

PLANNING COMMITTEE – 23rd June 2025

Reference Number: 26/00082/MFL

Application expiry: 13/5/2026

Application Type: FULL Major

Proposal Description: Proposed redevelopment of site comprising 33 apartments, for people aged 55 years and over, in three buildings (20% affordable housing) and a church hall with plaza and service yard, two associated accesses, roadways, parking, landscaping and pond (Major Application)(Departure from the Development Plan)

At: Land To The South Of 205 Chesterfield Road, Holmewood

For: Mr Rowles - Hipper Developments Ltd

Third Party Reps: 6 support comments 1 general comment

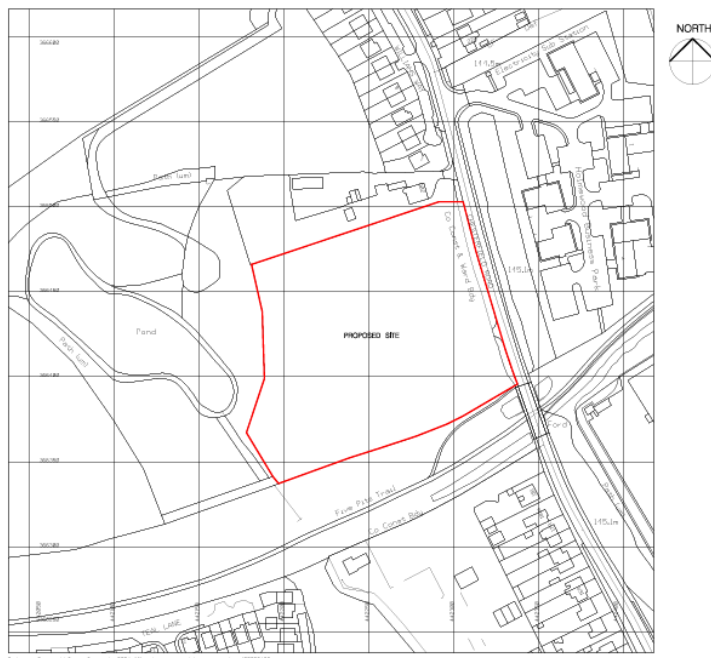
Parish: North Wingfield Parish

Ward: North Wingfield Central Ward

Report Author: Alice Lockett

Date of Report: 28/ May 2026

MAIN RECOMMENDATION: Grant permission, subject to conditions



LOCATION PLAN 1:1250

Figure 1: Location plan, with site edged in red

1.0 Reason for Report

- Officers considered that the application should be considered by committee due to the Church element of the scheme being a departure from the development plan.

2.0 Proposal and Background

Site Description

- 2.1 The application site is an approximately 1.79ha agricultural field located to the south of 205 Chesterfield Road. The site bounds land around Lings Pond to the west, the Five Pits Trail to the south, Land to the rear of 205 Chesterfield Road, which has planning permission for 4 dwellings (23/01055/FL) to the North and Chesterfield road to the east.
- 2.2 The application site is a broadly square agricultural field located to the east of Chesterfield Road. It is bounded by the land associated with 205 Chesterfield Road to the North, which has planning permission for 4 dwellings (23/01055/FL).
- 2.3 To the west is an area of woodland surrounding Lings Pond fishing lake, some of this woodland is identified as a Priority Habitat.
- 2.4 To the south is the Five Pits Trail which is in a wooded cutting, again with some elements being a Priority Habitat. A public footpath leads from Chesterfield Road just outside the south eastern corner of the site onto the Five Pits Trail.
- 2.5 The site slopes down gradually from east to west and from north to south so the south western corner is the lowest point of the site. Part of the site was formerly open cast mined and there is a headwall around this area, however the site has been reinstated to agricultural land. It is not considered to be previously developed.
- 2.6 With woodland on the southern and western boundaries, and mature hedges and built form on the northern boundary views of the site from the north, south and west are well screened. Views from Chesterfield Road are filtered through a mature hedge which runs along the majority of the boundary. Some views into the southeastern portion are available from the footpath which accesses the Five Pits Trail.
- 2.7 The application site was previously granted planning permission for up to 50 dwellings (14/00312/OL). However, although reserved matters were submitted and approved, no development appears to have been started and as such it appears that this permission has lapsed.

Proposal

- 2.8 This application seeks permission for a church hall with associated parking exclusively for the use of the Plymouth Brethren who are well represented in the community and are looking for a larger dedicated space than their existing places of worship in Wingerworth and Chesterfield. To support the church hall development 3 blocks of apartments aimed at the over 55s are proposed in the southern part of the site.
- 2.9 The Plymouth Brethren have a particular style of assembly which takes place in the round in a plan arrangement which is standardised globally to take into account optimum acoustics and temperature. The proposed hall would be a 9 row hall which would accommodate the local congregation and allow for larger events in combination with other congregations. Parking is carefully managed with a one-way system to ensure safe arrival and egress from the car park. Security of the site is important at all times and as such it is proposed to form a 2.1m mesh fence around the site

Amendments

- 2.10 A revised site plan. Landscape master plan and tree protection plan was submitted which takes into account comments from Yorkshire Water about an on site sewer. Updated and Amended Flood Risk Assessment and Drainage documents, Transport Statement. Travel Plan, Noise Impact Assessment and Tree information were submitted following comments from consultees.

3.0 Relevant Planning History (not the full site history)

Reference	Decision	Decision Date	Description
PREAPP/24/0037	CLO	13.02.2025	Proposed redevelopment of site comprising 33 apartments for people aged 55 years and over, in three buildings (20% affordable housing) and a gospel hall with plaza and service yard, two associated accesses, roadways, parking, landscaping and pond (Major Development)
14/00312/OL	S106	01.10.2014	Outline residential development on 1.70 hectares for 40-50 dwellings including means of access (Major Development) (Departure from Development Plan)

17/00906/RM S106 16.07.2020

Submission of reserved matters for residential development of up to 50 dwellings including appearance, landscaping, layout and scale in relation to outline approval 14/00312/OL (Major Development) (Departure from the development plan) (Amended Plans)

4.0 Consultation Reponses

- 4.1 NEDDC Environmental Health Officer
No objection subject to conditions securing early morning parking.
- 4.2 DCC Local Highway Authority (LHA)
No objection subject to conditions
- 4.3 The Coal Authority
No objection subject to conditions
- 4.4 NEDDC Housing
No objection subject to 20% affordable housing.
- 4.5 DCC Lead Local Flood Authority
No objection subject to conditions
- 4.6 DCC Planning Policy
No objection S106 Monies requested
- 4.7 NEDDC Lead Local Flood Authority
No objection. The report mentions that a detailed SUDS management plan will be agreed with the LPA prior to construction/occupation. This will need to be added as a condition on the planning. Otherwise, no further issues.
- 4.8 NEDDC Tree Officer
Some concerns but ultimately no objection subject to conditions requested.
- 4.9 Derbyshire Constabulary
No objection subject to conditions
- 4.10 Yorkshire Water
No objection subject to conditions
- 4.11 Derbyshire Wildlife Trust

No objection subject to conditions

4.12 Active Travel England
No objection

4.13 DCHS
No objection

4.14 Chesterfield Royal Hospital
No objection S106 monies requested

4.15 DCC Archaeology
No objection

4.16 NEDDC Employment Officer
No objection subject to conditions

4.17 Environment Agency
No objection subject to conditions

4.18 DCC Rights of Way
Following initial LHA comments issued on 6th April 2006, DCC Countryside who maintain the Five Pits Trial who stated that discussions with the applicant were being undertaken to agree the improvements in relation to the Five Pits Trial. This should be confirmed with DCC Countryside with agreed plans to be submitted as part of a condition to the LHA.

4.19 The Ramblers Association
No objection

4.20 Peak and Northern Footpaths Society
No comments received.

4.21 British Horse Society
No comments received

4.22 Chesterfield Cycle Campaign
No comments received

4.23 NEDDC Street Scene
No objections

4.24 NEDDC Parks
No objection

4.25 Parish Council

The Parish Council has concerns about the extra volume of traffic that will be generated by this development

4.26 Ward Member

Some concerns re: parking.

