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## 1 INTRODUCTION

### Purpose of the Brief

- 1.1 Dark Lane, Calverton has been put forward as a housing allocation site under Policy H2 in the Gedling Borough Replacement Local Plan 2005. The site was agreed for housing development by an independent Inspector, appointed by the Secretary of State, who carried out the Public Inquiry into the Local Plan during 2003.
- 1.2 The development site, which is located on the south side of Main Street and close to the village centre (see Figure 02), extends to 2.2 ha. Based on the density policy, set out in Policy H8 of the Draft Replacement Local Plan, the site should be designed to accommodate approximately 110 dwelling units.
- 1.3 The purpose of this Development Brief is to inform prospective developers and other interested parties on the planning issues relating to the site, and to communicate the Borough Council's planning and design requirements to which it will have regard when processing any planning application.
- 1.4 The Brief includes an analysis of the site and its surroundings, establishes the planning policy context, and describes the key features of the Development Scheme that will create a distinctive and sustainable development which accords with government policy for new housing.
- 1.5 The Brief also contains both a Sustainability Appraisal and a Consultation Statement. The former reports on the effects of the plan and the degree to which its' implementation will achieve the social, economic and environmental objectives by which sustainable development can be defined. The latter describes the involvement of the community and organisations in the preparation of the Brief. Both documents are mandatory under the Planning and Compulsory Purchase Act 2004.

