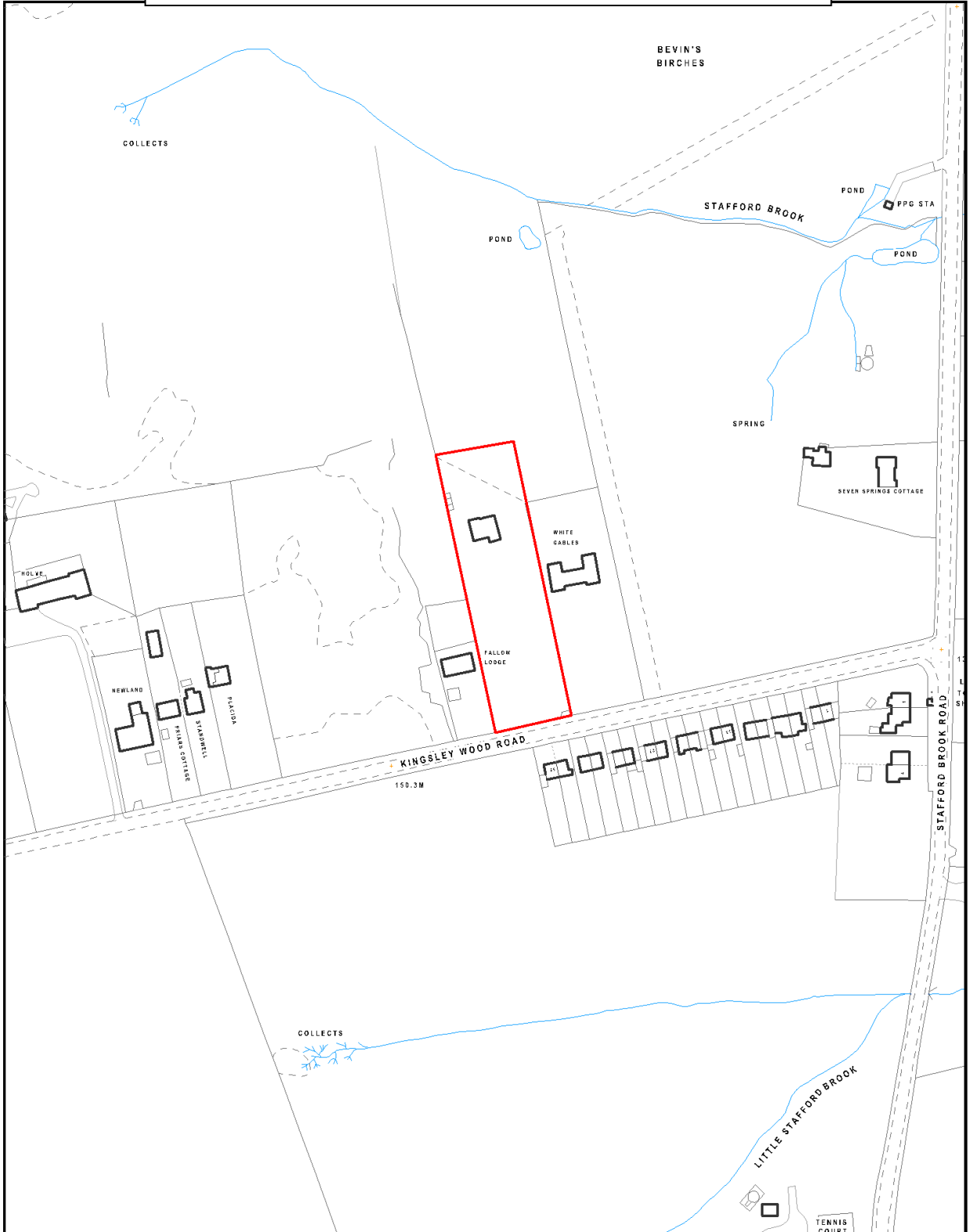




CH/17/419
Oakenway, Kingsley Wood Road, Cannock, WS15 2UG
Residential development:- Demolition of existing bungalow, garage and
outbuilding and erection of 1No. house (resubmission of approved application
CH/16/275)

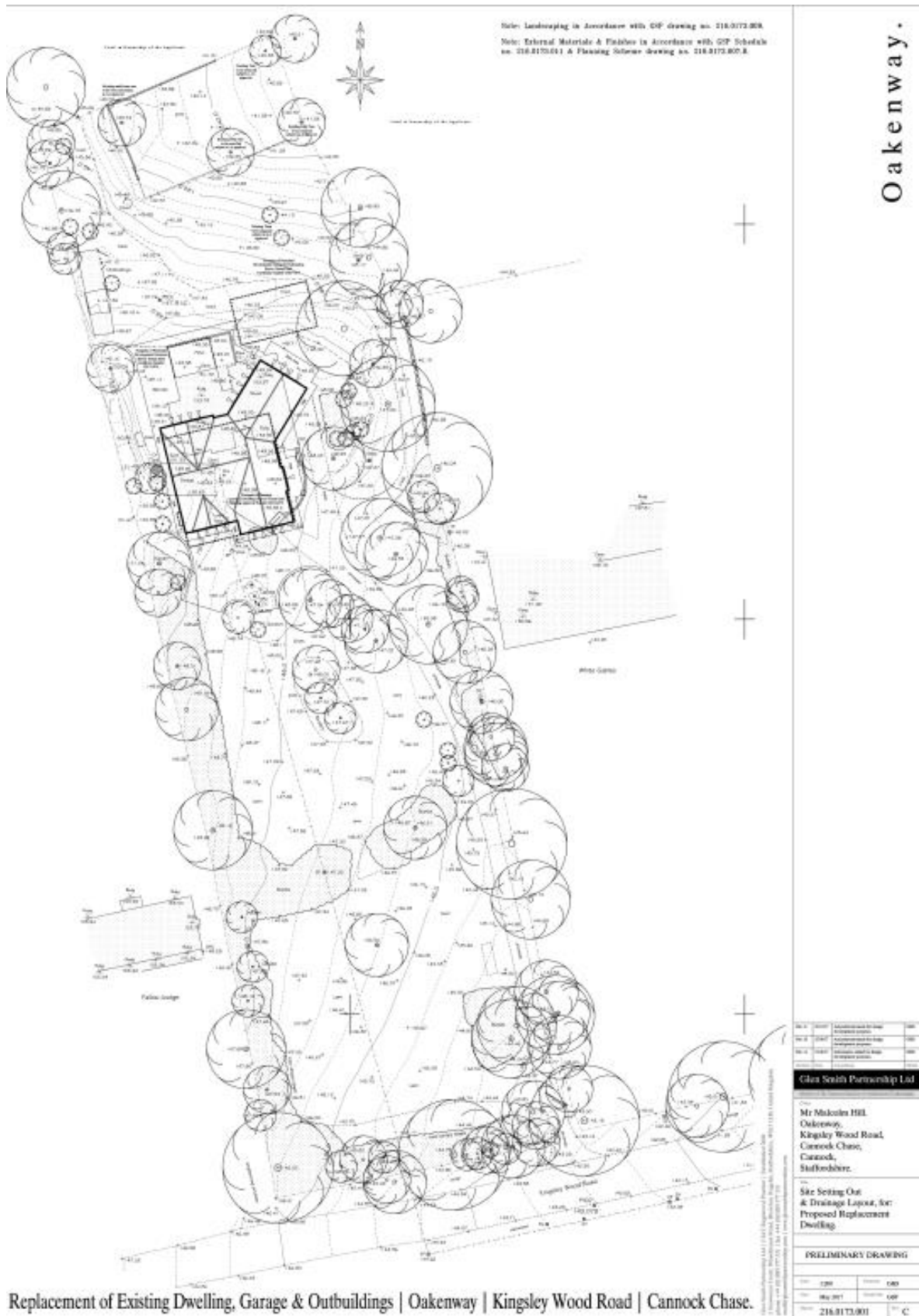
ITEM NO. 6.1



Location Plan



Site Plan



Application No: CH/17/419

Received: 07-Nov-2017

Location: Oakenway, Kingsley Wood Road, Cannock,

Parish: Brindley Heath

Ward: Etching Hill and The Heath Ward

Description: Residential development:- Demolition of existing bungalow, garage and outbuilding and erection of 1No. house (resubmission of approved application CH/16/275)

Application Type: Full Planning Application

RECOMMENDATION

Approve Subject to a Section 106 agreement to remove permitted development rights and to the attached Conditions

1. B2 Standard Time Limit
2. D2 Materials to be Specified
3. E1 Tree & Hedge Retention
4. Bats
5. Hours
6. Demolition
7. Approved Plans

Note to Applicant

The County Councils Definitive Map of Public Rights of Way shows Brindley Heath 17 footpath along Kingsley Wood Road. The attention of the applicant shall be drawn to the existence of this route and to the requirement that any planning permission given does not construe the right to divert, extinguish or obstruct any part of the public footpath. It will therefore be necessary for the applicant to contact the Rights of Way Team for Staffordshire County Council prior to any development works on the site.

The demolition works should be subject to the usual controls and undertaken with regard to BS 6187:2011 Code of Practice for full and partial demolition and carried out in line with the particular wildlife constraints specified within the application.

EXTERNAL CONSULTATION

Brindley Heath Parish Council

The existing property has been extensively extended in recent years by approx. 50% and whilst this new development may comply with the existing footprint of the house, garage and outbuilding, it now exceeds approved volumes.

Stafford County Highways

No objection subject to conditions.

AONB Unit

Although not necessarily a material planning consideration, there is concern that the complex series of applications is confusing for those wishing to comment. This proposal is for a contemporary design building. There is concern that this proposal is pushing at the margins of the need to protect the landscape and scenic beauty of the AONB. We note the proposed new dwelling would extend to 414m² compared with 340m² for the approved dwelling, an increase of 74m² or 22% and that a striking contemporary design has been adopted. There is concern that it is proposed to remove several trees on the site, which adjoins the SAC and that in the future garages and outbuildings will be sought.

If the proposal is allowed conditions should be applied which remove permitted development rights, materials and landscaping to secure an approach which has the minimum visual impact on the surroundings.

INTERNAL COMMENTS

Landscape

No response to date.

Environmental Health

No objection subject to condition.

Planning Policy

The application relates to a resubmission on a site within the Cannock Chase Area of Outstanding Natural Beauty (AONB) and the Green Belt. It is partially covered by TPO woodland, designated SSSI and the Cannock Chase SAC.

The National Planning Policy Framework 2012 (NPPF) para 89 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt in order to preserve openness and prevent conflict with the purposes of including the land within it; exceptions include replacement of a building providing it is in the same use and not materially larger than the one it replaces. Para 88 advises that when considering any application the local planning authority should ensure substantial weight is given to any harm to the Green Belt. Para 115 states that great weight should be given to conserving the landscape and scenic beauty in the AONB and para 118 that the local planning authority should aim to conserve and enhance biodiversity. Local Plan Policy CP14 indicates that landscape character will be considered in all proposals to protect and conserve rural openness and locally distinctive qualities and maximise opportunities for strengthening landscape features. Development proposals including for appropriate development in the Green Belt must be sensitive to distinctive landscape character and ensure they do not have an adverse impact on their setting through design, layout or intensity. Development proposals for replacement of existing buildings within the Green Belt will be expected to demonstrate sympathy with their location through size, appearance and landscape mitigation. The ground floor of any replacement building

should not normally exceed that of the original property by more than 50%. Local Plan policy CP13 seeks to protect Cannock Chase SAC and states that development will not be permitted where it would be likely to lead, directly or indirectly, to an adverse effect upon the integrity of the European site network and the effects cannot be mitigated. Policy CP3 in the Local Plan requires high quality design and integration with the existing environment including existing trees and landscape features, employing measures to enhance biodiversity.

The Council's Design SPD 2016 provides design guidance relating to development in the Green Belt and AONB: key local pressures are for hard surfacing, lighting and suburban kerbs to be kept to a minimum in rural areas and to maintain and enhance existing hedgerows. Siting and screening of new buildings should minimise prominence in the public view with native planting used where possible. Fencing should be minimal and of a traditional type to retain rural character.

In conclusion the proposed use is the same use as existing – one dwelling - so in order to be considered an exception to Green Belt policy the key issue is whether the currently proposed dwelling is materially larger than the one it replaces. Allowing that the garage and outbuilding may be included in the size of the existing dwelling, the overall existing footprint is 234m² (using the applicant's figures). The applicant has, since the previous approval for the replacement dwelling, sought Lawful Development Certificates for both a rear extension and a detached outbuilding at the existing property, in total providing an extra 77m², making a grand total of 311m². It should be noted that all these options relate to single storey buildings with consequent low visual impact.

The footprint of the approved dwelling under CH/16/275 is c180m². The height of the existing dwelling is 6.56m, and the height of the approved 9.6m. The front elevation of the existing building is 14.5m wide and the approved 13.9m wide. The volume of the existing is c.1109 m³ and the approved c1179 m³.

The current application seeks consent for a redevelopment of different design/footprint, partially standing closer to existing trees. The proposed design is more contemporary with c49m² additional footprint making a total of 230m². Whilst this is no more than the existing footprint there is likely to be even greater perception of its being materially larger due to its 2 storey projection at one rear corner and the applicant's use of potential permitted development rights attaching to the existing dwelling to justify nominal compliance with Green Belt policy sets an undesirable precedent. The siting of the proposed dwelling closely amongst existing trees (some of which appear to be covered by TPO) has potential to create a landscape impact in the AONB, taking account of practical space needed around the building for construction, scaffolding and materials storage.

Planning Policy advice is that the current proposal has even greater potential than before to be considered material larger than the existing dwelling with a potentially larger landscape impact on surrounding trees; substantial weight should be given to any harm to the Green Belt and great weight to conserving the landscape of the AONB in decision making. Should approval be recommended, removal of permitted development rights and

details of material storage and parking for construction traffic should be conditioned, the latter to avoid vehicle parking on grass verges in Kingsley Wood Road causing damage to their appearance and soft construction.

There is an existing bungalow, garage and outbuilding, all of which are proposed for demolition and replacement with a 2 storey house in a similar position within the site. Since the previous approval Lawful Development Certificates have been granted for a proposed extension to the existing bungalow and for a detached outbuilding at the rear. The site stands between other residential plots. It is currently well screened from the road frontage by trees and other planting and the existing gateway is of unobtrusive and rural appearance in the streetscene.

RESPONSE TO PUBLICITY

Adjacent occupiers notified and a site notice posted with no letters of objection received.

RELEVANT PLANNING HISTORY

CH/16/275: - Replacement of existing dwelling, garage and outbuildings with a two storey dwelling. Approved (not implemented but conditions discharged).

CH/17/076: - Lawful Development Certificate for a single storey extension to the rear. Approved (not implemented).

CH/17/077: - Lawful Development Certificate for a out-building. Approved (not implemented).

1.0 SITE AND SURROUNDINGS

- 1.1 The application site comprises a detached single storey dwelling and outbuildings known as Oakenway, Kingsley Wood Road.
- 1.2 The detached dwelling is situated on a large plot, measuring some 0.53 hectares. To the rear of the site is an open field which is also within the ownership of the applicant which is a further hectare (approx.).
- 1.3 There is an existing bungalow, garage and outbuilding, all of which are sited in an elevated position within the site being accessed to the front via steps up to an elevated patio. The existing dwelling is set deep into the plot (approx.92m) and is screened from the adjacent highway by mature landscaping that runs along the front and side boundaries as well as on an adhoc basis within the wider site.
- 1.4 The dwelling consists of a single storey house, which has been empty for some time and is in a state of dis-repair. Access into the site is via a track off Kingsley Wood Road.
- 1.5 The site is flanked by Fallow Lodge to the west and White Gables to the east. The topography of the site is undulating with the western boundary being 4m (approx.)

higher than the eastern boundary. A gentle slope runs up from the south to the north (approx. 3m) but given the 100m+ depth of the site this is slight. The application site gives way to a wooded area to the rear.

- 1.6 The site is within the Green Belt and Area of Outstanding Natural Beauty and is within close proximity to SSSI.

2. PROPOSAL

- 2.1. The application is for the demolition of the existing house, detached garage and outbuildings and for the erection of a detached four bedroom dwelling to be constructed.
- 2.2 The combined footprint of the building and outbuildings to be removed is 234m², the proposed new dwelling would have a footprint measuring 230m².
- 2.3 The replacement dwelling is two storeys with a contemporary render and glazed appearance under a pitched roof. The design incorporates 2 first floor balconies into the design.
- 2.4 The building would be of a regular shape with a projecting gable to the rear corner. The front elevation (facing Kingsley Wood Road) would have a width of 13.8m and a depth of 13.8m. The proposed dwelling would be constructed to an overall height of 9.86m incorporating a steep 47.5° pitch.
- 2.5 The proposed new dwelling would be set some 82m into the site with the existing access to be retained. The new dwelling would be positioned some 5.8m from the western boundary and 14m from the eastern boundary.
- 2.6 The landscape proposal reflects the scheme submitted as part of the discharge of conditions for CH/16/275. The applicant would not introduce any new landscaping to the site but would retain, maintain and protect the existing landscaping to ensure adequate privacy is retained. However, the applicant does seek to remove 4 trees to the rear of the site. However, this is not as a consequence of the proposed replacement dwelling to allow for a new sustainable storm and foul irrigation water drainage system. A full tree survey and topographical report has been prepared as part of the application.
- 2.7 The proposal incorporates bat roosting within the proposed roof area to enhance biodiversity and to provide for an adequate long term habitat.

3 Applicants Supporting Statement

- 3.1 The extent of the existing built development comprises of : -

- a) Existing single storey dwelling (elevated bungalow)
- b) Detached outbuilding
- c) Detached Garage
- d) Detached Coal Bunker

Extent of permitted development (Certificate of Lawful Development):-

- e) Rear Extension. Not yet built (CH/17/076)
- f) Approved Garage / Workshop. Not yet built (CH/17/077).

Development e & f would not be built if planning approval should be forthcoming in respect of the current application.

- 3.2. The existing detached outbuilding (b) already encroaches into the existing root protection zones. Should planning permission be forthcoming, this out building would be removed carefully to ensure the roots are retained.
- 3.3 The approved garage / workshop (f) would encroach into the tree root area of T24:B3 (Birch). Should approval be granted this building would not be constructed.
- 3.4 The dwelling already approved (CH/16/275) is within close proximity to Tree T30:B1 (Scots Pine) The current proposal would be set further back away from T30:B1. In addition the eaves of the current proposal would be lower than that of the already approved replacement dwelling, further reducing the impact.
- 3.5 No part of the current proposals fall within any tree root protection zone. With the front set back and overall width marginally less than that already approved the impact on the trees would be reduced. The rear projection would remain clear of the tree root protection area of T24:B3.
- 3.6 The trees to be removed comprise of two fruit trees, and two saplings not identified within the tree report (4 total). This is to allow for a new sustainable storm and foul irrigation water drainage works.
- 3.7 Two further trees identified within the tree report as being removed (Hazel Coppice) are multi stemmed and aesthetically unattractive and of low quality. However, the applicant has stated that these trees would be retained if necessary.

4 PLANNING POLICY

- 4.1 Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the provisions of the Development Plan, unless material considerations indicate otherwise.

4.2 The Development Plan currently comprises the Cannock Chase Local Plan (2014).

4.3 Other material considerations relevant to assessing current planning applications include the National Planning Policy Framework (NPPF) and Supplementary Planning Guidance/Documents.

3.4 Cannock Chase Local Plan (2014):

- CP1 - Strategy – the Strategic Approach
- CP2 - Developer contributions for Infrastructure
- CP3 - Chase Shaping – Design
- CP6 - Housing Land
- CP7 - Housing Choice
- CP13 - Cannock Chase Special Area of Conservation (SAC)
- CP14- Landscape Character and Cannock Chase Area of Outstanding Natural Beauty (AONB)

3.5 National Planning Policy Framework

3.6 The NPPF sets out the Government’s position on the role of the planning system in both plan-making and decision-taking. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, in economic, social and environmental terms, and it emphasises a “presumption in favour of sustainable development”.

3.7 The NPPF confirms that a plan-led approach to the planning system and decisions must be made in accordance with the Development Plan. In particular, the following NPPF references are considered to be appropriate.

3.8 The relevant sections of the NPPF in relation to this planning application are as follows;

- 7, 11-14, 17, 49, 50, 56, 57, 58, 60, 61, 64, 79, 80, 81, 87, 88 & 115

3.9 Other Relevant Documents

- Design Supplementary Planning Document, April 2016.
- Cannock Chase Local Development Framework Parking Standards, Travel Plans and Developer Contributions for Sustainable Transport.

4 DETERMINING ISSUES

4.1 The determining issues for the application are;

- Principle of the development in the Green Belt;
- Impact on the character and form of the area and AONB
- Impact upon residential amenity,
- Impact on highway safety,
- Impact upon the Special Area of Conservation,
- Affordable housing.
- Weighing Exercise to Determine Whether Very Special Circumstances Exist

4.2 Principle of the Development

4.2.1 The site is located within the West Midlands Green Belt, wherein there is a presumption against inappropriate development, which should only be approved in 'very special circumstances'. Paragraph 79 of the NPPF states that the Government attaches great importance to Green Belts, adding that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. As such the essential characteristics of Green Belts are their openness and permanence.

