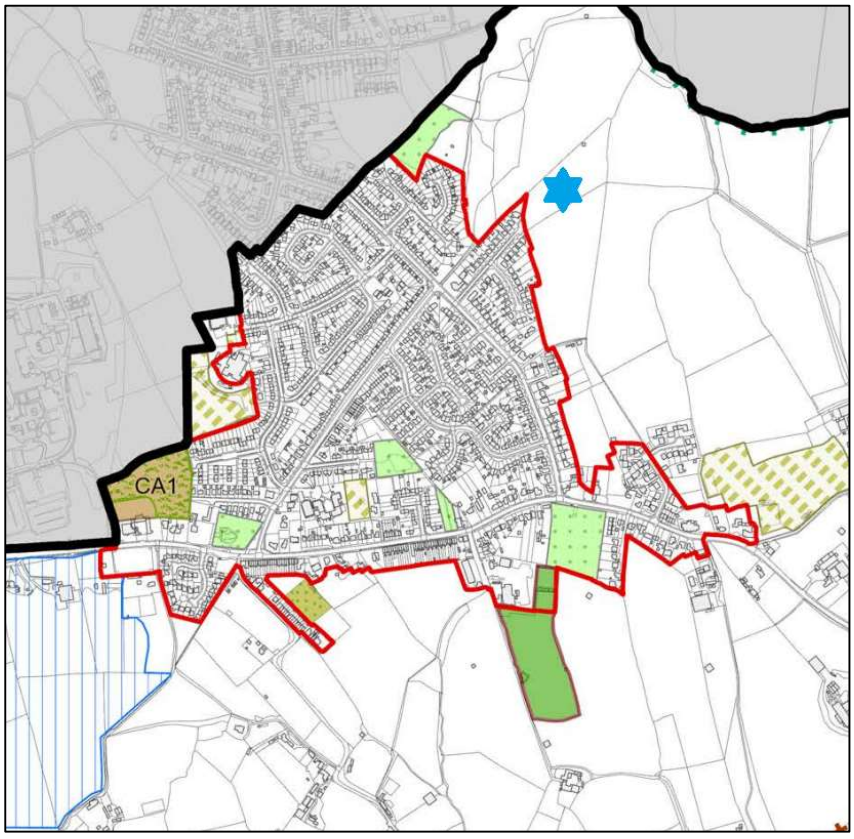


Figure 3: Extract of 2021 Local Plan Proposals Map (*blue star denotes the site)

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, Calow 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 Calow, 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, Calow presents a broad number and range of services, facilities, amenities and employment opportunities situated within close proximity of the site, accessible on foot. Alongside the notable presence of Chesterfield Royal Hospital, these also include:

- Primary school
- Community centre and church
- Medical centre
- Convenience shopping (including a Co-op store) and post office
- Pharmacy
- Nursing homes
- Day care nursery
- Public houses, restaurants and hot food takeaways
- Car sales, repair, maintenance and valeting
- Play areas, recreation ground and open space provision
- Football pitches, cricket pitches and bowls club

The site benefits from an excellent level of pedestrian and cycle infrastructure, which includes lit footpaths, Rights of Way and Bridleways, along with local cycle networks linking through and connecting to the wider network, including the National Cycle Network / Trans Pennine Trail. Public Transport options are readily available too, with closest bus stop being on Church Lane within a 300m walking distance from the site. There are further bus stops available on Blacksmith Lane and along Top Road, the latter affording stops with shelter, flag and pole arrangement including live travel time information, all providing hourly and regular services to Chesterfield, Bolsover and Killamarsh for example, as well as other surrounding settlements and villages. Chesterfield Train Station is also accessible via an hourly 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 Freydon Way, having pedestrian footways and existing street lighting. This is expected to be provided in the form of an extension to the existing road at its northeastern extent. An indicative access drawing in this location is detailed in Hexa's Technical Note, which shows a logical extension of Freydon Way into the site by way of a 5.5 metre carriageway with 2m wide footways following removal of the existing turning head. It is also expected that the remainder of Freydon Way will be widened into the existing verges / footways, given that ample width exists in its current form within Highways' ownership.

The existing farm access point off Blacksmith Lane also provides the opportunity for emergency access routes if deemed necessary, and / or additional pedestrian and cycle accesses.

As outlined earlier, the site is within readily available walking/cycling distance of a range of services, facilities, amenities and employment opportunities in Calow 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 gently slopes from slightly high points on the western boundary, to lower points to the eastern and north-eastern boundaries. The site's topography is not therefore considered to be a constraint to development.

Ground Conditions

Given the site predominantly comprises arable and pasture fields, 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 Consulting. 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.

Two open watercourses exist to the north of the site. The main watercourse is Trough Brook which flows northwards, with a tributary coming in from the west. The topographical positions means that the site naturally falls / drains in a north easterly direction towards Trough Brook, thereby facilitaing a gravity system which is preferable from a sustainability viewpoint.

In terms of foul water drainage, it is envisaged that this would discharge into the combined sewer system to the west, via a pumping station.

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 woodland exists beyond the site boundary to north and northwest 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 hedgerows, woodland and existing built form. Residential development can be delivered on this site, largely retaining the existing field pattern whilst providing and without compromising the overall experience of the wider landscape. It is envisaged that development would be contained within the western portion of the site, closest to the existing settlement edge and as such can be assimilated into the existing built form and become the new countryside edge.

The site is mostly bound by perimeter hedgerows, with a hedgerow bisecting the central area of the site in a north-east/south-west orientation. 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 northern and western boundaries 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.

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.

As referenced earlier, overhead power cables run along a north-south axis across the site. Any proposed development would provide appropriate stand-off distances (as demonstrated on the enclosed Parameters Plan), and would likely incorporate broad green corridors along this axis as part of a wider comprehensive landscaping / open space proposals package, in the interests of design, appearance, amenity and biodiversity.

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 150 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 and 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 nearby, the closest being circa 300m west of the site, providing hourly services to Chesterfield, Bolsover and Killamarsh for example, as well as other surrounding settlements and villages. Chesterfield Train Station is also accessible via an hourly 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).

Agreement is in place in the form an option deal between us as a local housing developer (Woodall Homes) and the landowner. 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 likely to be economically viable as has indeed been the case for our nearby Calow sites.

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 Freydon Way, Calow.

Calow 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.

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 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, incorporating a broad landscaped buffer with robust green infrastructure, forming a well related and logical extension to the settlement, on a well contained parcel of land.

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,



Darren Abbott
Planning Director

E: dabbott@woodallhomes.co.uk
M: 07904 852645

Enc. CfS Site Submission Form (January 2025)
N241217 (03)001 Constraints and Opportunities
N241217 (03)002 Parameters Plan
N241217 (08)001 Context and Designations
N241217 (08)002 Local Amenities Plan
N241217 (08)003-007 Contact Sheets
N241217 (08)008 Location Plan
Transport, Flood Risk and Drainage Technical Note (Hexa - December 2024)
Ecological Appraisal (FPCR - December 2024)
Landscape and Visual Statement (Influence - January 2025)

TECHNICAL NOTE: Ecology Technical Note, Desk Study

Woodall Homes

Land off Freydon Way, Calow

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 north-east of Freydon Way, Calow OS Grid SK 41414 71709 (Figure 1) and hereafter referred to as the 'Site'.

1.2 The Site is located to the north-east of Calow, Derbyshire and is approx. 9.2 hectares in extent. The Site comprises predominately arable fields with a hedgerow bisecting the central area of the Site in a north-east/south-west orientation, hedgerows also border the Site on the eastern and south-western Site boundaries in a general north/south orientation.

1.3 Woodland (Troughbrook Wood) is present immediately to the north, west and north-west of the Site. To the west and beyond the woodland are residential properties, and beyond the woodland to the north-west is agricultural cultivated land. To the east the Site is bound by agricultural arable land-use. Immediately south-west of the Site is an area of residential housing in the settlement of Calow.

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) website[1];
- Colour 1:25,000 OS base maps;
- Aerial photographs from Google Earth Pro®; and
- Publicly available biological records (NBN Atlas[2]).

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:

- 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 Class Survey Licence Returns; and

[1] https://magic.defra.gov.uk/magicmap.aspx
[2] https://nbnatlas.org/

- 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 Plan[3] (which includes the Site and areas to the south, east and west of the Site) but are not shown on the Chesterfield Borough Council Adopted Local Plan[4]. Where identified on the Local Plan, the location of LWSs have been reviewed but are not shown on Figure 1.

Results

2.4 No international designations are present within 10km of the Site boundary. One statutory designated site, three non-statutory designated sites and two priority habitat classifications were however located within 2km. The Site also has four Sites of Special Scientific Interest (SSSIs) Impact Risk Zones within 2km of the Site.

2.5 Three LWSs were identified on the NE Derbyshire Local Plan, and a fourth was identified from publicly available information on Chesterfield Borough Council's website. The nearest LWS is part of Troughbrook Wood located directly adjacent to the north of the Site and extending to 1.48km north of the Site. This area includes ancient woodland, deciduous woodland identified as a Habitat of Principal Importance.

2.6 Further details are provided in Tables 1 and 2 below, and locations are illustrated in Figure 1.

Table 1. Statutory and Non-statutory Designated Sites

Statutory Sites		
Designation	Designation Features/ Description	Approx. Distance
Sites of Special Scientific Interest (SSSI) Duckmanton Railway Cutting	This site was acquired by the Derbyshire Wildlife Trust specifically for its geology and fossils. The grassland provides flowers for a variety of butterfly species. On the sides of the cutting are areas of oak scrub and mixed deciduous woodland. The woodland provides habitat for a range of bird species including blue, great and willow tits and great spotted woodpeckers. Willow warblers visit during summer, and butterflies include speckled wood and small tortoiseshell.	1.1 1km south-east.
Non-statutory		

[3] https://www.ne-derbyshire.gov.uk/planning-and-local-plan/planning-policy-and-local-plan/development-plan#ANE (accessed Dec. 2024).
[4] https://www.chesterfield.gov.uk/planning-and-building-control/planning-policy-and-the-local-plan/development-plan-the-local-plan/ (accessed Dec. 2024).

Ancient Replanted Woodland (West Wood)	The West Wood includes some of the last remaining pockets of ancient woodland in Chesterfield. Ancient woodland develops unique communities of plants and animals not found elsewhere.	Bordering Site boundary to the north.
Ancient Woodland (Troughbrook Wood)	Troughbrook Wood is 6.64 hectares of ancient woodland. Some of the trees are thousands of years old. It is connected to Ancient Replanted Woodland and deciduous woodland, making it ecologically important to wildlife in the area.	120m north.
Country Park – Poolsbrook Country Park	The park is 165 acres and provides a mosaic of habitats for wildlife including wildflower hay meadows, species-rich hedgerows, semi-natural woodland and new woodland plantations, wet grassland, scrub, lakes and a brook. These are managed for the benefit of wildlife through funding provided by Natural England's Environmental Stewardship schemes.	1.9 km north-east.

Table 2. Priority Habitats

Priority Habitats		
Habitat	Designation Features/ Description	Approx. Distance of closest habitat to Site
Deciduous Woodland	Deciduous woodland ecosystems are characterised by high biodiversity. This provides a range of ecosystems services and plays an important role in climate regulation and preventing soil erosion.	Bordering Site boundary to the west.
Traditional Orchard	Traditional orchards are important habitats for bats, amphibians, mammals and birds which range widely across the landscape.	300m south-east.
Additional Habitat	Areas of priority habitat identified by Natural England (additional to areas of deciduous woodland).	1.66 km south-west.

Protected and Notable Species

2.7 A search of publicly available databases was undertaken including MAGIC and the NBN Atlas databases. The NBN Atlas includes records of fauna and fauna 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, as such they are only used as a general indicator of possible presence or likely absence of species at a Site or in the vicinity.

European Protected Species Licences

2.8 Three Granted European Protected Species Applications (GEPSA) for bats were identified. The locations of these are illustrated in Figure 1. The closest GEPSA for bats was approximately 420m southwest of the Site, and common pipistrelle *Pipistrellus pipistrellus* and brown long-eared bat *Plecotus auritus* were listed on the license.

Natural England Survey Licence Returns

2.9 A single great crested newt (GCN) *Triturus cristatus* class Survey License Return was identified approximately 1.94 km southeast of the Site.

Biological Records

2.10 There are records of a number of common bird species at the Site and in the vicinity, including historical records on-Site of tree sparrow *Passer montanus* (Red List species), dunnock *Prunella modularis* (Amber List) and wren *Troglodytes troglodytes* (Amber List).

2.11 There are three records of GCN within 1km, two of which are historic (1990s and 1980s). However, one record is dated 2020 and located within Troughbrook Wood approximately 550m north of the Site. 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). The Site is located within a Natural England District Level Licencing area and is located within a Green Zone (Moderate GCN habitat suitability).

2.12 There are two records of common toad *Bufo bufo* within 1km of the Site, both are historical records and the nearest is approximately 600m north of the Site within Troughbrook Wood. Common toads are a Species of Principal Importance listed under Section 41 of the NERC Act 2006.