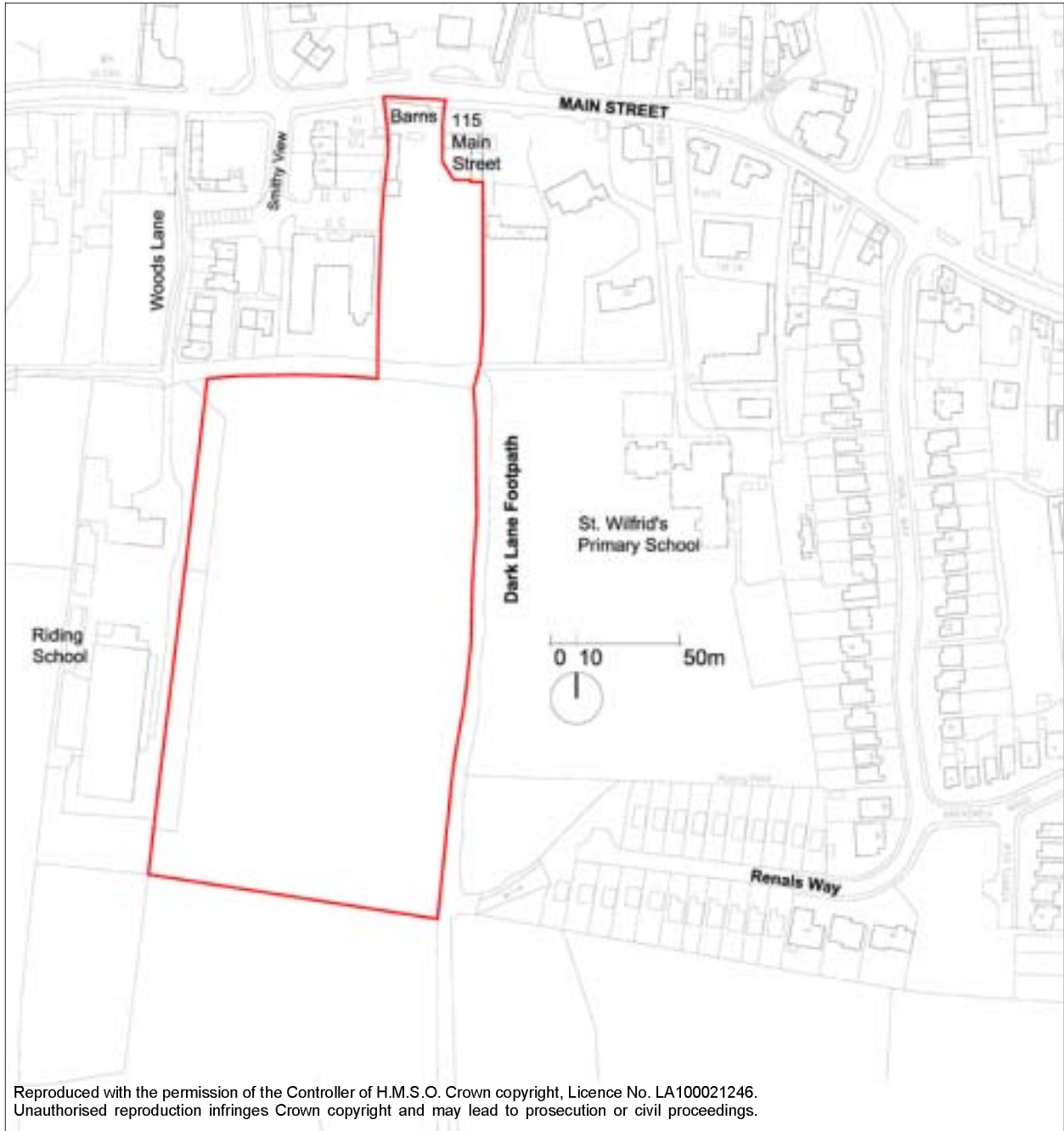


*The Site, looking north*

- 1.6 This draft Development Brief is open for public consultation as indicated above. Following consideration of the results of this exercise, the brief will be amended where appropriate and the results reported to the Borough Council Development Control Panel and then passed to the Portfolio Holder before approval by the Council. The brief will then be formally adopted as a Supplementary Planning Document (SPD) as part of the Local Development Framework for Gedling Borough.
- 1.7 It is important to point out that this is a second draft Brief, replacing an earlier one produced in February 2005. This second draft has been completed after the receipt on 25/8/05 of outline planning application 2005/0910 and has incorporated comments made by statutory consultees who have responded to it. The application also differs slightly from a proposal referred to in the earlier Brief and also in an earlier application (2005/0500), principally with regard to the alignment of the access from Main Street (see para. 4.12)



*Figure 01: Site Location Plan*



**Figure 02: Site Plan**

## 2 THE SITE

### Site Description

2.1 The Dark Lane site is located on the south side of the village, off Main Street. It is surrounded by development on three sides: the site is adjoined by village housing to the north, a riding school to the west, and St Wilfred's Primary School to the east. To the south is farmland. A public footpath (No. 14) begins on Woods Lane before crossing the probable site access and up the eastern boundary of the site where it becomes Dark Lane. This is a well-used footpath providing a link between the village and open countryside beyond. Further public footpaths (Nos. 15 and 16) lead off Dark Lane toward Renals Way (see Figure 03).



1

2.2 Part of the site is currently under cultivation, whilst the remainder has been unused for several years. The site rises to the south towards a ridgeline, well beyond the development site, at Fox Wood. The main part of the site is a gently sloping rectangle measuring approximately 200 metres by 100 metres. There are two access points: the main access from Main Street, which forms part of the garden and 19<sup>th</sup> century farm buildings of 115 Main Street, and the probable emergency access from Renals Way.



2

2.3 The new housing will be within walking distance of Calverton village centre (between 300 metres and 500 metres distant) where there are a good range of shops and other village amenities, which include a library, places of worship, community centre, public houses and local social and welfare clubs.