4.27 Health and Safety Executive

No objection provided the proposed development does not constitute a 'vulnerable' building.

5.0 Representations

5.1 The application was publicised by way of neighbour letters and the display of a site notices. A Site notice was placed adjacent to the application site in the window of the building which expired on 13/3/2026.

5.2 7 local resident have made representations.

- 1 general comment about the cumulative impact of development on the junctions at Temple Normantion and the general risk to highway safety- this proposed application was not specifically mentioned
- 6 support comments including the following:
- The church is outgrowing its current facilities
- This is well thought out and sympathetic to the local environment and community
- Over 55s housing will give something back to the local community and provide much needed housing stock
- Development will represent further progress and investment in the area
- Access to the hall will be safer than the existing
- The church will bring in people who will contribute to local shops etc.
- Welcome improved access to the Five Pits Trail.
- Increased activity and presence will help to lower crime in the area.

6.0 Relevant Policy and Strategic Context

North East Derbyshire Local Plan 2014-2034 (LP)

6.1 The following policies of the LP are material to the determination of this application:

SS1 Sustainable Development

SS2 Spatial Strategy and the Distribution of Development

SS7 Development on Unallocated Land within Settlement with defined Settlement Development Limits

LC1 Housing Allocations

LC 2 Affordable Housing

LC4 Type and Mix of Housing

SDC2 Trees, Woodlands and Hedgerows
SDC3 Landscape Character
SDC4 Biodiversity and Geodiversity
SDC11 Flood Risk and Drainage
SDC12 High Quality Design and Place Making
SDC13 Environmental Quality
SDC14 Land potentially affected by Contamination or Instability
SDC15 Development Near Hazardous Uses
ID4 New Social Infrastructure
ID7 Green Infrastructure
ID8 Greenways and Public Rights of Way
ID10 Open Space, Sports and recreation Facilities

National Planning Policy Framework (NPPF)

- 6.2 The overarching aims of the National Planning Policy Framework (NPPF) have been considered in the assessment of this application.

Other Material Planning Considerations

- 6.3 Successful Places Interim Planning Guidance, adopted December 2013

7.0 Planning Issues

Principle of Development

- 7.1 The site lies within the Settlement Development Limit for Holmewood and is allocated for housing. Policy LC1: Housing Allocations (site reference HO3) identifies an approximate site capacity of 40 dwellings. As an allocated housing site, the site forms part of the Local Plan's housing supply identified to meet the district's housing requirement 2014 – 2034 as set out in Policy SS2: Spatial Strategy and the Distribution of Development.
- 7.2 Policy LC4 seeks to deliver a mix of homes of different types and tenures to meet the requirements of a range of household sizes, ages and incomes across the District. This includes the provision of housing for older people and specialist housing in appropriate locations close to services and facilities. Whilst specialist housing is broadly defined in the Local Plan, the NPPG (ID: 63-010 20190626) is clear that this type of housing includes age restricted general market housing defined as generally for people aged 55 and over and the active elderly
- 7.3 The 2024 Housing Needs Assessment (HNA) provides analysis of the housing needs of older people. It shows there is a district-wide need for housing with support of 2,228 dwellings over the period 2022-2044, equating to approximately 101 dwellings per annum. This category of older persons housing includes retirement/sheltered housing with support together with age restricted general

market housing as defined in the NPPG. The Councils latest Annual Monitoring Report (AMR) reports that whilst there is one outstanding permission for age restricted homes for the over 55's at Wingerworth, no completions for this type of housing have been completed that would contribute towards meeting the identified need.

- 7.4 The proposed development for 33 apartments for the over 55's would contribute towards meeting the district's overall housing requirement and more specifically the identified housing needs of older people as evidenced in the HNA. Taking this into account, it is considered that proposed housing development on the site would accord with Policy LC1, and part 2 of Policy LC4 of the Local Plan.
- 7.5 The other element of this mixed-use proposal is a church hall with associated plaza, car parking for 207 cars, roadways, landscaping and drainage pond. Whilst this would be a departure from Policy LC1, Policy ID4 of the Local Plan is supportive in principle of the provision of new social infrastructure facilities in the district including places of worship/meeting halls.
- 7.6 Policy ID4 of the Local Plan states that 'development proposals involving the provision, expansion, or improvement of social infrastructure facilities will be permitted where they: a) are accessible by public transport, walking and cycling, unless they are meeting a specific local need; and b) are provided, where practicable, in multi-use, flexible and adaptable buildings or co-located with other social infrastructure.
- 7.7 The site is located on a main bus route along Chesterfield Road and close to residential areas within the villages of Holmewood, North Wingfield and Heath. The site is therefore considered to be a sustainable location which provides opportunity for access to public transport and active travel by cycle and on foot. Whilst the building is designed for sole use of the Church Hall Trust its overall design including its open plan layout appears to offer some flexibility and adaptability to accommodate multi uses in the future. On this basis, it is considered that the church hall on the site would accord with Policy ID4 of the Local Plan.
- 7.8 In view of the above, the principle of development is considered acceptable in this case subject to an assessment against the various strands of other planning policy as outlined below.
- 7.9 As the site is allocated for housing and this proposal will deliver a mixed development which reduces the land available for housing, officers consider it appropriate to ensure a phased approach to the development, which ensures that the delivery of housing commences before the church is first occupied. This will ensure that the land delivers the housing expected when it was allocated.

quantity of parking to serve the church hall and the fixed layout/design of the hall itself.

- 7.12 The northern two thirds of the site will serve the church hall and associated infrastructure and parking. It is expected that this part of the site will be secured by a 2.1m high green weldmesh fence around the perimeter for security reasons to discourage antisocial behaviour. Due to the mature hedgerow at the front of the site and proposed planting on boundaries it is considered that this fence will be for the most part screened and/or softened from public view points. It is proposed to site the church hall to the rear (west) of the site with the car parking between the building and the road.
- 7.13 To the western end of the southern third of the site will be a more natural area where surface water attenuation ponds and biodiversity net gain planting will be located.
- 7.14 Having the church hall to the rear of the site does not present a strong frontage to Chesterfield Road. However, due to the need to provide separate access for the apartments and church hall, there would be insufficient space at the front of the site for the building. Added to this, due to its simple design (see below) the building would not provide an active frontage to the site. Due to the slope down away from the road, by locating the building in the west of the site its impact will be lessened.
- 7.15 The design will mitigate the impact of the large areas of parking to the front of the church by using a geogrid paving system which should encourage much of the area to grass over, trees are proposed within and at the end of parking blocks. Further tree planting is proposed at the entrance and to the north and south of the building. Apart from gaps where the new access roads are proposed, the existing mature hedge which bounds Chesterfield Road will be retained and with good management this, along with proposed planting it is expected to help soften the impact of the parking areas on the streetscene.
- 7.16 Three blocks of apartments over 3 storeys are proposed on the southern third of the site. These will be served by an access road to the north which will also serve as agricultural access to the fields to the west. Parking will be available perpendicular to this road.
- 7.17 The apartments will be well landscaped with communal gardens between them. It is proposed that the main windows to these apartments will look east and west over the gardens and out of the site so that they are not impacted by shading from trees on the Five Pits Trail to the south. It is hoped that this will reduce pressure to prune these trees from occupants.
- 7.18 The Design review panel asked it if were possible to soften the parking arrangements and make the road less rigidly straight. The D&A statement response reads “although this is difficult to achieve due to having to achieve

minimum levels of parking requirements for the apartments, steps were taken to soften the frontages as much as possible to mitigate these concerns". The access road is still straight although there are opportunities to create raised pedestrian crossings which would also act as speed bumps. Planting including street trees is proposed between the car park and the road. This is quite formal in its layout (rectangular beds) however this reflects the formal/regimented design aesthetic of the residential part of the site as a whole. Officers are of the view that this represents good design as the apartments blocks and their surroundings will be read together as part of one design.