2.13 There are three records of grass snake *Natrix Helvetica* within 1km of the Site, the closest is from 2020 and is located approximately 280m north of the Site. Grass snakes are protected under the Wildlife and Countryside Act 1981 (as amended).

2.14 Common pipistrelle *Pipistrellus pipistrellus* and whiskered bats *Myotis mystacinus* are recorded within the 2km grid square of which the Site is located. There are single records of common pipistrelle and whiskered bat both located approximately 470m south-west. All UK bats are European Protected Species protected under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended).

2.15 Records of European hedgehog Erinaceus europaeus are located approximately 210m south-east of the Site. Hedgehogs are a Species of Principal Importance listed under Section 41 of the NERC Act 2006.

2.16 [redacted]

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.

3.3 The hedgerows within the Site 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. The hedgerows may provide important connectivity for wildlife, particularly between Troughbrook Wood to the north and areas to the south. The hedgerows are recommended to be retained where possible within any proposals, however should sections of hedgerow be removed there is space within the Site to provide compensatory planting.

3.4 Habitats at the Site will require survey to determine specific habitat classification and condition assessment. A Biodiversity Net Gain calculation and report will be required for any future development, as per standard practices. The woodland on the boundaries of the Site (including Troughbrook Wood LWS and ancient woodland) would be protected and buffered from development, with a suitable buffer zone for root protection and to prevent impacts.

3.5 Development proposals at the Site would be considered unlikely to impact upon Statutory designated sites due to distance and intervening habitats.

3.6 Non-statutory sites include Troughbrook Wood LWS adjacent to the north and north/north-west of the Site (LWS, ancient woodland, Habitat of Principal Importance). In addition, the area of deciduous woodland (Habitat of Principal Importance) is also adjacent to the west of the Site. The development of the Site has the potential to impact these areas but could be mitigated through the implementation of an appropriate buffer habitat that would provide adequate root protection and screening from construction activities.

3.7 Other non-statutory sites are considered to be at sufficient distance and with intervening land-use to prevent significant impacts from any development proposals.

3.8 The habitats present at the Site could support a range of bird species though are not extensive or particularly optimal. The woodland habitats on the boundaries of the Site are however considered optimal and could support species which favour woodland/woodland edge habitat. It is recommended that scoping surveys are undertaken for wintering and breeding birds with additional surveys to be scheduled should the scoping surveys identify further potential. There would be opportunity to provide enhancements for common bird species (nest boxes, integrated nest boxes and habitat enhancements) within a sensitively designed development scheme, and an appropriate buffer to the adjacent woodland habitats.

3.9 Any vegetation clearance within the Site during the breeding bird season (generally accepted to be March-August inclusive) would require a pre-commencement nesting bird check by a suitably experienced ecologist, as per standard practice.

3.10 There are records of grass snake within the vicinity of the Site. However, the majority of the Site is not optimal habitat for grass snake / reptile species. Reptile surveys are recommended to

determine presence or likely absence of reptiles at the Site. If required, Reasonable Avoidance Measures (RAMs) and precautionary working practices are likely to be sufficient to prevent any harm to grass snakes 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.

3.11 Although there are records of GCN within 1km of the Site there are no ponds within the Site (to provide breeding habitat) and only one pond identified on mapping within 500m (there is a second pond 130m east of the Site within woodland but is connected to a flowing watercourse and considered likely to be unsuitable for GCN). Habitats at the Site are not optimal for GCN, and it is considered unlikely that GCN would be present at the Site. Further review of third party biological records is recommended and (if access is possible) an as assessment of the Habitat Suitability Index (HSI) and eDNA sampling of suitable ponds (as necessary) would further inform the potential for GCN to be present at the Site. A traditional GCN licence would be considered unlikely to be required and work may be able to proceed under RAMs and a precautionary working method statement. Alternatively (depending on the result of further investigation) a District Level Licence (DLL) for GCN could be applied for, as per standard practice.

3.12 It is understood that there are no mature trees or buildings within the Site which have the potential to support roosting bats. The adjacent woodlands may have greater potential to support roosting bats. Habitats at the Site are considered to be sub-optimal for foraging bats, however the hedgerows may provide some commuting and foraging habitat for bats. Further ecological survey (extended habitat survey and ground-based roost feature assessments) is recommended to identify the specific potential for the Site to support bats; however, it is considered that the development of the Site could retain any important habitats (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 for bats (integrated bat boxes and habitat enhancements) within a sensitively designed development scheme.

3.13 [redacted]

3.14 Hedgehogs are likely to be present in the wider landscape. As such, the scheme should include measures to retain / encourage connectivity and suitable habitat for hedgehogs (retain hedgerows, include hedgehog holes in garden fences, provide hedgehog houses/hibernacula) within the proposals.

3.15 Overall, there are no ecological constraints that, where required, 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.

3.16 Table 3 below provides a summary of recommendations.

Table 3: Summary of Recommendations

Ecological Feature	Recommendations
Statutory Designated Sites	No ecological constraints expected and not considered a constraint to development.
Troughbrook Wood LWS Ancient Woodland Habitat of Principal Importance	Appropriate buffer zone from ancient woodland to construction areas. The above measures are standard practices and not considered to pose 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. Ecological Appraisal/Ecological Impact Assessment for planning submission. BNG Calculations and Assessment. 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. Reptile survey –presence/likely absence. 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	No further assessment.
Bats	Bats are not considered to pose a constraint to development. Extended Habitat Survey to include Potential Roost Feature (PRF) assessment of any trees on-site or directly adjacent. The survey would also assess potential for habitats at the Site to support bats (commuting/foraging). Further bat surveys 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.
[redacted]	[redacted]
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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N

0 500 1,000 m

Red Line Boundary

2km Buffer

Designated Sites

- Ancient Replanted Woodland
- Ancient Woodland
- Country Park
- Sites of Special Scientific Interest
- SSSI Impact Risk Zones

Priority Habitat

- Additional Habitat
- Deciduous Woodland
- Lowland Meadow
- Traditional Orchard

Protected Species

- Granted European Protected Species Applications - Bats
- Great Crested Newt Class Survey Licence Returns

date 18/11/24

drwn/chkd EJM / XXX

client **Woodall Homes**

project **Calow**

title **DESIGNATED SITES PLAN**

scale 1:17,500 @ A3

number **FIGURE 1**

rev -

FPCR | environment & design

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t: 01509 672772 e: mail@fpcr.co.uk w: www.fpcr.co.uk

FPCR Environment and Design Ltd
Registered Office: Lockington Hall, Lockington, Derby DE74 2RH
Company No. 07128076. [T] 01509 672772 [E] mail@fpcr.co.uk [W] www.fpcr.co.uk

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HEXA

Freydon Way, Calow

Technical Feasibility Study

Hexa ref: 601121-HEX-00-TP-RP-X-0001
Date: 17th December 2024
Revision: V04

Engineering opportunity.

hexaconsulting.co.uk



Revision	Description	Issued	Checked	Date
V01	First Issue	JW	MP	15/11/24
V02	Updated drainage & flood risk	JW	MP	21/11/24
V03	Updated Issue	JW	MP	03/12/24
V04	Updated Issue	JW	MP	17/12/24

Author	Signature	Date
James Wright Senior Transport Planner	[redacted]	17/12/24

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

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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 off Freydon Way in Calow, North Derbyshire. The proposed development would expected to provide in the order of 200 residential dwellings along with associated infrastructure, which will form the basis of this review.

This feasibility study has been prepared in order to consider the development proposals within the context of the existing highway network and establish the suitability of potential access arrangements via Freydon Way. 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 to the north-east of Calow, immediately adjacent the settlement, approximately 2.75km to the east of Chesterfield Town Centre. The site is bound by residential dwellings to the south and west, agricultural land to the east, and woodland to the north. A wider site location plan is shown in **Figure 2.1** and the site boundary is shown in **Figure 2.2**.

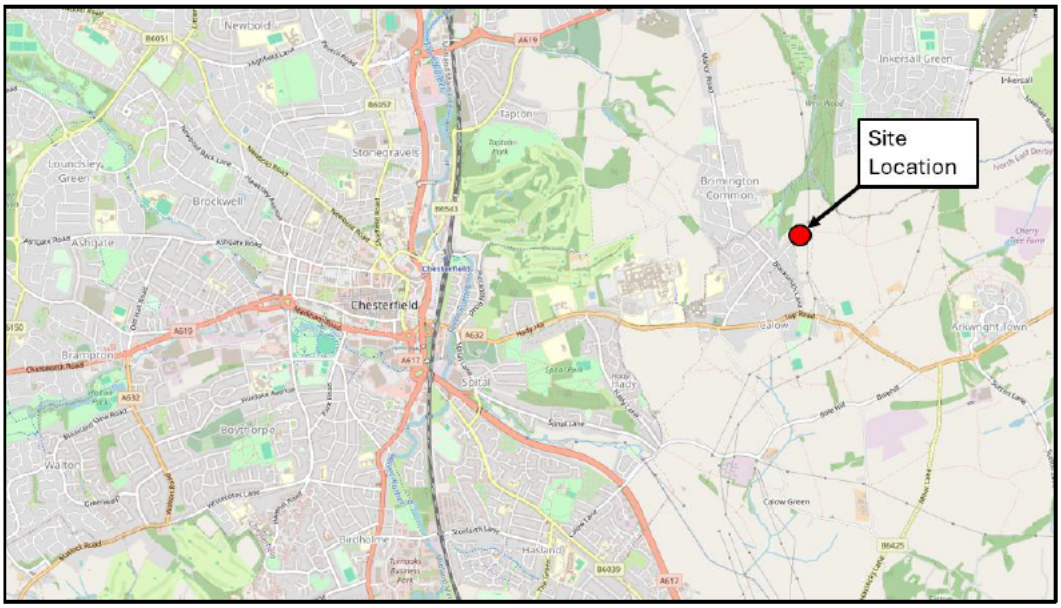


Figure 2.1: Site Location Plan

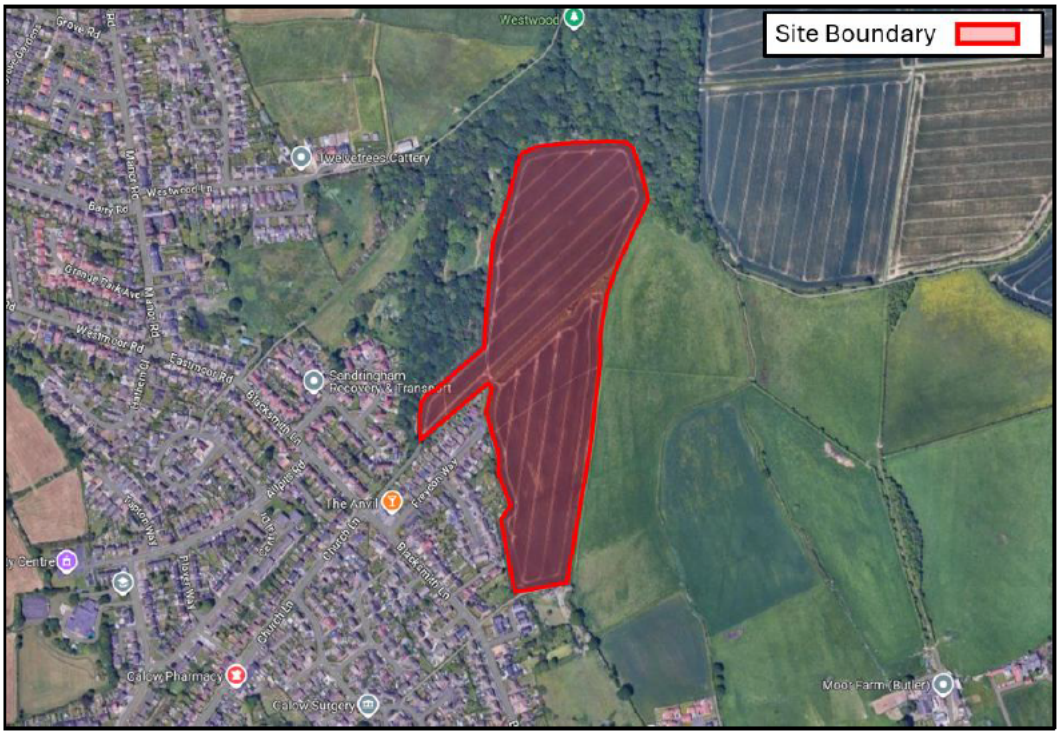


Figure 2.2: Site Boundary Plan

2.2 Existing Use

The existing site comprises two agricultural fields which benefit from two existing direct access locations on Blacksmiths Lane opposite Church Lane and a second access opposite Orchid Close. These accesses are currently understood to be used for farm vehicles only and are not of adoptable standard. Two Public Rights of Way (PROW) currently run through the site, which join the local highway network at Freydon Way (See Section 3 of this document for further information).