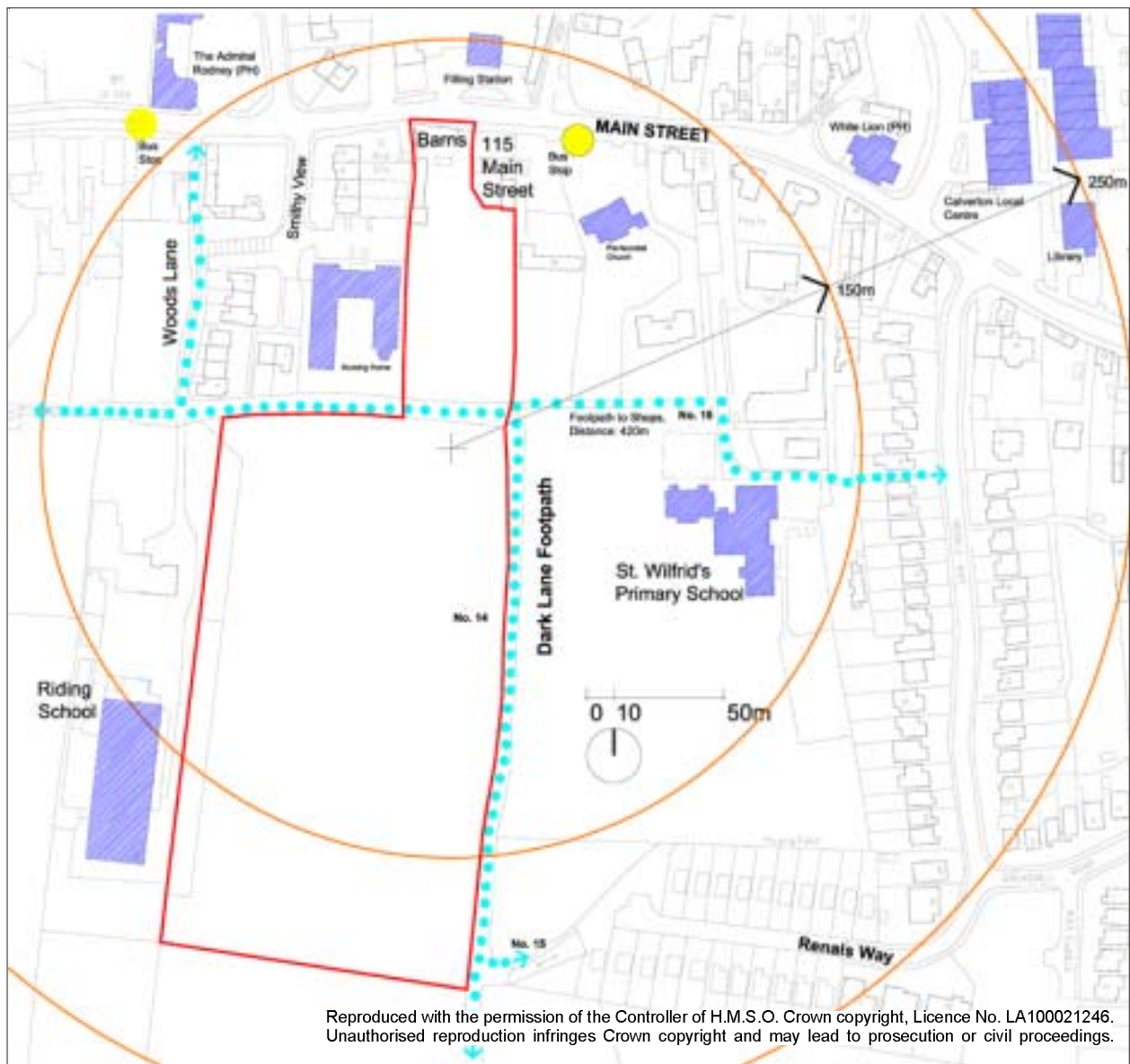
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2.4 The new housing will also be easily accessible to public transport services that stop along Main Street, close to the proposed site entrance. Bus services include the Calverton Connection that operates at 10-15 minute intervals throughout the day between Calverton, Arnold and Nottingham City Centre.









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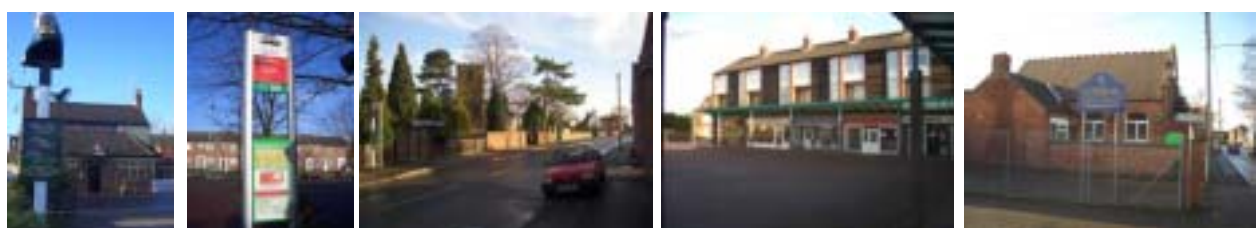
- 1: Site looking North
- 2: Site looking South
- 3: Site looking East
- 4: Site looking West



**Figure 03: Community Linkages**

-  Site Boundary
-  Community Facilities
-  Bus Stops
-  Footpaths
-  Walking Distances (approximate)
-  Footpath Numbers

- 1: The Admiral Rodney
- 2: Bus Stop
- 3: Church
- 4: Local Centre
- 5: St Wilfred's Primary School



1

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## Ecology and Landscape Features

2.5 The site itself does not contain any known areas of ecological significance. However, there are areas of conservation interest close by, including the hedgerows that define the site boundaries along the eastern and western sides. There is also a field boundary hedge running north to south through the middle of the site. All of these may be of some value as wildlife corridors (both bats and badgers, for example, are thought to be present locally). Dark Lane in particular, as a medieval trackway, is of importance, most notably where it broadens out into the woodland at the end of Renals Way. Here are some notable oak trees, and a spring which flows away to the north east. There are also two SINC's (Sites of Importance for Nature Conservation): one is the horse pasture by the riding school, the other an area of woodland higher up Dark Lane.



*Keenwell:  
Local Historical Interest*



*Farm Buildings by the  
main access*

2.6 A habitat survey will be undertaken to assess the presence of anything of ecological value on the site. The survey is to include the Dark Lane hedgerow to determine if it is protected under the Hedgerow Regulations 1997. There will also be conditions attached to the granting of planning permission to ensure that the existing hedgerows are safeguarded.

