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Ref: SPS/0290

Date: 13th December 2024

Respondent Ref: 579

HEARING STATEMENT

ASHFIELD LOCAL PLAN

Statement on behalf of Peveril Homes Limited

Week 2 Matter 10 (Site Allocations)

Stone Planning Services Limited is instructed by Peveril Homes Limited to prepare and submit this Hearing Statement with regard to Site H1Kc.

H1Kc – Land at Doles Lane, Kirkby-In-Ashfield

10.30 What effect does the allocation have on the significance of nearby heritage assets? Is there a need for mitigation to avoid harm to designated heritage assets?

We have considered the impact on heritage assets in the locality of Allocation H1Kc and the extended allocation as proposed by our client, Peveril Homes Limited.

In addition to land to the south of H1Kc our client also owns the former Wagon and Horses PH on Chapel Street and the two commercial car sales/repairs/maintenance sites to the east and west of Sutton Road. It would be our client's intention to construct the access to serve H1Kc and adjacent land off Sutton Road along the route of Cowpasture Lane and redevelop the two garage sites and the Wagon and Horses site. This would significantly improve this important approach to the Kirkby Cross Conservation Area.

A pre application enquiry has been submitted to Ashfield District Council setting out our proposals. We attach the submitted illustrative master plan as Appendix 1.

The pre application submission includes a Heritage Assessment undertaken by Marrons. To assist the Inspectors its conclusions are set out below:

The proposed development has the potential to affect a number of built heritage assets either directly or as a result of changes within their respective settings. Those located at least partially within the Site are the Kirkby Cross Conservation Area, Kirkby Cross (Scheduled Monument & Grade II Listed Building), Numbers 2 & 6, Church Street (Grade II Listed Building) and the Waggon & Horses public house (non-designated heritage asset).

The preapplication layout has shown how the development can positively respond to these built heritage sensitivities and that with further design development there are opportunities to mitigate this impact further. It is considered that there is likely to be a low level of harm to the significance of Kirkby Cross Conservation Area arising from the scheme and the Waggon & Horses will be demolished, resulting in the loss of its current low, local significance.

However, the scheme will also deliver extensive public benefits, including direct heritage benefits, within the Conservation Area and the setting of the other identified built heritage assets through improving the character and appearance of the street scene at the junction,

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a key area of the Conservation Area around which the other sensitive heritage assets are located. These benefits will be weighed against the harm to designated heritage assets in accordance with paragraph 208 of the NPPF, with the loss of the non-designated Waggon & Horses balanced against its low, local significance considered in accordance with paragraph 209. This will also be weighed within the wider planning balance.

A very sensitive scheme has been prepared for the site. The proposed elevational treatment of the garage sites and Waggon & Horses PH is shown below. This forms part of the pre application submission to the Council.



We consider that the identified low level of impact (less than substantial harm) on heritage assets is outweighed by a high level of public benefit. Public benefits relate to:

- Very significant design and street scene improvements, through redevelopment, to three sites within the Conservation Area.
- Provision of housing in a sustainable location.
- Provision of a policy compliant amount of affordable housing.
- Development of a draft allocation (H1Kc) which otherwise would not be delivered.
- Access for service vehicles to Titchfield Park to facilitate its upgraded.

Overall, we believe that a very sensitive scheme will come forward which has public benefits that outweigh any harm to the heritage assets.

10.31 What effect would the allocation of the site have in isolation in relation to the highway mitigation measures recommended by the Local Highway Authority?

The SHELAA site analysis (Doc SEV.20b under Ref K4011), prepared by ADC, sets out the Nottinghamshire County Council highway comments for the much larger Site - H1Hc - which was proposed in an earlier iteration of the plan. It stated:

"Should not be developed in isolation. Comments apply to K400•/011/021 Site requires master planning access strategy with 3 major signalised access junctions onto Kings Mill Rd East, Pinxton Lane and Sutton Road. Main road corridor should be looped suitable for buses and interconnected throughout. Segregated enhanced pedestrian/cyclist routes should be integral to the development".