Building design- Church Hall

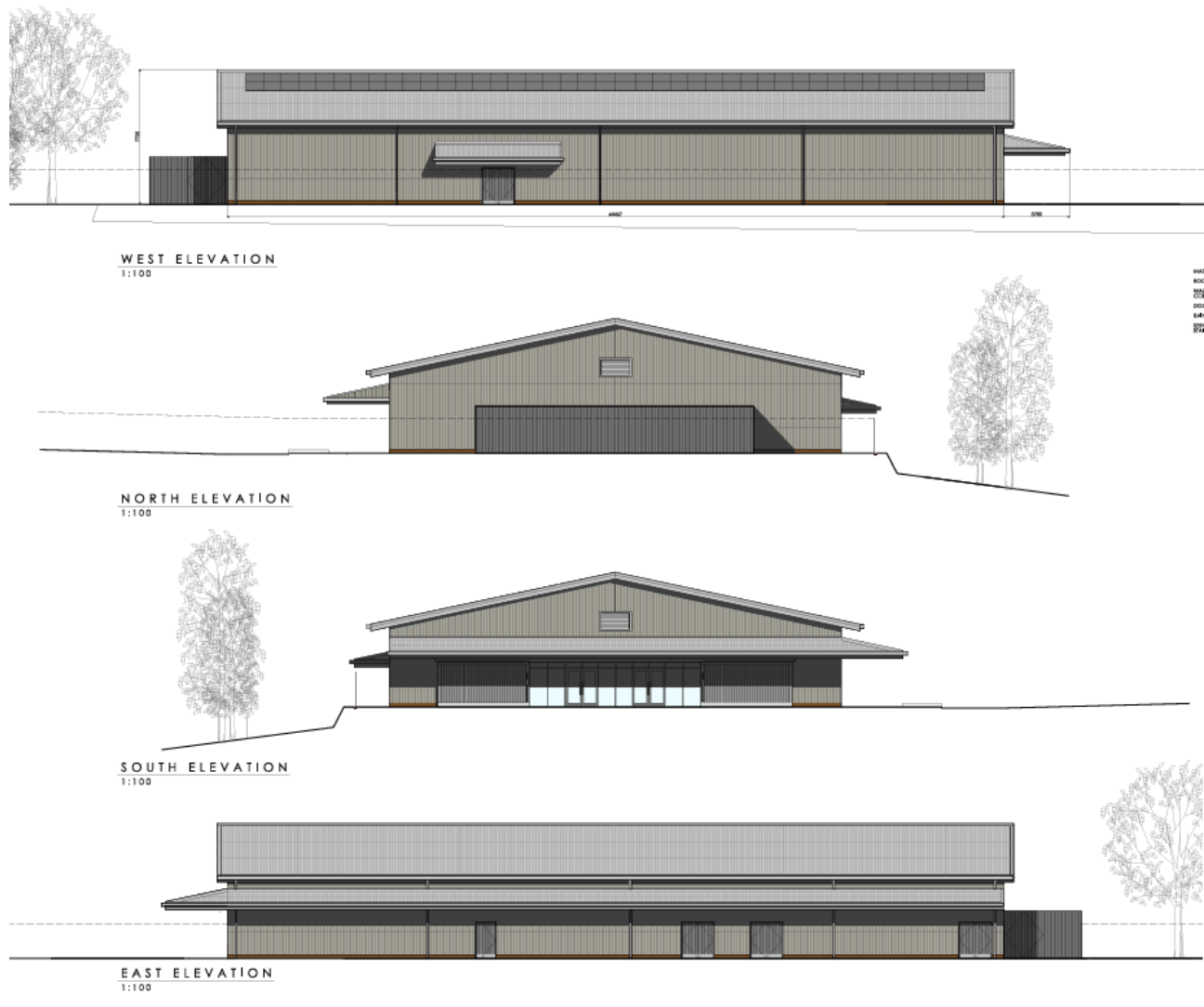


Figure 3 Proposed Church Hall Elevations

7.19 The proposed church hall, as illustrated in Figure 3 above, is of a simple almost agricultural design which, it is explained in the design and access statement, is

based upon the first Plymouth Brethren Church in Ireland, it is laid out to a set design and dimensions based on congregation size. As such it is not possible to make many changes to design. The building will be orientated on a north south axis with a plaza to the south to make the most of morning sunshine. The size of the building and this plaza limits siting options (as discussed above).

- 7.20 The submitted drawing shows the building having a simple, featureless side elevation which faces onto the car park. This elevation included a canopy designed to provide weather protection for congregants arriving and leaving the building. This blank elevation does not represent a welcoming feature for visitors arriving and would usually be considered poor design. However, officers recognise that for church members the building's design is representative of its simple functionality and the simplicity of the church and as such, as a building at the heart of the local congregation, church members might not see it as unwelcoming.
- 7.21 Through the pre-app, design review and planning application process, the design team and officers, with support from Desing Midlands have worked to try to get a balance between the requirements of high quality design (such as a strong roadside frontage and architectural interest) and the needs and restrictions of the Plymouth Brethren community's expectations of a church building with a simple, functional aesthetic and the associated need for large amounts of parking.

Building design-Apartments



Figure 4 Block 1 elevations



Figure 5 Block 2 elevations



Figure 6 Block 3 elevations

7.22 This part of Holmewood and Temple Normanton is characterized by a mixture of mid to late 20th century and early 21st century dwellings and commercial buildings. The business part opposite the site to the east of Chesterfield Road comprises several 3 storey blocks which have a similar footprint to the apartment blocks proposed.

7.23 The three apartment blocks comprise two blocks of 12 two-bedroom apartments and one block of 9 one-bed apartments. They are proposed to be finished in red brick which is found frequently in buildings in the area. Windows, doors and frames are proposed to be bronze anodized Aluminium, which is both very durable and robust, requiring little maintenance. The proposed roof material is a standing seam metal roof which is both lightweight and durable with low maintenance requirements. The gables will have accent buff coloured Artstone tabling and an

accented horizontal string course proposed at first floor level on the façade. The first-floor balconies will have simple, low profile, glass balustrading to maximise views whilst minimising visual impact.

- 7.24 The main windows for each apartment are on the east and west facing elevations of the buildings, so design to ensure that they will not be shaded by the trees to the south. However, there are also secondary openings on the north and south facing elevations which provide architectural interest for the buildings when viewed from the access road to the north or the footpath to the five pits trail to the south. Plot 1 has architectural interest on the south and east elevations as this faces both Chesterfield Road and the 5 Pits Trail.
- 7.25 It is considered that the apartments will represent a very modern design in an area which is characterized by a mixed street scene but due to the high quality of design and material will represent good design which will not cause harm to the character of the area.

Privacy and Amenity Considerations

- 7.26 Policy SDC12 also requires that developments protect the amenity of existing occupiers and create a good quality of amenity for future occupants of land or buildings including in relation to privacy, overlooking, overshadowing and/or any overbearing impacts.
- 7.27 Successful Places Planning Guidance provides information about separation distances, amount of private amenity space and other provisions which helps to preserve the amenity of existing and future occupiers.
- 7.28 The siting of the church hall along the western part of the site has, in part, been driven by a desire to minimise the impact of the proposal on the proposed dwellings to the north. Its orientation means that the short side of the building will address the garden of the westernmost of the proposed houses on application site 23/01055FL. The distance from the boundary, a high level of screening by existing and proposed tree planting, and the large size of the garden of the effected dwelling will help to mitigate any impact.
- 7.29 Whilst it can be expected that there will be some noise before and after services as members of the congregation arrive and leave the site, it is considered that this would be limited given the number of services and times of day that they would occur. It is not proposed to rent the building out for uses other than for the Plymouth Brethren church. It is therefore considered that the proposed church would not have a detrimental impact on the amenity of existing or future occupants of the site or surrounding sites.
- 7.30 An exception to this is the early (6am) morning services. The council's Environmental Health Officer had concerns that parking for these services could

disturb residents at the proposed dwellings to the north of the site. In response to this the applicant has submitted a plan which shows the parking spaces on the northern boundary of the site to be unavailable to congregants attending the 6am services. A condition requiring the site to be managed to ensure these restrictions are maintained can be added to a permission should it be granted.

