

## Delegated Report

Application Number: V/2025/0536

Address: 116, Station Road, Selston, Nottinghamshire, NG16 6FF

Description of Works: Dwelling

The Application	Dwelling
Policy Considerations	<p><b>Ashfield Local Plan Review (ALPR) (2002)</b></p> <ul style="list-style-type: none"><li>• ST1 – Development</li><li>• ST4 – Remainder of the District</li><li>• EV1 – Green Belt</li><li>• HG5 – New Residential Development</li></ul> <p><b>National Planning Policy Framework (NPPF) (2024)</b></p> <ul style="list-style-type: none"><li>• Part 5 – Delivering a Sufficient Plan of Homes</li><li>• Part 8 – Promoting Healthy and Safe Communities</li><li>• Part 9 – Promoting Sustainable Transport</li><li>• Part 11 – Making Effective Use of Land</li><li>• Part 12 – Achieving Well Designed Places</li><li>• Part 13 – Protecting Green Belt Land</li><li>• Part 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change</li><li>• Part 15 – Conserving and Enhancing the Natural Environment</li></ul> <p><b>JUSt Neighbourhood Plan 2017-2032</b></p> <ul style="list-style-type: none"><li>• NP1 – Sustainable Development</li><li>• NP2 – Design Principles</li><li>• NP3 – Protecting the Landscape Character</li><li>• NP4 – Housing Types</li></ul> <p><b>Supplementary Planning Documents (SPD):</b></p> <ul style="list-style-type: none"><li>• Residential Design Guide (2014)</li><li>• Residential Car Parking Standards (2014)</li><li>• Planning Guidance Climate Change (2022)</li><li>• Developer Guide to Biodiversity and Nature Conservation (2022)</li></ul>

	<p><b>Other Supplementary Documents:</b></p> <ul style="list-style-type: none"> <li>Nottinghamshire Highway Design Guide</li> </ul>
Relevant Planning History	<p><b>Application Reference:</b> V/2011/0177  <b>Proposal:</b> 2 No. 1 Bedroom Apartments  <b>Decision:</b> Conditional Consent  <b>Decision Date:</b> 02/06/2011</p> <p><b>Application Reference:</b> V/2025/0114  <b>Proposal:</b> Two Semi-Detached Dwellings  <b>Decision:</b> Withdrawn  <b>Decision Date:</b> 01/05/2025</p> <p><b>Application Reference:</b> V/2025/0313  <b>Proposal:</b> Erection of a Detached Dwelling  <b>Decision:</b> Refuse Consent  <b>Decision Date:</b> 22/07/2025</p>
Summary of comments received	<p><b>ADC Ecology:</b> No objection, one suggested condition</p> <p><b>Environment Agency:</b> The development falls within flood zone 1 and therefore we have no fluvial flood risk concerns associated with the site.</p> <p><b>Local Lead Flood Authority:</b> No bespoke comments.</p> <p><b>NCC Highways (06/10/2025):</b> Concerns in relation to parking space dimensions and manoeuvrability within the site. The highway authority recommends that this planning application should not be determined until the applicant has submitted further details which satisfactorily address these issues.</p> <p><b>NCC Highways (08/12/2025):</b> There are no objections to the proposed development from a traffic and highway point of view subject to two conditions.</p> <p><b>Severn Trent Water:</b> No objection, one suggested condition.</p>
Comments on above	See main body of the report.
Summary	<p><b>The Site and Application:</b></p> <p>The application site is located on the eastern side of Station Road, Selston and currently is an unused and unkept area between 114 Station Road to the south and the Railway Inn Pub to the north. The site is within the green belt and is not within any of the identified main urban areas or named settlements, development is therefore considered against Policy ST4 which relates to the remainder of the district.</p>

The application seeks consent for a two-storey, detached dwelling. The scheme has been subject to amendments following comments by the case officer and consulting with statutory bodies, the application is being determined on the amended plans received 16/12/2025.

**Visual Amenity & Green Belt:**

The site has a mixed visual character, the site area and to the south of the site primarily hosts residential dwellings, these often are similar in their siting, scale and design but there are variations within the street scene, to the north of the site is the Railway Inn Pub amongst other commercial uses and it is clear when facing north that there is a clear change in the visual character of the street scene.