2.3 Local Transport Network

The existing highway network around the site primarily constitutes residential roads with domestic properties to the south and west of the site. The village of Calow within which the site is located provides direct access to a number of amenities including a supermarket, GP surgery, Pharmacy, Calow C of E Primary School, and Calow Community Centre. All of these facilities are considered to be within an acceptable access distance of the development site by non-car modes, as set out in **Section 3.0**.

Freydon Way

Freydon Way is a single carriageway two-way residential road with street lighting. The road is approximately 4.5m in width with 2.5m footways on both sides which are segregated from the carriageway by a grass verge. The road is subject to a 30mph speed limit and there are no parking restrictions currently present along the road. As most houses have private driveways, on-street parking demand appears to be limited from initial site observations. Freydon Way links to Blacksmith Lane at a priority-controlled T-junction which has dropped kerb crossings and tactile paving. Freydon Way is shown in **Figure 2.3**.



Figure 2.3: Freydon Way

Blacksmith Lane

Blacksmith Lane connects to A632 Top Road in the south and Eastmoor Road in the north, providing access to the south and north of Calow, and beyond. The road is a single carriageway two-way road with one lane in each direction, and has street lighting. The road is approximately 7.5m wide with 2m footways on each side. Blacksmith Lane is subject to a 30mph speed limit and there are no parking restrictions along the road. Similar to Freydon Way, on-street parking appeared to be limited during site observations. Bus stops are located on Blacksmith Lane to the north of Sandringham Road. The Blacksmith Lane / Freydon Way junction is shown in **Figure 2.4.**



Figure 2.4: Blacksmith Lane

Church Lane

Church Lane provides a link through the centre of Calow between Blacksmith Lane in the north and the A632 / Top Road in the south. The road is a single carriageway two-way road with a single lane in each direction, and has street lighting. The road is approximately 6.5m wide with 2m footways on each side which are segregated from the carriageway by a grass verge. Church Lane is subject to a 30mph speed limit and there are no parking restrictions present. Church Lane also accommodates a number of existing bus services that would serve the site, and is shown in **Figure 2.5**.



Figure 2.5: Church Lane

A632 / Top Road

The A632 / Top Road is the area's primary distributor road and links Calow with both Chesterfield Town Centre to the west and Bolsover in the east. The road is a single carriageway with one lane in either direction,approximately 7.5m wide and is subject to a 30mph speed limit. Footways up to 2m wide are present on both sides of the road, and the road is lit with lighting columns, also on both sides. There are no parking restrictions along the road. A632 Top Road/ Blacksmith Lane junction is shown in **Figure 2.6**.



Figure 2.6: A635 Top Road

2.4 Highway Safety

To consider the proposed development site and potential 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 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 2.7**.

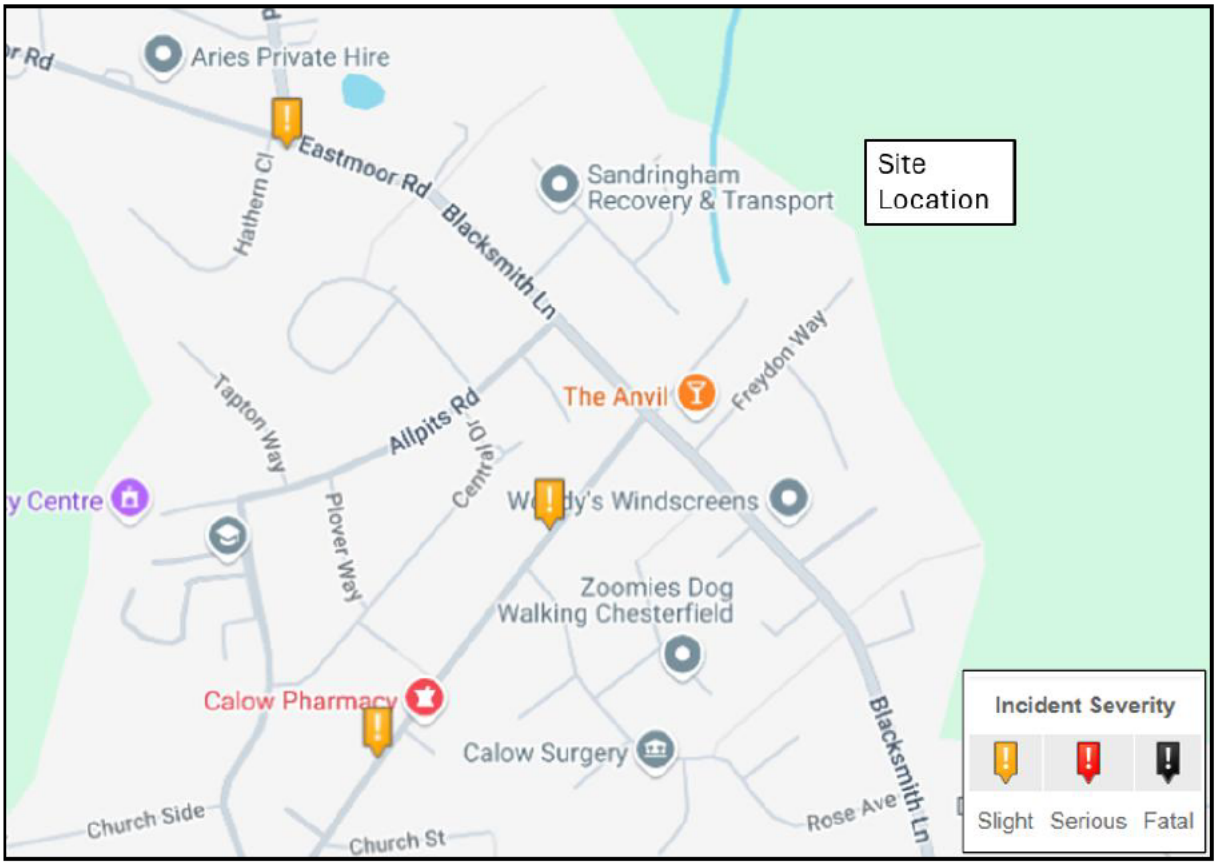


Figure 2.7: Accident Analysis 2018 - 2023

The accidents shown in **Figure 2.7** are summarised in **Table 2.1**.

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

Table 2.1: Accident Summary 2018 - 2023

This shows that in total there were 3 accidents within the study area from 2018 to 2023. All of these accidents were classed as slight and there were no serious or fatal accidents within the study period.

Further analysis shows that none of the incidents involved pedestrians, cyclists, or heavy goods vehicles. 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 existing highway network is considered to include a good provision of existing infrastructure to support safe travel by non-car modes.

It is concluded that in terms of highway safety, it is likely that 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 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-minute walk time (approximately 1.6km walk distance) isochrone from the centre of the site and demonstrates that the whole of Calow, Brimington Common, Hady, and Arkwright Town (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 Chesterfield Royal Hospital and bus stops on A632 Top Road, Church Lane and Blacksmith Lane are accessible within a 30-minute walk.

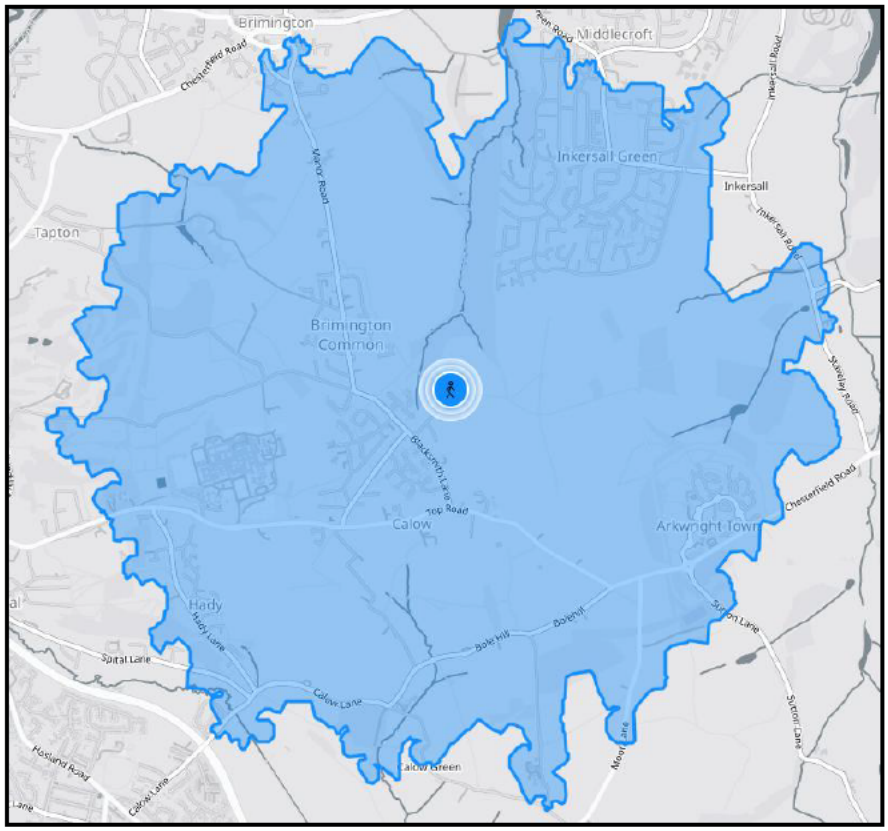


Figure 3.1: 30 minute walking isochrone

Locally, the quality of pedestrian infrastructure is considered to be of a good standard, with continuous footways measuring a minimum of 2 metres in width and having good levels of street lighting. Suitable pedestrian crossing infrastructure is located in appropriate locations, including dropped kerbs with tactile paving around the junction with Blacksmith Lane, along with signalised crossings and central refuges along Top Road. Vehicle speeds are generally low in the local area due to its residential nature, whilst a speed plateau within the carriageway is also present at the junction of Church Lane / Blacksmith Lane.

Calow Footpath 4 runs through the site from Freydon Way in a west / east direction providing a connection to Arkwright Town and Inkersall Green. Calow Footpath 31 runs across the western corner of the site in a north / south direction providing a connection to Brimington Common. The local PROW are shown in **Figure 3.2.**

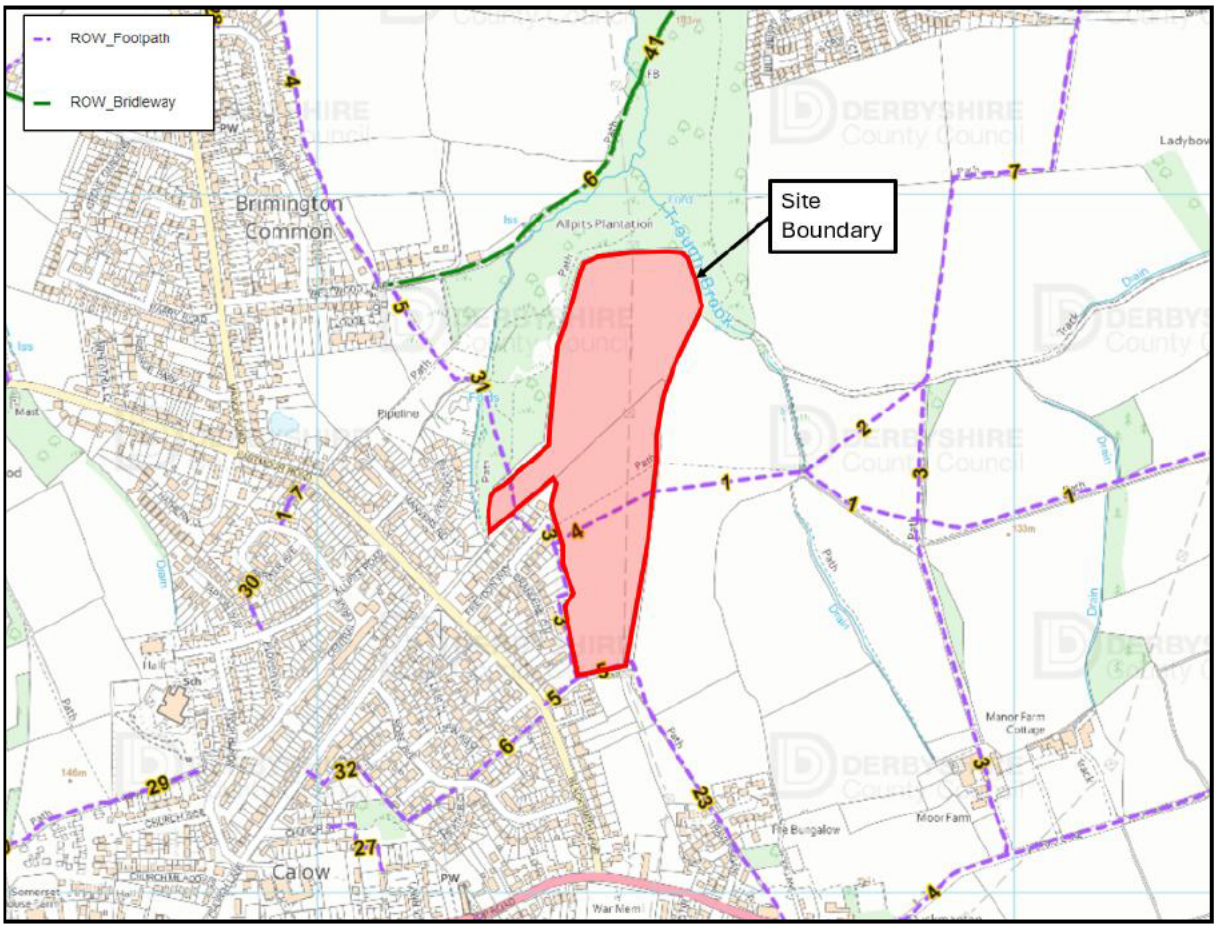


Figure 3.2: North East Derbyshire Public Rights of Way Match

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 are accessible 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.