- 7.31 The proposed apartments are located well away from other dwellings and would not impact light to windows or cause overlooking. The blocks are situated over 21m from one another so would meet the requirements of facing windows. The proposed balconies on blocks 1 and 2 are slightly closer (19.8m between balconies, 20m between balconies and windows). This is slightly below the requirements of Successful Places but given that this would be clear to anyone choosing to purchase the apartments it is not considered to be so harmful as to be a reason for refusal. The distances between blocks 2 and 3 are greater and exceed those required by successful places.
- 7.32 The apartments will be built to Lifetime Homes Standard Design Criteria, which has similar standards to the Building Regulations code M(4)2. This should ensure that older residents can continue to live in their homes even if they need to use a wheelchair etc. and means that the proposal will meet the requirements of policy LC4 which requires at least 20% of dwellings on Major Applications should be accessible and adaptable.
- 7.33 The table below shows that the area of the proposed apartments will meet the national space standards:

	National Space standards			Proposed apartments	Does this meet the standard?
	Number of bedrooms	Number of bed spaces	Single storey area (m ²)	Area (m ²)	
Block 1 3no.	1	2	50	53.85	Yes
Block 1 6no.	1	2	50	51.84	Yes
Blocks 2 &3 25no.	2	4	70	75.26	Yes

Table 1 Space Standards

- 7.34 On each ground floor there is a room for cycle storage whilst the upper floors all have communal areas providing extra space available to residents. Bin storage will be located to the north of the central gardens and to the east of block 1. Adequate parking is also proposed.
- 7.35 Each first-floor apartment will have a balcony of 2.6m² with ground floor apartments having access to outside space immediately outside their French windows. These

private areas are lower than the minimum 25m² expected by Successful Places. However, in this case communal gardens are also proposed, and it is considered that due to this, and other features such as the proximity of countryside accessed by the Five Pits trail, the lower levels of truly private amenity space would not be so harmful as to be worthy of being a reason for refusal.

- 7.36 The proposed layout, design of the Church and design of the apartment blocks will represent development which is different from that envisaged when the site was granted planning permission for housing. Some of the elements of the proposal such as the siting of the church, the large amount of parking and the lack of architectural interest of the church do not represent good design. However, officers are of the view that this is justified by the specific requirements of the Plymouth Brethren church community for whom simplicity of building design is an important factor. Added to this the applicant has worked hard to soften the impact of the proposal through sensitive planting and retention of existing trees and hedgerows.
- 7.37 The apartments will represent a modern treatment to a site which is within the settlement albeit on the countryside edge. However, again it is considered that the use of materials and design will create a sense of place and which will be softened by existing and proposed planting.
- 7.38 Overall officers are of the view that the proposal will result in a good use of the site which will deliver much needed housing for older people to the area as well as social infrastructure in the form of the church hall and as such these benefits outweigh the remaining harm of the elements of unusual design outlined above.

Waste Management

- 7.39 Waste from the church will be managed by a private company and there will be no requirement for council bin wagons to enter the site.
- 7.40 Domestic waste will be managed by the use of bin stores located to the north of the apartment blocks. It is expected that these will be emptied by NEDDC refuse subject to the usual indemnities for accessing private roads. Swept path drawings are included in the Transport Assessment showing the council's bin wagons and access and egress the residential part of the site. Although not shown with swept paths, the turning head at the end of the private road appears to be large enough to allow bin wagons to turn.

Trees

- 7.41 A tree survey and tree protection plan and Arboricultural impact assessment and method statement have been submitted. This shows that there are a number of trees and hedgerows on the boundary of the site, most of these are of low value and one (T2 an Elm) is in poor condition and requires felling. There are 2 trees of value which site in the north east corner of the site, neither of these are protected by TPO. The access to the church part of the site will be constructed between these

two trees. It is proposed to use a no dig construction for the access road at this point and this can be secured by condition.

- 7.42 The Council's Tree Officer responded as follows: I welcome the increased amount of no dig construction methodologies for the proposed hard surfacing at the periphery of RPAs of T23 and T25, and the clarification on the amount of pruning required to some of the branches of the crown of T23. I maintain my concern over the cumulative impacts of proposed works to and around T23 and the effect of these works on the long-term health of the tree. I also maintain my concern over the likely effect on the natural appearance of this tree following the proposed pruning. The south aspect of the canopy of T23 will overhang the vehicular entrance to the site, and I assume that this entrance will also act as a site access during the construction of the development. The revised AIA currently suggests that crown lifting to create 3m clearance above the entrance will be sufficient. However, I am not convinced that this will be sufficient clearance above the geocellur confinement system which is proposed across the RPA of T23, as this will require existing levels to be higher than they are presently and presumably vehicles of a height greater than 3 metres shall be necessary during the construction of the site. I expect crown lifting to achieve a minimum clearance of 5.5m will be required during and after construction, as this is the usual requirement for high-sided vehicles.
- 7.43 The revised Landscape Masterplan (1795-004 Rev D) proposes to plant a mixture of small trees within the centre and at the ends of the car parking spaces. The areas which these trees are proposed to be planted appear to provide around 13m³ of uncompacted soil, which should just be sufficient soil to support trees of medium size (trees less than 15 metres tall at maturity). However, *Amelanchier lamarkii*, although an attractive tree, is usually considered a shrub or a small tree. I believe the species selection should be more ambitious and towards the recommendations given within the Design Review and species of larger size should be selected for within the centre of the car park area to break up the impact of the car park. As the proposed volumes within these locations just appear sufficient to support trees of medium size, medium sized species which demonstrate some degree of drought tolerance should be selected. In addition, as the site is likely to receive salt application over winter months, as part of seasonal maintenance and protection of users from slipping, we should be looking towards species which display some tolerance to higher soil salinity. Species of medium size, some drought tolerance and tolerance to saline soils may include *Acer campestre*, *Acer tataricum*, *Elaeagnus angustifolia*, *Pyrus calleryana*, *Quercus x bimundorum*, *Quercus x turneri* and *Sorbus intermedia*.
- 7.44 Notwithstanding this, the Tree officer has recommended imposition of conditions which request full details of tree protection and methods for managing the trees through the construction process. He has also requested a condition requiring submission of proposed trees to be planted, including specifications of planting and maintenance. It is considered that given the importance of the proposed trees in mitigating the impact of the car park particularly, conditions requesting this level of

details to ensure protection of existing trees and survival of proposed trees is appropriate and as such the requested conditions meet the 6 tests for planning conditions.

Five Pits Trail

- 7.45 The applicant has proposed upgrades to the path which links the Five Pits Trail to Chesterfield Road to the south of the site. They have agreed with DCC countryside service to carry out these works this can be secured by a Grampian type condition. It is considered that improvements to access to the Five Pits Trails weigh in favour of the development.

Affordable Housing provision

- 7.46 The application site is subject to the requirement that 20% of the dwellings should be delivered as affordable. As such 7 of the flats are proposed as affordable dwellings, it is expected that these will be delivered as social or affordable rent and will be secured through a section 106 agreement.

Developer Contributions

- 7.47 Developer contributions have been requested by policy colleagues for delivery of sport provision including Cricket at Old Colliery Lane Holmewood and 3G provision in the eastern part of the district- this has been accepted by the applicant

Item	Requested by	Amount
Cricket provision at Old Colliery Lane, Holmewood.	NEDDC	£4,712.00
Lifecycle cost	NEDDC	£8,670.00
3G provision in the district, serving the eastern analysis area. Capital	NEDDC	£2,014.00
Lifecycle cost	NEDDC	£590.00
Travel plan monitoring £2000x 5 years	DCC	£10,000.00

Table 2 S106 monies requested

- 7.48 Chesterfield Royal Hospital have requested funds but have not provided justification which meets the requirements of the 3 test for CIL contribution requests. As such it is not possible to secure this funding through the S106.
- 7.49 Derbyshire County Council have requested monies to monitor their travel plan.
- 7.50 The applicant has confirmed that any public open space, BNG land or other landscaping will be managed privately and as such no contribution towards the costs of the council adopting the land is required.
- 7.51 It is considered that these requests are required to mitigate the impacts of the development and as such they are weight neutrally in the planning balance.