2.7 Consultations with Nottinghamshire County Council's Archaeological Unit has resulted in written confirmation that "at present no archaeological constraints have been recorded in this area", though there have been Roman pottery finds nearby and there is also an Iron Age fort at Fox Wood. Keenwell, which is of local historical interest is also located just outside the site along Dark Lane. There are also the two Conservation Areas of Labray and Burnor Pool, which lie off Main Street to the east and west of the site. Between the two are the farm buildings on the line of the access road. These have been deemed by English Heritage not to be of listed building status, but are of some local interest.

## **Planning Policy Designations**

- 2.8 The site itself is not constrained by any planning policy designations. However, Calverton is categorised as an Inset Village in the Green Belt, and the southern boundary of the site adjoins the Nottingham Green Belt. It will be important that the design and layout of the development creates a strong and defensible Green Belt boundary which will endure and protect the open character of the adjacent countryside from encroachment from development pressures in the longer term.

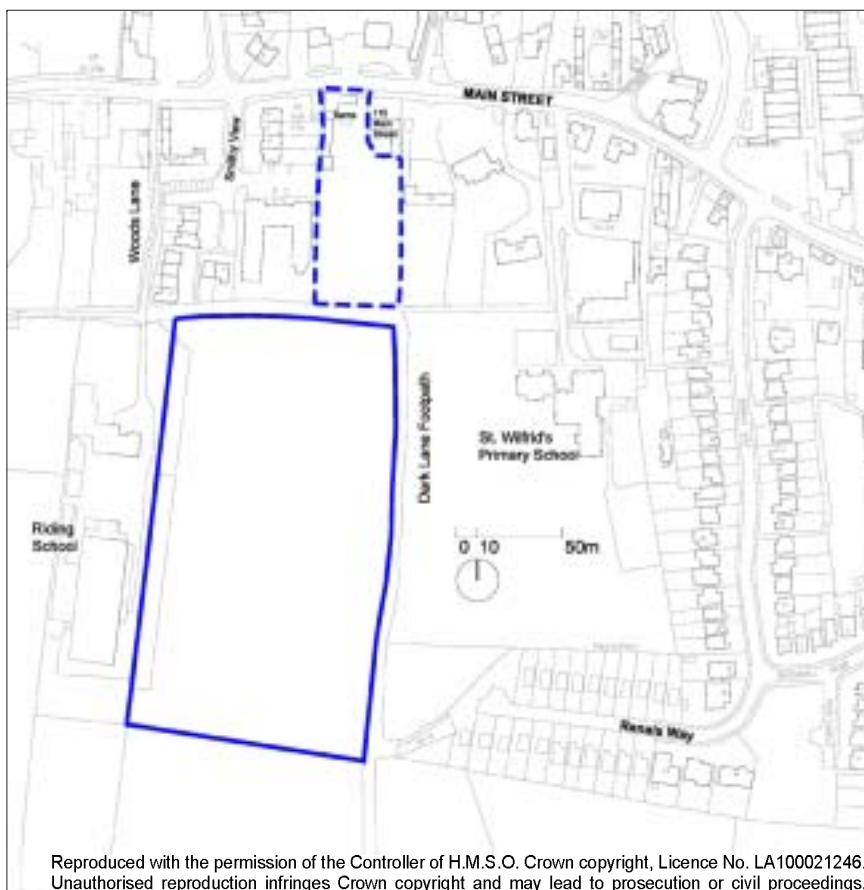


**Figure 04: Site Features**



-  Site Boundary
-  Footpath
-  TPO Trees
-  Important Hedges
-  Gently Sloping Land (upwards to the south)
-  Keenwell (approximate position)

## Land Ownership

2.9 The major land ownership boundaries are shown on Figure 05. The plan shows that the site and adjoining land are in two ownerships: Langridge Homes Limited and Miss J A Wiggett. It should be noted that Langridge Homes Limited has an agreement to purchase the land owned by Miss Wiggett. Langridge Homes Limited also developed the Renals Way housing development and owns land between the end of Renals Way and the site boundary in the south-east corner of the site.