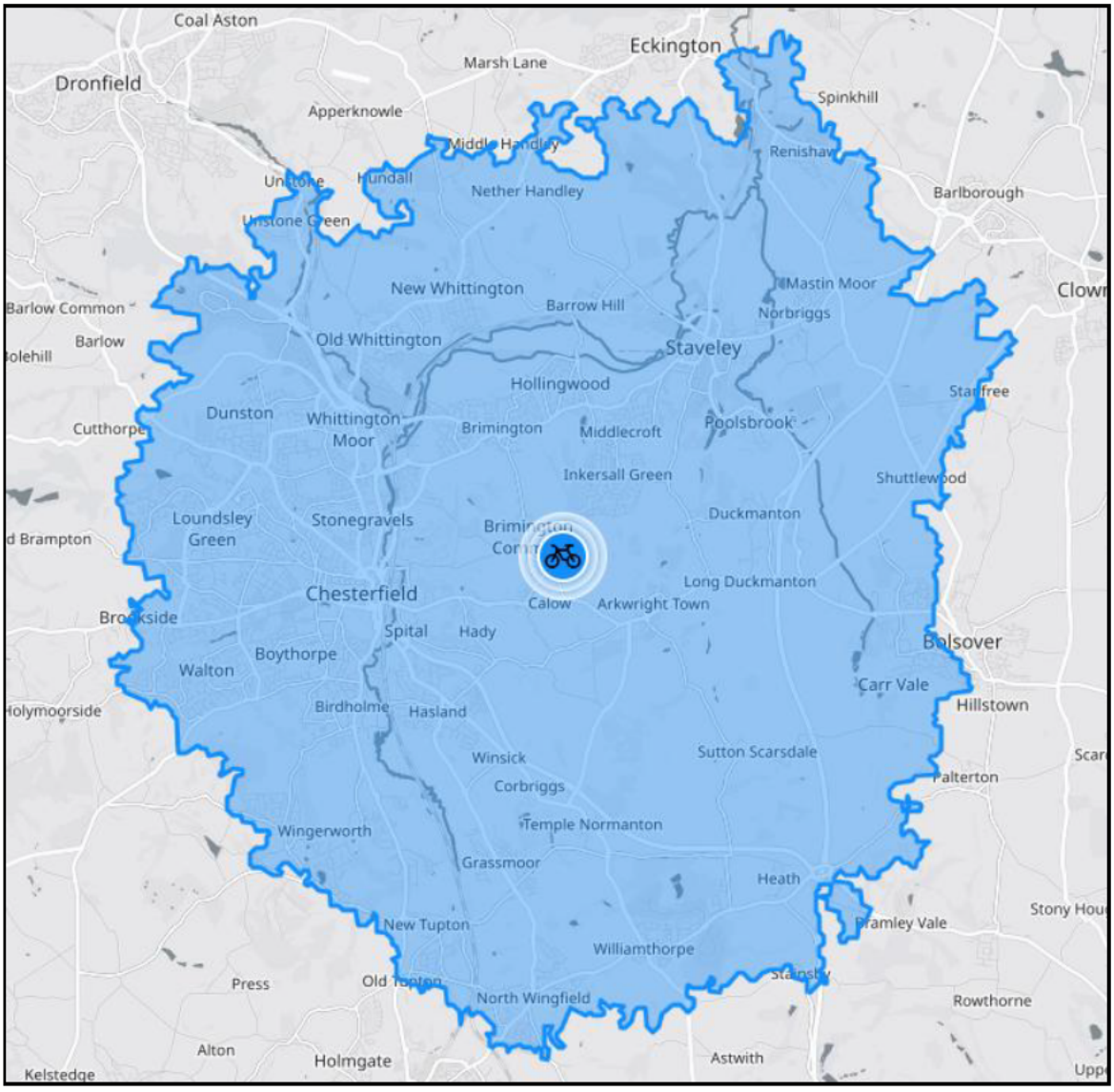


Figure 3.3: 30 minute Cycling Isochrone

The local cycle network connects the site to Local Cycle Route 3 to the north which provides a link to Chesterfield, Chesterfield Royal Hospital, Inkersall, and beyond. This is shown in **Figure 3.4** alongside a number of existing and proposed local and key cycle routes shown on the North East Derbyshire Cycle Map. Local Cycle Route 3 also links to NCN 67 (Trans Pennine Trail) in Inkersall, connecting the site with the wider cycle network.

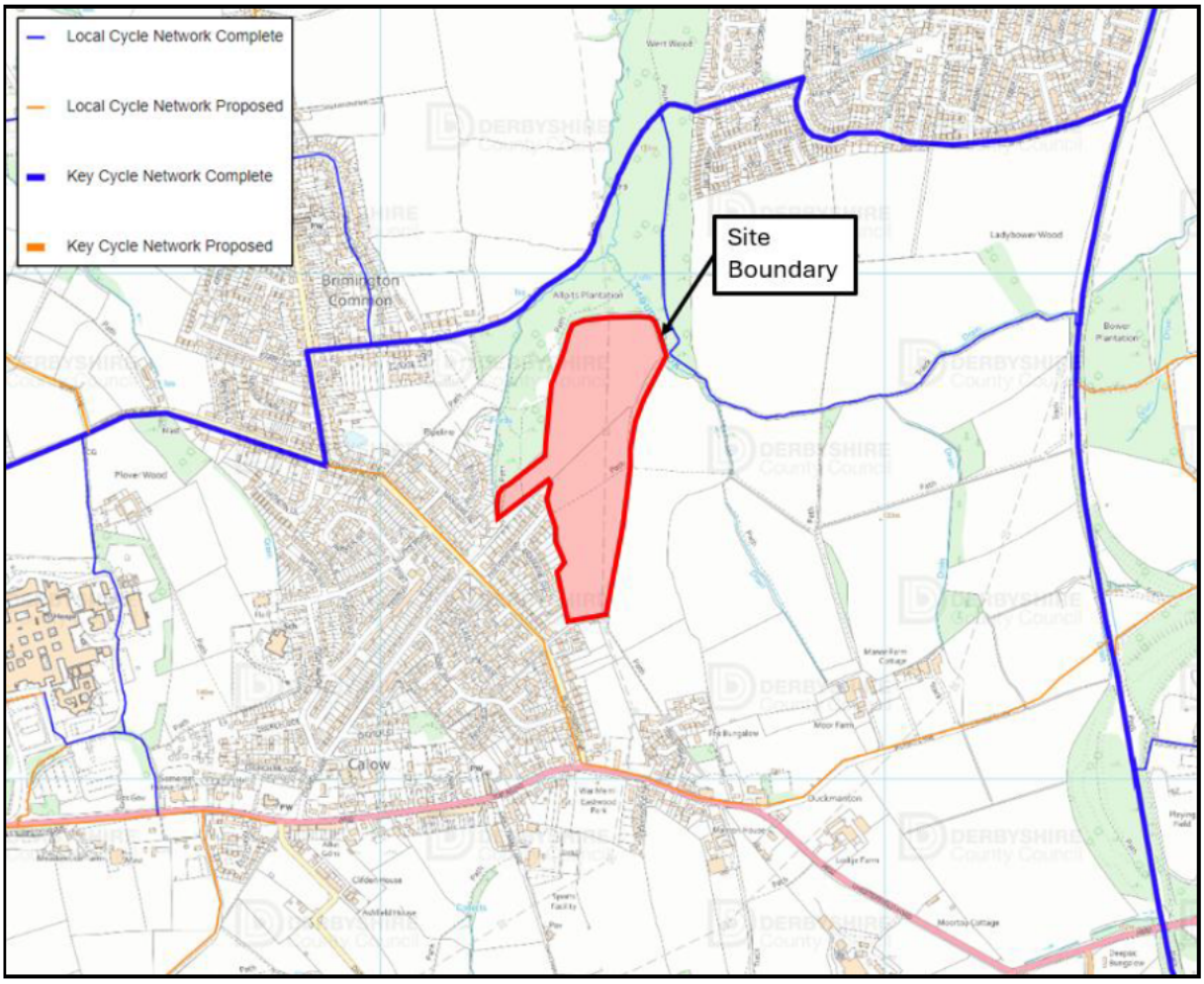


Figure 3.4: North East Derbyshire Cycle Map

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 to Chesterfield and Killamarsh, as well as the surrounding villages. The nearest bus stop to the site is on Church Lane, which is within a 300m walking distance from the site. This stop has a flag and pole arrangement as shown in **Figure 3.5**.



Figure 3.5: Church Lane Bus Stop

Further bus stops are located on Church Lane, Blacksmith Lane and A632 Top Road, providing access to a number of bus services within a reasonable walking distance of the site. These are shown in **Figure 3.6**. The bus services available at stops within 500m walk of the site are shown in **Table 3.1**.

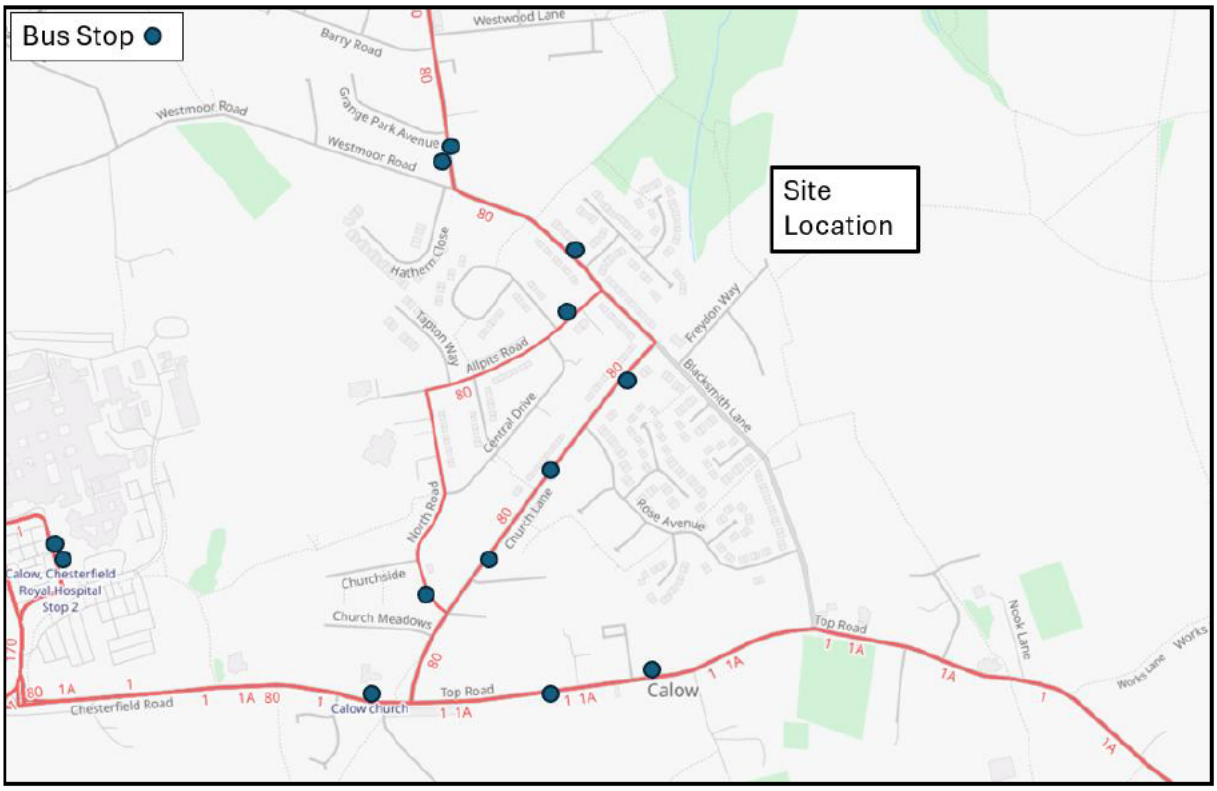


Figure 3.6: Local Bus Stops

Service	Operator	Route	Daytime Frequency		
			Weekday	Saturday	Sunday & B/H
1	Stagecoach	Chesterfield – Whaley Thorns	60 mins	60 mins	60 mins
2	Stagecoach	Chesterfield – Scarcliffe Junior School	60 mins	60 mins	60 mins
48A	Stagecoach	Outwood Academy Hasland Hall - Heath	1 per day	-	-
80	First South Yorkshire	Chesterfield - Killamarsh	60 mins	60 mins	60 mins
512	TM Travel	Calow – Springwell School	1 per day	-	-

Table 3.1: Local Bus Services

Furthermore, Chesterfield Train Station is approximately 2km to the west of the site. This station provides regular access to a number of destinations, including London, Nottingham, Sheffield, Edinburgh, Leeds, and Liverpool.