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These comments appear to relate to a much larger scheme that was identified in the previous iteration of the Plan.

Notwithstanding, we can confirm:

1. The upgraded Cowpasture Lane is capable of serving a much larger development and could be improved further if required.
2. The Illustrative Master Plan (Appendix 1) for our client's site to the north and south of Cowpasture Lane and east and west of Sutton Road is designed to accommodate future highway improvements that would be necessary to serve a broader site should it come forward.
3. The identified site can be developed in isolation without prejudice to any future development on land to the west of the proposed allocation.

Drawing 4208 04 - Proposed Junction Plan - A2 (Appendix 2) is attached which shows the proposed development with an over lay of the larger access which would be required if land to the west came forward for development.

Drawing ADC1386-DR—007 P2 (Appendix 3) shows the proposed access to serve H1Kc and Drawing ADC1386-DR—008 P1 (Appendix 4) shows how the access would need to be revised in the future should land to the west become available for development.

As part of the pre application submission to the Council our Highway consultants have reviewed the potential to serve H1Kc via George Street or Doles Lane. It concludes that access via Doles Lane would not be acceptable as there is inadequate width to accommodate an adoptable access. Regarding George Street, it concludes that it is of sufficient width and whilst having adequate visibility to the north visibility to the south is sub-standard. It may be possible to build out onto Sutton Road but there may be road safety implications as this is a bus route. There is also a substandard stagger distance between George Street and Franderground Drive.

A new access utilising Cowpasture Lane will have a 2m wide footpath on the southern side and a 3m wide shared footpath and cycle path on the north side. George Street could be improved with the provision of a turning head and a footpath/cycle route.

Serving the proposed larger allocation via an improved Cowpasture Lane together with the provision of Toucan Crossings on Chapel Street and Sutton Road provide a safe and acceptable highway solution that does not adversely impact on heritage assets.

The upgraded Cowpasture Lane will also enable maintenance vehicles to gain access to Titchfield Park which is currently unable to accommodate commercial vehicles. This lack of an access is a major constraint in the Council's desire to upgrade the facilities in the park.

The proposed access arrangements will provide a safe access to H1Kc, provide service access to Titchfield Park and will not prejudice the provision of an access to land to the west should it ever come forward for development

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10.32 Overall, is the allocation justified?

Yes, if the allocation is increased as proposed by our client. Without this there is no satisfactory access, and the site would not be deliverable. It is a visually well contained site located immediately adjacent the urban area of Kirby in Ashfield which is a first-tier settlement. It is close to everyday facilities and regular bus services to Sutton in Ashfield and Mansfield to the north and Kirkby in Ashfield, Hucknall, Nottingham, and Derby to the south.

There are no technical or legal impediments to delivery. Peveril Homes is a local house builder with a record of delivery. The site is capable of being delivered in the first 5 years of the plan.

The allocation is justified.

If you require anything further, then do not hesitate to contact me.