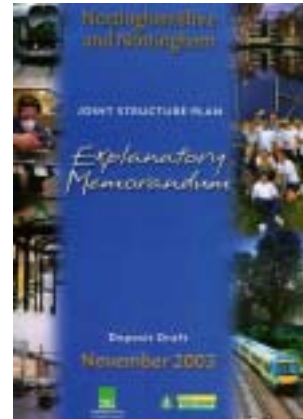


**Figure 05: Land Ownership**

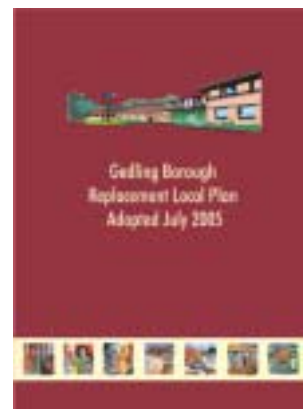
-  *Langridge Homes*
-  *Miss JA Wiggett*

### 3 PLANNING POLICY CONTEXT

3.1 The development of Dark Lane, Calverton will be guided by national and regional planning policies, the Development Plan and other relevant policy guidance, strategies, design guidelines and technical reports. Details of those which are relevant and should be considered in the determination of any planning application are shown in the Sustainability Appraisal (Annex B). To avoid undue repetition, only details of how these policies relate to the development principles of Dark Lane will be discussed. They are incorporated into Chapter 4, as are comments from consultees over the recent outline planning application (2005/0500).



3.2 Dark Lane is allocated for development in the Gedling Borough Replacement Local Plan, adopted July 2005. It was proposed as an allocation in 2000, but not adopted in the First Deposit Draft, nor in the Revised Deposit Draft of 2002. The site was later put forward at the Local Plan Inquiry in 2003 and appeared in the Inspectors' Report of 2004. Gedling Borough Council then allocated the site in the Statement of Decisions and Proposed Modifications of January 2005. Following a consultation period, the site appeared in Policy H2, "Distribution of Residential Development", in the adopted Local Plan.



3.3 The decision to allocate the Dark Lane site for housing has been comprehensively addressed throughout the Local Plan process (since 1997) against the various strategic guidance and policy documents, in particular Planning Policy Guidance (PPG) Notes 1,2,3 and 13 on General Policy and Principles, Green Belts, Housing and Transport respectively; Regional Planning Guidance for the East Midlands to 2021; and both the Nottinghamshire Structure Plan Review (1996) and Nottinghamshire and Nottingham Joint Structure Plan - Deposit Draft and Proposed Modifications (2005).

## **National and Regional Planning Guidance**

3.4 Key themes running through National and Regional Planning Guidance, which the housing development at Dark Lane can address are:

- Ensuring that sufficient housing is provided which is affordable having regard to local circumstances;
- Providing housing to a high standard of design and landscaping which will contribute to the integration of the scheme into the local environment;
- Ensuring that sufficient land is allocated for housing in the larger, more sustainable settlements where there are a good range of local services, including public transport, schools and shops – Calverton is the highest ranked village in Gedling with regards to the provision of services;
- Ensuring that housing is provided in a way which facilitates access by non car modes to employment opportunities, shops and other facilities;
- Providing a mix of house types that appeals to all sections of the community;
- Enhancing community safety.

## 4 THE DEVELOPMENT SCHEME

- 4.1 The key principles which should underpin the development proposals for Dark Lane are shown in Figure 06 and described below. (Relevant Replacement Local Plan policies and other guidance are shown in brackets). The roads will not be laid down until the houses are constructed to prevent any use of the site as a racetrack. Similarly, the emergency access will not be built until the threshold of one hundred houses, (at which point one is required,) is reached.

### **Density and Capacity (PPG3, RLP Policies H2, H8)**

- 4.2 Because the site is under 400metres walking distance from the Calverton Local Centre and public transport links, the net density within the development will be 50 dwellings per hectare. With a development area of 2.2 hectares, this gives a capacity of 110 dwellings.

### **Layout and Design (RLP Policies ENV1, H15, H16, H17, H18)**

- 4.3 The housing will comprise a mix of terraced, semi-detached and detached houses and flats of varying sizes. Houses will be built to the latest guidelines on energy efficiency and the need to create a safe living environment. The layout and design of buildings should ensure that people with mobility problems can access premises and dwellings in accordance with the latest Building Regulations; It is recommended that consideration be given to the provision of housing for the elderly or persons with mobility problems, on the northern part of the site nearest to Main Street and the village centre.
- 4.4 The Borough Council will require that 20% of all new houses on the site are developed for affordable housing. Further guidelines are contained in GBC's Interim Planning Guidance on Affordable Housing;
- 4.5 No buildings will exceed 4 storeys. Building height will have regard to topography, visual impact, privacy and overlooking, so higher buildings should be on lower ground, particularly to the north west of the site away from the access road where there will be adequate screening. Form, design and use of suitable materials will all play a part in the final decision on building height.