4.2.2 The stages in taking decisions on applications within the Green Belt are as follows.

In the first instance a decision has to be taken as to whether the proposal constitutes appropriate or inappropriate development.

If the proposal constitutes inappropriate development then it should not be allowed unless the applicant has demonstrated that 'very special circumstances' exist which would justify approval.

If the proposal is determined to constitute appropriate development then it should be approved unless it results in significant harm to acknowledged interests.

4.2.3 Local Plan Policy CP1 & CP3 require that development proposals at locations within the Green Belt to be considered against the NPPF and Local Plan Policy CP14. Local Plan Policy CP14 relates to landscape character and AONB rather than to whether a proposal constitutes appropriate or inappropriate development.

4.2.4 Whether a proposal constitutes inappropriate development is set out in Paragraphs 89 and 90 of the NPPF. Paragraph 89 relates to new buildings.

4.2.5 The NPPF, paragraph 89, states "A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this includes, amongst other things: -

"the replacement of a building, provided the building is in the same use and not materially larger than the one it replaces"

and

"limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development."

4.2.6 As such the proposal could be considered as not inappropriate provided it meets one of the above exceptions. However, in this case it is clear that the replacement building would be materially larger than the one it replaces; having a footprint of 246m² compared to 234.2m² (approx. 4.8%) and a volume of 1590m³ compared to 1119.42m³ (approx. 30%) and as such would have a materially greater impact on openness of the Green Belt and therefore the proposal constitutes inappropriate development in the Green Belt.

4.2.7 Paragraph 87 of the NPPF makes it clear that "inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances". Furthermore paragraph 88 states when "considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Bel" adding "Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations". The test of whether very special circumstances therefore requires an assessment of all potential harms and benefits of the proposal. This report will therefore now go on to consider other material considerations to establish the weight to be attributed to the various factors and then will conclude with the weighing exercise to determine whether very special circumstances exist.

4.3 Design and impact on the Character and Form of the Area and AONB

4.3.1 The site is located within the Cannock Chase Area of Outstanding Natural Beauty. Paragraph 115 of the NPPF sets out that great weight should be given to conserving the landscape and scenic beauty of an AONB. This is continued in Local Plan Policy CP14 which states:

"Development proposals including those for appropriate development within the Green Belt ... must be sensitive to the distinctive landscape character and ensure they do not have an adverse impact on their setting through design, layout or intensity."

- 4.3.2 Furthermore, in respect to issues in relation to design Policy CP3 of the Local Plan requires that, amongst other things, that developments should be: -
- (i) well-related to existing buildings and their surroundings in terms of layout, density, access, scale appearance, landscaping and materials; and
 - (ii) successfully integrate with existing trees; hedges and landscape features of amenity value and employ measures to enhance biodiversity and green the built environment with new planting designed to reinforce local distinctiveness.
- 4.3.3 In addition Policy CP14 of the Local Plan requires that appropriate developments within the Green Belt and AONB must "be sensitive to the distinctive landscape character adding that development proposals for extensions to and replacements of existing buildings within the Green Belt will be expected to demonstrate sympathy with their location through size, appearance and landscape impact mitigation. The ground floor area of any proposed extension or replacement building should not normally exceed that of the original property by more than 50%."
- 4.3.5 Given the above it is noted that the proposed dwelling would be materially larger than the existing dwelling and together with its contemporary design it could potentially have an adverse impact on the character and form of the AONB. However, there are various considerations which weigh in favour of the proposal.
- 4.3.6 In the first instance is the presence of the consented scheme in extant planning permission CH/16/275 for a two -storey dwelling, which is of similar size, scale and mass as to the proposed dwelling. As such the Council has already accepted that a building of this size, scale and mass is appropriate at this location. Furthermore, the extant consent, which has had also had its conditions discharged also forms a fall-back position and hence constitutes a material consideration of substantial weight.
- 4.3.7 In addition to the above it is noted that the dwelling is situated 82 metres back from Kingsley Wood Road and is screened from various viewpoints along the road by a combination of trees and mature landscaping both immediately outside of the site and within its garden. Furthermore, from Kingsley Wood Road any view of the dwelling would be fleeting, seasonal and viewed within the context of the other dwellings within the immediate streetscape, which are all individually designed with little in the way of unifying characteristics. As such the proposal would not be particularly visible within the immediate vicinity or from the wider area and as such any potential impact on the AONB from the public realm would be negligible .

- 4.3.6 Turning now to the architectural merits of the proposal and whether they are acceptable at this location it is noted that the existing building is not of a particular vernacular or traditional design and that it is finished in a render which is not a traditional finish in the area and which contrasts sharply with the more natural colours found in the surrounding woodland. Notwithstanding this materials can be conditioned if the application is approved.
- 4.3.7 The fact that the proposal would introduce a new and contemporary dwelling does not in itself mean that a proposal is automatically harmful. Indeed although paragraph 61 of the NPPF states that planning decisions should 'address the connections between people and places and the integration of new development into the natural, built and historic environment', paragraph 60 makes it clear that planning decisions 'should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles' adding 'it is, however proper to promote or reinforce local distinctiveness.
- 4.3.8 In respect to the use of render in this location, it is noted that whilst planning permission is required for the rendering of properties sited within an AONB, this does not mean the use of render is unacceptable in principle in all AONBs. The LPA has to determine whether or not the use of render would be harmful within its context to the character of the AONB.
- 4.3.9 In respect to the Cannock Chase AONB, it is noted that unlike many other AONBs and National Parks there are few buildings within the Cannock Chase AONB and that the character of the built environment contributes little towards the overall character of the AONB as a whole. Most buildings within the AONB date from the early to mid C20th and possibly later and hence are of standard designs which are commonly found throughout the West Midlands region. In addition to this many of the buildings within the AONB are rendered. Examples include many of the larger detached dwellings within Kingsley Wood Road, Pye Green Water Towner, the terrace of dwellings along Slitting Mill Road and several detached properties along Penkridge Bank Road and most recently at Fallow Park. As such, it could argued that the rendered properties within the limits of the AONB provide an extensive component of the built environment within the AONB. Conversely it would be difficult to demonstrate that the use of render would be out of character with the built component of the AONB when much of that component is comprised of rendered properties. In addition given that the site is well screened and that the proposed dwelling would be set back it is considered that the use of render would in any case have a significant impact on the character of the AONB.
- 4.3.10 In addition to the above it is considered that the proposed style of the building, with a projecting rear wing, would create a visually interesting building in comparison to the previously approved monolithical building with a crown (flat) roof.

4.3.11 Taking all of the above into account, it is considered that although the proposal would be higher and the mass greater than the existing building, the impact arising from these factors would not be significant due to the surrounding screening and immediate context. Therefore, having had regard to Policies CP3 and CP14 of the Local Plan and the appropriate sections of the NPPF it is considered that the proposal would be acceptable in respect to its impact on the character and form of the area and that of the Cannock Chase AONB.

4.4 Impact upon Residential Amenity

4.4.1 A core planning principle is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings and this has been accommodated within Policy CP3 of the Local Plan and supported by the guidance as outlined in the Design SPD.

4.4.2 In this respect it is noted that the dwelling is situated approximately 15m from the nearest neighbouring property which is far in exceedance of the separation distances set out in the Design SPD. The boundaries of the application site are bound in mature landscaping which ensures the privacy to the occupants of the site and the adjacent dwellings.

4.4.3 Therefore the proposed redeveloped dwelling by virtue of its distance from the nearest dwelling would not result in any significant impact, by virtue of overlooking, loss of light or loss of outlook, on the residential amenities of the occupiers of the nearest properties.

4.5 Access and Parking

4.5.1 Whilst there are no specific details relating to the access and parking and turning provision within the site, the access existing with some degree of parking provision already in place (albeit informal). The proposal being a replacement dwelling would not increase the need for further parking to serve the dwelling and as such would have no significant detrimental impact on highway safety.

4.5.2 It is therefore considered that the proposal would not be detrimental to highway safety and would accord with paragraph 32 of the NPPF.

4.6 Landscaping

4.6.1 The trees within the residential curtilage of the site are not protected by Tree Protection Orders (TPOs). The applicant has submitted a tree survey with the application. The Tree Survey indicates the line of protective fencing required to protect the existing trees within the site which whilst the Tree Survey identifies a number of trees as being Class U or C (poor quality) the applicant seeks to retain

all trees within the residential curtilage of the site. The proposed trees to be removed (4 in total) are sited on land to the rear of the residential curtilage on land within the applicants ownership. It should be noted that the siting of the proposed dwelling is 1.8m back from the siting of the dwelling approved under CH/16/0275 and thus further back from the existing trees.

4.6.2 There is no significant landscaping proposed. The access will be retained as existing as too will the driveway along the east of the site (albeit topped with gravel). The boundaries of the site are delineated with landscaping and there are various trees and shrubbery throughout the site. The garden as existing for the original dwelling will be retained as such and is therefore adequate for the replacement dwelling.

4.7 Impact upon the Special Area of Conservation (SAC).

4.7.1 The Council has a duty as a responsible authority under the Conservation of Habitats and Species Regulations 2010 (Habitat Regulations) to ensure that the decisions it makes on planning applications do not result in adverse effects on the integrity of the Cannock Chase Special Area of Conservation (SAC), which has internationally protected status under the Regulations for its unique heathland habitat. The financial requirement for SAC Mitigation will be included in the calculation for the Community Infrastructure Levy. As this dwelling is a self build it would not be CIL liable. Further, as there is no increase in dwellings the proposal would not be SAC liable either.

4.8 Affordable Housing

4.8.1 Local Plan Policy CP7 requires financial contributions for affordable housing on sites of between 1 and 14 dwellings. However, in light of government guidance the Council is not pursuing S106 Contributions including affordable housing for proposed development of 10 or less dwellings.

4.9 Applicants Very Special Circumstances

4.9.1 As stated above inappropriate development in the Green Belt should only be allowed where very 'special circumstances' have been demonstrated. The term 'very special circumstances' is not defined in planning policy but it is clear from paragraph that "very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.' In addition it should be noted that very special circumstances do not have to be rare or unusual in character and can constitute a range of considerations which cumulatively may outweigh the harm to the Green Belt and any other harm. One such material consideration which is capable of constituting very special circumstances is whether there is a "fall-back" position. Fall-back positions normally consist of an existing permission granted either by the local planning authority or by virtue of the permitted development

- order (i.e permitted development) which if implemented would result in greater harm to the Green Belt and other interests than that arising from the proposal.
- 4.9.2 In this instance, it has been demonstrated that the fall-back position of utilising permitted development rights (CH/17/077 & CH/17/076) together with the previous planning permission (CH/16/275) which would have a far greater impact on openness of the Green Belt and therefore constitute very special circumstances.
- 4.9.3 However, in order for a fall-back position to be given significant weight there should be a reasonable prospect that the fall-back position would be implemented. Courts have established that the discharge of planning conditions would demonstrate a clear intention to implement the existing permission. In this instance, the fundamental conditions of the extant permission have previously been discharged. It is considered that these considerations carry equal weight in the determination of this current application.
- 4.9.4 As such it is considered that very special circumstances exist and that the proposal is acceptable at this Green Belt location.

4.10 Weighing Exercise to Determine Whether Very Special Circumstances Exist

- 4.10.1 The main considerations in respect to whether very special circumstances exist are
- (i) The impact on the Green Belt arising from the implementation of the fall-back position in respect to the consented scheme; together with
 - (ii) The impact on the Green Belt arising from the implementation of permitted development rights that the property enjoys both in terms of the extensions to the dwelling and in respect to outbuildings.

Both these elements constitute a fall-back position which is a material consideration in the determination of the application.

- 4.10.2 The exercise of the above elements could potentially give rise to built form of 1495m³. This would be 101.92m³(6%) greater than the proposed dwelling (excluding balconies) for which consent is sought. The erection of additional out buildings / extensions under permitted development (CH/17/076 & CH/17/077) together with the approved dwelling (CH/16/275) would further add to the impact on the Green Belt with several outbuildings scattering the site as appose to a single structure. As such implementation of the fall-back position would clearly have a greater impact on the openness and purposes of including land within the Green Belt.
- 4.10.3 The applicant has stated that should planning permission not be granted then he would have no alternative but to go ahead with the alternative scheme under his permitted development rights and previous permission. Officers consider that

not only does this fall-back position exist but there is also a reasonable prospect of the fall back position being implemented.

- 4.10.4 In addition to the above, it is accepted by Officers that the harm to the Green Belt including the harm by reason of inappropriateness, and harm to the openness of the Green Belt would be significantly greater under the alternative scheme. As such, it is concluded that, in the absence of any other demonstrable harm to other acknowledged interests, the harm to the Green Belt is clearly outweighed by other considerations such that Very Special Circumstances exist that would justify approval.

5.0 HUMAN RIGHTS ACT

- 5.1 The proposals set out in this report are considered to be compatible with the Human Rights Act 1998. The recommendation to approve the application accords with the adopted policies in the Development Plan which aims to secure the proper planning of the area in the public interest.

6 CONCLUSION

- 6.1 The proposal constitutes inappropriate development within the Green Belt and therefore should be refused unless very special circumstances exist.
- 6.2 For the reasons set out above it is accepted that very special circumstances exist that justify approval of the proposal in this Green Belt location.
- 6.3 The proposal is considered acceptable in respect to acknowledged interests.
- 6.4 It is therefore recommended that the application be approved subject to the attached conditions.

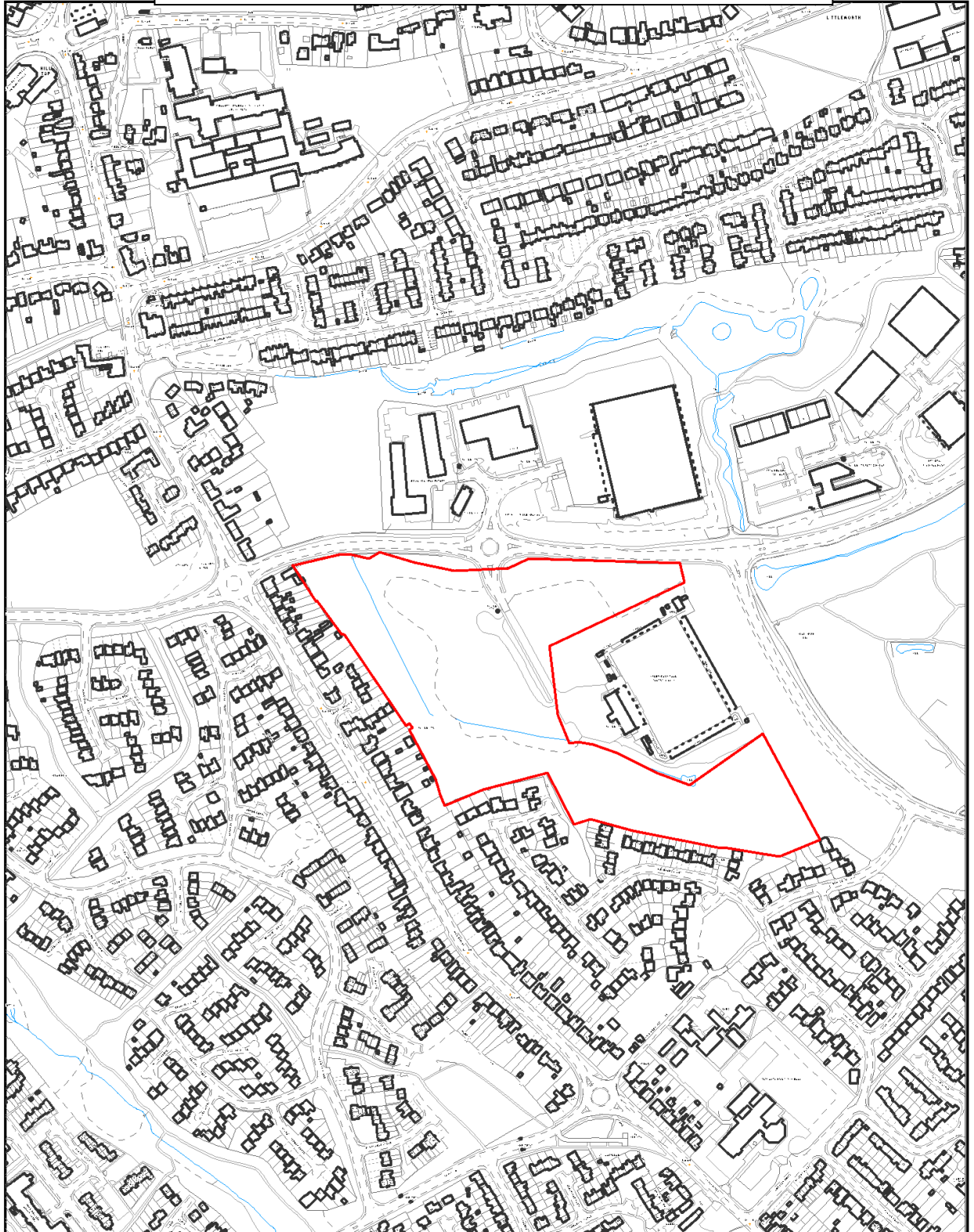


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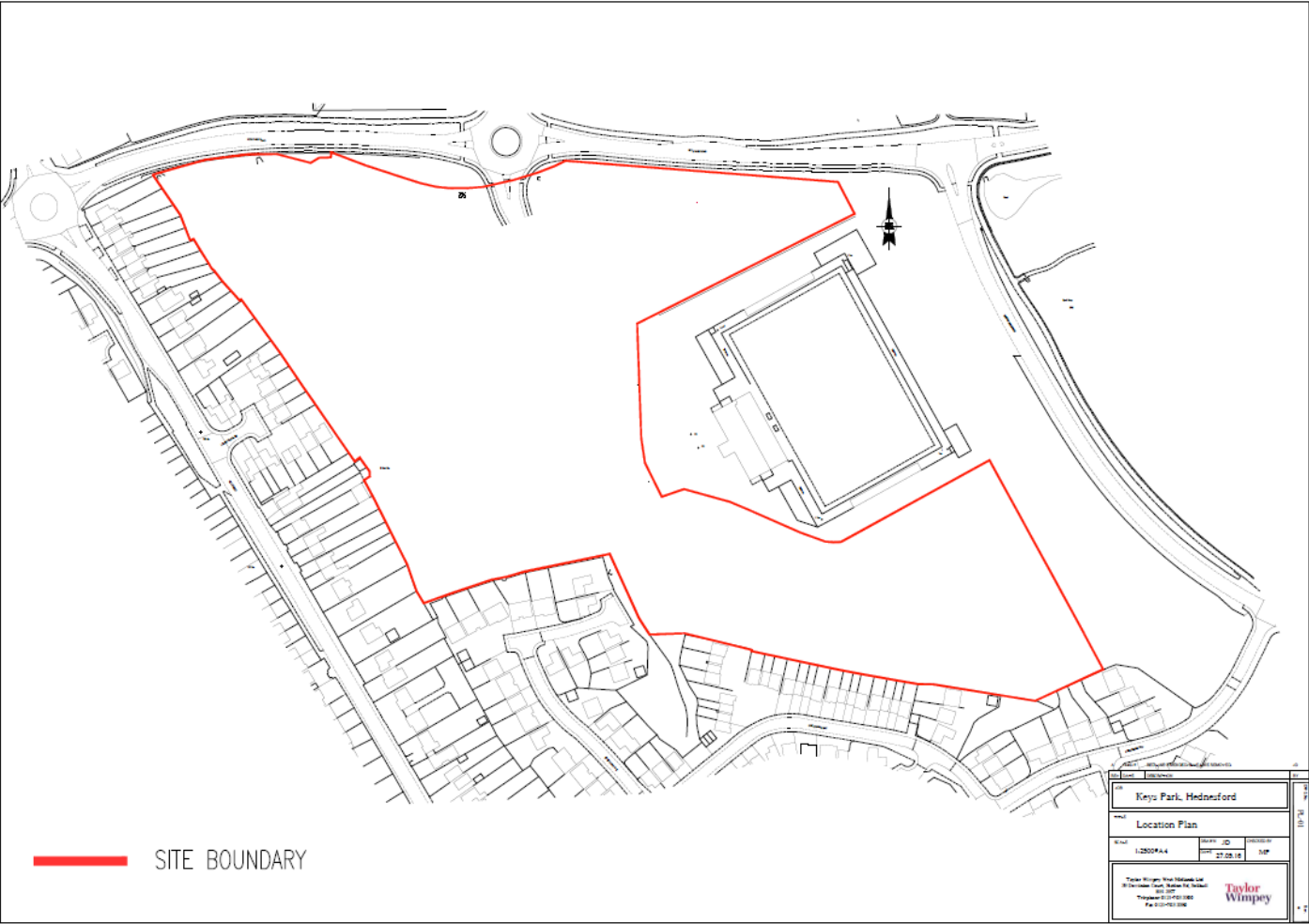
Land at Hednesford Town Football Club, Keys Park Road, Hednesford,
Cannock, WS12 2DZ