Figure 3.7 below provides an overview of the surrounding 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, Staveley, Bolsover, and Clay Cross within an hour.

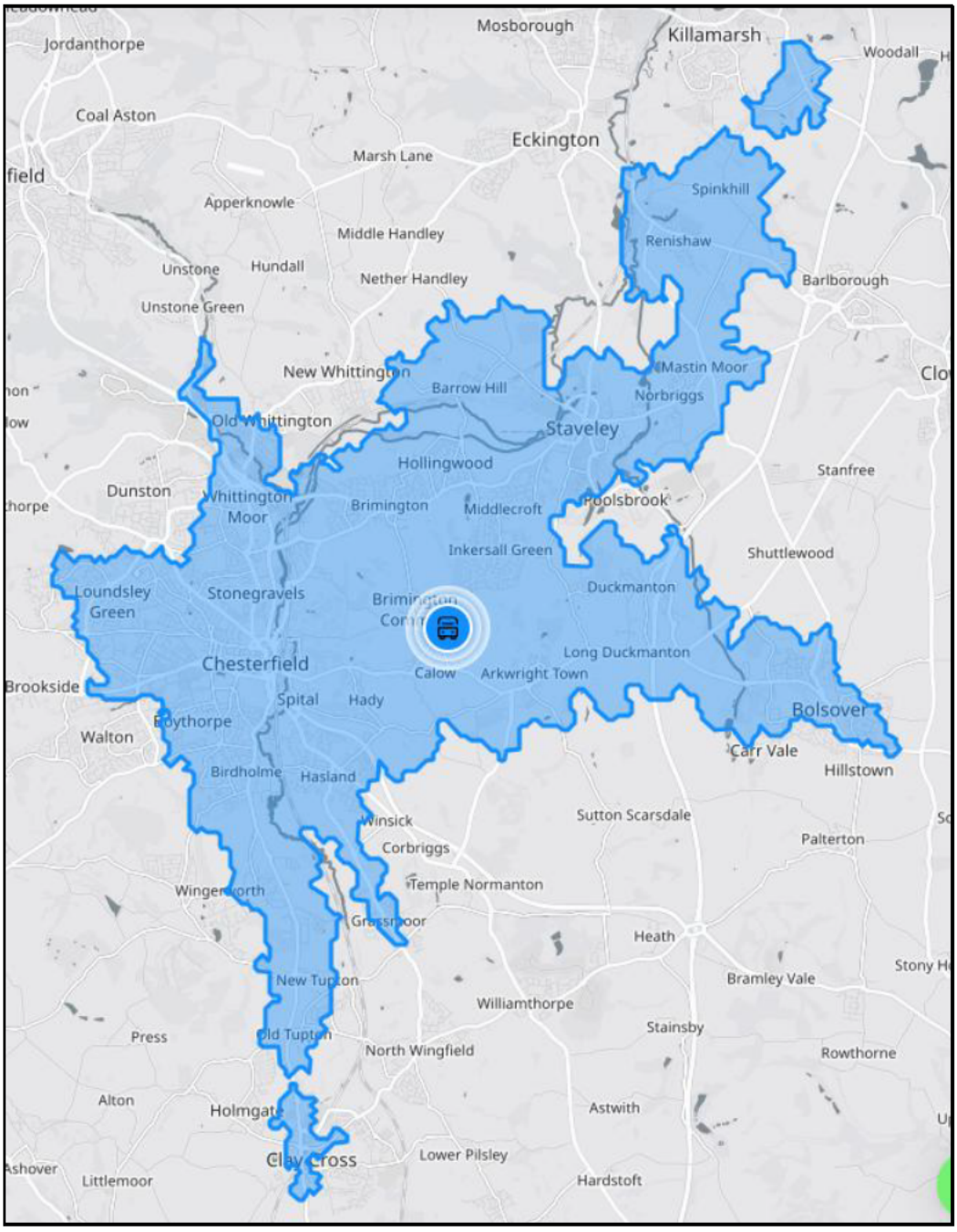


Figure 3.7: 60-minute Public Transport Isochrone

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 residential development, sitting comfortably alongside the surrounding area. It is anticipated for the purposes of this assessment that the proposed development site could accommodate approximately 200 residential dwellings.

4.1 Potential Access Arrangement

It is expected that access would be achieved via Freydon Way and be provided in the form of an extension to the existing road at its northeastern extent. An indicative access drawing in this location is shown in **Figure 4.1** and **Appendix A**, which details a logical extension of Freydon Way into the site by way of a 5.5 metre carriageway with 2m wide footways (the existing turning head may be removed).It is also expected that the remainder of Freydon Way will be widened into the existing verges / footways given its existing width. The area left following removal of the existing turning head could be used as an extended drive to the two adjacent residential plots.

The existing farm access points also provide the opportunity for emergency access routes if deemed necessary, and / or additional pedestrian and cycle accesses.

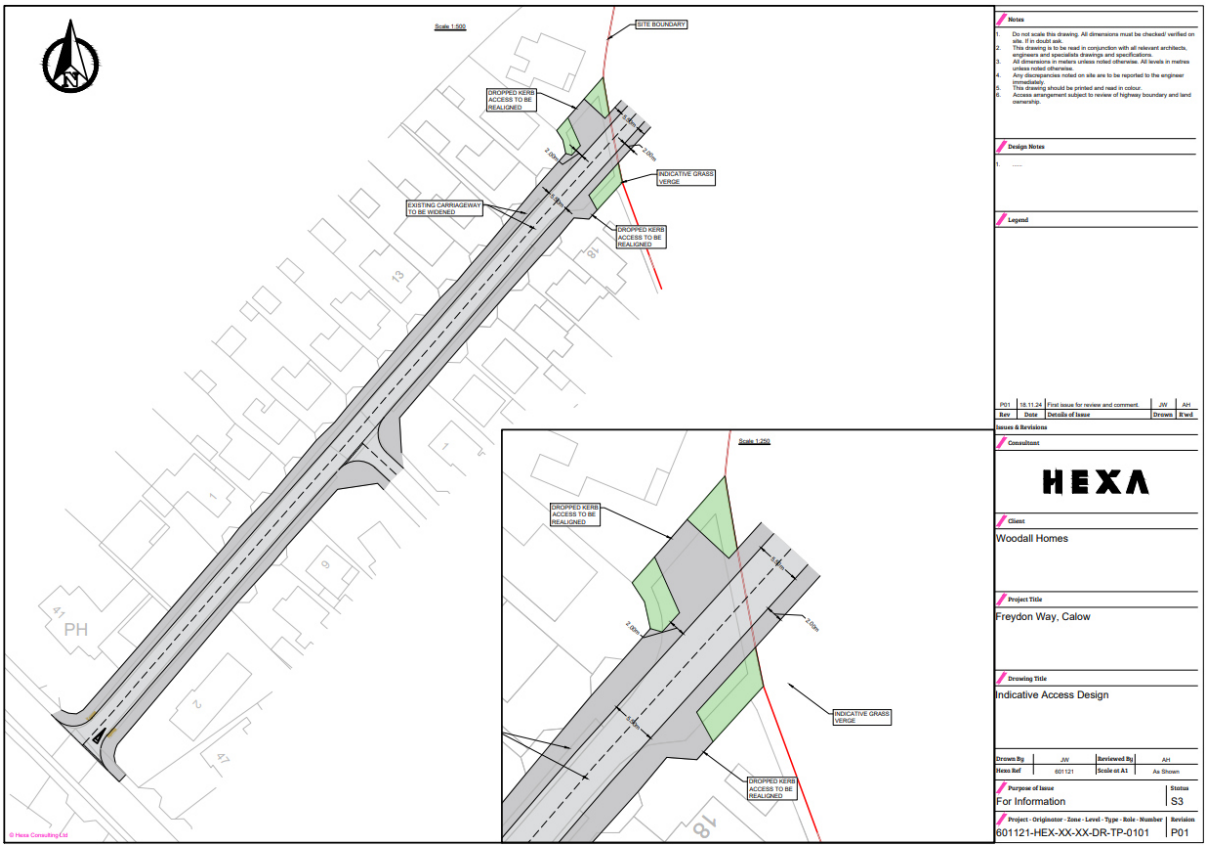


Figure 4.1: Proposed Freydon Way Site Access

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 Housing' category has been assumed, selecting those sites within a Neighbourhood Centre and Edge of Town location between 100 and 400 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)	**0.156**	**0.383**	**0.539**	**0.326**	**0.166**	**0.492**
Vehicle trip generation (200 units)	31	77	108	65	33	98

Table 5.1: Total Vehicle Trip Generation

This table demonstrates that the number of vehicle trips in AM and PM peak periods, with 108 and 98 two-way movements respectively indicating a maximum of circa two additional trips every minute. Given the existing highways infrastructure, the uplift in trips will be modest and not considered to have a detrimental effect on the existing operation of the local highway network. A full trip distribution exercise will be undertaken as part of a future Transport Assessment / Statement.

Based on the trip generation exercise above, it is possible that any future Transport Assessment will need to be supported by junction modelling assessments which can be undertaken at the appropriate time. The level and study area for these assessment would be agreed in advance with the local highways authority (Derbyshire County Council). It is envisaged that this would relate to the following junctions:

- Freydon Way / Blacksmith Lane
- Blacksmith Lane / Church Lane
- A632 Top Road / Blacksmith Lane

In order to establish the likelihood of acceptable junction capacity modelling outcomes in these locations, a high-level analysis of typical journey times during the AM and PM peak hours has been undertaken using Google Maps. **Figure 5.1** and **Figure 5.2** overleaf shows the typical road traffic journey speeds on the local network in the weekday morning and evening peak periods respectively.

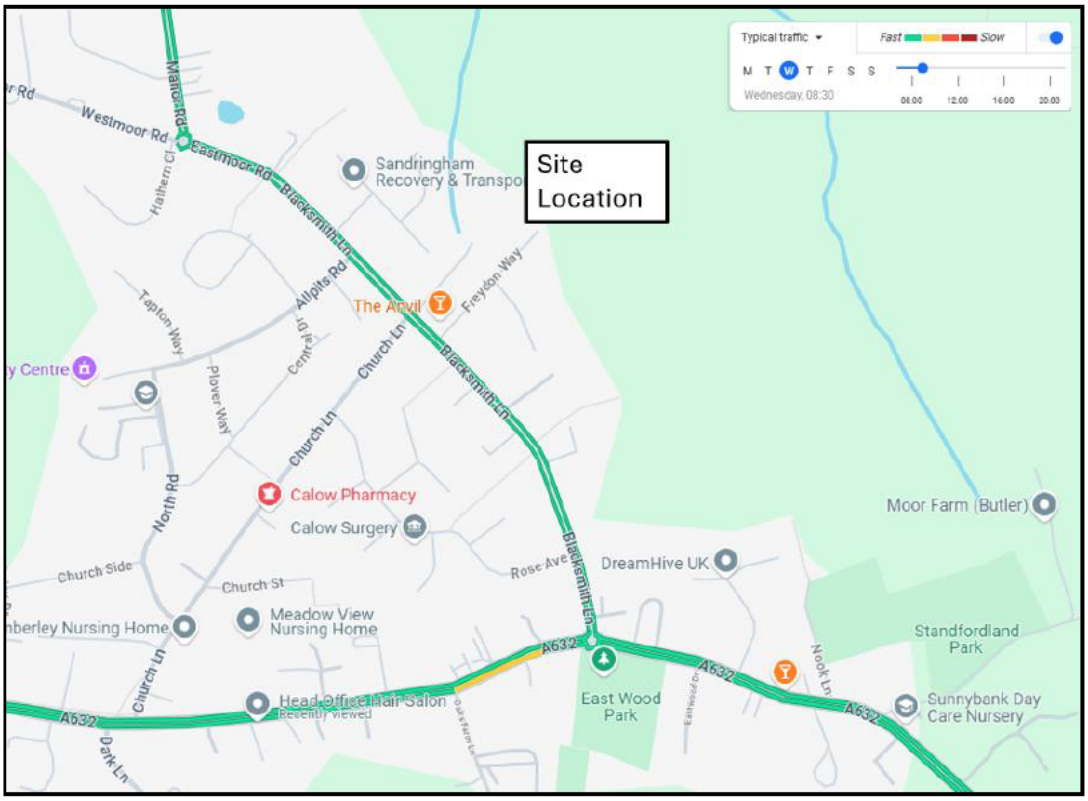


Figure 5.1: Journey speeds on the local highway network (AM Peak)