- 4.6 The road lay-out forms a loop in which a shared surface "Home Zone" connects the two arms in the north west. This will be single carriageway width, where walking and cycling are the priority users and cars are unable to travel faster than walking speed. The home zone should be landscaped (see Figure 08).
- 4.7 The Borough Council will require that a minimum of 10% of the gross site area be provided as open space or a minimum of 20 square metres per dwelling, whichever is the greater. Alternatively, a commuted sum may be negotiated to upgrade nearby existing off-site facilities, probably at the James Seely play area. There will be an area of open space parallel to Dark Lane. This will have the effect of extending the width of Dark Lane and reducing the impact of the development on the rural nature of the path. It will be available to people outside the development and provide an alternative path to Dark Lane itself.
- 4.8 Where possible, buildings should be aligned to avoid 'dead space' by turning their backs on footpaths. This will help provide natural surveillance. Cul-de-sacs set at right angles to Dark Lane will again reduce the impact of the development when viewed from it
- 4.9 The 'red line' boundary' for the planning application will comprise the site allocation boundary as shown on the Proposals Map and includes a strip of land between Main Street and the access which is required for access purposes.

### **Integrated Transport Measures (ITPS, T1, T2)**

- 4.10 The Borough Council, in line with government policy, wishes to encourage alternative means of transport to the private car, including assistance to pedestrians and cyclists. Nottinghamshire County Council (NCC) and Nottingham City Council have produced an Interim Transport Planning Statement (ITPS) entitled Integrated Transport Measures and Developers' Contributions. This document was adopted in May 2002. In recent consultations NCC have stated that the developer of the Dark Lane site will need to make a contribution of £69,600 via a section 106 agreement to NCC towards integrated transport measures along the Calverton Transport Corridor. The site already has proximity to bus services, including the "Calverton Connection", and the development should continue this and allow easy access via the existing footpaths and new site entrance in order to serve the bus stops on Main Street.

## Access (Structure Plan Policies)

4.11 The main access will be from Main Street. For reasons of highway safety and design, the County Councils' preferred alignment is shown in Figure 07 and lies 10metres west of earlier proposals, following recent traffic survey information. This will involve the demolition of more farm buildings and an old wall and it is important this is kept to a minimum. If this is not possible, the construction of either a building or replacement walls to maintain the present vernacular style and proximity of nearby Conservation Areas will need to be considered. The access design itself should also have regard to this in its choice of materials. It should also try to retain the garden of 115 Main Street as open space where it would join Dark Lane and the future open space next to it.



*Site of Main Access*

4.12 Emergency access is most likely from Renals Way. This would provide emergency access for Renals Way also, which has almost reached the 100 dwelling threshold at which one is required. Through traffic between the two accesses will not be permitted, although provision should be made to enable emergency vehicles, pedestrians and cyclists to pass through the site. There may need to be measures taken to control parking on Renals Way to ensure free passage of emergency vehicles along it. The alignment of an emergency access to Renals Way should be in a loop to the north toward the school boundary and avoid damaging any TPO oak trees there as far as possible. The surface should be of loose fill so as to be sympathetic to nearby footpaths and habitats and exert minimum impact on existing root systems.



*Proposed Emergency Access from Renals Way*

## Public Rights of Way (RLP Policies T12, R9)

4.13 Footpath links will be provided within the site and also between the site and the surrounding footway network, including the Dark Lane public right of way, (Footpath no. 14), which runs along the eastern boundary of the site. Direct and safe footway links will be created to the adjacent school as shown on Figure 03, and this footway will also link the site with the local facilities and the village centre. Existing public footpaths will be protected as much as possible.



*Dark Lane Public Right of Way*

- 4.14 NCC has indicated that it may be beneficial to provide a Puffin Crossing on Main Street as part of the development proposals, and this will need to be investigated further at the detailed design stage. Contributions towards road safety improvements, including parking restrictions, in the vicinity of St Wilfrid's School, will be pursued as part of a package of local transport improvement measures.

### **Car Parking (RLP Policy T10, NCC Parking Provision for New Developments)**

- 4.15 The development should avoid being dominated by roads and car parking and should accord with the car parking standards set out in the County Council's SPG on Parking Provision for New Developments (May 2004) which are based on an average of 1.5 spaces per dwelling for housing schemes over 100 dwellings. Lower standards apply to elderly or special needs housing (1 space per 2 dwellings is recommended) or where there is good access to public transport. A flexible and innovative approach to road layouts and standards will assist in achieving high standards of design.