Residential Development comprising 125 No. dwellings including 25 No.
affordable dwellings, open space and associated roads and parking

ITEM NO. 6.22



Location Plan



Planning Layout



Accommodation Schedule

Type	No. Units	% of Mix
A	0	0
B	0	0
C	0	0
D	24	54
E	10	19
F	7	7
G	2	2
H	13	13
I	0	0
J	7	7
K	0	0
L	4	4
M	4	4
Totals	98	100

Type	No. Units	Affordable Rent	Social Rent
W	0	0	0
X	4	0	4
Y	1	0	1
Z	2	0	2
Totals	7	0	7
Totals	105		

Keys Park, Dublin

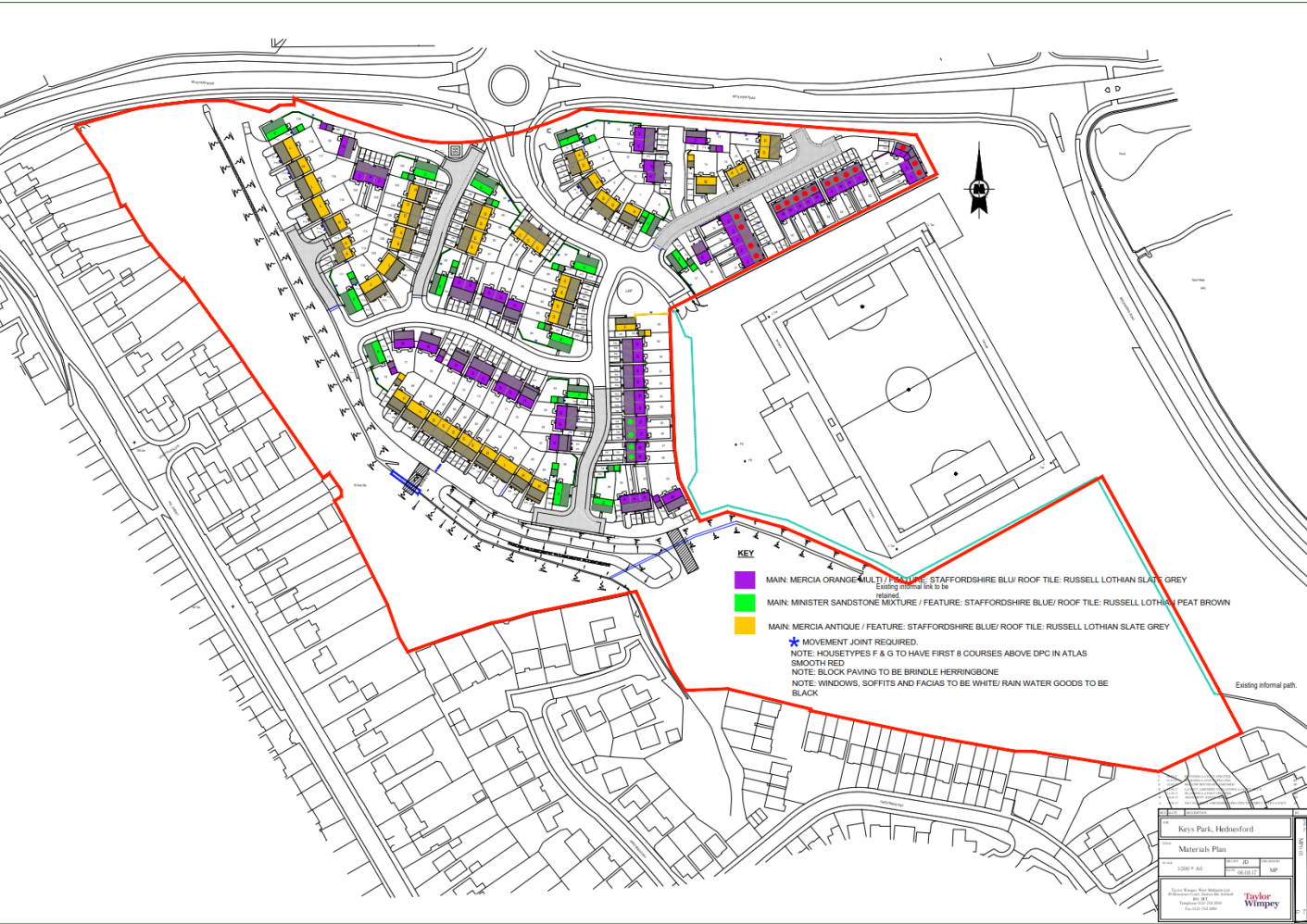
Planning Layout

1:200 - A3

27.03.20

Taylor Wimpey

Materials Plan



Keys Park, Hethersford	
Materials Plan	
NO.	DATE
00001	17/08/2024
00002	17/08/2024
00003	17/08/2024
00004	17/08/2024
00005	17/08/2024
00006	17/08/2024
00007	17/08/2024
00008	17/08/2024
00009	17/08/2024
00010	17/08/2024
00011	17/08/2024
00012	17/08/2024
00013	17/08/2024
00014	17/08/2024
00015	17/08/2024
00016	17/08/2024
00017	17/08/2024
00018	17/08/2024
00019	17/08/2024
00020	17/08/2024
00021	17/08/2024
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00099	17/08/2024
00100	17/08/2024

Car Parking Area Layout



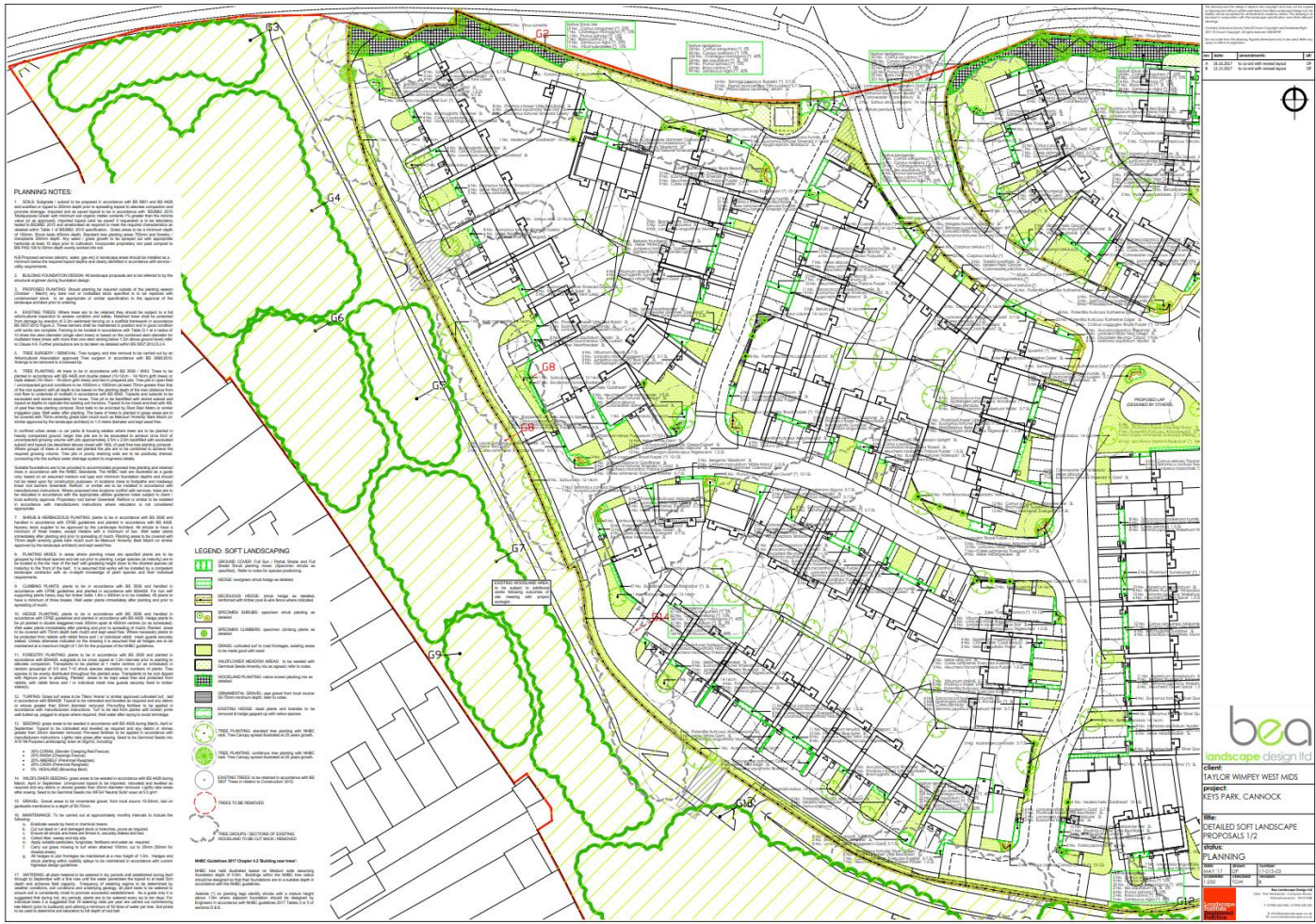
KEY

- EXISTING AREA OF TARMAC: 2,130 m² TO BE RELINED TO PROVIDE 60 CAR PARKING SPACES AND 5 DISABLED SPACES
- CIRCULATION ROAD: 560 m² SHARED DRIVE CONSTRUCTION AS PER TYPICAL TW DETAIL OUTLINED IN ATTACHED.
- GENERAL PARKING AREA: 1310 m² 100mm TYPE 1 SUB-BASE TOPPED WITH 50mm OF SELF BINDING GRAVEL. 60 X CAR PARKING SPACES AND 2 X COACH PARKING BAYS TO BE DELINEATED WITH BLOCK PAVED T-MARKS

REV A 23.11.17 SURFACE SPECIFICATION DETAIL ADDED. CG

KEYS PARK, HEDNESFORD.			
CAR PARKING AREA PLANNING LAYOUT			
SCALE	DRAWN	CHECKED	
1:500 @ A1	JP	BJ	
		DATE	
		23.11.17	
<small>Taylor Wimpey West Midlands Ltd Floor 2, Park Business Park, Redditch Way, Shirley, Solihull, B39 4JG</small>			
<small>Telephone: 0121 713 3300 Fax: 0121 713 3300</small>			

Soft Landscape Proposals



PLANNING NOTES

1. SOFT LANDSCAPING is shown in accordance with BS 5830 and BS 5824. All planting should be shown in accordance with BS 5830 and BS 5824. All planting should be shown in accordance with BS 5830 and BS 5824.
2. All planting should be shown in accordance with BS 5830 and BS 5824.
3. All planting should be shown in accordance with BS 5830 and BS 5824.
4. All planting should be shown in accordance with BS 5830 and BS 5824.
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7. All planting should be shown in accordance with BS 5830 and BS 5824.
8. All planting should be shown in accordance with BS 5830 and BS 5824.
9. All planting should be shown in accordance with BS 5830 and BS 5824.
10. All planting should be shown in accordance with BS 5830 and BS 5824.
11. All planting should be shown in accordance with BS 5830 and BS 5824.
12. All planting should be shown in accordance with BS 5830 and BS 5824.
13. All planting should be shown in accordance with BS 5830 and BS 5824.
14. All planting should be shown in accordance with BS 5830 and BS 5824.
15. All planting should be shown in accordance with BS 5830 and BS 5824.
16. All planting should be shown in accordance with BS 5830 and BS 5824.
17. All planting should be shown in accordance with BS 5830 and BS 5824.
18. All planting should be shown in accordance with BS 5830 and BS 5824.
19. All planting should be shown in accordance with BS 5830 and BS 5824.
20. All planting should be shown in accordance with BS 5830 and BS 5824.

LEGEND: SOFT LANDSCAPING

- 1. SPECIFIC PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 2. TREE PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 3. SHRUB PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 4. FLOWERING PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 5. SPECIFIC PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 6. TREE PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
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- 9. SPECIFIC PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 10. TREE PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 11. SHRUB PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 12. FLOWERING PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 13. SPECIFIC PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 14. TREE PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 15. SHRUB PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 16. FLOWERING PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 17. SPECIFIC PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 18. TREE PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 19. SHRUB PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.
- 20. FLOWERING PLANTING: To be in accordance with BS 5830 and BS 5824. This includes all planting shown in the plan.

Client: TAYLOR WIMPEY WEST MIDS
Project: KEY'S PARK, CANNOCK
Title: DETAILED SOFT LANDSCAPE PROPOSALS 1/2
Scale: 1:500
Date: 10/10/2017
Author: [Name]
Check: [Name]
Drawn: [Name]

bea
landscape design ltd

10/10/2017
10/10/2017
10/10/2017

Indicative Street Scene



Indicative Streetscenes
Keys Park, Hednesford

Scale: NTS@A3

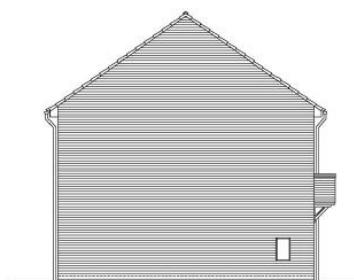
Plans and Elevations - House Type A

**Taylor
Wimpey**

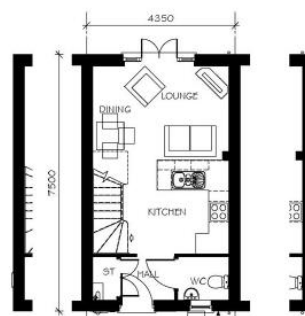
DRAWING REF: 1001-HT-A



FRONT ELEVATION



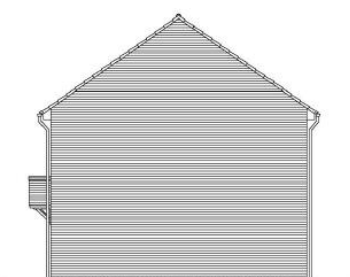
SIDE ELEVATION



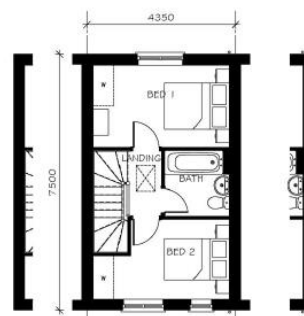
GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

A - 2 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 602sqft/ 55.9qm
Nett Floor Area: 590sq ft/ 54.80sqm

Plans and Elevations - House Type C

**Taylor
Wimpey**

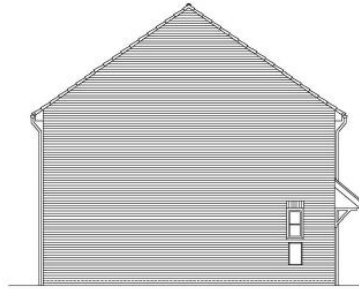
DRAWING REF: 1001-HT-C



FRONT ELEVATION-
END GABLE



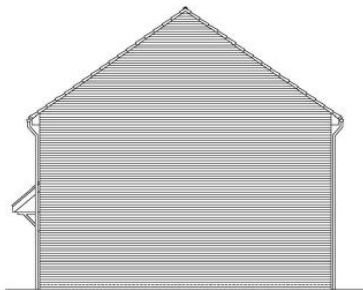
FRONT ELEVATION-
MID TERRACE



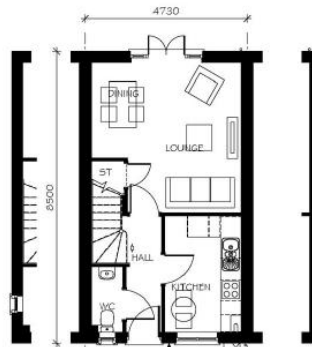
SIDE ELEVATION



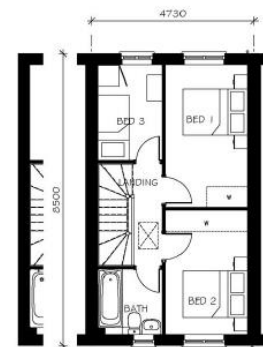
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN

C- 3 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 753sqft/ 70qm
Nett Floor Area: 741sq ft/ 68.8sqm

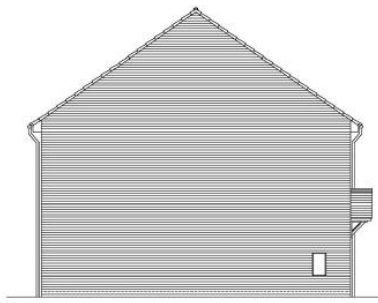
Plans and Elevations - House Type D

**Taylor
Wimpey**

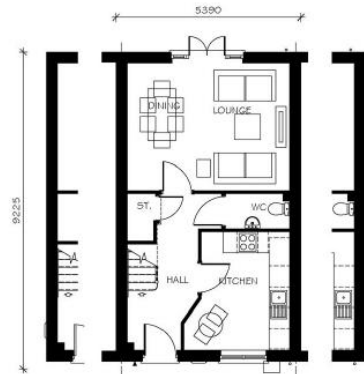
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FRONT ELEVATION



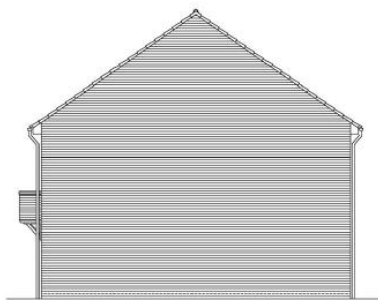
SIDE ELEVATION



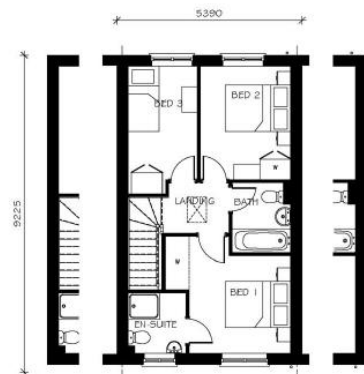
GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

D- 3 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 867sqft/ 80.5qm
Nett Floor Area: 853sq ft/ 79.2sqm

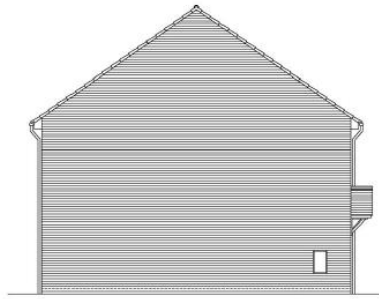
Plans and Elevations - House Type E

**Taylor
Wimpey**

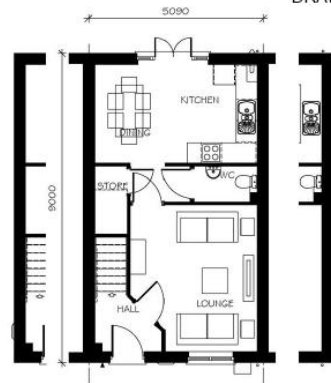
DRAWING REF: 1001-HT-E



FRONT ELEVATION



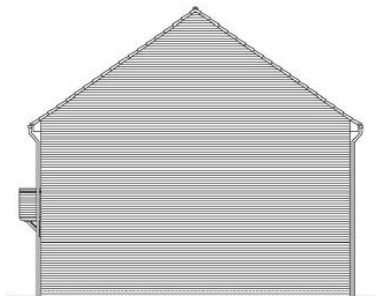
SIDE ELEVATION



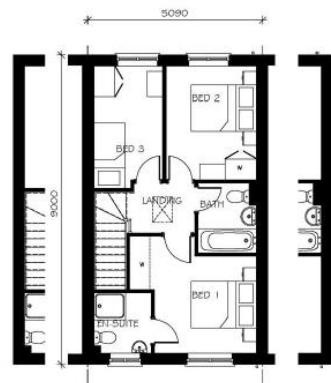
GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

E- 3 Bedroom Home
 1:100 - A3
 Keys Park, Hednesford
 Gross Floor Area: 867sqft/ 80.5qm
 Nett Floor Area: 853sq ft/ 79.2sqm

Plans and Elevations - House Type F

**Taylor
Wimpey**

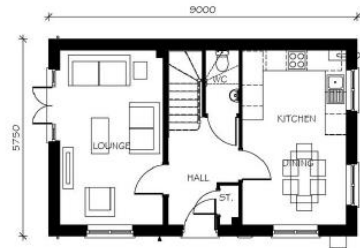
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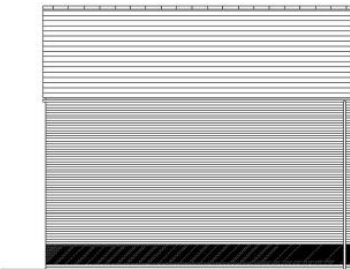
FRONT ELEVATION



SIDE ELEVATION



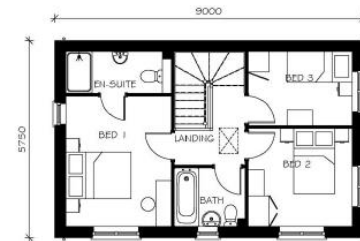
GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