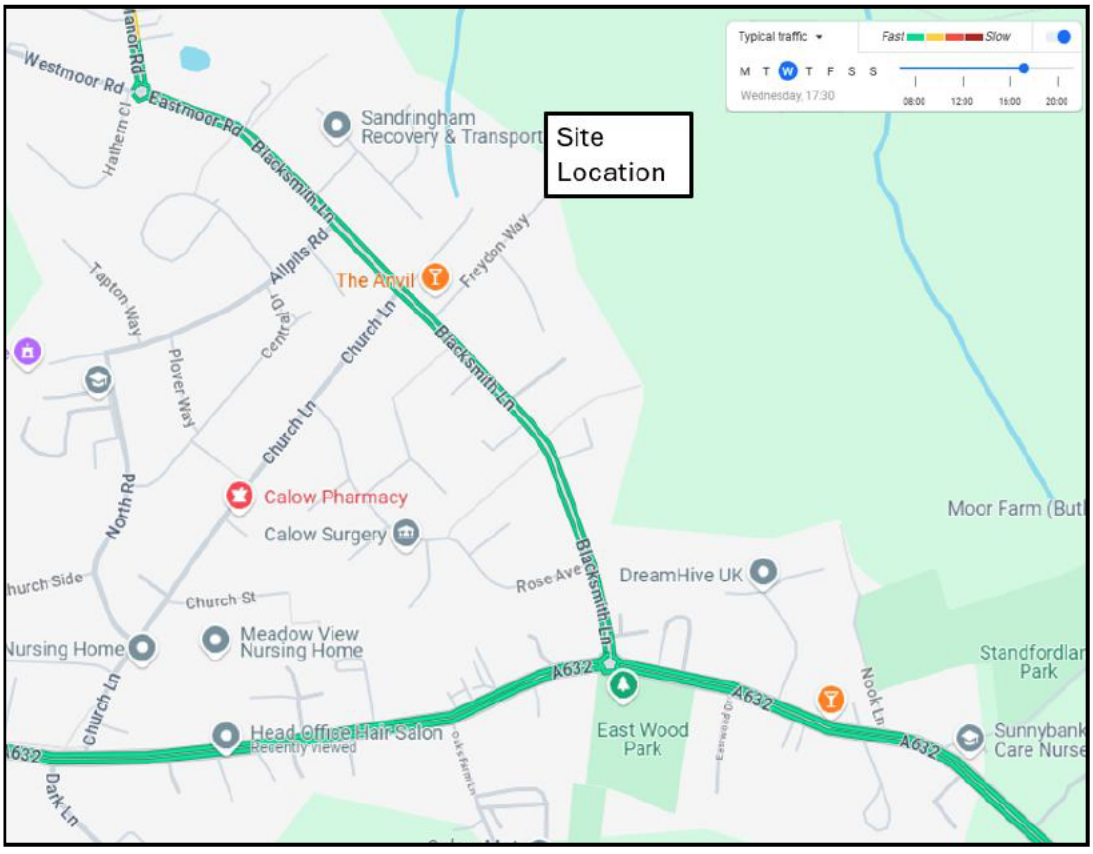


Figure 5.2: Journey speeds on the local highway network (PM Peak)

This demonstrates that there does not appear to be any notable delay in journeys during the AM or PM peak periods in the locations identified. On this basis it is anticipated that the local highway network would have sufficient capacity to accommodate the trips generated by the proposed development without detriment to existing journey times in the local area.

6.0 Flood Risk

6.1 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 **Figure 6.1** below which illustrates this.

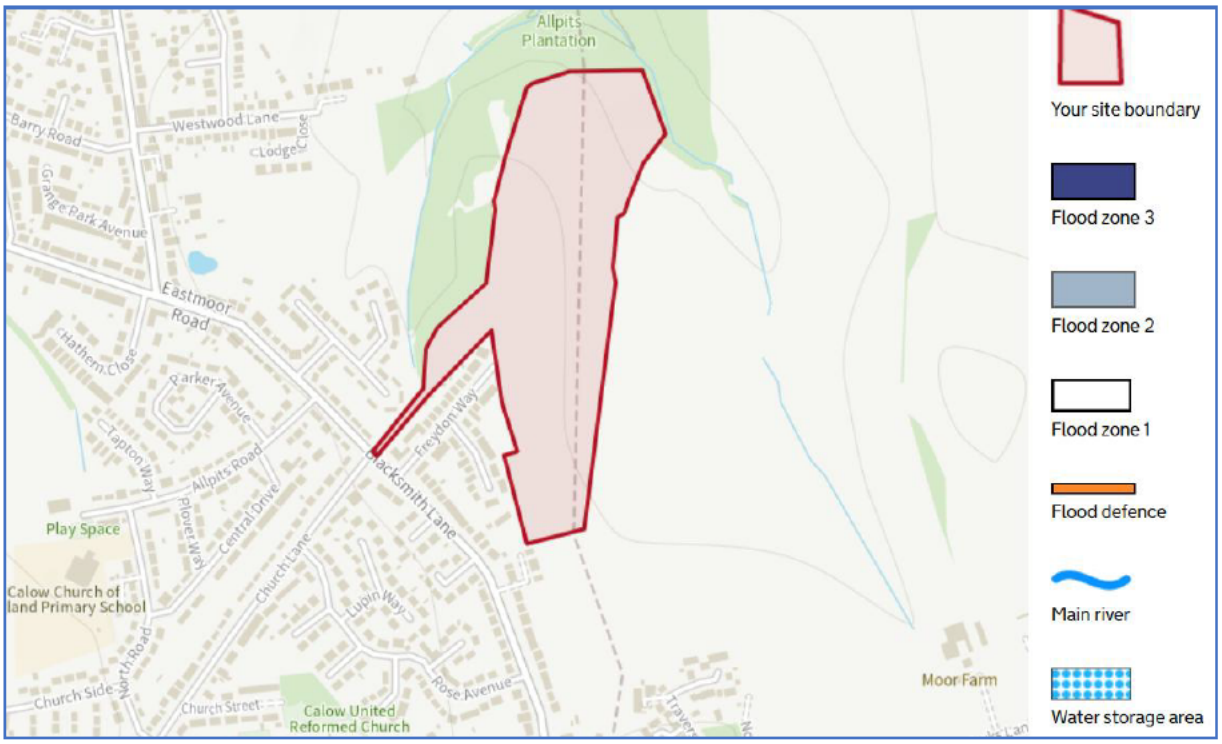


Figure 6.1 - Flood map for planning

Further to the above, other sources of flooding have been considered, 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. Towards the south of the of proposed development there is a depression which starts within the site boundary and follows the topography in a north easterly direction towards Trough Brook. There are areas at medium and low risk from surface water flooding. The remainder of the site is considered to be 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.

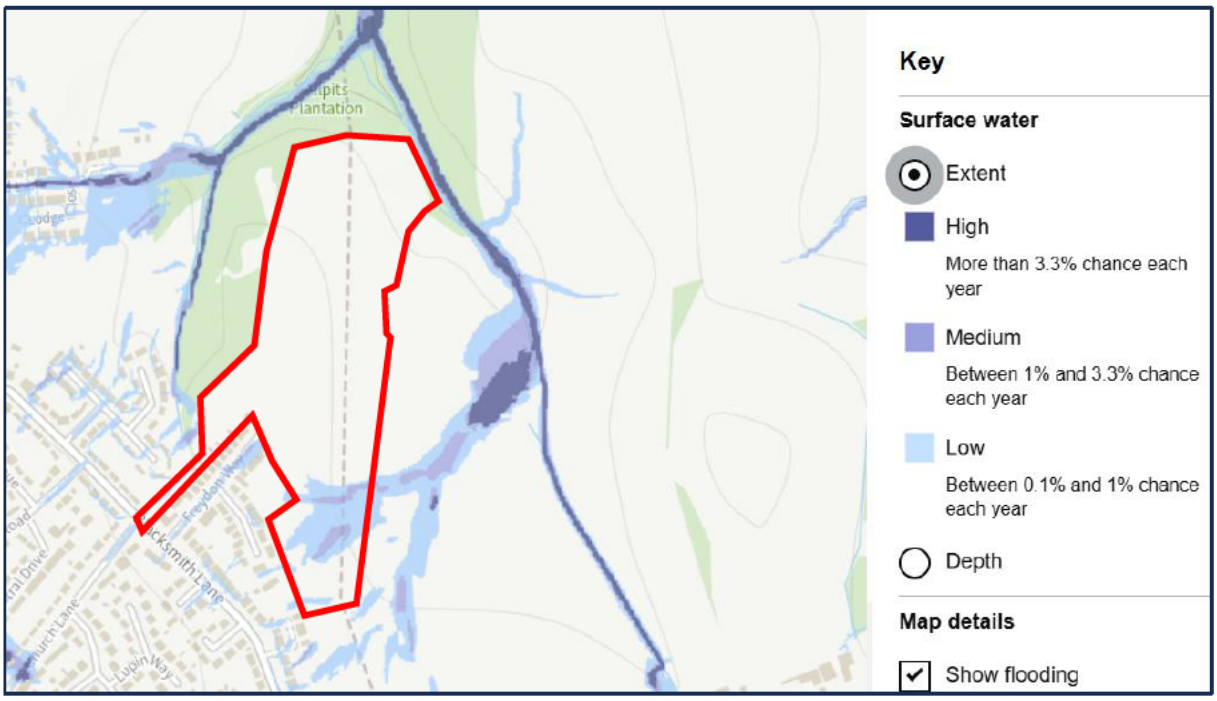


Figure 6.2 - Surface water flood risk

This is supported by the flood depth data which showed the surface water flood depths to the south of the site are negligible. This is evidenced in figure 6.3 below. As such the site is considered to be at very low risk from surface water flooding.

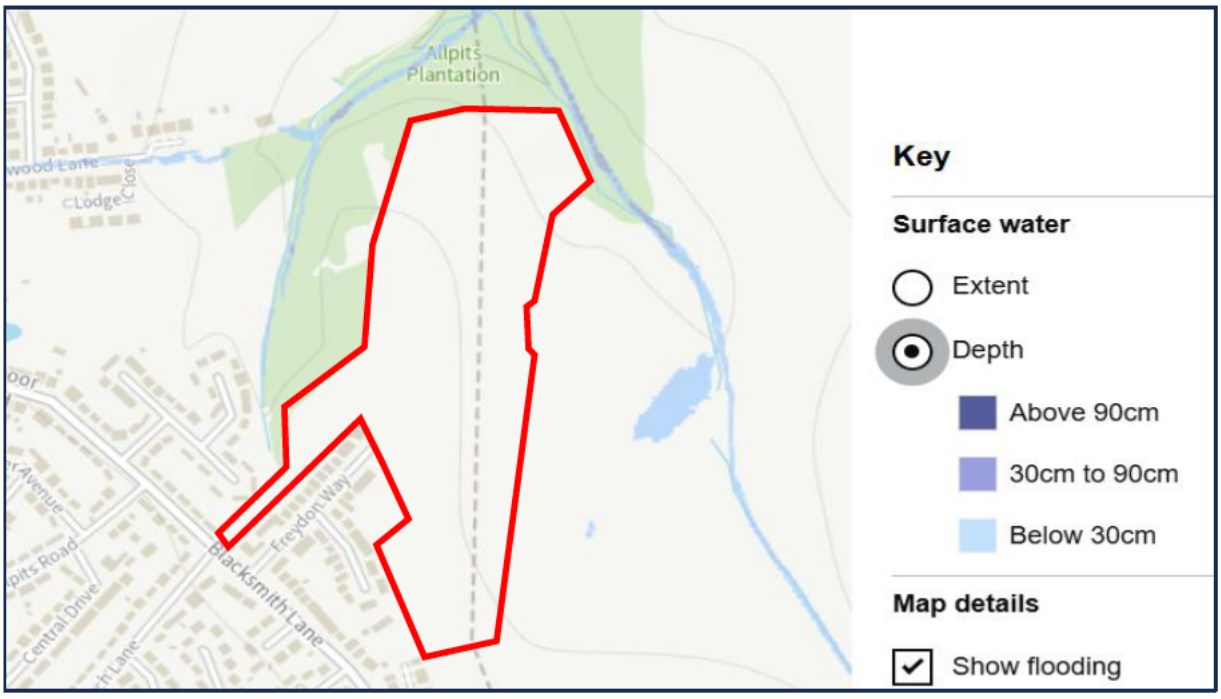


Figure 6.3 - Surface water flood depths

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 difficult to estimate but is extremely low compared to flooding from other sources. 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 very low to low risk, this being sequentially preferable. The area recorded at being from risk from surface water flooding should be set aside for soft landscaping, levels adjusted / redesigned to remove depressions or appropriate drainage installed to provide betterment. As such, the proposed site has been deemed suitable for a 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 either Silkstone Rock and Penine Lower Coal Measures Formation. The Silkstone Rock is a sedimentary bedrock described as a Sandstone and the Penine Lower Coal Measure Formation is described as a sedimentary bedrock comprising of mudstone, siltstone and Sandstone. The British Geological Survey also provide historical borehole readings. Nearby borehole recordings show the surface geology consists of silty clay. Silty clay is practically impermeable and therefore soakaways are not likely to be unsuitable in this location.