There were some concerns originally with the design and appearance of the dwelling, namely the roof pitch and window dimensions and boundary treatments, which appeared at odds with neighbouring dwellings. The amended scheme has altered the roof pitch so that it matches with 114 Station Road to the south, the windows have been altered in size and include headers and cill detailing, and the front boundary fencing has been altered to brick. The cumulative changes improved the overall appearance of the scheme, and it is clear the amended scheme compliments neighbouring dwelling and would not appear out of character within the street scene.

The dwelling incorporates brick and roof materials which shall closely resemble facing brick and roof tiles present within the street scene, the design also incorporates a decorative brick banding around the property which matches with 114 Station Road to the south.

The dwelling would result in a break in the building line, and it would be different in scale than other properties in the street scene, however the amendments made to the scheme will ensure that the dwelling compliments the neighbouring properties in its appearance, whilst still making best use of the site layout.

The site and surrounding area are within green belt, where development will only be granted for appropriate development unless exceptional circumstances exist. The site consists of a gap between built development between 114 Station Road and the Railway Inn, the site has also been previously developed. It is considered that the dwelling would not have a detrimental impact upon the openness of the green belt nor would it result in the encroachment into the countryside. The site has also been in an unkept state for a number of years and the development would be a positive improvement to the overall visual amenity of the area. It is therefore considered that the site does not strongly contribute to the purpose of the green belt or its openness, and exceptional circumstances do exist that outweigh the harm of the development on the green belt.

### **Residential Amenity:**

The internal size of rooms and garden area are satisfactory in accordance with the standards set out in the adopted Residential Design Guide SPD (2014).

As part of the application, the extension has been assessed against residential amenity impacts such as overshadowing, massing and overlooking.

Considering the siting and scale of the proposed dwelling, it would not have a significant massing or overshadowing impact on any neighbouring properties.

No side windows facing 114 Station Road are proposed, no windows on the rear elevation with exception of a roof light are proposed in order to reduce any loss of privacy to the occupiers of No.114. A first floor side window is proposed on the northern elevation, this room serves as an ensuite and the plans show the window as obscurely glazed.

A first floor bedroom window is proposed on the front elevation, facing onto the adjacent properties on the western side of Station Road. The separation distance between these windows is approximately 19 metres is slightly below the 21 metres set out in the Residential Design Guide SPD (2014) however separation patterns between other properties in the street scene are shorter and, in the balance, it is considered acceptable.

### **Highways & Parking:**

A majority of residential properties on Station Road do not benefit from off-street parking space and there are instances of frequent on-street parking.

The proposed dwelling has one bedroom and therefore its off-street parking provision is one space. The applicant has provided one parking space that is of an adequate size and has adequate visibility splays and cycle storage has also been provided. The highway authority has been consulted on the amended scheme and has no objection to the proposal, subject to two conditions, which are as follows:

**Condition 1:** The front boundary treatment must not exceed 600mm in height. Nothing shall be planted, erected, or be allowed to grow on the areas of land within the site curtilage for a distance of 1metre from the back of highway/footway that would obstruct visibility, and this area must remain free from obstruction for as long as the development hereby permitted remains in existence.

**Reason 1:** In the interest of highway safety.

**Condition 2:** Prior to the completion of the dwelling's second fix building works stage the whole driveway shall be surfaced in a bound material (not loose gravel) and shall be drained to prevent the

unregulated discharge of surface water onto the public highway.

**Reason 2:** To ensure appropriate parking arrangements are available, to reduce the possibility of deleterious material being deposited on the public highway (loose stones etc), to minimise the chance of surface water runoff from the site.

Following the receipt of the highway comments, the applicant provided additional plans which staggered the front brick walling to 600mm in height along the frontage as so to improve visibility and a condition will seek to retain the brick wall in perpetuity, in the interests of both visual amenity and highway safety.

The second condition shall be included on any favourable decision, in the interests of securing good quality development.