F- 3 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 931sqft/ 86.5qm
Nett Floor Area: 917sq ft/ 85.2sqm

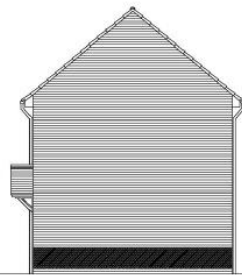
Plans and Elevations - House Type G

**Taylor
Wimpey**

DRAWING REF: 1001-HT-G



FRONT ELEVATION



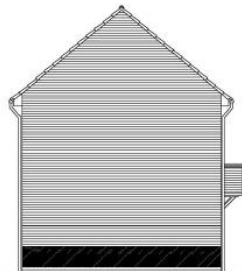
SIDE ELEVATION



GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

G- 3 Bedroom Home
 1:100 - A3
 Keys Park, Hednesford
 Gross Floor Area: 931sqft/ 86.5qm
 Nett Floor Area: 917sq ft/ 85.2sqm

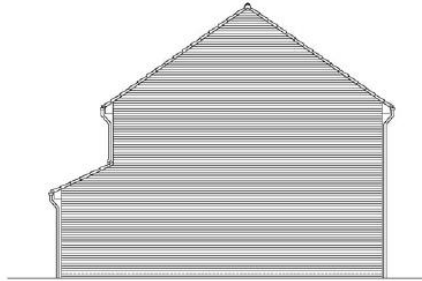
Plans and Elevations - House Type H

**Taylor
Wimpey**

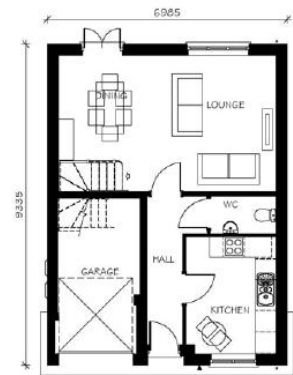
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FRONT ELEVATION



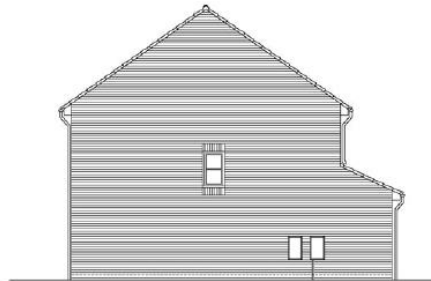
SIDE ELEVATION



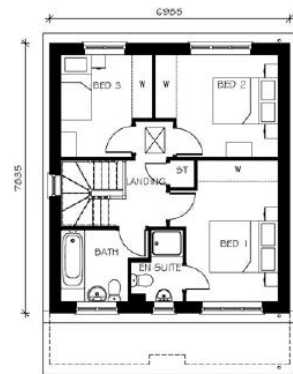
GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

H- 3 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 962sqft/ 89.4qm
Nett Floor Area: 947sq ft/ 88.0sqm

Plans and Elevations - House Type K

**Taylor
Wimpey**

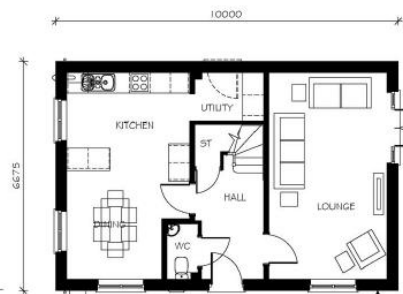
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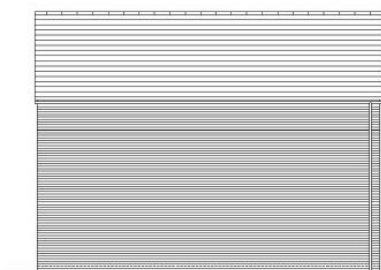
FRONT ELEVATION



SIDE ELEVATION



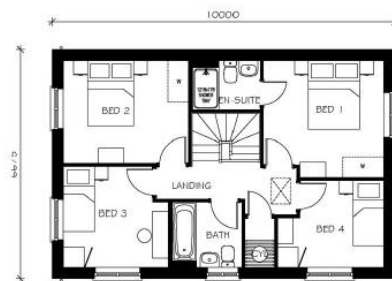
GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

K- 4 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 1222 sqft/ 113.5sqm
Nett Floor Area: 1205 sq ft/ 112.0sqm

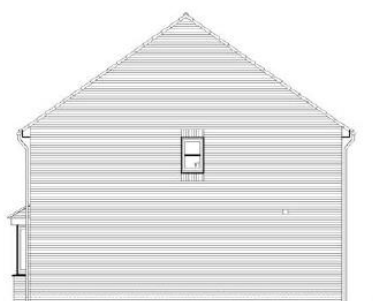
Plans and Elevations - House Type L

**Taylor
Wimpey**

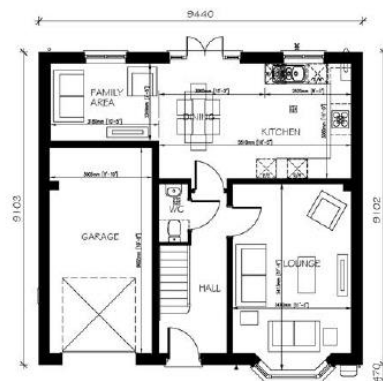
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FRONT ELEVATION



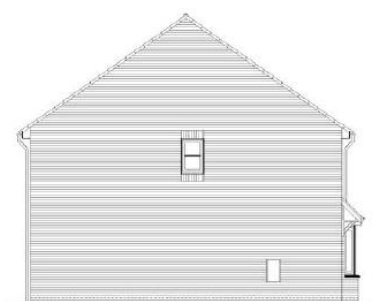
SIDE ELEVATION



GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

L- 4 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 1415 sqft/ 131.4 sqm
Nett Floor Area: 1396 sq ft/ 129.7 sqm

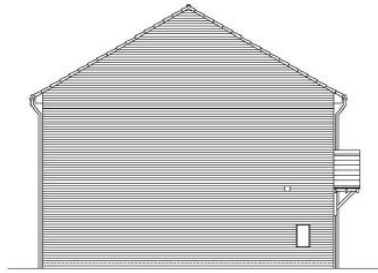
Plans and Elevations - House Type W

Taylor Wimpey

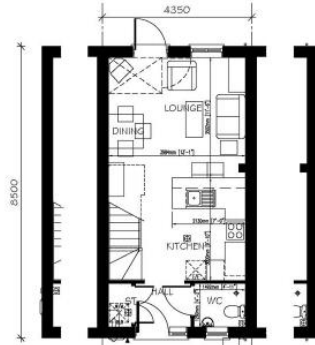
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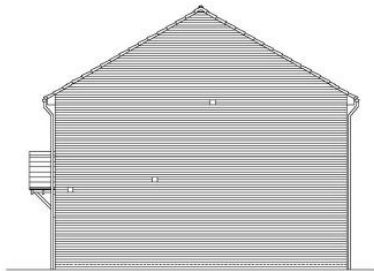
FRONT ELEVATION



SIDE ELEVATION



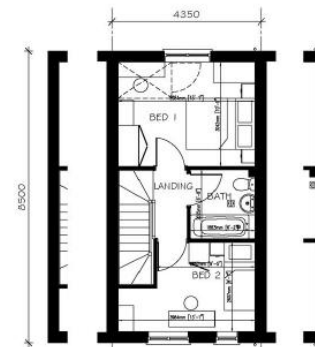
GROUND FLOOR PLAN



SIDE ELEVATION



REAR ELEVATION



FIRST FLOOR PLAN

W- 2 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 689 sqft/ 64 sqm
Nett Floor Area: 676 sq ft/ 62.8 sqm

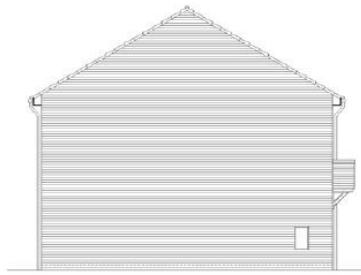
Plans and Elevations - House Type X

**Taylor
Wimpey**

DRAWING REF: 1001-HT-X



FRONT ELEVATION



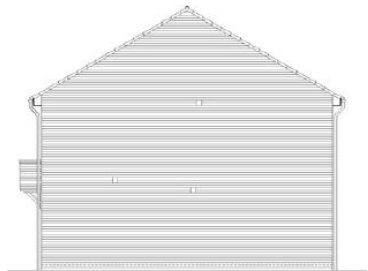
SIDE ELEVATION



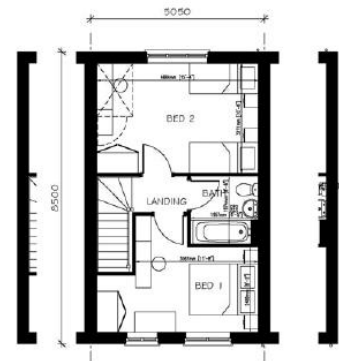
GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

X- 2 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 808 sqft/ 75 sqm
Nett Floor Area: 794 sq ft/ 73.8 sqm

Plans and Elevations - House Type Y

**Taylor
Wimpey**

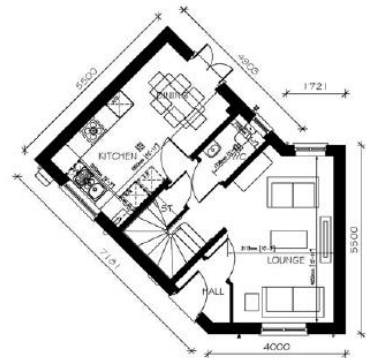
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FRONT ELEVATION A



SIDE/REAR ELEVATION A



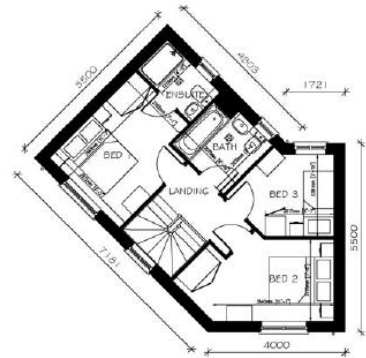
GROUND FLOOR PLAN



FRONT ELEVATION B



SIDE/REAR ELEVATION B



FIRST FLOOR PLAN

Y- 3 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 876 sqft/ 81.3 sqm
Nett Floor Area: 862 sq ft/ 80.1 sqm

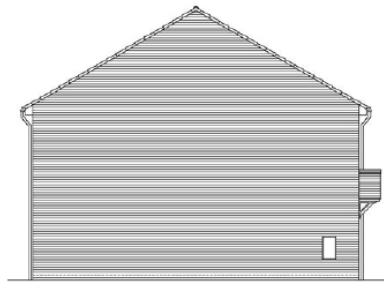
Plans and Elevations - House Type Z

**Taylor
Wimpey**

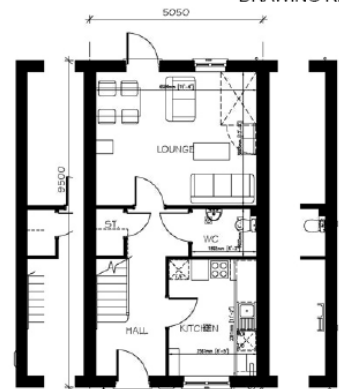
DRAWING REF: 1001-HT-Z



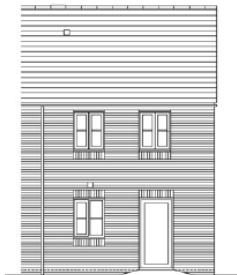
FRONT ELEVATION



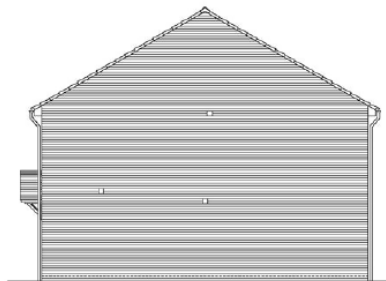
SIDE ELEVATION



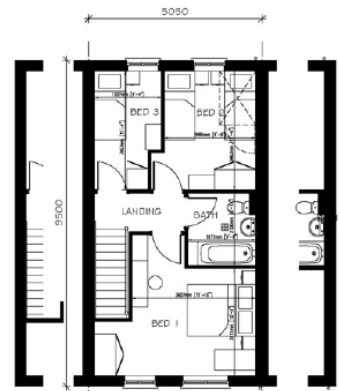
GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION

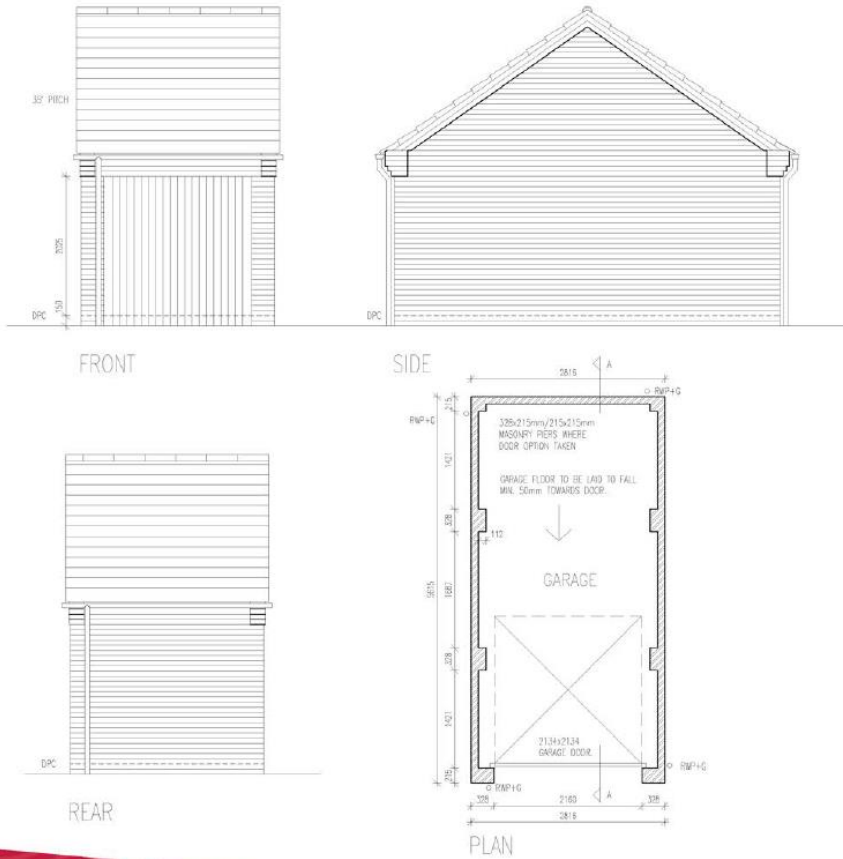


FIRST FLOOR PLAN

Z- 3 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 910 sqft/ 84.6 sqm
Nett Floor Area: 895 sq ft/ 83.2 sqm

Plans and Elevations - Single Garage

DRAWING REF: 1001-GAR-1



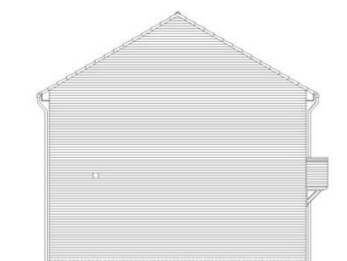
Plans and Elevations - House Type M

**Taylor
Wimpey**

DRAWING REF: 1001-HT-M



FRONT ELEVATION



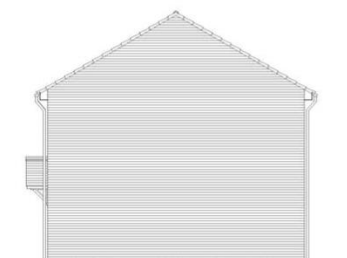
SIDE ELEVATION



GROUND FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION



FIRST FLOOR PLAN

M- 4 Bedroom Home
1:100 - A3
Keys Park, Hednesford
Gross Floor Area: 1248sqft/ 115.9qm
Nett Floor Area: 1231sq ft/ 114.4

Application No: CH/17/236

Received: 09/07/2017

Location: Land at Hednesford Football Club, Keys Park Road, Hednesford

Parish: Hednesford

Ward: Hednesford South

Description: Residential development comprising 119No dwellings including 21No affordable dwellings, open space and associated road and parking.

Recommendation: That members approve the application subject to the conditions attached to this report and the completion of a section 106 agreement to secure: -

- (i) The provision of 18 % affordable housing comprising 4 (19%) affordable rent and 17 (81%) for social rent; and
- (ii) A £8k contribution towards the provision of a traffic regulation order to be paid and implemented before the first occupation of the dwellings; and
- (iii) Provision of the future management of the Site of Biological Interest in accordance with the approved ecological management plan; and
- (iv) Arrangements for the future access by vehicles for management of the Site of Biological Interest; and
- (v) Future management of the sustainable drainage scheme; and
- (vi) Future management and maintenance of the Local Area of Play and communal landscaped areas (either by transfer of land together with any monies or by management company); and
- (vii) Implementation of the Travel Plan and Travel Management Plan.

Consultation Responses

Strategic Housing Officer

The proposal by the applicant to deliver a mixture of affordable rent and social rent appears to address the request by Planning Control Committee on 6th December 2017 for the affordable housing provision to be solely rented tenure.

Staffordshire County Council Highway Officer

No objections subject to conditions.

Additional Representations Received

A further three letters of objections have been received raising the following issues: -

1. As part of your deliberations to consider granting planning permission for the proposed development CH/17/236 land at Hednesford Town Football Club I thought it would be useful for you if I relayed the parking capacity from the game on New Years' Day against Stafford Rangers. This season the club is generally having lower than normal attendances due to a breakdown in relationships between the club and supporters, poor performances over the last couple of seasons as well as being in a lower league than they were a couple of years ago. Home matches this season average around 400, the NYD match was 892. The count of cars paying in to the car park was 294 and an estimate of the number parked on roads around the ground (keys Park

Road and Brickworks Road) was between 70 & 100. I took the attached photos and viewed the number of cars on the roads at half time.

2012/13 season promotion to Conference North highest attendance play-off final 4412, in season 906

2013/14 season lost in playoffs for promotion highest attendance playoff semi-final 1209, in season 1352 (FA Cup 3rd Round against league 2 side Crawley Town 2321)

2014/15 season conference north highest attendance in season 952

The website does not give figures for the relegation season of 2015/16 or last season

2. I have serious concerns regarding the parking solution offered by the developers which will not address the number of cars requiring to park to attend the stadium to watch the local football club. It will require significant resources to enforce and implement from the District and County Councils as well as the Police for many years to come, it will create an ongoing conflict between residents of the estate and patrons to the football club and could place in jeopardy the future of the football club.

[Officers note that the representation goes on to include various comments made on Facebook. As these have not been directly sent to the Department they are not repeated here.]

3. On another issues, I still remain concerned that the Local Area of play is too small, in an area unsafe for young children to use and contravenes the Council design requirements

[Officers note that the representation includes various photographs which are set out below]: -







4. There is only one main road into the development. On match days access of supporters, supporter cars and coaches and the residents to both sides of the development access. Causing congestion before kick-off and at the final whistle. Will cause possible confrontation and resentment by residents to the football club which has been on this site for at least 18n years.
5. Not only on match days. There is commercial traffic vehicles during the week. Needing access. There are also Events that take place during the week days/ weekends and evening events which would cause problems.
6. Parking is there enough for match day cars/ disabled parking and supporter coaches and functions during the day/weekends and evening.
7. Solution is a separate entrance to the football club this would ensure a separation from the development and residents from the football club.

8. Who is going to marshal the permits and parking
9. Who is going to pay for the monitoring and removal vehicles' or fines. Traffic Wardens, the police. I think they have enough to do without creating problems for them.
10. The car sharing. People can be asked. I do not think this will work in the main. Most of the traffic arrives. After 2pm. A local fixture. Away players and officials drive themselves coming in from different areas. Also at the end of game 4.45 -5pm. Week games 6.45-7.45pm leaving 9.30pm -10pm. Depending if it is a cup game.
11. Public Transport. Developers state nearest bus stop 200m away. Does not serve Hednesford. Cannock-Lichfield. No evening or limited evening service. 60 service to Cannock-Lichfield. Hill Street more than 200m away.
12. Kiss and drop off zone. Where is this to situated at the entrance to development road. At the gate. A lot of parent drive up and drop their son and daughter for the game and people who have problems walking. Again monitoring and control. Whos responsibility.
13. These measures could have a impact on attendances. For the club.
14. These are not sensible and workable solutions. The developers have offered words. To try ad influence the planning committee to get this passed.
15. They have even resorted to pressuring the club to offer restriction on its operation. No None football events to be held on match days item 6.105./5
16. This will impede on the clubs viability and its long term sustainability.
17. We live at 133 Sweetbriar Way WS12 2UL and were unfortunate to be driving back to our home on Saturday afternoon just before the game was starting.
18. Cars were parked virtually up to Sweetbriar Way and this was causing a lot of problems with traffic trying to make it's way up and down Brickworks Road. The entire one side of Brickworks Road was clogged with vehicles and we had to wait some time to allow vehicles to come down the hill towards Keys Park to access the junction. Having right of way does not seem to be an issue with a lot of drivers who are happy to overtake a large line of vehicles in order not to wait. Additionally, if you are prepared to wait to allow these drivers to overtake the line of traffic there is a risk of traffic building up waiting to turn right into Brickworks Road. The amount of litter in Brickworks Road after the game has to be seen to be believed. Surely, Hednesford Town should be paying for a clean up after their matches?.
19. Sweetbriar Way already has a massive issue with overspill parking for Five Ways School every day of the week and we feel having the knock on effect of the weekend nuisance of "fly" parking for Hednesford Town FC is just not on.