Discharge to watercourse

Two open watercourses exist to the north of the proposed site. The main watercourse is Trough Brook which flows northwards with a tributary coming in from the west. Online topographical information shows the site generally falls in a north easterly direction towards Trough Brook. This facilitates a gravity system which is preferable from a sustainability viewpoint. The watercourse is shown in **Figure 6.2 and 6.3** overleaf.

Discharge to a surface water sewer

Surface water sewers are available to the west of the proposed development. However, this is not expected to be required given the availability of the aforementioned watercourse.

Discharge to a combined water sewer

To the west there are combined sewers. However, these are not a suitable point of discharge given the availability of the aforementioned watercourse.
Please see **Figure 7.1** below.

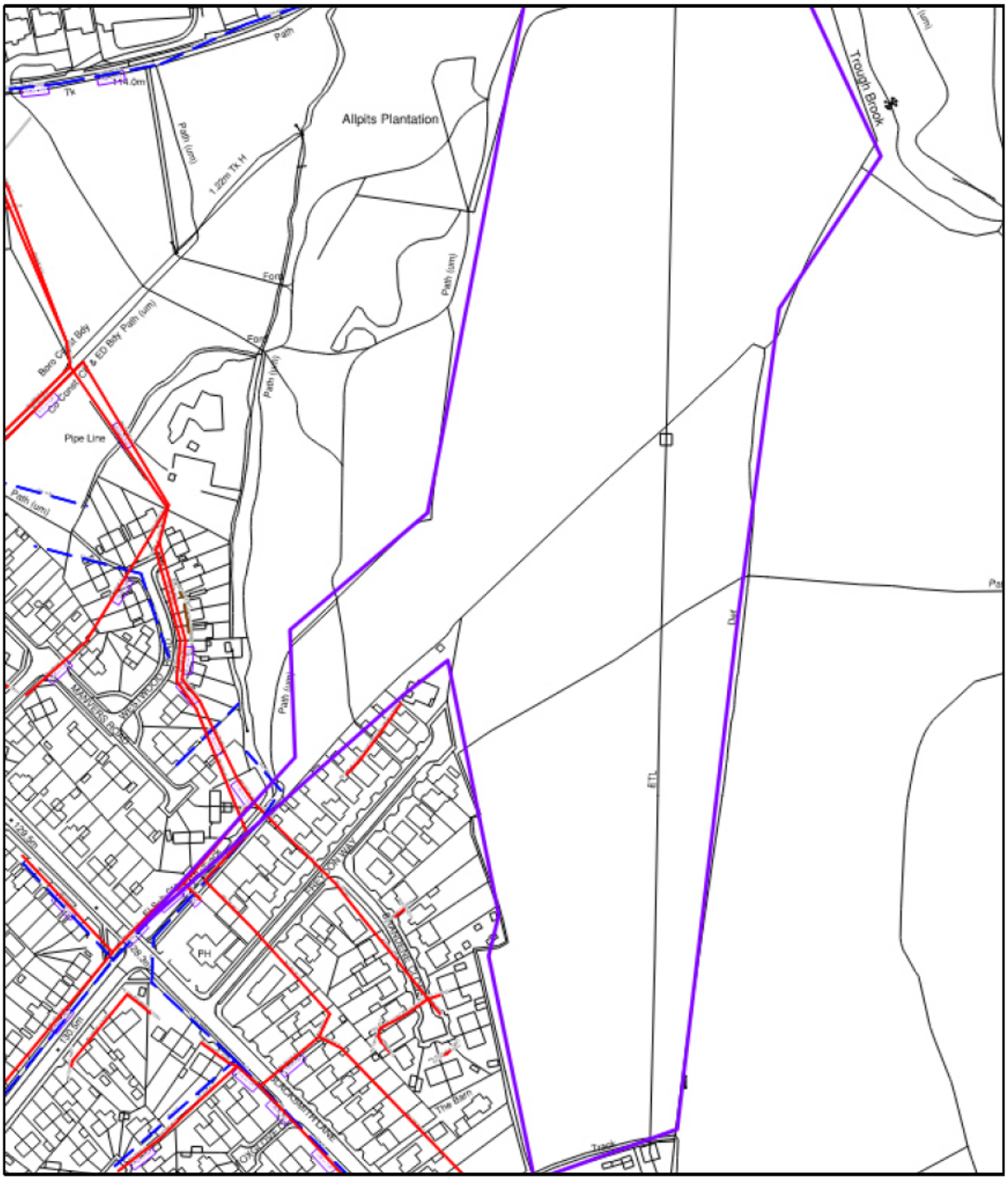


Figure 7.1 - Yorkshire Asset Map

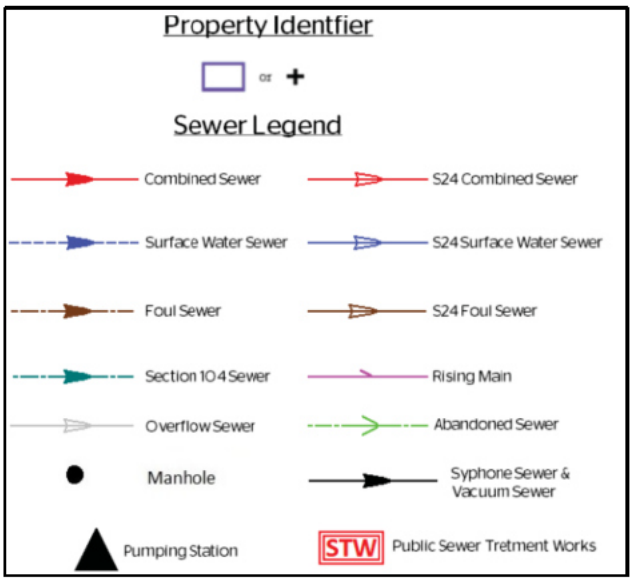


Figure 7.2 - Yorkshire Asset Map key

Surface water drainage strategy

At the time of writing this report the greenfield runoff from the proposed site area is calculated at 27.0l/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 27.0/s for all storms up to and including a 1 in 100 year storm plus 40% for climate change. This is usually 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

At the downstream end of the proposed foul water system a foul water pumping station is required to lift foul water discharge into the combined water sewer system to the west. This is subject to a pre-development enquiry with Yorkshire Water and a Section 106 approval for the final connection, albeit this is not considered a barrier to development. It is envisaged that the main sewer runs outside of private areas and pumping station 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 at land off Freydon Way in Calow, North East Derbyshire. The proposed development site is expected to provide in the region of 200 residential dwellings along with associated infrastructure.

This feasibility study has been prepared in order to consider the development proposals within the context of the existing highway network and establish the suitability of the access arrangements, which is anticipated from Freydon Way. It also provides an overview of likely flood risk and drainage matters to be considered.

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 the development proposals, with 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 circa 200 residential units on the site is forecast to generate approximately 113 and 103 two-way trips in the AM and PM peak hours respectively. Based on the trip generation exercise above, it is likely that any future Transport Assessment may need to be supported by junction modelling assessments. However, as a result of the reviewing local journey times, it is anticipated that the local highway network has sufficient capacity to accommodate the forecast proposed development trips.

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.

A review of flood risk and drainage is also included within this report, which concludes that the risk of flooding is very low owing to its position within flood zone 1 and that a number of drainage solutions can be considered.

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.

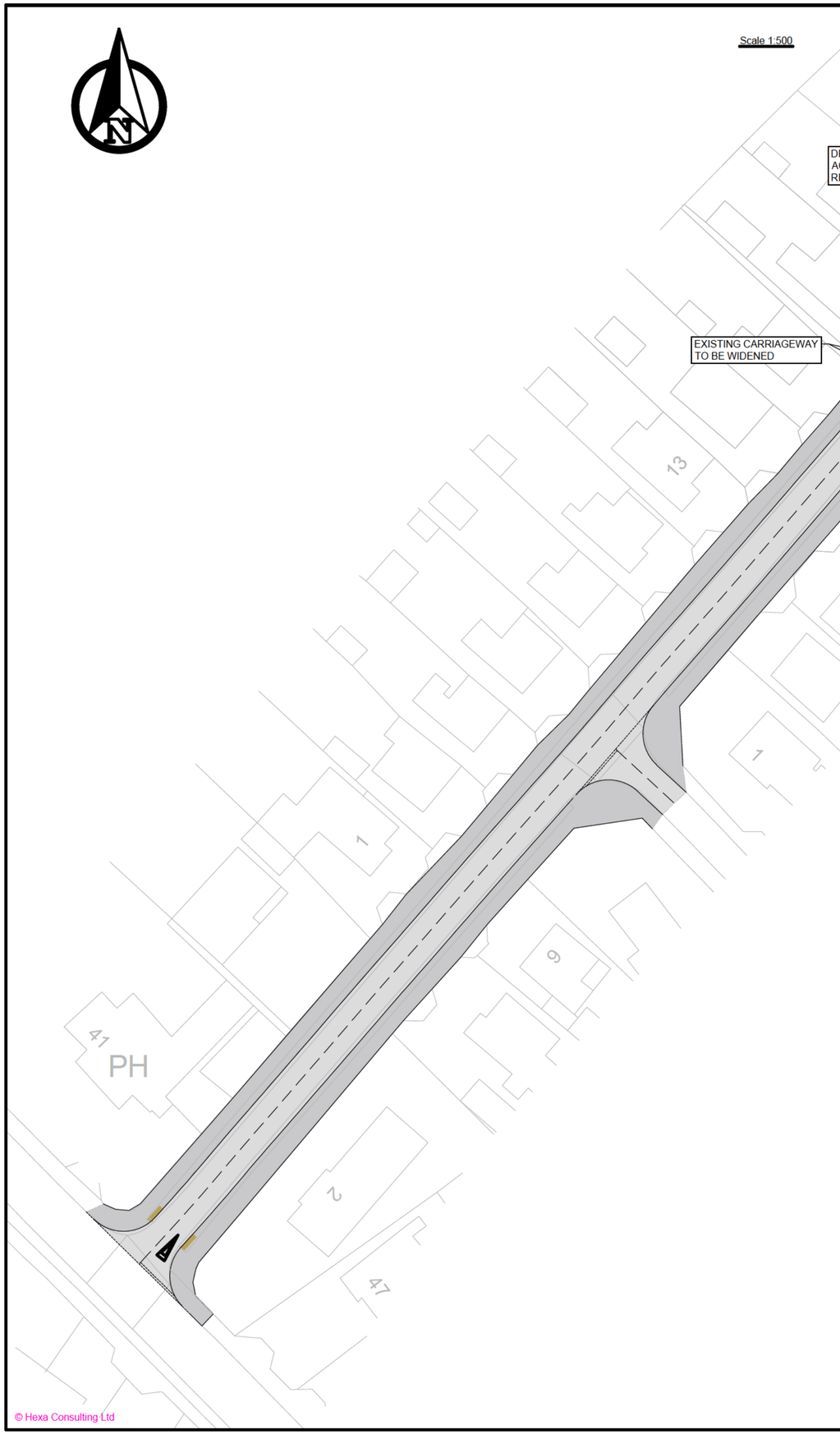
The site is therefore considered suitable for residential development.

9.0 Appendices

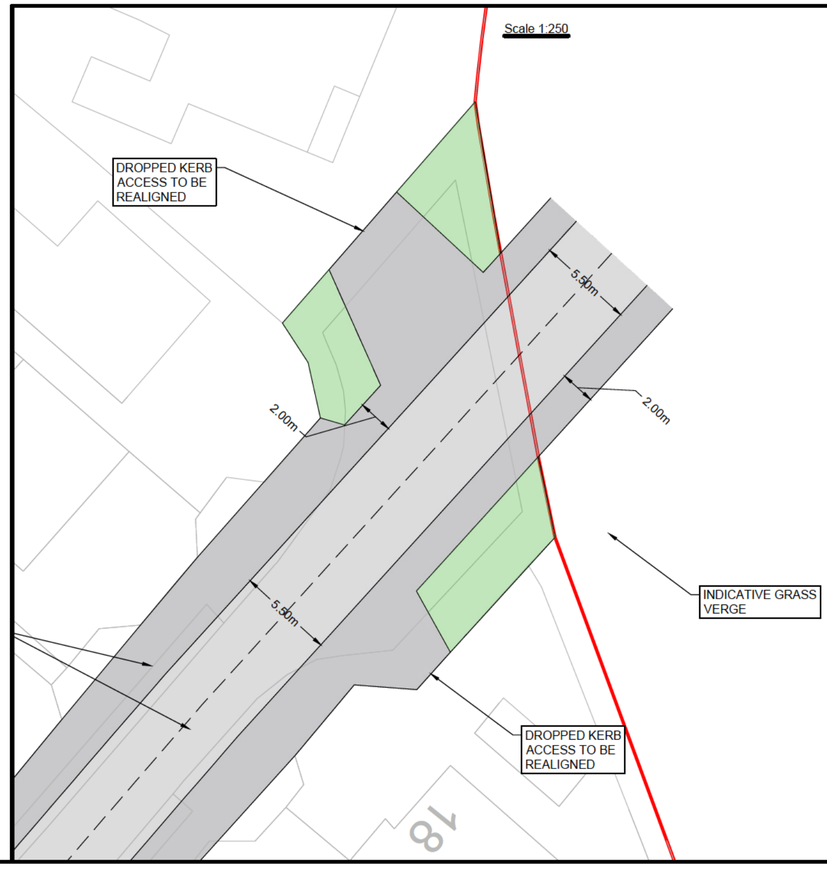
Appendix A – Indicative Site Access Drawing

Appendix A – Indicative Site Access Drawing

Scale 1:500



Scale 1:250



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Notes

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

Design Notes

1. .....