Other Material Matters

7.52 As the apartments are for the over 55s only, it has been assumed by the county council that there will be no impact on school capacity and as such there is no education request. The delivery of over 55s housing which is an under supplied housing type for the district also weighs in favour of the loss of the wider site for more housing. As such it is considered appropriate to include a condition which restricts the sale of the flats to people aged 56 or over.

Highway Safety Considerations

7.53 Initial comments from the LHA raised concerns with regard to the evidence provided by the applicant in respect of parking assessments and trip rates, suggested that a road safety audit would be required and raised concerns about the speed of vehicles travelling along Chesterfield Road.

Cumulative Parking Assessment

7.54 As part of initial LHA comments issued on 6th April 2026, a cumulative parking assessment was requested to demonstrate that the parking provision for the church hall is adequate.

Table 4 - First Principles Trip Generation

Meeting Type (Day)	Frequency	Meeting Durations	Attendees	In	Out	Two-Way
Sub-divisional Meetings	Every Monday	18:45 – 19:45	40	12	12	24
City Meetings	Every Wednesday	18:45 – 20:15	220	55	55	110
Interchange Meetings	Saturday (Fortnightly)	11:15 – 12:45	500	150	150	300
Sub-divisional Meetings	Every Sunday	05:45 – 07:00	40	12	12	24
City Meetings	Every Sunday	17:15 – 18:45	220	55	55	110
Interchange Meetings	Every Sunday (Fortnightly)	11:00 – 13:00	500	150	150	300

Figure 7 Trip Generation showing likely number of cars going In and Out of the site for each service type.

7.55 details of meetings/services for the church hall were confirmed by the applicant through provision of information in Figure 2 above. This shows the likely expected number of visitors to the site and the number of car movements in and out of the

site. The impact of events such as weddings and funerals is shown in Figure 3 below. These tables have been taken from the transport statement report. The applicant's transport consultant has also confirmed that each meeting/service or event is separate and there is no crossover in event resulting in parking demand exceeding capacity.

Table 5 - Estimated Occasional Trip Generation.

Meeting Types (Day)	Frequency	Meeting Durations	In	Out	Two-Way
Funeral	Weekdays (as required)	During the day as convenient.	55	55	110
Weddings	Tuesdays (as required).	Typically, 14:30 – 15:30	10	10	20

Figure 8 Trip generation showing likely number of cars going In and Out of the site for events such as Weddings and Funerals

7.56 Further information from the transport consultant demonstrating the predicted parking provision for each event and remaining capacity of parking availability is shown below.

Parking Assessment of Church Hall

Scenario	Church Hall Demand	Church Hall Parking Provision	Remaining Capacity
Sub-divisional Meeting	12	191	+179
City Meeting	55	191	+136
Interchange Meeting	150	191	+41
Funeral	55	191	+136
Wedding	10	191	+181

Figure 9 Likely parking demand for usual services/meeting.

7.57 As such this shows that the meeting and events at church hall will not result in overspill parking along the local highway and therefore this is considered acceptable.

7.58 Additionally, a Framework Parking Management Plan has been prepared and submitted with the revised TA which states "This sets out the measures that will be used to manage arrivals, parking, late arrivals and departures, including the use of Parking Marshalls. The plan is intended to ensure that vehicles are accommodated

within the site and to discourage overspill parking on Chesterfield Road". Therefore the implementation of the Parking Management Plan will be conditioned.

TRICS Data

- 7.59 As part of the initial LHA comments issued on 6th April 2026, comments were issued with regard to TRICS data and use of Greater London/Ireland as not considered to be representative of the site's location and therefore not considered robust. As such the transport consultant has revised the TRICS data excluding the Greater London area which is acceptable, however from review the data is based on the land classification Privately Owned Flats which is considered not to be an ideal representation of over 55 apartments.
- 7.60 As such the LHA has undertaken its own review based on representative parameters including based on the land classification of Retirement Flats which is considered to be more representative of over 55 apartments and which resulted in 22 sites selected. The TRICS data demonstrates that trip generation is higher and peak periods for trips are alternate to the traditional peak periods than the TRICS Data submitted. However, based on further LHA review the predicted trip generation is not considered to be significant with peak trips outside of the main peak periods and therefore considered acceptable.

Traffic speed concerns

- 7.61 It is considered that due to the relatively small scale of the development it is unlikely that the applicant will be required to provide any traffic calming measures or enforcement such as speed cameras along Chesterfield Road. Mitigation can only be secured through a planning permission in respect of the proposed development, rather than to correct a pre-existing situation. However, a road safety audit will be able to assess whether any specific mitigation to prevent an increase in the volume of speeding traffic as a result of this development can be secured by condition.
- 7.62 Furthermore, the transport consultant has demonstrated that there is sufficient visibility to accommodate the 85th percentiles speeds (maximum 39.5 mph) along Chesterfield Road, providing adequate mitigation against any significant harm to highway safety .

Site Access and Internal Layout

- 7.63 Details of the adopted section of the site access, footways between the two accesses, formal crossing points at the site access and internal layout are to be confirmed as part of Section 278 discussion with adoption officers, should planning permission be granted.

- 7.64 However, it has been confirmed within the revised TA that the church hall access gate is set back approximately 9.95m from the highway kerb, providing adequate space to prevent cars queuing on the highway.
- 7.65 Details of waste management strategy should also be confirmed. This can be conditioned.

Sustainable Travel

- 7.66 Chesterfield Road is a bus route and there are good cycle connections to the wider area via the 5 Pits Trail. A final Residential Travel Plan can be conditioned with monies to cover 5 years of monitoring secured through the S106 agreement. The allocation of the site for development in the current Local Plan emphasises this as a sustainable location for development.

Conclusion

- 7.67 Based on the analysis of the information submitted and a review of Local and National policy the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

Drainage Considerations

- 7.68 The site falls in Flood Zone 1 with the lowest probability of flooding from rivers, there is low risk of surface water flooding on parts of the site. As the site is allocated in the local plan the sequential test is not required.
- 7.69 Site investigation reports have identified that the ground conditions are impervious, and the surface water strategy is based on SUDs principles. Paving has been designed using permeable surfaces with no fine aggregate structural sub-bases, providing surface water storage during periods of rain and these systems provide excellent filtration of surface water. The design capacity for the site has been calculated, and a detention pond is shown at the lowest point of the site. Surplus surface water will discharge via a hydro brake to regulate flows into the adjacent culverted water course on adjacent land.
- 7.70 Following submission of further information the Lead Local Flood Authority removed their objection to the scheme and have no objection subject to conditions. Yorkshire Water have no objection subject to conditions ensuring that surface water will not discharge to the public sewer.
- 7.71 It is considered that due to the measures set out in the drainage plans and flood risk assessment the proposed development will not represent as risk to flooding, nor will it be itself at risk from flooding.

7.72 NEDDC Drainage engineers had initial concerns about the impact of surface water drainage on the receiving water course. However following submission of additional information they are content that the impact will be acceptable. A detailed SUDS management plan should be agreed with the LPA prior to construction/occupation.

Land Contamination/Land Stability Considerations/Other technical considerations

7.73 The site is a former open case coal mining site and is at risk from shallow mine works. The application is accompanied by Phase 1 and Phase 2 engineering and environmental assessments which have been assessed by the coal authority and the council's environmental health officer. Neither have objections subject to conditions to secure remediation and as such it is considered that the development can be adequately mitigated from the effects of the site's previous use.

7.74 Overall, Officers conclude that there are no technical reasons relating to land contamination or land stability that would preclude development.

7.75 The application site is located within an HSE explosives safeguarding zone. The HSE has no objection provided that the proposed development does not constitute a 'vulnerable' building. "Vulnerable building" means a building or structure of vulnerable construction, that is to say—

(a) a building of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5m² and extending over more than 50% or 120m² of the surface of any elevation;

(b) a building of more than three storeys above ground or 12m in height with solid walls and individual glass panes or frangible panels larger than 1.5m² and extending over at least 50% of any elevation;

(c) a building of more than 400m² plan area with continuous or individual glazing panes larger than 1.5m² extending over at least 50% or 120m² of the plan area; or

(d) any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.