20. Hednesford Town are not " Good Neighbours" and other than bearing the name of Hednesford Town seem to only cause issues in the neighbourhood on a regular basis e.g.: Gipsies, Fairs, Markets, Noisy late Disco's etc.
21. The proposal to use the parking area at Hednesford Town for Housing is madness and there will be issues and problems for whoever buys a property on the site or has the misfortune to be allocated social housing there.
22. We would remind the council that Hednesford Town FC is a Private Limited Company and trades for the benefit of its shareholders and not the people of Hednesford.

1.0 Assessment

- 1.1 This application was presented to Planning Committee on 6th December 2017 when it was resolved to defer the report to allow officers to work with the applicant to resolve issues in respect of: -
 - (i) Over-development of the site; and
 - (ii) Affordable housing contribution; and
 - (iii) Highway issues in respect to the implementation of the Travel Plan in respect to parking issues in and around the football ground.
- 1.2 This addendum to the original report seeks to address the specific issues raised by members and should be read alongside the original report. The original report to Planning Committee and the officer update sheet are attached as Appendices 1 and 2 to this report.
- 1.3 The applicant has submitted additional and amended details to address the specific issues raised by Planning Control Committee at its meeting on 6th December 2017.
- 1.4 The next part of this report will address the issues raised by members.

2.0 Over-development of the Site

- 2.1 Members at the last meeting of Planning Committee expressed concerns that the current proposal constitutes an over development of the site with subsequent loss of parking to the football stadium.
- 2.2 In respect of this it should be noted that a previous scheme (reference CH/06/0095) was subject to a resolve to grant by Planning Committee on 6th December 2006. This application was in outline form only with an area of 1.95ha outlined specifically for housing. Given that the proposal was in outline form the actual quantum of development (i.e. the number of houses sought) was not up for approval. However, in the subsequent officer report to Planning Committee the officer opined that "the likely capacity of the site on current recommended densities would be 80-90 dwellings". It was on the basis of this report (and that alone) that the Strategic Housing Land Availability Assessment (SHLAA) (2017) advises that the capacity for the site is 90 dwellings.

- 2.3 It should also be noted that the capacity of a site outlined in the SHLAA is not intended to act as a prescribed amount. Therefore the actual capacity of any site should be determined on its merits at the time the decision is taken having had regard to all policy as it stands at that time and all other relevant material considerations.
- 2.4 In this respect it should be noted that the policy context has considerably changed since the decision to resolve to grant in 2006 and that extant today. These policy changes include the introduction of the NPPF (2012), the Cannock Chase Local Plan (Part 1) (2014) and the Design supplementary Planning Document (2016). Of particular note is the NPPF which emphasises that it is Government's intention to boost significantly the supply of housing and which introduced the 'presumption in favour of sustainable development' which sets out how applications should be determined and that sustainable development has a social and economic dimension as well as an environmental dimension.
- 2.5 In addition to the above adoption of the Design SPD has had an impact on the layout and space about dwellings on residential estates. This sets out new guidance for the relationship between various elevation types, for example 21.3m between front to front elevations. Prior to this the distance in this type of relationship could be as low as 14m. However, the current proposal meets the guidance set out for space about development set out in the Design SPD.
- 2.6 In addition to the above the previous 2006 scheme was limited by the requirement to secure parking for the football club and the need to prevent incursion into the SBI. In this respect it should be noted that in terms of the parking requirements for the football club this has been informed by up to date studies, including: -
- Framework Travel Plan (May 2017), prepared by Taylor Wimpey.
 Parking Study (September 2017), prepared by M-EC.
 Transport Assessment (September 2017), prepared by M-EC.
 A plan showing proposed parking at the Hednesford Football Club site.
- 2.7 These have informed the amount of parking that is required and how that should be laid out. These have been reviewed by the Highway officer who has no objections to the proposal subject to conditions. As such, subject to the attached conditions the parking requirements to the football ground do not provide a constraint on the development.
- 2.8 In respect to the potential impact on the Site of Biological Importance (SBI) it is noted that the main reason for the designation was the amphibian assemblage of the site. Given the degradation of aquatic habitats on the site the amphibian populations have significantly declined. This being the case the Council's ecologist has no objections to the limited incursion into the SBI subject to the mitigation in respect of the Dingy Skipper.
- 2.9 Taking all of the above into consideration it is clear that the former stated 'capacity' of the site was at best an estimate based on densities used at the time and the area of the site as defined on the submitted plans. They were not rigidly set at the time and should be used with the utmost caution. In addition planning policy has

fundamentally changed since 2006 and the current layout meets guidance and policy set out in Local Plan, Design SPD and NPPF. As such there is no evidential basis with which to support a proposition that the current proposal constitutes an overdevelopment of the site.

- 2.10 Notwithstanding the above the applicant has agreed to reduce the proposal by a further four dwellings so that it is currently for '119 No dwellings including 21No affordable dwellings'.

3.0 Affordable Housing Contribution

- 3.1 Members at the last meeting of Planning Committee expressed concerns regarding the proposed affordable housing mix and expressed a strong preference for rental rather than shared equity.

- 3.2 For the purposes of clarity 'affordable housing' is defined in the NPPF as "social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market". Therefore the intermediate housing initially offered by the applicant does constituted "affordable housing" for the purposes of interpreting planning policy.

- 3.3 However, the applicant has listened to Planning Committee's comments in respect to overdevelopment of the site and affordable housing mix and has altered the proposed affordable housing to reflect the wishes of Committee, such that the affordable housing provision offered is: -

17	units of social rent
<u>04</u>	units of affordable rent
21	Total

- 3.4 This represents a contribution of 18% affordable housing all of which would be for rent.

3.5 Highway Issues in Respect to the Implementation of the Travel Plan

- 3.6 In response to concerns expressed by Planning Control Committee on 6th December 2017 the applicant has, in consultation with Staffordshire County Highways prepared a briefing note which sets out how the Travel and Traffic Management Plans would operate and which parties would be responsible for ongoing management. This is given in full in Appendix 3 of this report.

- 3.7 In summary the TRO and Resident Permit Scheme will include the following characteristics:

- 251 parking spaces can be accommodated within the football ground confines, which officers agree is sufficient for the football clubs requirements. All of which will be fully laid out by Taylor Wimpey in a bound material for the sole use of Hednesford Town Football Club (there are currently only approximately 74 designated car parking spaces at the stadium).

- Residents amenity and ability to park outside their homes will be secured through the implementation of a Traffic Regulation Order (TRO) in tandem with a Residents Permit Scheme on the development's estate roads which will be funded by Taylor Wimpey.
- The TRO will consist of double yellow lines along the full length of the development's spine road and a Controlled Parking Zone (CPZ) which will only be enforced on match days. The CPZ will cover all roads within the development. The TRO will be coupled with a Residents Permit Scheme which allows residents/visitors displaying appropriate permits to park in the CPZ on match days. Any cars parked illegally may face financial penalties through enforcement undertaken by the Clear Streets Team.
- It has been agreed that the finer details (wording of signage etc) of the TRO and Residents Permit Scheme will be agreed with the Clear Streets Team at Staffordshire County Council.
- A developer contribution will be made by Taylor Wimpey to the relevant bodies at Staffordshire County Council, via the Section 106 Agreement, to cover the cost of the design, implementation and ongoing management and enforcement of the TRO and the Residents Permit Scheme.
- The scheme will not prevent any residents from accessing or parking at their property, it is simply to control parking on the development roads during match days by those visiting the Stadium. Residents and their visitors will be able to park on the roads at this time by displaying their permits.
- It has been agreed that these measures will be implementable prior to first occupation.
- The Keys Park Travel Plan, prepared to support the planning application, will include the appointment of a Travel Plan Coordinator (TPC) and be used to make residents aware of the Traffic Regulation Order and Residents Permit Scheme.
- The TPC will work, on behalf of Taylor Wimpey, with Hednesford Town Football Club to encourage Football Club staff and visitors to travel by sustainable modes of travel as an alternative to the private car.
- In addition, agreement has been made with the football club that non-football functions will not take place within two hours of a football match finishing.

3.8 Officers confirm that the Highway Officer has no objections to the proposal subject to the attached conditions. As such it is considered that the cumulative residual impact of the proposal would not be severe and therefore the proposal would not be contrary to Paragraph 32 of the NPPF.

4.0 HUMAN RIGHTS ACT

4.1 The proposals set out in this report are considered to be compatible with the Human Rights Act 1998. The recommendation to approve the application accords with the adopted policies in the Development Plan which aims to secure the proper planning of the area in the public interest.

5.0 CONCLUSION

5.1 The application site is identified as available and deliverable within the Council's Strategic Housing Land Availability Assessment for residential development.

Furthermore, the site is located in a sustainable location with good access to goods, services and areas of employment by modes of transport other than the private car. As such it is considered that the proposal is acceptable in principle.

- 5.2 In respect to all matters of acknowledged interest the proposal, subject to the attached conditions is considered, on balance, to be acceptable.
- 5.3 The proposal would deliver 18% affordable housing, all of which would be for rent which having regard to viability considerations is considered acceptable.
- 5.4 Impacts on the Cannock Chase SAC would be mitigated through CIL.
- 5.5 As such it is concluded that the adverse impact of granting planning permission would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as whole.
- 5.6 The above information addresses the concerns that the Planning Control Committee raised at its meeting on 10th December 2017 and the amendments to the submitted scheme are considered to be acceptable.
- 6.7 It is therefore recommended that the application be approved subject to the attached conditions and the completion of a section 106 agreement.

Amended Schedule of Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990.

Highways

2. No development hereby approved shall take place, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:
 - i. specify the type and number of vehicles;
 - ii. provide for the parking of vehicles of site operatives and visitors;
 - iii. provide for the loading and unloading of plant and materials;
 - iv. provide for the storage of plant and materials used in constructing the development;
 - v. provide for wheel washing facilities;
 - vi. specify the intended hours of construction operations;
 - vii. measures to control the emission of dust and dirt during construction
 - viii specify method of piling, should piling be undertaken

Reason

In order to comply with Para 32 of the National Planning Policy Framework

3. No phase of the development shall take place until a Construction Vehicle Management Plan (CVMP) has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall include:

- Arrangements for the parking of site operatives and visitors.
- Loading and unloading of plant and materials.
- Storage of plant and materials used in constructing the development
- Construction hours
- Delivery routeing and hours
- Recorded daily inspections of the highway adjacent to the site access
- Details of measures to avoid/ remove mud or debris carried onto the highway

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

4. Prior to commencement of development a revised plan indicating limits of adoption to include the visibility splay at the junction of Road 1 and Road 4 shall be submitted to and approved in writing by the Local Planning Authority. The visibility splay shall thereafter be provided and maintained for the life of the development.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

5. Prior to first occupation of any of the new dwelling units the revised access road (road 1) linking Keys Park Road to the stadium shall be completed.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

6. Prior to first occupation of any of the new dwelling units the revised Travel Plan shall, including measures to encourage sustainable travel to and from the development, be submitted to and approved in writing by the Local Planning Authority.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

7. Prior to the first occupation of the new dwelling units the 251 parking spaces (including disability and coach bays) as broadly indicated on drawing number PP01-20096-EX1 in the vicinity of the stadium shall be completed in a bound material and the individual bays marked out. and retained for that purpose for the life of the building.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

8. Prior to the first occupation of any permitted dwelling the parking and turning areas for that dwelling shall be provided. The parking and turning areas shall thereafter be retained at all times for their designated purposes.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

9. A scheme to provide a Traffic Regulation Order to protect access road (road 1) and to provide a resident/ visitor parking permits linked to match days shall be submitted and approved in writing by the Local planning authority. The approved scheme shall be installed prior to first occupation of the dwellings and remain in place for the life of the development unless otherwise agreed in writing with the Local Planning Authority.

Ground/ Gas Contamination

10. No dwelling shall be occupied until: -
- (i) gas protection measures have been provided in accordance with Amber 2 classification incorporating a minimum 150mm ventilated void space beneath that dwelling together with the installation of a gas proof membrane by a specialist contractor; and validation of the works as been provided following completion; or
 - (ii) further gas and gas flow assessments to deliniate the development between Amber 2 & Amber 1 classifications for gas protection has ben underaken, a further report has been submitted, approval has ben granted for a revised scheme and the works comprising that scheme have been implemented and verification of implementation has been submitted to the Local Planning Authority.

Reason

To ensure that risks from ground gas to the future users of the land and neighbouring land are minimised in accordance with Paragraph 121 of the National Planning Policy Framework.

11. No dwelling shall be occupied until clean cover to all external areas to that dwelling, to a depth of 600mm has been provided and certification that the cover is suitable for use provided and validation that the works has been undertaken have been submitted to the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely

without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Paragraph 121 of the National Planning Policy Framework.

12. The Local Area of Play shall not be brought into use until clean cover to a depth of 300mm has been provided and certification that the cover is suitable for use provided and validation that the works have been undertaken have been submitted to the Local Planning Authority. All verges and amenity areas (excluding those areas within the SBI) shall be provided with clean cover to a depth of 300mm and certification that the cover is suitable for use provided and validation that the works have been undertaken shall be submitted to the Local Planning Authority before they are made available for public use.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Paragraph 121 of the National Planning Policy Framework.

13. If during development, contamination not previously identified is found to be present at the site, no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until either: -
- (i) A site investigation has been designed and undertaken in accordance with details approved in writing by the Local Planning Authority, a risk assessment has been produced and a method statement detailing remediation requirements using the information obtained from the site investigation has been approved by the Local Planning Authority or;
 - (ii) If the above has been previously undertaken, the developer has submitted and obtained written approval from the Local Planning Authority for an addendum to the method statement detailing how this unsuspected contamination shall be dealt with.

Reason

To ensure that the development complies with approved details in the interests of protection of Controlled Waters and in accordance with the National Planning Policy Framework.

14. The development shall not be brought into use until the measures to deal with the isolated presence of Japanese Knotweed, as detailed in Section 8.10 of the Site Investigation Report have been implemented.

Reason

To ensure that this invasive species is eradicated safely from the site.

Drainage

15. No development shall take place until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The scheme must be

based on the design parameters and proposed strategy set out in the Flood Risk Assessment (Ref: 22881/03-17/4818, May 2017), FRA Addendum (Ref: 22881/09-17/5156, 28/09/2017) and amended drainage strategy drawing (No: 22881_02_020_02, Rev D).

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall demonstrate:

- Surface water drainage system designed in accordance with national and local standards, including the Non-statutory technical standards for sustainable drainage systems (DEFRA, March 2015).
- SuDS management train to provide adequate water quality treatment in accordance with the Simple Index Approach (CIRIA SuDS Manual).
- Limiting the total discharge rate generated by all rainfall events up to the 100 year plus climate change critical rain storm to no more than 10l/s in total.
- Detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details on any attenuation system, and the outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods.
- Plans illustrating flooded areas and flow paths in the event of exceedance of the drainage system and natural watercourses. Site layout and levels should provide safe flood routes and adequate access for maintenance.
- Provision of an acceptable management and maintenance plan for surface water drainage to ensure continued performance of the system for the lifetime of the development. This should include a schedule of required maintenance activities and frequencies, and contact details for the organisation responsible for carrying out these duties.

Reason

To reduce the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

16. No part of the development shall be occupied until the surface water drainage system has been completed in accordance with the approved design, and details of the appointed management and maintenance companies have been provided to the LPA.

Reason

To reduce the risk of surface water flooding to the development and properties downstream for the lifetime of the development.

Air Quality

17. The development shall not be brought into use until scheme for mitigating the financial cost of the air quality burden, (calculated to be £69,400.29) and the NO₂ and PM concentrations, equivalent to this amount, has been submitted to and approved in writing by the Local Planning Authority. Such mitigation may be in the form of, but not limited to: -
- (i) Contributions to highways improvements in order to reduce local traffic congestion
 - (ii) Support for and promotion of car clubs
 - (iii) Contributions to low emission vehicle refuelling infrastructure
 - (iv) Provision of incentives for the uptake of low emission vehicles
 - (v) Financial support to low emission public transport options
 - (vi) Improvements to cycling and walking infrastructure

The approved scheme shall contain details of the time scale/scheduling of the implementation of the mitigation measures and shall be delivered in accordance with the approved schedule.

Reason

In the interests of mitigating the harm to air quality in accordance with Paragraph 124 of the National Planning Policy Framework.

Materials

18. The external materials to be used in the construction of the dwellings hereby approved shall only be those set out in Drawing No MP0-01Rev E, unless otherwise approved in writing by the Local Planning Authority

Reason

In the interests of visual amenity and to ensure compliance with Local Plan Policy CP3 and the National Planning Policy Framework.

19. Prior to the first occupation of any dwelling on the site a detailed scheme for the laying out of the Local Area of Play (LAP) including the specification of equipment to be provided within the play space area shall be submitted to and approved in writing by the Local Planning Authority and the works comprising the approved scheme shall be implemented to a timetable which shall be agreed in writing with the Local Planning Authority. The LAP shall thereafter be retained and maintained for the life time of the development unless otherwise approved in writing by the Local Planning Authority.

Reason

In the interests of providing accessible local play areas for young people.

Ecology

20. The development shall be undertaken in complete accordance with the Landscape Ecological Management Plan, dated October 2017. No development shall commence within that section of the SBI currently supporting Dingy Skipper Butterfly and identified for short term retention within the Landscape and Ecological Management Plan dated October 2017 until verification has been provided in writing to the Local Planning Authority that the butterfly has successfully colonised the compensatory habitat and approval for the commencement of the development of that part of the site has been given in writing.

Reason

In the interest of protecting and conserving the population of the Dingy Skipper Butterfly that is present on the site.

Noise Mitigation

21. No dwelling shall be occupied until a scheme to protect the internal noise levels within susceptible properties from noise generated by traffic along Keyes Park Road and from the Hednesford Town Football Stadium has been submitted to and approved in writing by the Local Planning Authority. The works shall include, but not necessarily limited to the provision of acoustic glazing, at relevant properties, to the standards cited in the Acoustic Report together with appropriate ventilation systems to allow the windows to remain closed when required. The ventilation system shall comply with Building Regulations. No dwelling shall be occupied until the works to that dwelling required under the approved scheme has been implemented.

Reason

In the interest of ensuring a good standard of residential amenity to the occupiers of the dwellings in accordance with Paragraph 17 of the NPPF.

22. No dwellings at Plots 22- 38 and 39-50 shall be occupied until a specification for the provision of an acoustic fence along the boundary shared with the car park to the Hednesford Town Football Club has been submitted to and approved in writing by the Local Planning Authority and an acoustic fence has been erected to that specification. Thereafter the acoustic fence shall be retained and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interest of ensuring a good standard of residential amenity to the occupiers of the dwellings in accordance with Paragraph 17 of the NPPF.

Dealing with Minor Discrepancies on the Submitted Plans

23. Notwithstanding the details of the approved plans: -
- (i) that part of the southern boundary to Plots 50-51 running between the car park to the football ground to the access strip to the Site of Biological Importance shall be comprised of ranch style fencing and defensible planting.
 - (ii) a revised scheme for the planting of trees along the entrance to the site shall be submitted to and approved in writing by the Local Planning

Authority and implemented in accordance with approved time table for the implementation of the wider landscape scheme.

- (i) the knee rail running along the boundary of the approved estate and the Site of Biological Interest shall run along the rear of the bin collection points so as to allow unfettered access to the storage areas.
- (ii) the height of the acoustic fence along the boundary of plots 22- 38 and 39-50 shall be increased to at least 2.2m.

Reason

In the interest of proactively dealing with minor discrepancies and deficiencies in the submitted plans and, or, to deal with issues raised by consultees.

24. All main herring bone road surfaces shown on the approved plans shall be to an adoptable standard to allow access by 32 tonne refuse vehicle access.

Reason

To prevent break-up of the highway surface in the interest of highway safety.

Trees and Landscape

25. No part of the development shall commence until details of all arboricultural work have been submitted to and approved by the Local Planning Authority. Details shall include a method statement and schedule of works.

Reason

The existing vegetation makes an important contribution to the visual amenity of the area and in accordance with Local Plan Policies CP3, CP12, CP14 and the NPPF.

26. Prior to the commencement of any construction or site preparation works including any actions likely to interfere with the biological function of the retained trees and hedges, approved protective fencing shall be erected in the positions shown on the approved Tree & Hedge Protection layout drawing Ref Dwg. No. 17-15-06 Rev A unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure the retention and protection of the existing vegetation which makes an important contribution to the visual amenity of the area. In accordance with Local Plan Policies CP3, CP12, CP14 and the National Planning Policy Framework.