Legend

Rev	Date	Details of Issue	Drawn	R'wd
P01	18.11.24	First issue for review and comment.	JW	AH

Issues & Revisions

Consultant

HEXA

Client

Woodall Homes

Project Title

Freydon Way, Calow

Drawing Title

Indicative Access Design

Drawn By	JW	Reviewed By	AH
Hexa Ref	601121	Scale at A1	As Shown

Purpose of Issue	Status
For Information	S3

Project - Originator - Zone - Level - Type - Role - Number	Revision
601121-HEX-XX-XX-DR-TP-0101	P01

Landscape and Visual Statement (LVS)

Land off Freydon Way, Calow

January 2025
INF_N241217

influence®

Figures

N241217 (03)001 Constraints and Opportunities

N241217 (03)002 Parameters Plan

N241217 (08)001 Context and Designations

N241217 (08)002 Local Amenities Plan

N241217 (08)003-007 Contact Sheets

N241217 (08)008 Location Plan

N241217 (08)009 Landscape Character 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 Freydon Way, Calow.

1.2 The proposed development would be expected to provide in the order of 150 dwellings. with existing pedestrian access from Freydon Way and a track branching northeast from Blacksmith Lane.

1.3 The location of the proposed development is shown on figure INF_N241217(08)008, which has existing pedestrian access from Freydon Way, as well as tracks branching northeast from Blacksmith Lane (these also provide access for farm vehicles at present).

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; and
- 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.

[1] Department for Levelling Up, Housing & Communities, 2024

Local Planning Policy

1.7 The Application Site is located within the administrative jurisdiction of the North East Derbyshire District Council.

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

Policy SDC3: Landscape Character

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:

- '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.
- 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.
- 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.'

Designations and Registered Sites

1.9 The Site is not under any local or national landscape designations.

1.10 Several Grade II Listed Buildings lie within 1km of the site: Lodge House 551 southeast of the site, Calow War Memorial 320m south, and the Church of St Peter 1km southwest.

1.11 The site lies near two historic coal mining sites. Bower Plantation, a local wildlife site with several bell pits and historic, shallow terraces, lies circa 1.5km northeast of the site. Allpits plantation lies along the northern edge of the site, where old coalpits and air shafts remain visible in the landscape.

Public Rights of Way and Designated Walks

1.12 PRoW Calow-NE5 31/1 footpath crosses through western portion of the site.

1.13 PRoW Calow-NE5 4/1 footpath begins at the end of Freydon Way and runs west to east across the southern half of the site to meet Sutton-cum-Duckmanton 18 1/2 and Sutton-cum-Duckmanton 18 2/2.

1.14 PRoW Calow NE5 5/1 starts at Blacksmith Lane and runs along the southern edge of the site. It connects with the PRoW Sutton-cum-Duckmanton 18 4/3, which continues south, away from the site, toward A632. The PRoW Sutton-cum-Duckmanton 18 4/3 extends east from A632,

while the PRoW Sutton-cum-Duckmanton 18 3/2 branches off to the north, meeting at the junction of Sutton-cum-Duckmanton 18 1/2 and Sutton-cum-Duckmanton 18 2/2.

1.15 PRoW Calow-NE5 3 runs north to south along the western site boundary to connect with PRoW Calow-NE5 5 and PRoW Calow-NE5 4.

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 Assessment[3]. The Assessment divides the country into the National Character Areas and subdivides these into landscape character types (LCTs). The site falls into Coalfield Village Farmlands LCT, however the northeastern edge of the site borders the Estate 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. Despite continued pressure from industrial and housing development, small relict woodland persists on steeper slopes, with mature trees scattered through hedgerow along the watercourses.

2.4 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.'*

2.5 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;*

[3] The Landscape Character of Derbyshire Assessment 2013

- *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.'*

Landscape Observations

2.6 The Site is located east of Calow, a sustainable, level 2 settlement east of Chesterfield, within North East Derbyshire District Council. The Site is currently accessed from a private track branching east from Blacksmith Lane, adjacent to the Anvil Public House. Medium-sized pasture fields lie to the east, while Allpits Plantation and Westwood woodland border the Site to the north and west.

2.7 The Site consists of agricultural land, with pasture grassland to the east. Two field parcels define the Site's topography: the northern field slopes markedly eastward, while the southern parcel features a horizontal depression.

2.8 Along the northern and eastern border, Allpits plantation merges with the ancient Westwood woodland. This distinct landscape feature provides dense screening from surrounding fields, creating an enclosed setting to the north. The landscape opens toward the south, where well-managed hedgerows offer glimpses of eastern fields and Calow's existing residential edge.

2.9 Mature, high hedgerows and trees flank the Site's access track, however border vegetation along the east, south, and west is less dense, shorter, and dotted with small trees. A mature hedgerow line follows a drain running east from the access track to the northeastern edge.

2.10 As set out, two public footpaths cross the site; PRoW Calow-NE5 4/1 and PRoW Calow-NE5 31/1.

2.11 An overhead pylon line runs across the eastern edge of the site, travelling approximately south west to north east. Pylons are a feature of the wider landscape. The topography of the wider landscape is undulating, rising to the east, to 125m AoD north of Moor Farm, before dropping to the former railway line to the west of Arkwright Town.

2.12 Historic mapping shows the Site was originally divided into seven small irregular fields in the early twentieth century. By the late 1900s, the northern parcels merged into four horizontal sections. The current field layout emerged at the start of the twenty-first century. Calow's settlement reached the Site's edge by the mid-twentieth century, with its eastern boundary remaining unchanged since. The area has grown through the 1984 development of Chesterfield Royal Hospital and subsequent western infill developments.

3 Visual Character

Visual Observations

3.1 A field visit recorded a number of the key views from within the site 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 experienced from the surrounding PRoWs, within the site and in the local countryside and the residential edge. VP01 is recorded from the eastern end of Freydon Way, looking directly east across the intervening countryside. The PRoW route is evident in the foreground as is the topographical changes across the site and the undulating countryside beyond. This view is representative of the users of both PRoWs and people on Freydon Way. Residential properties close to the eastern end of the street will experience similar views but on an oblique angle. Receptors on the PRoW which traverses' east west across the site experience varying views across the landscape. From the higher ground, north of Moor Farm views (VP02) looking north take in the southern edge of the new housing at Inkersall Green, located on the ridgeline, the eastern settlement edge of Calow including looking west, the areas of woodland and the intervening fields. The settlement edge and the associated built form is a consistent feature forming the extent of the view to the west, with the pylons breaking the skyline. The pylons are a consistent feature of the views from public and private receptors in the local area.

3.3 To the south, views are generally restricted by vegetation and built form with glimpses available through gaps in buildings and breaks in vegetation. VP03 represents the views available from the PRoW looking north across the eastern extent of the site. Views are similar to those experienced in the local area; across the undulating countryside, to the higher ground in the north, the pylons breaking the skyline and development visible on the higher ground. These are views of the countryside but the settlement edge and some urban features are always visible.

3.4 VP04 is recorded between the back gardens of the properties on Freydon Way and Allpits Plantation and is representative of the users of the PRoW and the residents of the properties. The view is limited by these boundaries, which restrict views beyond the woodland and the built form. Views are focussed directly east, the edge of the woodland and the pylon forming the extent of the view.

4 Parameters of Development

4.1 With reference to the Constraints and Opportunities (INF_N241217(03)001), the Parameters Plan (INF_N241217(03)002) details anticipated residential development parcels with broad landscape infrastructure, accessed primarily off Freydon Way and potentially a secondary pedestrian and cycle /emergency access off Blacksmiths Lane. The main internal spine road, will serve both the northern and southern parcels, retaining the existing hedgerows where possible and maintaining the routes of the PRoW crossing the site, enhancing the landscape around the route. It is anticipated that both the PRoW routes along the western and southern edges of the settlement will be incorporated into the development layout and potentially enhanced also with landscaping to form part of the recreational provision.

4.2 Development is contained to the west of the pylons, against the existing settlement edge and Allpits woodland. The easement for the pylons offers the opportunity for a significant area of public open space beneath and along the eastern edge of the site, with scope for recreation and play, enhanced biodiversity and climate change credentials, and an improved buffer to the settlement edge. SUDs provision is anticipated on the lower area(s) of the site, namely to the north, contributing to the public open space and breaking up the housing where appropriate, creating pockets of development.

4.3 The northeastern portion of the site offers an opportunity for further, sensitive development parcel, accessed from the main spine road.

Potential Landscape and Visual Impacts

4.4 Development of the site will change the site's western extent from agricultural fields to residential development, whilst seeking to maintain the existing hedgerows, the boundary treatments and the existing PRoWs. There are no landscape features within the site, the field boundaries were once extensive but have been removed and lost over time. The development offers the opportunity to increase the vegetation through the site by way of green infrastructure links around new SUDs features, reinstating hedgerows and enhancing the PRoW routes with planting so they become green routes through and around the site's perimeter.

4.5 The eastern extent of the development will likely present broad areas of POS, offering significant recreational, biodiverse and Green Infrastructure and Blue Infrastructure opportunities, whilst also mitigating existing views of the existing settlement edge through provision of a soft and comprehensively landscaped interface.

4.6 Views will be altered for those receptors on public routes and in residential dwellings in close proximity to the proposals, most notably from Freydon Way and the PRoWs as they cross the development site, but this will not be considered unusual or incongruous against the context of the existing settlement.

4.7 Once receptors are in the wider landscape, views are across an undulating agricultural and pastoral landscape, subdivided by native hedgerow boundaries with a backdrop of the settlement edge of Calow and Inkersall Green. In these wider and more long-distance views, it is likely that post construction there will be little change in the experience for these receptors. The undulating nature of the topography, the intervening vegetation and the wooded backdrop

of Allpits Plantation absorb the development and there will be little appreciation of any extension of the settlement edge into the countryside.

5 Summary and Conclusions

5.1 Residential development can be delivered on this site, largely retaining the existing field pattern whilst providing and without compromising the overall experience of the wider landscape. It is envisaged that development would be contained within the western portion of the site, closest to the existing settlement edge and as such can be assimilated into the existing built form and become the new countryside edge.

5.2 The pylons are a dominant physical feature of the local area, built form proposed to be located to the west of them offering the opportunity for significant area of POS and broad landscaped areas, providing recreation, biodiverse, and green and blue infrastructure improvements. This broad and significant landscape buffer along the eastern edge of the development parcel will also mitigate any views from the higher ground to the east and provide enhanced connecting routes across the countryside.

5.3 Views will be changed for some receptors on public routes and in those residential locations near the sites western and southern boundaries, however within their current view sphere, residential development is a legible feature.

5.4 The strong existing woodland boundary to the north – AllPits Plantation- encloses the northern boundary and in combination with the decreasing topographical levels means development will not break the skyline, will have a vegetated backdrop and does not coalesce with the built form to the north. As shown in the representative viewpoints, from the longer distance views, new residential development, as set out on the Parameters Plan, will appear consistent with the existing settlement edge, will not break the skyline and will not appear incongruous in the view or to encroach on the countryside. The opportunities to further landscape in the open space area provide a 'softening' to a currently open settlement edge.

5.5 Overall, there is opportunity for the proposal to respond positively to the character of the area through a landscape-led approach which seeks to retain the landscape features and integrate the proposed residential development within the local landscape and the context of the existing settlement edge.

Midlands Office
Healy's Wharf
Huddlestones Wharf
Millgate, Newark
Notts NG24 4UL
+44 (0)1636 702152

London Office
Juxon House
100 St Paul's Churchyard
London
EC4M 8BU
+44 (0)20 3102 7770

info@influence.co.uk
www.influence.co.uk

Landscape Institute Registered Practice

Influence Landscape Planning and Design Limited
Registered Office: Healy's Wharf, Huddlestones Wharf, Millgate, Newark, NG24 4UL
Registered in England & Wales No. 06623546 VAT No. 916574700