7.76 Blocks 2 and 3 are not more than 3 storeys and are under 12m in height. However, they are over 400m². The applicant has been asked to confirm if the design of the building meets the requirements of parts c) and d). This had not been received at the time of publication of this report. Officers will update members on this matter through the late reps.

Ecological Considerations

7.77 The application is accompanied by a preliminary Ecological Appraisal, and Biodiversity Net Gain (BNG) summary report and the statutory BNG Metric. The

application is subject to the mandatory Biodiversity Net Gain condition as well as species enhancements required by the NPPF and Policy SDC4.

- 7.78 It is understood that the site comprises modified grassland bound by a single native hedgerow to the east and deciduous broadleaved woodland to the south and west. Pockets of blackthorn scrub are present to the east and west and a ditch lies adjacent to the western boundary. Three individual trees are present within the site, T23 and T25, mature English oak trees within the eastern boundary hedge and T18, a goat willow the north-west.
- 7.79 It is considered that the majority of the habitats are of site importance. However, the eastern boundary hedgerow is of a higher value and represents a Priority Habitat under the NERC Act (2006), as the hedge consists predominantly of at least one woody UK native species and is over 20m long and less than 5m wide. Approximately 20m of the hedgerow will be lost in order to facilitate the site access, the remainder of which (~50m) will be retained.
- 7.80 The Ecological Appraisal presents the results of a UK Habitat Classification survey undertaken on 10th July 2024. A badger survey, Ground Level Tree Assessment (GLTA), Pond Scoping Assessment, Habitat Suitability Index (HSI) assessment and breeding bird, water vole, otter, reptile and invasive species scoping surveys were conducted in conjunction with the habitat survey.
- 7.81 The recommendations as set out in the PEA are informed by an appropriate desk study which identifies the presence of the adjacent potential Local Wildlife Site (pLWS), Chesterfield Road Pond. Williamthorpe Local Nature Reserve is located ~0.14km north-east.
- 7.82 DWT support the findings of the survey work and the recommendations. It is considered that adequate survey work has been undertaken. They advise that a Construction Environmental Management Plan (CEMP: Biodiversity) should be secured by condition in order to safeguard the adjacent potential Local Wildlife Site (pLWS), deciduous woodland and ecological receptors pertaining to nesting birds, bats, badger, hedgehog and herptiles (including great crested newts). A sensitive lighting scheme should be secured via condition, specifically to safeguard the pLWS and deciduous woodland.
- 7.83 DWT also support the recommendation to implement swift bricks at a 1:1 ratio, alongside bee bricks, woodpiles, hedgehog homes and hibernacula. They advise that integral bat boxes should be considered as part of the scheme design, as well as hedgehog gaps within any newly established fencing (where appropriate).
- 7.84 Biodiversity Gains can be delivered on site and DWT have recommended that a Habitat Management and monitoring plan be conditioned if planning permission is granted.

7.85 Overall officers consider that the proposal can deliver the biodiversity gains required by the mandatory condition and species enhancements in accordance with policy SDC4 and the NPPF.

8.0 Summary and Conclusion

8.1 Local and national planning policy supports development within settlements and on allocated sites where it respects the character of the area. In this case a church hall with associated parking infrastructure and 3 blocks of over 55's flats are proposed on a site allocated for housing. It is considered that, although the scheme will deliver 33 instead of the 40 hoped dwellings on the site, the loss in the number of delivered dwellings is outweighed by the delivery of specialist housing for which there is a shortfall in the district. Delivery of new social infrastructure is also supported by policy and as such, overall, it is considered that the principle of development is acceptable.

8.2 The design and layout of the site is predominantly led by the specific requirements of the applicant for the church hall and in some ways does not meet the high quality design requirements of policy SDC12 of the Local Plan. However, Officers are of the view that by use of good quality materials and soft landscaping the impact of the building and large areas of parking can be softened. Any remaining harm to the character of the area is outweighed by the benefits of developing the remainder of the site for housing and the high quality of design of the proposed apartments.

8.3 Overall and on balance, officers are of the view that the proposal meets the requirements of policies SS1, SS2, SS7, LC1, LC2, LC4, SDC2, SDC3, SDC4, SDC7, SDC11, SDC12, SDC13, SDC14, ID4, ID7, ID8 and ID10 of the North East Derbyshire Local Plan and is therefore recommended for approval subject to a legal agreement and conditions.

9.0 Recommendation

9.1 That planning permission is **CONDITIONALLY APPROVED** subject to a legal agreement to secure the following contributions:

Item	Amount
Cricket provision at Old Colliery Lane, Holmewood.	£4,712.00
Lifecycle cost	£8,670.00
3G provision in the district, serving the eastern analysis area. Capital	£2,014.00
Lifecycle cost	£590.00
Travel plan monitoring £2000x 5 years	£10,000.00

and the following conditions, with the final wording delegated to the Planning Manager (Development Management):-

Conditions

	<u>Condition</u>	<u>Reason</u>	<u>Pre-com agreement</u>	<u>Requested by</u>
1	The development hereby permitted shall be started within three years from the date of this permission.	To comply with the provision of Section 91 (as amended) of the Town and Country Planning Act 1990.	N/A	PO
2	<p>The development hereby approved shall be carried out in accordance with the details shown on:</p> <p>Drawings including details/specifications therein: Published 3rd February 2026 PL.002 TOPOGRAPHICAL SURVEY PL.011 PROPOSED CHURCH HALL GROUND FLOOR PLAN PL.013 BLOCK 01 PROPOSED FLOOR PLANS AND ELEVAT... PL.014 BLOCKS 02 PROPOSED FLOOR PLANS AND ELEVA... PL.015 BLOCKS 03 PROPOSED FLOOR PLANS AND ELEVA... PL.016 LONGITUDINAL ELEVATIONS PL.017 A PROPOSED FIVE PITS TRAIL ACCESS Published 11 February 2026 L3913_PL.001-A LOCATION PLAN L3913_PL.018A PROPOSED ROOFPLAN_BLOCK 01 L3913_PL.019A PROPOSED ROOFPLAN_BLOCK 02 AND 03 L3913_PL.020 PROPOSED ROOF PLAN_CHURCH HALL Published 12 February 2026 LS4068308_2A L3913 AMENDED LIGHTING SCHEME Published 8 April 2026 L3913_PL.021 6AM SERVICE PARKING SCHEME L3913_PL.010_REV F PROPOSED SITE PLAN.</p>	For Clarity and avoidance of doubt.	N/A	PO

L3913_PL.012 PROPOSED
 ELEVATIONS_CHURCH HALL
 Published 20 May 2026
 1795-001A TREE SURVEY MAY
 2026
 1795-002A TREE CONSTRAINTS
 PLAN
 1795-004D LANDSCAPE
 MASTERPLAN
 1795-005B TREE PROTECTION
 PLAN

Supporting documents:
 3rd February 2026
 DESIGN AND ACCESS
 STATEMENT
 PHASE 1 AND 2 REPORT VOLUME
 1
 PHASE 1 AND 2 REPORT VOLUME
 2
 PLANNING STATEMENT
 PRELIMINARY ECOLOGICAL
 APPRAISAL
 11th February 2026
 CRIME PREVENTION STRATEGY
 WASTE MANAGEMENT PLAN
 26th March 2026
 AMENDED NOISE IMPACT
 ASSESSMENT
 28th April 2026
 RSL-1768-01-FRA-001 P1
 AMENDED FLOOD RISK
 ASSESSMENT AND DRAINAGE
 STRATEGY
 11th May 2026
 RSL-1768-01-PMP-001 PARKING
 MANAGEMENT PLAN
 RSL-1768-01-TA-001 P3
 AMENDED TRANSPORT
 ASSESSMENT
 20th May 2026
 ARBORICULTURAL IMPACT
 ASSESSMENT AND
 ARBORICULTURAL METHOD
 STATEMENT
 unless otherwise subsequently

	agreed in writing by the Local Planning Authority.			
3	If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.	To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraphs 187 and 196 of the National Planning Policy Framework.	N/A	EA/EHO
4	The Church hereby approved shall be operational between the hours of: Sunday 06:00 – 19:00 Monday 09:00-21:00 Tuesday 09:00-21:00 Wednesday 09:00-21:00 Thursday 09:00-21:00 Friday 09:00-21:00 Saturday 09:00-19:00	In the interests of the amenity of neighbours in accordance with policies SDC12 and SDC13 of the North East Derbyshire Local Plan	N/A	EHO