### **Biodiversity & Ecology:**

ADC's ecologist has been consulted on the application and outlined that the development would be unlikely to have any ecological impacts and due to the limited extent of vegetated habitat, satisfied that the proposal is exempt from biodiversity net gain. One condition was suggested which was as follows:

'Prior to any construction above foundations level, a scheme of biodiversity enhancement shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, as a minimum, the incorporation of integrated (inbuilt) features within the new building for roosting bats, bee bricks and nesting swifts and the provision of hedgehog gaps in garden boundary fences. The enhancement scheme shall be implemented in accordance with the agreed details as construction proceeds and completed prior to the first occupation of the development.'

The applicant has provided amended details which shows an integrated bat box to be installed on the northern elevation, integrated bird box to be installed on the western elevation, an integrated bee brick on the eastern elevation and two 130mm x 130mm hedgehog highways to be installed within the rear private amenity area.

It is considered that the amended plans secure a good level of biodiversity enhancements and any favourable decision condition the plans to ensure the development is carried out in that manner.

### **Climate Change:**

Addressing climate change is one of the core land use planning principles which underpins both plan making and decision making, as outlined in Part 14 of the NPPF (2024).

The proposal has come forward with solar panels on the roof on the dwelling, along with an EV charger for the proposed parking space.

	<p><b>Drainage:</b></p> <p>Severn Trent Water were consulted on the application and suggested a condition in that the development should not commence until drainage plans for the disposal of four and surface water have been submitted and approved by the LPA.</p> <p>The site has existing drainage connections to the mains sewer, as the site has previously been developed, this has been confirmed on site to the case officer, the site is also not in any identified flood risk or surface water risk areas. Officers have taken regard to the suggested condition however on this occasion it is not considered necessary to include the condition on any subsequent favourable decision.</p> <p><b>Conclusion:</b></p> <p>Having reviewed all the submitted information and assessing this against all relevant policies and material planning considerations, within the planning balance, conditional consent is recommended for this application.</p>		
Recommendation	Conditional consent		
Conditions & Reason	Condition Code	Text	Monitor
		<p>The development hereby approved shall be begun before the expiration of 3 years from the date of this permission.</p> <p>The materials and finishes to be used for the external elevations and roof of the hereby approved dwelling shall match those shown and stated on the application for and approved plans.</p> <p>This permission shall be read in accordance with the following plans:</p> <p>Existing site location plan and block plan (drawing number: 01) received 22/09/2025</p> <p>Proposed site location plan and block plan (drawing number: 02 Rev D) received 22/09/2025</p> <p>Proposed material details received 11/11/2025</p> <p>Proposed elevations, floor plans, site layout, boundary treatment and biodiversity enhancement plan (drawing number: 05 Rev C) received 16/12/2025</p>	

		<p>The development shall thereafter be undertaken in accordance with these plans unless otherwise agreed in writing by the Local Planning Authority.</p> <p>The hereby approved brick boundary walls indicated on approved plan 02 Rev D shall be retained in perpetuity unless otherwise agreed in writing by the local planning authority.</p> <p>Prior to the completion of the dwelling's second fix building works stage the whole driveway shall be surfaced in a bound material (not loose gravel) and shall be drained to prevent the unregulated discharge of surface water onto the public highway.</p>	
	Reason Code	Text	Monitor
	1.	<p>To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended.</p> <p>To ensure the satisfactory appearance of the development.</p> <p>To define the terms of this permission and for the avoidance of doubt.</p> <p>To protect and safeguard the visual amenity of the area and in the interests of highway safety.</p> <p>To ensure appropriate parking arrangements are available, to reduce the possibility of deleterious material being deposited on the public highway (loose stones etc), to minimise the chance of surface water runoff from the site.</p>	
Informative	Informative	<p>Informative Text</p> <p>The applicant/developer is strongly advised to ensure compliance with all planning conditions, if any, attached to the decision. Failure to do so could result in LEGAL action being taken by the Ashfield District Council at an appropriate time, to ensure full compliance. If you require any guidance or clarification with regard to the terms of any planning conditions, then do not hesitate to contact</p>	

		the Development & Building Control Section of the Authority on Mansfield (01623 450000).
Proactive Working	The application, as submitted, is acceptable. In granting planning permission, the District Planning Authority is implicitly working proactively with the applicant.	
	Signed	Dated
Case Officer		19/12/2025
Development Team Manager		19/12/2025
Determined by Service Director Or on their behalf		19/12/2025