27. Within the enclosed area known as the Tree Protection Zone, no work shall be permitted without the written consent of the Local Planning Authority. No storage of material, equipment or vehicles shall be permitted within this zone. Service routes will not be permitted to cross the Tree Protection Zones unless written consent of the Local Planning Authority is obtained. The Tree Protection Zone shall be maintained intact and the vegetation within maintained until the cessation of all construction works or until the Local Planning Authority gives written consent for variation.

Reason

To ensure the retention and protection of the existing vegetation which makes an important contribution to the visual amenity of the area. In accordance with Local Plan Policies CP3, CP12, CP14 and the National Planning Policy Framework.

28. The approved landscape works shown on Drawing Nos. 17-15-03A Landscaping Sheet 1 Rev A, 17-015-04A Landscaping Sheet 2 Rev A and 17-015-05B Landscape Strategy Rev B, as amended by any condition, or the approval of any scheme pursuant to any condition attached to this permission, shall be carried out in the first planting and seeding season following the completion of the development whichever is the sooner.

Reason

In the interest of visual amenity of the area in accordance with Local Plan Policies CP3, CP12, CP14 and the National Planning Policy Framework.

29. No dwelling shall be occupied until a management plan for the establishment (including the replanting of any trees and shrubs that dies within the first five years following their planting) and subsequent management of soft and hard landscaping on the site has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the soft and hard landscaping on the site shall be managed in accordance with the approved management plan unless otherwise approved in writing by the Local Planning Authority.

Reason

In the interests of visual amenity of the area. In accordance with Local Plan Policies CP3, CP12, CP14 and the NPPF.

30. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

PL-01	Planning Layout Rev H.
MP0-01	Material Plan Rev G.
BTP0-01	Boundary Treatments Rev H.
17-15-06	Tree Retention / Removal plan Rev A.
17-15-17	Tree Constraints Plan.
17-15-03A	Landscaping Sheet 1 Rev B.
17-015-04A	Landscaping Sheet 2 Rev B.
17-015-05B	Landscaping Strategy Rev B.
SLP-01	Slab Levels Rev C.
20093-801	Sections.
20093	UCP Utility Corridor Routes.
22881/08-17/5090	Parking Study Rev B.
22881/05-17/4802	Transport Assessment Rev B.
17015/DP/AIA001	Arboricultural Report Rev A.
WM11069	Site Investigations.
LEMP A	
17015/TGW/TS001	Tree Report Rev A
17443-1	Noise Report.
LE13883	Air Quality.
	Design and Access Statement RevB.
	Travel Plan, August 2017.
	Preliminary Ecological Appraisal, dated August 2015, prepared by ADAS.

	Reptile Survey, dated November 2015, prepared by ADAS.
	Great Crested Newt Survey, dated July 2016, prepared by ADAS.
	Final Invertebrate Survey, prepared by ADAS.
	Landscape and Ecological Management Plan, dated October 2017, prepared by ADAS.
	Botanical Survey.
2281/03-17/4818	Flood Risk Assessment.
2281/09-17/5156	Flood Risk Assessment Addendum.
1001-HT-A A -	
1001-HT-C C -	
1001-HT-D D -	
1001-HT-E E -	
1001-HT-F F -	
1001-HT-G G -	
1001-HT-H H -	
1001-HT-L L -	
1001-HT-W W -	
1001-HT-X X -	
1001-HT-Y Y -	
1001-HT-Z Z -	
100-HT-M	M-4 Bedroom Home
1001-GAR-1	Garages
CPA-01 Revision C	
PPO1-20096-EX1 Football	
105	Typical TW Shared drive Construction Detail

Where there is a conflict in respect to the layout of the approved plans it shall be taken that the layout and housetypes and provision of affordable housing shown on PL-01 "Planning Layout Rev H2 are the approved ones.

31. No dwelling shall be occupied until the boundary treatment to that plot shown in Drawing BTP0-01, as amended by any condition, or the approval of any scheme pursuant to any condition attached to this permission, has been completed. All other boundary treatments shown in Drawing BTP0-01, as amended by any condition, or the approval of any scheme pursuant to any condition attached to this permission, shall be completed within 2 months of the completion of the last dwelling.

Reason

In the interest of visual amenity of the area in accordance with Local Plan Policies CP3, CP12, CP14 and the National Planning Policy Framework.

Informative Notes to be included on Decision Notice

- (i) This consent will require approval under Section 7 of the Staffordshire Act 1983 and will require a Section 38 of the Highways Act 1980. Please contact Staffordshire County Council to ensure that all approvals and agreements are secured before commencement of works.

- (ii) Any off-site works within the adopted highway will require a Highway Works Agreement with Staffordshire County Council and the applicant is therefore requested to contact the Council in respect of securing the agreement. Follow the link www.staffordshire.gov.uk/developers for Highway Agreements, a flowchart to identify the relevant agreement, information packs and application forms for the Highway Works.
- (iii) Any soakaway should be located a minimum of 4.5m rear of the highway boundary

APPENDIX 1:
Copy of Report to Planning Committee on 6th December 2017

Application No: CH/17/236

Received: 09/07/2017

Location: Land at Hednesford Football Club, Keys Park Road, Hednesford

Parish: Hednesford

Ward: Hednesford South

Description: Residential development comprising 123No dwellings including 22No affordable dwellings, open space and associated road and parking.

Recommendation: Approve subject to the attached conditions attached to this report and the completion of a section 106 agreement to secure: -

- (viii) The provision of 18 % affordable housing comprising 8 (36%) for shared ownership and 14 (64%) for rent.
- (ix) A £8k contribution towards the provision of a traffic regulation order to be paid and implemented before the completion of the 50th dwelling.
- (x) Provision of the future management of the Site of Biological Interest in accordance with the approved ecological management plan.
- (xi) Arrangements for the future access by vehicles for management of the Site of Biological Interest.
- (xii) Future management of the sustainable drainage scheme.
- (xiii) Future management and maintenance of the Local Area of Play and communal landscaped areas (either by transfer of land together with any monies or by management company).
- (xiv) Implementation of the travel plan.

Reason for Granting Permission

In accordance with paragraphs (186-187) of the National Planning Policy Framework the Local Planning Authority has worked with the applicant in a positive and proactive manner to approve the proposed development, which accords with the Local Plan and/ or the National Planning Policy Framework.

Reason for Committee Decision:

The proposal in some respects is contrary to Policy and guidance and therefore requires a balanced judgement to be taken between competing priorities.

Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990.

Highways

2. No development hereby approved shall take place, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:
- i. specify the type and number of vehicles;
 - ii. provide for the parking of vehicles of site operatives and visitors;
 - iii. provide for the loading and unloading of plant and materials;
 - iv. provide for the storage of plant and materials used in constructing the development;
 - v. provide for wheel washing facilities;
 - vi. specify the intended hours of construction operations;
 - vii. measures to control the emission of dust and dirt during construction
 - viii specify method of piling, should piling be undertaken

Reason

In order to comply with Para 32 of the National Planning Policy Framework

3. No phase of the development shall take place until a Construction Vehicle Management Plan (CVMP) has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall include:
- Arrangements for the parking of site operatives and visitors.
 - Loading and unloading of plant and materials.
 - Storage of plant and materials used in constructing the development
 - Construction hours
 - Delivery routeing and hours
 - Recorded daily inspections of the highway adjacent to the site access
 - Details of measures to avoid/remove mud or debris carried onto the highway

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

4. Prior to commencement of development a revised plan indicating limits of adoption to include the visibility splay at the junction of Road 1 and Road 4 shall be submitted to and approved in writing by the Local Planning Authority. The visibility splay shall thereafter be provided and maintained for the life of the development.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

5. Prior to first occupation of any of the new dwelling units the revised access road (road 1) linking Keys Park Road to the stadium shall be completed.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

6. Prior to first occupation of any of the new dwelling units the revised Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

7. Prior to the first occupation of any permitted dwelling the parking and turning areas for that dwelling shall be provided. The parking and turning areas shall thereafter be retained at all times for their designated purposes.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

8. Prior to first occupation of any of the new dwelling units a scheme showing the marking out of 125 parking spaces (including disability and coach bays) in the vicinity of the stadium main entrance and the surface treatment of the parking, circulation and turning areas shall be submitted to and approved in writing by the Local Planning Authority and the works comprising the approved scheme shall be completed.

Reason

To comply with Paragraph 32 of the National Planning Policy Framework and in the interest of highway safety.

Ground/ Gas Contamination

9. No dwelling shall be occupied until: -
- (iii) gas protection measures have been provided in accordance with Amber 2 classification incorporating a minimum 150mm ventilated void space beneath that dwelling together with the installation of a gas proof membrane by a specialist contractor; and validation of the works as been provided following completion; or
 - (iv) further gas and gas flow assessments to delineate the development between Amber 2 & Amber 1 classifications for gas protection has ben underaken, a further report has been submitted, approval has ben granted for a revised scheme and the works comprising that scheme have been implemented and verification of implementation has been submitted to the Local Planning Authority.

Reason

To ensure that risks from ground gas to the future users of the land and neighbouring land are minimised in accordance with Paragraph 121 of the National Planning Policy Framework.

10. No dwelling shall be occupied until clean cover to all external areas to that dwelling, to a depth of 600mm has been provided and certification that the cover is suitable for use provided and validation that the works has been undertaken have been submitted to the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Paragraph 121 of the National Planning Policy Framework.

11. The Local Area of Play shall not be brought into use until clean cover to a depth of 300mm has been provided and certification that the cover is suitable for use provided and validation that the works have been undertaken have been submitted to the Local Planning Authority. All verges and amenity areas shall be provided with clean cover to a depth of 300mm and certification that the cover is suitable for use provided and validation that the works have been undertaken shall be submitted to the Local Planning Authority before they are made available for public use.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Paragraph 121 of the National Planning Policy Framework.

12. If during development, contamination not previously identified is found to be present at the site, no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until either: -

- (iii) A site investigation has been designed and undertaken in accordance with details approved in writing by the Local Planning Authority, a risk assessment has been produced and a method statement detailing remediation requirements using the information obtained from the site investigation has been approved by the Local Planning Authority or;
- (iv) If the above has been previously undertaken, the developer has submitted and obtained written approval from the Local Planning Authority for an addendum to the method statement detailing how this unsuspected contamination shall be dealt with.

Reason

To ensure that the development complies with approved details in the interests of protection of Controlled Waters and in accordance with the National Planning Policy Framework.

13. The development shall not be brought into use until the measures to deal with the isolated presence of Japanese Knotweed, as detailed in Section 8.10 of the Site Investigation Report have been implemented.

Reason

To ensure that this invasive species is eradicated safely from the site.

Drainage

14. No development shall take place until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The scheme must be based on the design parameters and proposed strategy set out in the Flood Risk Assessment (Ref: 22881/03-17/4818, May 2017), FRA Addendum (Ref: 22881/09-17/5156, 28/09/2017) and amended drainage strategy drawing (No: 22881_02_020_02, Rev D).

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall demonstrate:

- Surface water drainage system designed in accordance with national and local standards, including the Non-statutory technical standards for sustainable drainage systems (DEFRA, March 2015).
- SuDS management train to provide adequate water quality treatment in accordance with the Simple Index Approach (CIRIA SuDS Manual).
- Limiting the total discharge rate generated by all rainfall events up to the 100 year plus climate change critical rain storm to no more than 10l/s in total.
- Detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details on any attenuation system, and the outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods.
- Plans illustrating flooded areas and flow paths in the event of exceedance of the drainage system and natural watercourses. Site layout and levels should provide safe flood routes and adequate access for maintenance.
- Provision of an acceptable management and maintenance plan for surface water drainage to ensure continued performance of the system for the lifetime of the development. This should include a schedule of required maintenance activities and frequencies, and contact details for the organisation responsible for carrying out these duties.

Reason

To reduce the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

15. No part of the development shall be occupied until the surface water drainage system has been completed in accordance with the approved design, and details of the appointed management and maintenance companies have been provided to the LPA.

Reason

To reduce the risk of surface water flooding to the development and properties downstream for the lifetime of the development.

Air Quality

16. The development shall not be brought into use until scheme for mitigating the financial cost of the air quality burden, (calculated to be £69,400.29) and the NO₂ and PM concentrations, equivalent to this amount, has been submitted to and approved in writing by the Local Planning Authority. Such mitigation may be in the form of, but not limited to: -

- (vii) Contributions to highways improvements in order to reduce local traffic congestion
- (viii) Support for and promotion of car clubs
- (ix) Contributions to low emission vehicle refuelling infrastructure
- (x) Provision of incentives for the uptake of low emission vehicles
- (xi) Financial support to low emission public transport options
- (xii) Improvements to cycling and walking infrastructure

The approved scheme shall contain details of the time scale/scheduling of the implementation of the mitigation measures and shall be delivered in accordance with the approved schedule.

Reason

In the interests of mitigating the harm to air quality in accordance with Paragraph 124 of the National Planning Policy Framework.

Materials

17. The external materials to be used in the construction of the dwellings hereby approved shall only be those set out in Drawing No MP0-01Rev E, unless otherwise approved in writing by the Local Planning Authority

Reason

In the interests of visual amenity and to ensure compliance with Local Plan Policy CP3 and the National Planning Policy Framework.

18. Prior to the first occupation of any dwelling on the site a detailed scheme for the laying out of the Local Area of Play (LAP) including the specification of equipment to be provided within the play space area shall be submitted to and approved in writing by the Local Planning Authority and the works comprising the approved scheme shall be implemented to a timetable which shall be agreed in writing with the Local Planning Authority. The LAP shall thereafter be retained and maintained for the

life time of the development unless otherwise approved in writing by the Local Planning Authority.

Reason

In the interests of providing accessible local play areas for young people.

Ecology

19. The development shall be undertaken in complete accordance with the Landscape Ecological Management Plan, dated October 2017. No development shall commence within that section of the SBI currently supporting Dingy Skipper Butterfly and identified for short term retention within the Landscape and Ecological Management Plan dated October 2017 until verification has been provided in writing to the Local Planning Authority that the butterfly has successfully colonised the compensatory habitat and approval for the commencement of the development of that part of the site has been given in writing.

Reason

In the interest of protecting and conserving the population of the Dingy Skipper Butterfly that is present on the site.

Noise Mitigation

20. No dwelling shall be occupied until a scheme to protect the internal noise levels within susceptible properties from noise generated by traffic along Keyes Park Road and from the Hednesford Town Football Stadium has been submitted to and approved in writing by the Local Planning Authority. The works shall include, but not necessarily limited to the provision of acoustic glazing, at relevant properties, to the standards cited in the Acoustic Report together with appropriate ventilation systems to allow the windows to remain closed when required. The ventilation system shall comply with Building Regulations. No dwelling shall be occupied until the works to that dwelling required under the approved scheme has been implemented.

Reason

In the interest of ensuring a good standard of residential amenity to the occupiers of the dwellings in accordance with Paragraph 17 of the NPPF.

21. No dwellings at Plots 22- 38 and 39-50 shall be occupied until a specification for the provision of an acoustic fence along the boundary shared with the car park to the Hednesford Town Football Club has been submitted to and approved in writing by the Local Planning Authority and an acoustic fence has been erected to that specification. Thereafter the acoustic fence shall be retained and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interest of ensuring a good standard of residential amenity to the occupiers of the dwellings in accordance with Paragraph 17 of the NPPF.

Dealing with Minor Discrepancies on the Submitted Plans

22. Notwithstanding the details of the approved plans: -
- (iii) that part of the southern boundary to Plots 50-51 running between the car park to the football ground to the access strip to the Site of Biological Importance shall be comprised of a 2.0metre high brick wall.
 - (iv) a revised scheme for the planting of trees along the entrance to the site shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with approved time table for the implementation of the wider landscape scheme.
 - (v) the knee rail running along the boundary of the approved estate and the Site of Biological Interest shall run along the rear of the bin collection points so as to allow unfettered access to the storage areas.
 - (vi) the height of the acoustic fence along the boundary of plots 22- 38 and 39-50 shall be increased to at least 2.2m.

Reason

In the interest of proactively dealing with minor discrepancies and deficiencies in the submitted plans and, or, to deal with issues raised by consultees.

23. All main herring bone road surfaces shown on the approved plans shall be to an adoptable standard to allow access by 32 tonne refuse vehicle access.

Reason

To prevent break-up of the highway surface in the interest of highway safety.

Trees and Landscape

24. No part of the development shall commence until details of all arboricultural work have been submitted to and approved by the Local Planning Authority. Details shall include a method statement and schedule of works.

Reason

The existing vegetation makes an important contribution to the visual amenity of the area and in accordance with Local Plan Policies CP3, CP12, CP14 and the NPPF.

25. Prior to the commencement of any construction or site preparation works including any actions likely to interfere with the biological function of the retained trees and hedges, approved protective fencing shall be erected in the positions shown on the approved Tree & Hedge Protection layout drawing Ref Dwg. No. 17-15-06 Rev A unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure the retention and protection of the existing vegetation which makes an important contribution to the visual amenity of the area. In accordance with Local Plan Policies CP3, CP12, CP14 and the National Planning Policy Framework.

26. Within the enclosed area known as the Tree Protection Zone, no work shall be permitted without the written consent of the Local Planning Authority. No storage of material, equipment or vehicles shall be permitted within this zone. Service routes will not be permitted to cross the Tree Protection Zones unless written consent of the

Local Planning Authority is obtained. The Tree Protection Zone shall be maintained intact and the vegetation within maintained until the cessation of all construction works or until the Local Planning Authority gives written consent for variation.

Reason

To ensure the retention and protection of the existing vegetation which makes an important contribution to the visual amenity of the area. In accordance with Local Plan Policies CP3, CP12, CP14 and the National Planning Policy Framework.

27. The approved landscape works shown on Drawing Nos. 17-15-03A Landscaping Sheet 1 Rev A, 17-015-04A Landscaping Sheet 2 Rev A and 17-015-05B Landscape Strategy Rev B, as amended by any condition, or the approval of any scheme pursuant to any condition attached to this permission, shall be carried out in the first planting and seeding season following the completion of the development whichever is the sooner.

Reason

In the interest of visual amenity of the area in accordance with Local Plan Policies CP3, CP12, CP14 and the National Planning Policy Framework.

28. No dwelling shall be occupied until a management plan for the establishment (including thje replanting of any trees and shrubs that dies within the first five years following their planting) and subsequent management of soft and hard landscaping on the site has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the soft and hard landscaping on the site shall be managed in accordance with the approved management plan unless otherwise approved in wriitng by the Local Planning Authority.

Reason

In the interests of visual amenity of the area. In accordance with Local Plan Policies CP3, CP12, CP14 and the NPPF.

29. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

PL-01	Planning Layout Rev F.
MP0-01	Material Plan Rev F.
BTP0-01	Boundary Treatments Rev G.
17-15-06	Tree Retention / Removal plan Rev A.
17-15-17	Tree Constraints Plan.
17-15-03A	Landscaping Sheet 1 Rev A.
17-015-04A	Landscaping Sheet 2 Rev A.
17-015-05B	Landscaping Strategy Rev B.
SLP-01	Slab Levels Rev C.
20093-801	Sections.
20093	UCP Utility Corridor Routes.
22881/08-17/5090	Parking Study Rev B.
22881/05-17/4802	Transpotrt Assessment Rev B.
17015/DP/AIA001	Arboricultural Report Rev A.
WM11069	Site Investigations.

LEMP A	Tree Report Rev A
17015/TGW/TS001	Noise Report.
17443-1	Air Qulaity.
LE13883	Design and Access Statement RevB.
	Travel Plan, August 2017.
	Preliminary Ecological Appraisal, dated August 2015, prepared by ADAS.
	Reptile Survey, dated November 2015, prepared by ADAS.
	Great Crested Newt Survey, dated July 2016, prepared by ADAS.
	Final Invertebrate Survey, prepared by ADAS.
	Landscape and Ecological Management Plan, dated October 2017, prepared by ADAS.
	Botanical Survey.
2281/03-17/4818	Flood Risk Asesement.
2281/09-17/5156	Flood Risk Assessment Addendum.
1001-HT-A A -	
1001-HT-C C -	
1001-HT-D D -	
1001-HT-E E -	
1001-HT-F F -	
1001-HT-G G -	
1001-HT-H H -	
1001-HT-L L -	
1001-HT-W W -	
1001-HT-X X -	
1001-HT-Y Y -	
1001-HT-Z Z -	
100-HT-M-	M-4Bedroom Home
1001-GAR-1	Garages

30. No dwelling shall be occupied until the boundary treatment to that plot shown in Drawing BTP0-01, as amended by any condition, or the approval of any scheme pursuant to any condition attached to this permission, has been completed. All other boundary treatments shown in Drawing BTP0-01, as amended by any condition, or the approval of any scheme pursuant to any condition attached to this permission, shall be completed within 2 months of the completion of the last dwelling.

Reason

In the interest of visual amenity of the area in accordance with Local Plan Policies CP3, CP12, CP14 and the National Planning Policy Framework.