### **Services Infrastructure (RLP Policies ENV40, ENV41)**

- 4.16 Preliminary inquiries indicate that there should be no constraints to development having regard to the condition and capacity of most services infrastructure (electricity, gas, water, telecoms etc) serving the adjoining built up areas. There have been concerns about gas capacity, but this has been denied by National Grid in a recent enquiry.
- 4.17 Given the acknowledged flooding problems and the capacity of the surface water and foul water sewers, the developer will need to liaise with Severn Trent Water and submit a complete drainage scheme for approval by Gedling Borough Council before development commences. The development will also need to limit surface water drainage, preferably through soakaways or discharge into local watercourses. However, the 600mm surface water sewer can accommodate extra surface water flows of up to 5 litres per second. Beyond that, modelling will be required to assess any spare capacity.

4.18 The Environment Agency have imposed conditions that drainage from parking areas and hardstandings initially passes through trapped gullies in order to reduce pollution.

4.19 The use of Sustainable Urban Drainage Systems (SUDS) that increase rainfall percolation and utilize vegetated ponds and ditches to control run-off and reduce pollution, should be used wherever possible. The layout of the development should also optimize the effectiveness of SUDS.

4.20 As the site slopes to the north and the soil there is permeable sand, a SUDS basin would be more suitably located on the lower ground in the access strip, but the developer will need to utilize a drainage engineer to determine whether there is sufficient space available to take one and how deep it would need to be. Safety issues will need to be properly addressed.



*Hedgerows retained and integrated into the scheme*

4.21 All statutory service undertakers will however need to be approached to provide the location of existing services. Services will then need to be up-rated as appropriate, sufficient to serve the proposed development.



*Existing topography of the site retained as far as possible*

#### **Landscape and Landform (PPG2, RLP Policies ENV1, ENV2)**

4.22 It is important that landscaping using native species and the retention and enhancement of existing landscape features is practiced as much as possible. It should also be sympathetic to the location and surroundings, for example by emphasizing the north-south layout of nearby lanes and fields. This approach would be in accordance with guidelines contained in PPG2: Green Belts. It is intended to retain the existing topography of the site as far as possible, although it may be necessary to re-shape the contours to suit drainage, or remove any prominent features and to place compensatory fill in any depressions. In either case the overall outlook will be taken into consideration. All soil and bedrock will be kept on site.







4.23 The site rises to the south, and beyond it forms a ridge, which will visually hide the development from the wider landscape further south. Either a shelter belt or hedgerow, both of native species, will be planted along the southern and western boundaries in order to soften the view from the ridge, provide a defensible boundary against future development and provide permanence to the Green Belt: "establishing boundaries that will endure. Boundaries should be clearly defined, using readily recognisable features such as roads, streams, belts of trees or woodland edges where possible" (PPG2, paragraphs 2.8 and 2.9).

4.24 It is recognised that new development will bring about substantial changes to the character of the site altering it from semi-rural to predominantly urban. Additional mitigation measures to minimise impact should include;