Yours faithfully



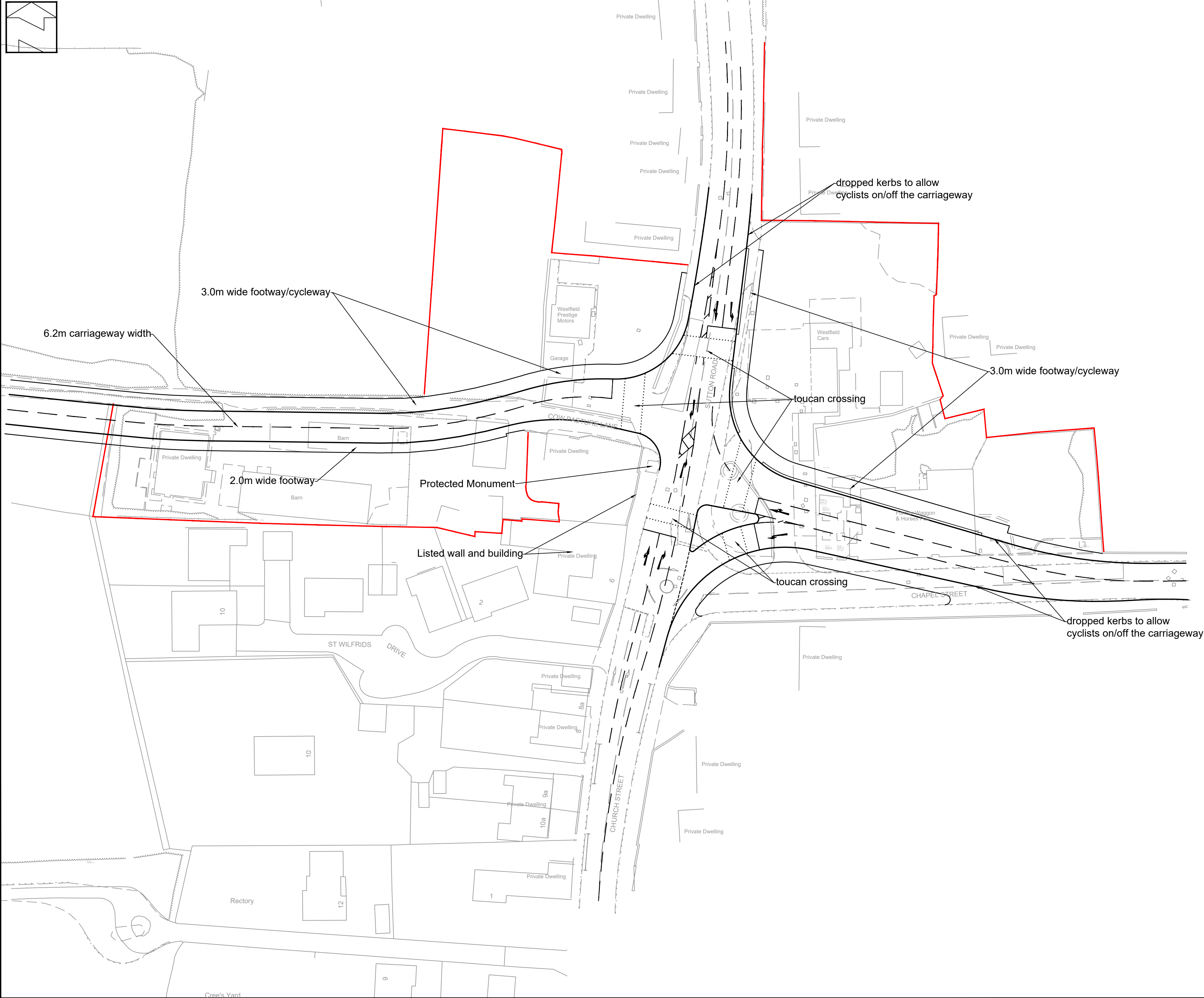
Paul Stone
Director - Stone Planning Services Limited

- Appendix 1 – Illustrative Layout for expanded Site H1Ke.
- Appendix 2 – Illustrative layout with larger highway scheme overlay.
- Appendix 3 - Drawing ADC1386-DR—007 P2
- Appendix 4 - Drawing ADC1386-DR—008 P1



Mowlands, Kirkby in Ashfield





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 metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

P1	06.09.24	For discussion	MH	DAC
Rev	Date	Description	Dr	Rev

Client:

Peveril Homes

Project:

Mowlands, Kirkby in Ashfield

Title:

Proposed Chapel Street/Cow Pastures Lane crossorads junction

ADC

INFRASTRUCTURE

Drawn:
M. Higgins

Reviewed:
D. Cummins

Size:
A2

Scale:
1:500

Date:
06 / 09 / 2024

Status:
PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC1386-DR -	008		P1