Notes to the Developer

- i. This consent will require approval under Section 7 of the Staffordshire Act 1983 and will require a Section 38 of the Highways Act 1980. Please contact Staffordshire County Council to ensure that all approvals and agreements are secured before commencement of works.

- ii. Any off-site works within the adopted highway will require a Highway Works Agreement with Staffordshire County Council and the applicant is therefore requested to contact the Council in respect of securing the agreement. Follow the link www.staffordshire.gov.uk/developers for Highway Agreements, a flowchart to identify the relevant agreement, information packs and application forms for the Highway Works.
- iii. Any soakaway should be located a minimum of 4.5m rear of the highway boundary.
- iv. The developer's attention is brought to the comments of Staffordshire Police in respect to the desirability of achieving Secured by Design accreditation.

EXTERNAL CONSULTATIONS

Hednesford Town Council

Although the provision of some affordable dwellings is welcomed the Town Council would point out that, if approved, Policy H1 in the draft Neighbourhood Plan for Hednesford provides that, subject to viability issues, a housing development of more than 25 units would need to include a minimum of 10% bungalows designed to mobility standards suitable for occupants who may need to use wheelchairs or other mobility aids

In terms of open spaces and the proposed play area the Town Council would wish to see in place agreements to ensure the future management and maintenance. With regard to the equipment to be installed in the play area the Town Council would be concerned to ensure that this was not easily susceptible to vandalism For example, litter bins that can be used to set fires such as the example with the plans

In terms of roads it is noted that the Hednesford Town FC will be accessed via the estate road. On match days and when the FC hosts corporate events and private functions there will be concerns for highway safety due to the large numbers of vehicles that will be entering and or leaving simultaneously. This could also potentially be a nuisance for those dwellings facing on to the road

The site plans indicate several cul-de-sacs constructed from brick paviers which can be easily damaged by HGV's. Agreements need to be made to ensure future repair and maintenance of all the roads on the estate

The Town Council is increasingly concerned about the impact of new developments on the provision of local public services – especially education and health and trust that suitable developer contributions will be secured to cater for additional demands that will be placed on these services

Staffordshire Police

Makes reference to section 17 of the Crime and Disorder Act 1998, paragraph 58 and 69 of the NPPF, Policy CP3 of the Local Plan and the Human Rights Act Article and Protocol 1, Safer Places: The Planning System and Crime Prevention and recommends that the proposal attains Police Secured By Design accreditation. The response goes to make detailed recommendations in respect of designing out crime.

There are numerous desire lines on site, there is a desire line which would run along the front of the proposed outward facing dwellings along the west of the site. As the dwellings are outward facing this allows for natural surveillance from the residents.

At present there are three visible desire lines leading to adjacent streets, namely Hill Street and at various points along Sweetbriar Way, which have been formed by the regular visitors to the football stadium and associated grounds. Historically the wooden fence panels have been removed from Sweetbriar Way and used to provide a sturdier route along boggy section of the desire line. I recommend that these desire lines are made into well connected footpaths / cycle paths, 3m wide without any obvious bends, with low level shrubs along the paths. The path should be lit to street lighting levels. This will provide a safe environment for users.

The high density of dwellings proposed for the site does not allow for sufficient visitor parking within the development. The high density of drive ways does not allow for sufficient on street visitor parking. If a resident was to hold a child's birthday party, the number of visitors' cars would lead to potential parking friction between visitors and residents.

Building for life 12 recommends that the car parking demand should be anticipated, that a range of parking solutions should be offered and that the opportunity for antisocial parking is designed out, none of which appear to have been offered.

There are insufficient trees incorporated into the street design to balance the high density of driveways. The proposed layout has insufficient landscape front gardens and highly dominated with vehicles.

Street Lighting

The public areas of this development should have the street lighting layout carefully designed to produce a uniform light and comply with BS5489:2013.

High pressure sodium units or LEDs should be used where possible.

Care should be taken to ensure that the established trees do not block light and the lighting scheme works throughout the year.

Perimeter

The stadium will only be occupied at certain times of day, with legitimate access to the stadium car park limited to the same period. There is a barrier at the entrance, however this is rarely in use, enabling unauthorised car park use, with no natural surveillance of the stadium car park, this may lead to vehicle related anti-social behaviour and criminal damage. I recommend the height of the acoustic fence is increased to at least 2.4m and an improved lockable gate at the entrance to the stadium. Dwelling 52- is the corner property, with close proximity to the current desire line through the trees, this leaves the dwelling and the cars parked in the parking bays vulnerable to anti-social behaviour and criminal damage and the offenders escaping unobserved along the desire line. I recommend the brick wall should be extended to enclose the parking bays associated to the property to limit unauthorised access to private property.

Dwellings

All dwellings should attain SBD [secure by design] accreditation standards regarding security.

Staffordshire County Council Highways

No objections subject to conditions.

National Grid

No comments received.

County Economic Development

No comments received.

Environment Agency

The site is located on Carboniferous Coal Measures strata which are designated a 'Secondary (A) Aquifer by the Environment Agency. A tributary of Riding Brook is located 150 metres to the north of the site.

According to information held by the Environment Agency the site is located above a historic landfill site. Recommend the developer contact the local council, as lead regulator for these sites.

The proposed site appears to have been the subject to past industrial activity which poses a high risk of pollution to controlled waters. However, the EA have recently revised the - priorities for deployment of EA's technical guidance towards focussing on: -

- The protection and improvement of the groundwater that supports existing potable drinking supplies,
- Groundwater within the most strategically important aquifers for future supply of potable drinking or other environmental use.

As such the EA is unable to provide site-specific advice relating to ground contamination issue sat this site. Recommends looking at the EA's published guidance and that Environmental Health area consulted. Goes on to recommend that where planning controls are necessary the EA would recommend that the local planning authority seek to integrate any requirements for human health protection with those for the protection of the water environment. This approach is supported by Paragraph 109 of the NPPF.

The consultation goes on to recommend the approach that the developer should take with reference to Government guidance and model procedures for the management of contamination including when contamination is taken off site.

Recommends a condition to the effect that the applicant shall submit an ecological management plans to the council.

Severn Trent Water

The submitted drainage drawing shows all foul sewage is proposed to discharge to the public foul and all surface water to discharge to the nearby ditch. Severn Trent has no objections.

Local Lead Flood Authority (LLFA)

Following our original comments on the Flood Risk Assessment (Ref: 22881/03-17/4818, May 2017), further correspondence and amended details have been submitted including FRA Addendum (Ref: 22881/09-17/5156, 28/09/2017) and amended drainage strategy drawing (No: 22881_02_020_02, Rev D) with supporting calculations.

Further assessment of the flood risk from the watercourse has been undertaken based on the topographical survey, which concluded that with properties elevated approximately 2m above the watercourse there would be no future flood risk to the scheme.

The drainage strategy has been revised to reduce the proposed surface water discharge rate to the greenfield QBAR rate of 9.8l/s in total for all rainfall events up to 1 in 100 years with a 40% allowance for climate change.

On-site flood volumes during extreme events have been reduced to a volume that can be safely managed within the highway at a low depth.

Additional water quality treatment measures have been added, including a vortex pollution control chamber and construction of a reed bed by widening the existing watercourse channel.

Some minor amendments and additional detail will be required in the detailed design, including re-profiling of the channel to incorporate an effective reed bed without restricting high flows, and incorporating the pond depth/area profile.

To fulfil the need for local planning authorities to satisfy themselves that there are clear arrangements in place for ongoing maintenance over the lifetime of the development (House of Commons Written Statement on SuDS (HCWS161)) I would recommend that a management and maintenance plan should be produced, with details of the management company and maintenance agreement provided to the LPA prior to first occupation.

We ask to be consulted on the details submitted for approval to your Authority to discharge this condition and on any subsequent amendments/alterations. Please also consult us again on any future major changes to the proposed development or drainage scheme.

Staffordshire County Council Flood Risk Management Position

The proposed development will only be acceptable if the following measure(s) as detailed in the Flood Risk Assessment (Ref: 22881/03-17/4818, May 2017), FRA Addendum (Ref: 22881/09-17/5156, 28/09/2017) and amended drainage strategy drawing (No: 22881_02_020_02, Rev D) submitted with this application are implemented and secured by way of a planning condition on any planning permission

Natural England

No objection subject to appropriate mitigation being secured in respect to Cannock Chase SAC.

The application site lies within 3km of Cannock Chase SAC. Your Authority is a partner in the Cannock Chase SAC Partnership project. Cannock Chase District Council has recently published an evidence base, including recommendations on the mitigation of recreation related impacts on the Cannock Chase SAC. Review of this evidence base has shown that recreation associated with new housing development within 15km of this European site

would have a significant effect on the SAC unless mitigation measures are put in place. The effects arising from recreation comprise the creation of new paths, path widening, erosion and nutrient enrichment.

This evidence base is reflected in your local plan policy CP13 and the accompanying development management guidance. This guidance sets out the Council's approach to delivering mitigation by means of the Strategic Access Management & Monitoring Measures (SAMMM) agreed by the SAC Partnership. These measures will facilitate sustainable residential development while safeguarding the SAC.

To ensure compliance with the Habitats Regulations, we consider that the LPA will need to demonstrate, in advance of granting permission for a development management application, that there is sufficient certainty of the required financial commitment to deliver the SAMM measures. If such security can be demonstrated the council should complete an HRA 'screening' record accordingly. Provided that the Council as competent authority is satisfied the proposal can be screened out of the HRA process, we do not need to be re-consulted.

If the HRA screening process cannot demonstrate that the required financial contribution will be delivered then please consult us again.

Sites of Special Scientific Interest (SSSI) - no objection.

This application is in close proximity (within 1km) to the Chasewater and the southern Staffordshire Coalfield Heaths Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which this site has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(I) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence.

The consultation response goes on to provide generic advice in respect of landscape, best and most versatile agricultural land and soils, protected species, local sites and priority habitats and species, ancient woodland and veteran trees, environmental enhancement, and recreation and access

Biodiversity Duty

Your authority has a duty to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat.

School Organisation

The development falls within the catchments of Five Ways Primary School and Kingsmead School. Five Ways Primary School is projected to have limited vacancies based on the current and projected pupil numbers available at this time.

Excluding the 16 RSL dwellings from secondary only a development of 125 houses including 16 RSLs could add 26 Primary School aged pupils, 16 High School aged pupils and 3 Sixth Form pupils.

Although the development will put additional pressure on school places current pupil demographics indicate that the school should be able to accommodate the likely demand from pupils generated by the development.

Kingsmead School is projected to have sufficient space to accommodate the likely demand from pupils generated by the development.

Staffordshire County Council Planning Policy and Development Control Team

The whole site falls within a Mineral Safeguarding Area (MSA) for coal and fireclay.

Paragraph 144, of the National planning Policy Framework and Policy 3 of the Minerals Local Plan for Staffordshire (2015-2030) all aim to protect mineral resources from sterilisation by other forms of development.

Our records show that the site falls within a former clay extraction site and landfill site area known as Hednesford Brickworks. This is confirmed in the 'Report on Ground Investigation' accompanying the planning application. It is therefore likely that any underlying mineral has been previously extracted and the land infilled and restored. It is therefore reasonably concluded that that the proposed development will not lead to sterilisation of an important mineral resource. No objections.

South Staffordshire Water

No comments received.

INTERNAL CONSULTATIONS

Waste and Engineering

Herring Bone Paving

All main herring bone road surfaces shown on the plans must be to an adoptable standard to allow 32 tonne refuse vehicle access.

Bin Collection

Adjacent to the end of the hammerheads and/ or junctions of adoptable roads and private roads there must be a waste collection point suitable for the temporary positioning at the same time of at least two bins per property.

Property Position Relative to Bin Collection Points

All properties should be located with 25 metres distance of the designated bin collection point adjacent to the end of each hammerhead and/ or junction of adoptable roads.

Environmental Health

I refer to the above report, ref: WM11069, dated August 2017, which has re-assessed the ground conditions on residential development land adjacent to Hednesford Town FC.

I concur with the conclusions and recommendations given in Section 8 of the report.

Gas protection measures should be provided in accordance with Amber 2 classification incorporating a minimum 150mm ventilated void space beneath the houses together with the installation of a gas proof membrane by a specialist contractor. Validation of these works should be provided following completion. Should the developer wish to undertake further monitoring and gas flow assessments to delineate the development between Amber 2 & Amber 1 classifications for gas protection then this should be subject to further reporting for approval of any revised scheme.

Clean cover will be required to a depth of 600mm in garden areas and 300mm in public open spaces. This work will also require validation and certification that the cover is suitable for use provided. Contingency measures will be necessary to deal with any unforeseen hot spots of contamination discovered during the development process.

Appropriate arrangements to deal with the isolated presence of Japanese Knotweed as detailed in Section 8.10 will also be required.

The [acoustic] report identifies Keys Park Road and the Hednesford Town FC Stadium as the main noise sources, and recommends that acoustic glazing as an appropriate measure to protect the internal noise levels within susceptible properties. I request that that the development is conditioned to require acoustic glazing, at relevant properties, to the standards cited in the report together with appropriate ventilation systems to allow the windows to remain closed when required. The ventilation system must comply with Building Regulations, and I therefore recommend that Building Control are consulted.

I do not feel that the report adequately demonstrates that the external amenity of properties close to Keys Park Road has been addressed. As this development is not within a large conurbation or affected by significant roads networks, etc I am not of the opinion that any properties should experience external amenity noise greater than $50\text{dB}L_{\text{Aeq,T}}$ in rear gardens, and request that the developer provides and demonstrates adequate acoustic protection to achieve this standard. In particular, it is of concern that a number of properties are positioned side on to the road where the rear gardens are not protected by the fabric of the houses. As such, these may experience day time noise levels of $62.6\text{ dB }L_{\text{AEQ,T}}$. It may be that acoustic fencing along Keys Park Road is required to achieve this standard. This may also reduce the acoustic glazing requirement, which the developer may wish to demonstrate.

I would also recommend that acoustic fencing is provided to mitigate the impact of noise from the car park area. Such noise may not cause exceedance of recommended noise levels. However, the nature of the noise and the sight & behaviour of fans may potentially be problematic to the nearest properties. Robust acoustic fencing should help mitigate this impact to some extent.

An air quality impact assessment report has been submitted. The report concludes that the development in itself will not lead to an unacceptable risk to air quality. However, the financial cost of the air quality burden has been calculated to be £69,400.29 with a recommendation that mitigation measures against NO₂ and PM concentrations, equivalent to this amount, should be provided. I accept these findings, and recommend that relevant transport authorities and policy departments are consulted on appropriate schemes that can be supported. Those recommended are:

Contributions to highways improvements in order to reduce local traffic congestion
 Support for and promotion of car clubs
 Contributions to low emission vehicle refuelling infrastructure
 Provision of incentives for the uptake of low emission vehicles
 Financial support to low emission public transport options
 Improvements to cycling and walking infrastructure

I am advised that car clubs may not necessarily be an effective measure outside of major conurbations, so should probably be of lower priority.

The report also assesses the impact of the construction phase, recommending a suite of mitigation measures. These measures should be incorporated into a construction management plan to ensure minimal impact from the development.

Strategic Housing

On sites of 15 units and above 20% is required for affordable housing so the 25 units identified in the planning application is correct. 80% is required for social rent and 20% shared ownership. 20 units should therefore be provided for social rent not the 16 identified and 5 units for shared ownership, not 9. There is high demand for 2 bedroom houses so there should be a greater proportion of 2 bedroom houses for social rent than 3 bedroom.

Development Policy

The site is a brownfield site (former brickworks), situated within the urban area of Hednesford. It is identified within the Strategic Housing Land Availability Assessment (SHLAA 2016) as a developable site for approximately 90 dwellings based upon the previous planning consent (subject to S106 which not completed) landowner interest in bringing the site forward and a high level assessment of potential constraints (constraints highlighted within the SHLAA are that the site is surrounded by the SBI designation/ TPOs/ Green Space Network, former brickworks-potential ground issues (historic landfill) some Coal Authority High Risk Development Area). As such the principle of housing development at this site is considered to be broadly in line with the Local Plan (Part 1) spatial strategy for housing development-Policy CP1 and CP6 and has been previously established as acceptable.

However, it is noted that the current proposals suggest an increase in the number of units compared with previous consents (125 dwellings compared to 90 dwellings). As such the degree to which a more intense development on this site is acceptable will need to be considered in more detail. This is particularly relevant with regards to the likely loss of part of the designated Site of Biological Interest arising from the increase in dwellings proposed.

Policy CP12 states 'Planning permission will be refused for developments resulting in the loss of adverse effects upon a locally designated site unless

- there is no alternative suitable site for the proposal, and
- the need for and the wider sustainability benefits of the proposal outweigh the adverse impacts taking into account the value of the site and;
- appropriate mitigation measures or new benefits can be provided to compensate for the loss.

In terms of the first and second bullet point as outlined above the site has been identified as needed to contribute towards the Local Plan (Part 1) housing requirements. If this major site does not come forward then there may be a need to identify additional capacity elsewhere in the district. There are a number of benefits of the proposal including reuse of a large brownfield site; helping meet housing needs overall, contributing towards affordable housing needs in accordance with policy, providing open space, providing facilities for the adjoining football club (car parking and receipts towards the clubs improvement), providing local infrastructure funding via CIL receipts. However, it is considered that a reduction in the number of dwellings could avoid the extent of the third bullet point, it is noted that the applicants have submitted habitat and species survey work analysing the value of the site and recommended mitigation measure. The degree to which this satisfies the provisions of the second and third bullet point of policy CP12 should be reviewed with the appropriate ecological consultees. It is noted that an Ecological Management Plan is also yet to be produced which may affect the extent to which a decision can be reached in respect of policy CP12 provisions.

As a market housing scheme the proposal is CIL liable. Given that a net increase in dwellings is proposed the development also needs to mitigate its impact upon the Cannock Chase SAC (Policy CP13). Should the developer be liable to pay CIL charges then this will satisfy the mitigation requirements.

Any site specific requirements may be addressed via Section 106/278 if required, in accordance with Developer contributions and Housing Choices SPD (2015) and the councils most up to date CIL Regulation 123 List. As the scheme is in excess of 15 dwellings, it is required to provide 20% on site affordable housing, in accordance with Local Plan (Part 1) Policy CP7. It is noted that these proposal meet this requirement. As the scheme is in excess of 100 dwellings the need for on-site formal play provision also needs to be considered. It is noted that the proposal contains open space provision, but there appears to be no play area provision or reference to this potential requirement within the supporting information.

Makes reference to Policies CP3, CP16 and the Design SPD, amenity issues arising from the football club, local commercial premises and recommends consultation with the Environmental Health Officer.

It is noted that the existing designated area of Green Space Network within the site development boundary is to be retained as open amenity space. Therefore there are no issues with regards to Policy CP5 in terms of loss of Green Space Network.

Ecological Officer

Having carefully considered the proposals set out in amended plans and the Landscape Ecological Management Plan, dated October 2017, I am of the opinion that sufficient amendments have now been made to largely offset adverse ecological impacts.

However, I would remain of the opinion that it will be essential to retain existing dingy skipper butterfly colonies within the development until it has been verified that the insect is established within the compensatory habitat. The area identified for short term retention which is entirely within the current SBI is likely to be sufficient for that purpose but should not be developed until verification of colonisation of the new habitat is obtained.

I am prepared to withdraw previous objections subject to the imposition of a condition and would suggest the following:

Development will not commence within that section of the SBI currently supporting dingy skipper butterfly and identified for short term retention within the Landscape and Ecological Management Plan dated October 2017 until there is verification that the butterfly has successfully colonised the compensatory habitat.

All other contents of the Landscape and Ecological Management Plan dated October 2017 should similarly be secured by way of a condition.

Economic Development

Welcomes the development of housing on this land and would hope that the developers consider installation of fibre optic broadband to support the infrastructure provision.

Trees, Landscape and Countryside

Layout - All as noted previously: -

The proposal fails to take appropriate account of the SBI, does not integrate with it or recognise potential requirements & more importantly the proposed or future impacts on the remaining.

There is no obvious recognition of the football club in terms of entrance definition. Proposal could be any estate, in any town. Needs to be an appropriate width recognising the Football club and estate, tree lined and with no individual properties accessing onto it.

The development is totally car orientated with no pedestrian/cycle linkages to the surrounding area from within or through the site. It relies solely on one access point for the whole development! It fails to recognise the strong and well used desire lines that cut through the site as a whole.

A potential pedestrian link is shown on the landscape masterplan but this crosses the football club site and is outside the red line area of the application. Thus there is no control over its implementation or retention particularly if the football club decide to enclose their car park area. The footpath link needs to connect with adopted highway and run through the open space area to the south of the site.

As noted previously: -

There is a clear network of paths running through the housing areas to the south/SE that provide important linkages to schools that need to be retained and improved.

Cycleways exist on the norther side of Keys Park Road, appropriate linkages need to be made to the Development and Football club.

The proposal basically removes all the existing established screen planting along the South side of Keys Park Road. This would have a large visual impact and be at odd with the design of the Keys Park Road through the brickworks site. Proposed new planting is chiefly shrubs with few pines. This would not be sufficient to screen the

development/rear/side gardens. Overall this would reduce the effect and quality of the exiting street scene.