5	<p>The carparking area identified by red hatching in drawing L3913_PL.021 6AM SERVICE PARKING SCHEME must not be used for the parking of vehicles at any point before 8am on any day. Before first operation of the Church hereby approved the carparking area identified by red hatching in drawing L3913_PL.021 6AM SERVICE PARKING SCHEME as not to be used for the parking of vehicles before 8am on any day shall be equipped with steel post and chains as outlined in the drawing. These posts and chains shall be retained as such thereafter and the chains shall be up before and during all 6am services.</p>	<p>In the interests of the amenity of neighbours in accordance with policies SDC12 and SDC13 of the North East Derbyshire Local Plan</p>		
6	<p>Before the development hereby approved commences, a scheme to enhance and maximise employment and training opportunities during the construction stage (and post construction stage) of the project, including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented in full in accordance with the approved timetable</p>	<p>To encourage the development to contribute to the local economy and to enhance employment, training and skills within the community in line with the Council's Working Communities Strategy</p>	Agreed	Employment officer
7	<p>No development on the residential apartments element of the site shall commence until; a) any remediation works and/or mitigation measures to address the shallow mine workings, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.</p>	<p>The undertaking of remedial measures, prior to the commencement of development, is considered to be necessary. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 187, 196 and 197 of the National Planning Policy Framework.</p>	Required	Coal Authority

8	<p>No development on the Church element of the site shall commence until; a) any remediation works and/or mitigation measures to address the shallow mine workings, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.</p>	<p>The undertaking of remedial measures, prior to the commencement of development, is considered to be necessary. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 187, 196 and 197 of the National Planning Policy Framework.</p>	<p>Required</p>	<p>Coal Authority</p>
9	<p>Prior to first use of the Church Hall, a signed statement or declaration prepared by a suitably competent person confirming that the Church Hall and associated parking and infrastructure element of the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by the recorded mine entry.</p>	<p>The undertaking of remedial measures, prior to the commencement of development, is considered to be necessary. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 187, 196 and 197 of the National Planning Policy Framework.</p>	<p>N/A</p>	<p>Coal Authority</p>
10	<p>Prior to first occupation of the first apartment, a signed statement or declaration prepared by a suitably competent person confirming that the residential element of the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to</p>	<p>The undertaking of remedial measures, prior to the commencement of development, is considered to be necessary. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 187, 196 and 197 of the National Planning Policy Framework.</p>	<p>N/A</p>	<p>Coal Authority</p>

	address the risks posed by the recorded mine entry.			
11	Prior to first occupation of each element of the site (elements being Church hall and residential apartments), the associated site access shall be delivered in accordance with the details shown in drawing Drawing Ref PL.010 F. The access shall be retained a such thereafter.	To ensure accordance with the submitted drawings an in the interests of highway safety in accordance with policy ID4 of the North East Derbyshire Local Plan and the NPPF.	n/a	Highway s
12	<p>No development shall commence on either element of the scheme until a Stage 1 Road Safety Audit for the whole site has been carried out in accordance with the Design Manual for Roads and Bridges (DMRB) GG 119 (or any successor document) for the proposed highway works associated with the development, and the audit report, together with a designer's response, has been submitted to and approved in writing by the Local Planning Authority. Please note that prior to the commencement of the RSA -as per GG119 - the RSA Brief and Auditors CVS should be sent to the LHA for approval.</p> <p>Where the approved Road Safety Audit identifies measures necessary to address safety concerns, a scheme of mitigation shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought</p>	In the interests of highway safety and in accordance with policy ID4 of the North East Derbyshire Local Plan and the NPPF.	Req uire d	Highway s

	into use until all approved highway mitigation works have been completed in accordance with the approved details.			
13	Before first occupation of the church hall hereby permitted, the parking arrangements shall be laid out in accordance with Drawing Ref.PL.010 F and retained as such thereafter.	To ensure accordance with the submitted drawings an in the interests of highway safety in accordance with policy ID4 of the North East Derbyshire Local Plan and the NPPF.	n/A	Highway S
14	Parking for the church hall hereby approved shall be managed in accordance with the details laid out in RSL-1768-01-PMP-001 PARKING MANAGEMENT PLAN published to the councils website 11th May 2026.	In the interests of highway safety in accordance with policy ID4 of the North East Derbyshire Local Plan and the NPPF.	N/A	Highway S
15	<p>The apartments hereby approved shall not be occupied until the applicant has submitted a travel plan in writing to the Local Planning Authority that promotes sustainable forms of access to the development site and this has been approved in writing by the Local Planning Authority. This plan will thereafter be implemented and updated.</p> <p>The Residential Travel Plan shall be implemented and monitored in accordance with the regime contained within the Plan. In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved in writing by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as amended.</p>	In the interests of promoting sustainable modes of transport in accordance with policy ID4 of the North East Derbyshire Local Plan and the NPPF.	N/A	Highway S

16	<p>Before first occupation of the first apartment hereby approved, the pedestrian access track which links Chesterfield Road to the Five Pits Trail (on DCC countryside land to immediate south of the site) shall be improved in accordance with details agreed with the County Council Countryside Service and which have previously been submitted to and approved in writing by the Local Planning Authority.</p>	<p>To deliver good connections to walking and cycling opportunities on the Five Pits Trail and accordingly good quality sustainable transport links in accordance with policy ID4 of the North East Derbyshire Local Plan and the NPPF.</p>	N/A	Highways
17	<p>Construction Management Plan: Prior to commencement of each element (apartments or Church Hall) of the development hereby permitted details of a construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:</p> <ul style="list-style-type: none"> • Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction); • Advisory routes for construction traffic; • Any temporary access to the site; • Locations for loading/unloading and storage of plant, waste and construction materials; • Method of preventing mud and dust being carried onto the highway; • Arrangements for turning vehicles; • Arrangements to receive abnormal loads or unusually large vehicles; • Highway Condition survey; • Methods of communicating the Construction Management Plan to 	<p>In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.</p>	Required	Highways

	staff, visitors and neighbouring residents and businesses.			
18	Waste Management for each element of the site shall be operated in accordance with the details laid out in the Waste Management Plan published on the councils website on 11th February 2026.	the interests of highway safety in accordance with policy ID4 of the North East Derbyshire Local Plan and the NPPF.	N/A	Highways
19	Construction Environmental Management Plan (CEMP: Biodiversity) No development shall take place (including demolition, ground works, vegetation clearance and movement of plant, machinery and materials) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall be produced by an ecologist and shall include the following. a) Risk assessment of potentially damaging construction activities. b) Identification of “biodiversity protection zones”. c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction. d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in	To protect biodiversity and protected species in accordance with policy SDC4 of the North East Derbyshire Local Plan and the NPPF.	Agreed	DWT

	<p>accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p>			
20	<p>Prior to installation of external lighting fixtures on any building or external area, a detailed lighting strategy for that building or external area shall be, submitted to and approved in writing by the LPA to safeguard bats and other nocturnal wildlife. This should provide details of the chosen luminaires, their locations and any mitigating features such as dimmers, PIR sensors and timers. Dependent on the scale of proposed lighting, a lux contour plan may be required to demonstrate acceptable levels of lightspill to any sensitive ecological zones/features. The Strategy should refer to Guidance Note 08/23 - Bats and Artificial Lighting at Night (BCT and ILP, 2023) and explain how proposals have been designed in</p>	<p>In the interests of protected species (Bats) in accordance with policy SDC4 of the North East Derbyshire Local Plan and the NPPF.</p>	N/A	DWT

	compliance with this document. Such approved measures will be implemented in full.			
21	<p>A Habitat Management and Monitoring Plan (HMMP) shall be submitted to, and be approved in writing by, the LPA prior to the commencement of the development. If the standard HMMP template is not used, the HMMP checklist shall be consulted to ensure all appropriate information is included. The HMMP shall identify the habitats to be retained, created and / or enhanced on the site over the mandatory 30-year period and specify the appropriate management prescriptions to secure the predicted condition targets, as per the approved biodiversity metric for the application. The HMMP shall also set out a monitoring schedule to ensure targets are met and remedial actions to take if not. Guidance on producing a HMMP can be found here: https://www.gov.uk/guidance/creating-a-habitat-management-and-monitoring-plan-for-biodiversity-net-gain.</p>	In the interests of Biodiversity gains in accordance with policy SDC4 of the North East Derbyshire Local Plan and the NPPF	Agreed	DWT