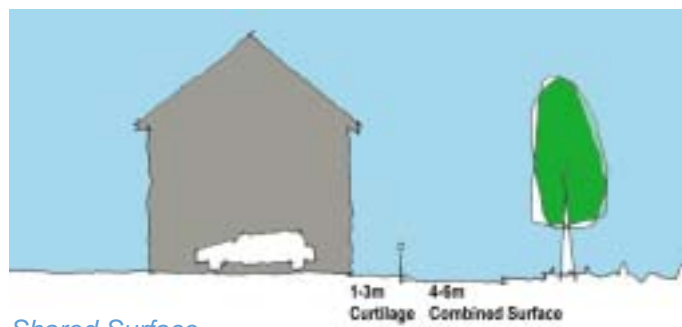
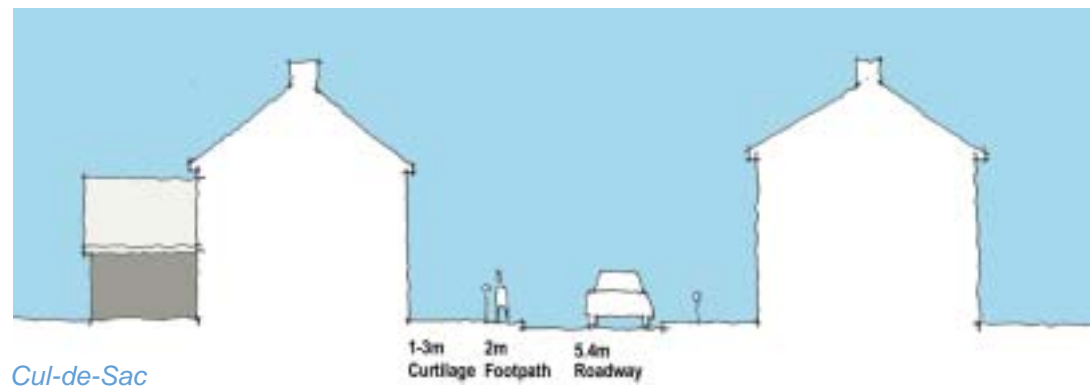
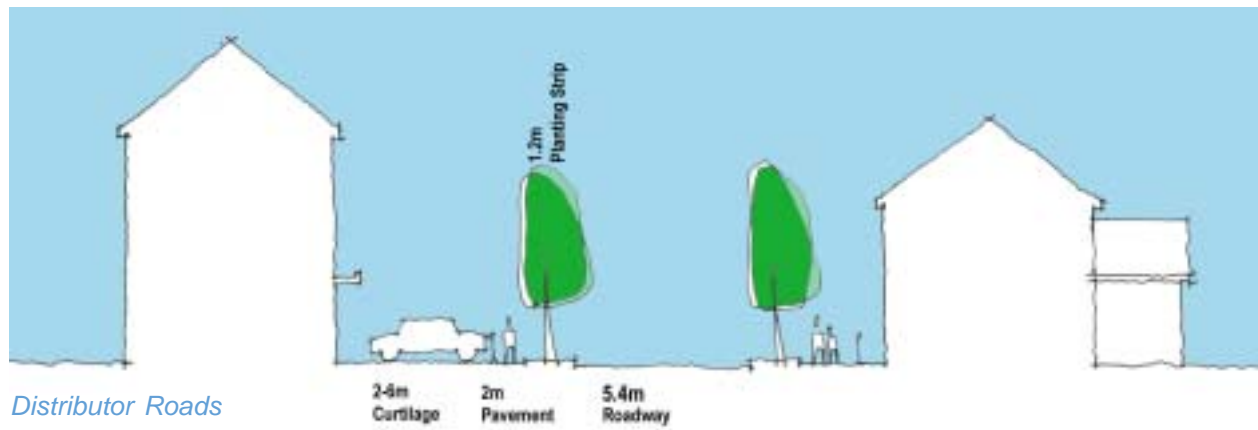
- Retention and thickening of existing hedgerows with native shrub and tree species, creating subdivision of the development area and providing a landscape structure and network of open spaces.
- Retention and enhancement of the existing public footpaths and their integration into a wider network of public routes and open spaces.
- Tree planting and landscaping within the site to improve its general ambience.
- The use of new, native, hedge planting on the site boundaries, with open mesh fencing or chestnut paling where necessary, rather than wooden fencing, in order to create a green, open, more rural edge. This applies particularly next to public footpaths and open space, e.g for the road boundary adjacent to the expanded Dark Lane open space and along footpath no.14 at the northern edge of the site.
- The creation of a wildflower meadow and the use of native tree and shrub planting to form the open space parallel to Dark Lane.



**Figure 06: Development Principles**

-  Site
-  Development Areas
-  Retained TPO Trees
-  Retained Landscape
-  New Open Space
-  Footpath
-  Shared Surface Access





**Figure 08: Indicative Road Cross Sections**

**ANNEXES**

## ANNEX A: USEFUL CONTACTS

### For General Planning Advice

Gedling Borough Council  
Local Plans Section  
Civic Centre  
Arnot Hill Park  
Arnold  
Nottingham  
NG5 6LU

Tel 0115 9013730

### For advice on Open Space and Recreation Provision

Gedling Borough Council  
Leisure Services Department  
Civic Centre  
Arnot Hill Park  
Arnold  
Nottingham  
NG5 6LU

Tel 0115 9013901

### For Advice on Strategic Planning, Transportation, Education and Archaeology

Nottinghamshire County Council  
County Hall  
West Bridgford  
Nottingham  
NG2 7QP

Tel 0115 9823823

### For advice on Primary Health Care

Gedling Primary Care Trust  
1 Standard Court  
Park Row  
Nottingham  
NG1 6GN

Tel 0115 993 1444

### For Advice on Drainage

Gedling Borough Council  
Direct Services Department  
Jubilee House  
Arnold  
Nottingham  
NG5 6LU

Tel 0115 9670067

### For Advice on Water Supply

Severn Trent Water Ltd  
Leicester Water Centre  
Gorse Hill  
Anstey  
Leicester  
LE7 7GU

Tel 0116 2340340

### For Advice on Electricity

East Midlands Electricity  
Pegasus Business Park  
Herald Way  
East Midlands Airport  
Castle Donington  
DE74 2TU

Tel 01332 393305

### For Advice on Gas

British Gas  
Housing Department  
Helmont House  
Churchill Way  
Cardiff  
CF10 2NB

Tel 08459 555506