22	<p>Prior to building works commencing above foundation level, a Species Enhancement Plan shall be submitted to and approved in writing by the Local Planning Authority. Approved measures shall be implemented in full and maintained thereafter. The Plan shall clearly show positions, specifications and numbers of features, which will include (but are not limited to) the following:</p> <ul style="list-style-type: none"> • integral universal nest boxes / swift bricks at ratio of 1:1, in line with British Standard 42021:2022 (33 bricks in total) erected at eaves level, avoiding southern elevations. • integral bat boxes in 30% of dwellings, erected at eaves level, favouring southern elevations. • bee bricks in 30% of dwellings and towers in public open space. • hedgehog homes in gardens and public open space. • herptile hibernacula • fencing gaps 130 mm x 130 mm to maintain connectivity for hedgehogs in all gardens. <p>A statement of good practice including photographs should be submitted to the local planning authority prior to fully discharging this condition, demonstrating that the enhancements have been selected and installed in accordance with the above.</p>	In the interests of enhancing the site for protected species in accordance with policy SDC4 of the North East Derbyshire Local Plan and the NPPF	N/A	DWT
23	<p>Before development starts, details of the existing ground levels, proposed finished floor levels of the buildings and the proposed finished ground levels of the site, relative to an off-site datum point which is to remain undisturbed during the development, shall be submitted to and approved in writing by the Local Planning Authority. The development shall</p>	In the interests of the appearance of the area and in accordance with Policy SDC12 of the North East Derbyshire Local Plan	Agreed	PO

	then be carried out in accordance with the approved details and the levels shall be retained as such thereafter.			
24	At least 20% of the dwellings hereby permitted shall be accessible and adaptable dwellings meeting requirement M4(2) of the Building Regulations 2015 or any subsequent government standard.	To provide accessible and adaptable homes in accordance with Local Plan policy LC4	N/A	PO
25	Wastewater and sewerage. The development shall be carried out in accordance with the details shown on the submitted plan, RSL-1768-01-FRA-001 P1 Amended Flood Risk Assessment & Drainage Strategy' prepared by Planning & Design ,uploaded 28/4/2026", unless otherwise agreed in writing with the sewerage undertaker.	In the interest of satisfactory and sustainable drainage	N/A	YW
26	<p>Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Specific issues to be dealt with in the TPP and AMS:</p> <ul style="list-style-type: none"> a. Location and installation of services/ utilities/ drainage. b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees. c. Details of construction 	Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy SDC2 of the Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990.	Required	Tree officer

within the RPA or that may impact on the retained trees.

- d. A full specification for the installation of boundary treatment works.
- e. A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f. Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent existing highways.
- g. A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h. A specification for scaffolding and ground protection within tree protection zones.
- i. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as

	<p>prohibited in this area.</p> <ul style="list-style-type: none"> j. Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well as concrete mixing and use of fires k. Boundary treatments within the RPA l. Methodology and detailed assessment of root pruning. m. Arboricultural supervision and inspection by a suitably qualified tree specialist. n. Reporting of inspection and supervision. o. Methods to improve the rooting environment for retained and proposed trees and landscaping <p>The development thereafter shall be implemented in strict accordance with the approved details.</p>			
27	<p>Notwithstanding the submitted tree details in the landscape plan, before above ground development commences on each element of the development full details of all proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. This will include planting and maintenance specifications, including cross-section drawings, use of guards or other protective measures and confirmation of location, species and sizes (with all trees having a minimum girth at 1m of 10-12 cm), nursery stock type, supplier and defect period. Before</p>	<p>To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 to safeguard and enhance the amenity of the area, to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy SCD2 of the Local Plan.</p>	N/A	Tree Officer

	<p>first occupation of each element of the development, all tree planting shall be carried out in accordance with those details and at those times.</p> <p>Any trees that are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season.</p>			
29	<p>Before above ground development starts on each element of the development</p> <p>a) a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, b) the details of any trees and hedgerows to be retained, c) a schedule of proposed non tree plant species, size and density and planting locations and d) an implementation programme.</p>	In the interests of the appearance of the area and in accordance with policy SC12 of the North East Derbyshire Local Plan	Required	PO
28	<p>All planting, seeding or turfing of non tree species in the approved scheme of landscaping shall be carried out in the first planting and seeding season following the first occupation of the buildings in each element (church/apartments) or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of</p>	In the interests of the appearance of the area and in accordance with policy SC12 of the North East Derbyshire Local Plan	N/A	PO

	similar size and species, unless the Local Planning Authority gives written consent to any variation.			
29	<p>Notwithstanding any submitted details, before each element of the development starts a plan to show the positions, design, materials, height and type of boundary treatments to be erected and/or retained shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before:</p> <p>a) the use hereby permitted is commenced b) before the occupation of the building(s)/extension(s) hereby approved</p> <p>and it shall be retained as approved.</p>	In the interests of the appearance of the area and in accordance with policy SC12 of the North East Derbyshire Local Plan	Required	PO
30	<p>No development shall take place until a detailed design and associated management and maintenance plan of the surface water drainage for the site, in accordance with the principles outlined within: a. Hipper Developments Ltd. (27th April 2026). Flood Risk Assessment and Drainage Strategy. RSL-1768-01-FRA-001. P1. b. And DEFRA's National standards for sustainable drainage systems (2025), have been submitted to and approved in writing by the Local Planning Authority.</p>	To ensure that the proposed development does not increase flood risk and that the principles of sustainable drainage are incorporated into this proposal, and sufficient detail of the construction, operation and maintenance/management of the sustainable drainage systems are provided to the Local Planning Authority, in advance of full planning consent being granted.	required	LLFA

31	<p>No development shall take place until a detailed assessment has been provided to and approved in writing by the Local Planning Authority, to demonstrate that the proposed destination for surface water accords with the drainage hierarchy as set out in Standard 1 of DEFRA's National standards for sustainable drainage systems (2025).</p>	<p>To ensure that surface water from the development is directed towards the most appropriate waterbody in terms of flood risk and practicality by utilising the highest possible priority destination on the hierarchy of drainage options. The assessment should demonstrate with appropriate evidence that surface water runoff is discharged as high up as reasonably practicable in the following hierarchy:</p> <ul style="list-style-type: none"> • priority 1: collected for non-potable use • priority 2: infiltrated to ground • priority 3: discharged to an above ground surface water body • priority 4: discharged to a surface water sewer, or another piped surface water drainage system • priority 5: discharged to a combined sewer 	Required	LLFA
32	<p>Prior to commencement of the development, the applicant shall submit for approval to the LPA details indicating how additional surface water run-off from the site will be avoided during the construction phase. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved system shall be operating to the satisfaction of the LPA, before the commencement of any works, which would lead to increased surface water run-off from site during the construction phase.</p>	<p>To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development.</p>	Required	LLFA
33	<p>The Church hereby permitted shall not be brought into use until a minimum of 50% of the dwellings hereby approved have been substantially completed and made available for occupation.</p>	<p>The church is proposed on land which is allocated for housing. If the Church is delivered before the apartments, there is a risk that the site may not deliver any housing which would be contrary to policies</p>	n/a	PO

		SS1, SS2 and LC1 of the North East Derbyshire Local Plan		
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Informatives:

- a) DISCON
- b) NMA
- c) Provision of bins
- d) COAL
- e) BNG