Large amount of frontage parking results in large areas of tarmac which with roads and footpaths gives a very hard surfaced dominated environment particularly as there is little space for suitable landscaping to soften this effect.

The proposed LAP is located at the junction of the main access road and the football club entrance. This is a totally unsuitable location for a LAP which should be located within the housing area in a relatively quite [sic] but easily accessible and viewable location. The proposed design is poor, no footpath links, tarmac area. The fenced area set within the only usable piece of POS (325m²) within the development actually wastes over 2/3rd of that usable space!

The revised layout contains an area of 325m² for usable open space containing a Local area of play (LAP), which is solely designed for toddler use. This is way below the minimum required standard

A development of 125 units needs to provide a bare minimum of 0.22HA usable amenity green space including appropriate age related play provision.

The proposal relies on the remaining open space which is neither usable (SBI) nor accessible due to existing features/drainage requirements/ topography and private drives.

The provision of appropriate of recreation or usable open space especially in terms of formal play area facilities is an essential part of any large development and its lack is thus clearly contrary to Policy requirements and is not acceptable.

The survey schedules are still incomplete and contradictory. i.e. 20m SM trees!

The AIA is still incomplete and does not realistically assess the impact other than to say it is all ok.

There is still no TPP or heads of terms for the AMS.

There is still a significant loss of screening along the north boundary. They now seem to be suggesting mitigating this by planting shrubs in front gardens.

Boundary Treatments

Use of knee rail will not prevent shortcuts developing from estate road towards Keys Park Road.

Bin collection points located to rear of knee rail on SBI area! Inaccessible and not acceptable in terms of loss of SBI area however small.

Materials plan

Deals only with buildings – no comments

Landscaping Strategy

Comments in relation to the open space area will be covered via the separate ecologists comments. However comments above from tree officer need to be noted as above.

Housing Area only.

Given the density and associated parking areas there is little green space left and what is left will have little effect.

Tree planting is proposed along the entrance way however that to the northern side and close to the roundabout is wedged between two paved areas and will have little if any rootzone thus are not sustainable. This should be a key visual area and absence of trees would not be acceptable.

There are numerous narrow areas between paved areas where planting and grass is impractical!

Detailed soft landscape drawings.

Issues of impractical grass and planting areas wedged between paved areas.

Lack of rootzones for trees .

Trees located to close to adjacent edge of paved areas – need to be set 0.5-1.0m from edge of pavements to allow growth.

Maintenance/ Management.

The design & layout provides maintenance access points into the area to the south of the housing area via private access drives. This should be off adopted highway and to allow public access!

Overall there is no place making to the proposals, house types are generic found all over the midlands. Fails to capitalise on the value of the SBI, its setting, features and the football club itself.

RESPONSE TO PUBLICITY

The application was advertised by neighbour letter, site notice and by newspaper advert. 2 letters of objection have been received, making the following comments: -

The area is already densely populated with the islands on Hill Street and Hill Top experiencing quite substantial congestion during peak hours. With 125 houses this has the potential for 250 or more extra cars on these roads at peak times as well as the pollution associated with this.

Myself and other residents have on occasions seen newts on the land where the dwellings are proposed. There are also bats, woodpeckers, badgers and other uncommon wildlife which

use this as their natural habitat and the removal of trees as well as the disturbance caused would prevent this being their habitat going forward.

There are old trees on the site which look set of felling. A lot of these have TPOs on them as well as related to the above, being a natural habitat for wildlife. These trees have a lot of amenable purpose to them and I do not feel that it is right that these should be felled.

The building work as when they are built will cause much noise, smell and pollution. With the football club situated where it is and there is a match on there is a lot of noise and light pollution from this area and the building of 125 houses will substantially increase this.

Also concerned about the accessibility to the rear of the properties on the houses which back on to this and at the end of Sweetbriar Way. If planning is approved I would like to know if a stipulation could be put in for higher fence at the bottom of the gardens of the properties which border on to land to be built as these are only currently 6 foot fences but I would like to see a 10 foot fence erected here for extra security and also for the reduction in the noise carried through to the residences.

There is currently an unofficial path at the very end of Sweetbriar Way which leads to this land. I would like to see this block d off to prevent people using the street as a short cut for whatever reason (for getting to Five Ways School for example) as I bought the house in the location it is for the very reason that it is quiet, not overlooked and not affected by passing traffic either vehicular or pedestrian.

I have been assured by Taylor Wimpey that the woodland to the side of 14 Levetts Hollow was to be retained. This is very important to us and our neighbours as it provides privacy and screens us from the development. However, having read the details of the proposal this is not made clear and there appears to be plans to thin out or remove much of this screen.

Would like reassurance that the council will retain the woodland marked G9 and G7 on the plans.

Also with a young family we will be requiring primary school places in a few years time and we are concerned that the new development will lead to a shortage in availability.

Concerns have been raised by police and other institutions about this and should be listened too.

Proposal is based on greed and will have a major impact on local community and services, which are already stretched.

Although not living close as some other residents to the proposed site, the noise, social and regular disturbances from residents from football traffic will have a major impact on those close by.

The traffic and parking on current match days already significantly impacts on the local roads surrounding HTFC without adding to it.

There are already numerous power cuts throughout the year suggesting the current systems cannot cope without adding further draws on these resources will only add to further disruptions.

The increased disruption to the local roads and the state they will be in with limited access to/from the site causing major problems especially whilst the site is being built.

Concerns have been raised by police and other institutions about this and should be listened too.

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There are already numerous power cuts throughout the year suggesting the current systems cannot cope without adding further draws on these resources will only add to further disruptions.

The increased disruption to the local roads and the state they will be in with limited access to/from the site causing major problems especially whilst the site is being built.

When we spoke you mentioned about the SBI and Brickworks as I recall this land is only managed by CCDC but owned by the Land Trust. If I understand correctly what you were saying that this would be included in that amenity assessment does the ownership and ability to develop the site for increased leisure use impact on the considerations.

My concerns about the proposed location relate to a play area with very minimal equipment is situation adjacent to the main estate road on a corner close the football ground entrance. Reading the report in full shows a number of ecological concerns expressed and I believe this should be specifically highlighted and discussed by the committee.

Finally you mentioned that an increase in provision within the development would reduce social housing provision. Beyond the reduced housing percentage I don't accept that they can just impact on the social housing element of the development particularly as you also mentioned that it was originally assessed for 90 houses as opposed to the proposed 125. Is there some sort of independent assessment of this or is it just down to the developer to make their own financial risk and reward commercial decision.

Beyond all this I still remain concerned about the safety of people needing to exit the football stadium in case of incident when the capacity of over 6000.

RELEVANT PLANNING HISTORY

- CH/06/0095: - Residential development (outline) and replacement car parking. Approved subject to Section 106.
- CH/05/0686: - Variation of condition 21 of Planning Application CH/94/0670 to extend hours. Approved.
- CH/04/0783: - Residential development. Withdrawn.
- CH/03/0356: - Industrial development. Withdrawn.
- CH/03/0269: - Variation of condition hours of operation for Hednesford Town Football & Social Club. Refused.
- CH/03/0247: - Variation of condition to allow market to operate on Bank Holiday Mondays at Hednesford Town Football & Social Club.
- CH/02/0460: - Change of Use. Granted.

1. SITE AND SURROUNDINGS

- 1.1 The application site comprises land adjacent to Hednesford Town Football Club, comprising areas of short grassland (sometimes used for parking to the football ground) tall, ruderal grass and scrub, areas of hardstanding with belts and blocks of semi-mature woodland around the southern, western and northern peripheries. The site forms part of the wider grounds of the Hednesford Town Football Club.
- 1.2 The boundary to the site is formed by Keys Park Road along the northern edge, the boundary shared with residential properties along Hill Street to the west and Sweetbriar to the south and the car park serving the football ground to the east. The football stadium and its formal car park therefore fall outside of the perimeters of the current application site.
- 1.3 Keys Park Road is located within the settlement of Hednesford and the surrounding area is predominantly characterised by modern and sometimes substantial housing which constitute much of the Hawks Green-Heath Hayes and Wimblebury areas. The exception to this is the Upper Keys Business Park that runs along the northern side of Keys Park Road with its modern units and associated parking set in established landscaped grounds.
- 1.4 The site is within 10 minutes walk of the B4154 which is served by the No 60 bus service giving 30 minutes service to Cannock Town Centre. The site is also within walking distance of the small commercial hub at the junction of Sharon Way and Hill Street which has the Coach House Restaurant, Trocadero Fish Bar and One Stop Stores and the No 62 bus service (Hednesford-Cannock) in addition to the Kingsmead Technology College and hence can serve the day to day needs of the occupiers of the proposed estate.
- 1.5 The site is unallocated in the Cannock Chase Local Plan (Part 1) but lies within the settlement boundary of Hednesford. However, part of the site (mostly characterised

by semi-natural vegetation) is designated as a Site of Biological Interest, principally on its amphibian assemblage but also because it supports a population of the regionally scarce Dingy Skipper butterfly.

- 1.6 The site is located within Flood Zone 1 on the Environment Agency's flood risk maps.
- 1.7 To the east of the football ground is the Old Brickworks Nature Reserve which is described as a small but valuable green oasis which supports a variety of important habitats including woodland, wetland and grassland areas in the middle of an urban environment. The site is owned by The Land Trust and managed on their behalf by Cannock Chase Council.
2. PROPOSAL
 - 2.1 The original application sought permission for residential development comprising 125 dwellings including 25 affordable dwellings, open space and associated roads and parking
 - 2.2 Following consultation responses and extensive negotiation to resolve competing interests the proposal has been amended. The applicant is now seeking full planning permission for 123 dwellings including 22 affordable dwellings, open space, equipped childrens' play space and associated roads and parking.
 - 2.3 The proposals include alterations to the Site of Biological Interest to create an extensive area of new grassland habitat through selective removal of plantation woodland areas. This is to provide compensatory habitat for the Dingy Skipper Butterfly which is a priority species. However, an area of existing woodland is proposed to be retained along the western and southern boundaries of the SBI which would continue to provide amenity cover to the adjacent residential properties. The long term ecological value of the SBI is proposed to be maintained through a Landscape and Ecological Management Plan.
 - 2.4 The revised layout incorporates an area for childrens' play (a LAP).
 - 2.5 As a result of the changes brought through the planning process the number of affordable plots has fallen from 25 to 22 (representing provision of 18% affordable units) with a split of 35% shared equity and 65% affordable rented units.
 - 2.6 The proposal also includes a 2.1m high acoustic fence between the residential properties and the football club.
 - 2.7 It is proposed that drainage for the site would take foul to public mains and surface water to water course (a drainage ditch runs through the site) with appropriate sustainable drainage system attenuation.
 - 2.8 The proposed accommodation schedule is as follows: -

Market Housing

Affordable Housing

Paragraph 14	The presumption in favour of sustainable development.
Paragraph 17	Core planning principles.
Paragraphs 47, 49, 50	Delivering a wide choice of high quality homes.
Paragraphs 56, 60, 61, 64	Design.
Paragraph 73	Promoting healthy communities.
Paragraph 96, 103	Meeting the challenge of climate change, flooding.
Paragraphs 109, 111, 118, 120, 123	Conserving the natural environment.
Paragraphs 216	Implementation.

3.9 Other Relevant Documents

Design Supplementary Planning Document, April 2016.

Parking Standards, Travel Plans and Developer Contributions for Sustainable Transport Supplementary Planning Document (2005).

Manual for Streets

Hednesford Neighbourhood Plan (Consultation Draft)

4. DETERMINING ISSUES

4.1 The determining issues for the proposal are

- (i) Principle of the development
- (ii) Design and the impact on the character and form of the area
- (iii) Impact on residential amenity
 - (a) space about dwellings
 - (b) noise from the adjacent football ground
- (iv) Impact on highway safety and capacity
- (v) Impact on nature conservation interests
- (vi) Drainage and flood risk
- (vii) Ground contamination
- (viii) Air quality
- (ix) Design, crime and the fear of crime
- (x) Waste and recycling
- (xi) Sustainable resource use
- (xii) Affordable housing provision
- (xiii) Play space and recreation
- (xiv) Education
- (xv) Minerals Conservation
- (xvi) Hednesford Neighbourhood Plan
- (x) Whether any adverse impact of granting planning permission would be significantly and demonstrably outweighed by the benefits, when assessed against the policies in the Framework, taken as whole.

4.2 Principle of the Development

4.2.1 Policy CP1 of the Local Plan provides the overall strategy in respect of the District and states that in Cannock Chase District the focus of investment and regeneration will be in existing settlements whilst conserving and enhancing the landscape of the AONB, Hednesford Hills, Green Belt and the green infrastructure of the District. Other than this point the Local plan is largely silent on the issue of housing on unallocated sites.

4.2.2 Paragraph 49 of the NPPF states that "housing applications should be considered in the context of the presumption in favour of sustainable development. What the presumption means in practice is set out in Policy CP1 of the Local Plan and Paragraph 14 of the NPPF which states

"For decision taking this means

approving development proposals that accord with the development plan without delay; and

where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

-any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as whole; or

-specific policies in this framework indicate development should be restricted.

4.2.3 The reference above to specific policies in the framework relates to those policies in the Frame work relating to sites protected under the Birds and Habitats Directive and/ or designated as Sites of Special Scientific Interest, land designated as Green Belt , Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park, designated heritage assets and locations at risk of flooding or coastal erosion. Officers can confirm that the site is not subject to any designation that would render it appropriate to be considered under any of the above policies. As such the proposal should be assessed against whether any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

4.2.4 In respect to the principle of the proposal it is noted that the site is located within a suburban area of the town of Hednesford and hence broadly conforms to the requirements of policy CP1. Furthermore, as an area of predominantly previously developed land, the proposal would meet the core planning principle of encouraging "the effective use of land by reusing land that has been previously developed provided that it is not of high environmental value NPPF, para 17)"

4.2.5 In addition to the above the site is located within a sustainable location with good access to local bus routes along the B4154 Hill Street and a small commercial hub at the junction of Sharon Way and Hill Street which has the Coach House Restaurant,

Trocadero Fish Bar and One Stop Stores and the No 62 bus service (Hednesford-Cannock). Hence occupiers of the proposed development would have good access to local good and services by a range of transport methods including walking and cycling and therefore the proposal meets the core planning principle of actively managing "patterns of growth to make fullest possible use of public transport, walking, cycling and focus significant development in locations which are or can be made sustainable" (NPPF, para17).

- 4.2.6 As such it is concluded that the proposed development would be located within a sustainable location.
- 4.2.7 In addition to the above it is noted that the site is identified within the Strategic Housing Land Availability Assessment (SHLAA 2016) as a developable site for approximately 90 dwellings.
- 4.2.8 As such the proposal would meet the thrust of Policy CP1 to focus investment and regeneration on existing settlements which are expected to accommodate most of the District's housing and it is therefore concluded that the proposal is acceptable in principle.
- 4.2.9 However, proposal that are acceptable in principle are still subject to all other policy tests. The next sections of this report will consider the proposal in the light of those policy tests and determine what harms or benefits arise from the proposal.

4.3 Design and the Impact on the Character and Form of the Area

- 4.3.1 Policy CP3 of the Local Plan requires that, amongst other things, developments should be
- (i) well-related to existing buildings and their surroundings in terms of layout, density, access, scale appearance, landscaping and materials; and
 - (ii) successfully integrate with existing trees; hedges and landscape features of amenity value and employ measures to enhance biodiversity and green the built environment with new planting designed to reinforce local distinctiveness.
- 4.3.2 In addition to the above Paragraph 56 of the NPPF states that the government attaches great importance to the design of the built environment and states good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 4.3.3 Paragraph 61 of the NPPF goes on to state: -

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

4.3.4 In addition Paragraph 64 of the NPPF makes it clear that

"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."

4.3.5 Given the above context it is noted that the application site is located within a large suburban area of late C20th/ early C21st housing estates, most, if not all of standard design housing (of varying designs) served by cul-de-sacs that cover much of the area between the A5190 Lichfield Road to the south, the A460 Eastern Way to the west, Wimblebury Road to the East and Keys Park Road to the north. These developments have little or no local distinctiveness in their character and are typical of housing of that date throughout much of the country.

4.3.6 A variety of dwelling types are proposed, which are traditional in design with pitched roofs, and some detailing to the sills. Proposed materials to be used include: -

Main: Mercia orange multi/ Feature: Staffordshire Blue / Roof Tile:
Russell Lothian Slate Grey.

Main: Minister Sandstone Mixture/ Feature Staffordshire Blue/ Roof Tile :
Russel Lothian Peat Brown.

Main: Mercia Antique/ Feature: Staffordshire Blue/ Roof Tile: Russell Lothian
Slate Grey.

Housetypes F and G would have the first 8 courses above the DPC in atlas
smooth red.

The use of Mercia Orange Multi and Staffordshire Blue bricks do give some degree of homage to local material types that can be found on some older properties within the district and hence do contribute in some measure towards local distinctiveness. As such they are considered to be acceptable and can be controlled through the use of a condition.

4.3.7 Boundary treatments proposed include a mixture of

1.8m high close boarded wooden fencing to rear gardens;
1.8m high English garden bond brick wall to side garden boundaries long
highways ;
0.9m high hoop top railings around the LAP; and
0.45m high trip rail timber fence along the boundary with the Site of
Biological Interest.

These are boundary treatments that are normally found pnm residential estates and are considered acceptable.

4.3.8 In respect to layout the estate would be laid out in a series of cul-de-sacs served off a main spine road giving access via the existing access to the football ground to the

roundabout on Keys Park Road. This arrangement is commonly found in the wider area and is considered acceptable.

- 4.3.9 Much of the Site of Biological Interest will be retained although, in the interests of nature conservation, some scrub and trees are proposed to be removed to create open grassland habitat for the Dingy Skipper Butterfly. However, a woodland belt would be retained along the southern and western boundaries and as such the contribution this woodland makes to the character of the area would be retained.
- 4.3.10 The proposal would result in the loss of a semi-mature area of woodland planting strip along the frontage of the site with Keys Park Road. The result would be to replace the tree belt with residential development and as such the streetscene would alter from a wooded character to one that is residential in nature. However, it must be borne in mind that this is a predominantly residential area, which is characterised by residential streets. As such the overall effects would not be out of character with the wider area.
- 4.3.11 In respect to comments made in relation to the "high density" of the development, it is noted that the guidance for space about dwellings set out in the Council's Design Guide has been largely met throughout the development with typically 21metres between rear to rear and between front to front relationships and 12 metres between main to side relationships. This is a more generous relationship than what is found in many recently consented schemes throughout the district where front to front relationships can be as low as 14 metres.
- 4.3.12 In respect to comments that the streetscenes will be car dominated it is noted that some areas of the proposal is characterised by terrace housing, particularly in the south east corner. However, this parking arrangement is little different to some of the parking arrangements that exist in the surrounding area, for example, on the adjacent estate at Sweetbriar Way, or on recently consented developments, e.g. the Barratt development at Limepit Lane and is reflective of the modern emphasis of planning policy on making efficient use of land. As such it is considered that this element of the proposal is acceptable.
- 4.3.13 In respect to the issue of the bin collection points being behind a knee rail this issue can easily be remedied by the use of a condition.
- 4.3.14 In respect to the issue of the lack of cycle and footpaths links it is noted that the site is within walking distance to public transport services and a range of shops and schools. As such there is no requirement for cycleways and pedestrian links other than those provided to make the proposal acceptable in planning terms. Furthermore, while it is accepted that dedicated cycle and pedestrian links can be beneficial they can in certain instances create other problems. In this case the opportunities for cycle ways and pedestrian links would run from the site across the Site of Biological Interest (SBI) and links up to surrounding highways. These would result in additional take-up of the semi-natural vegetation which comprises the SBI with consequent further erosion of the ecological interest. Furthermore, Staffordshire Police have stated that if these links are to be provided then they would have to be of adequate width and lit by street lamps which would provide further disturbance to the wildlife within the SBI (for example foraging bats).

- 4.3.15 In addition to the above links through the SBI, whether they are informal or formal could provide a means for burglars and those involved in anti-social behaviour escaping unobserved.
- 4.3.16 On balance it is considered that the proposal is acceptable without any formal pedestrian and cycle links other than the main highway serving the site.
- 4.3.17 The issues raised in respect of the proposed trees along the access are minor technical details which can be resolved by either the removal of the trees which are in impractical places due to lack of rootzone, replacement of the trees which can survive constricted rootzones (e.g. Rowan which is often found in car parks) or a combination of the two. In either case the matter can be adequately controlled by condition as it is noted that there is no requirement in planning policy to have avenues of trees along any road, even at entrances to residential estates (and it is common to find entrances to estates having no trees). As such a scheme delivering no trees at the access would still be acceptable in planning terms.
- 4.3.18 In respect to the other issues in respect of trees these again are minor in nature and do not go to the heart of the development. As such they can be adequately dealt with by condition.
- 4.3.19 Therefore it is concluded that the proposal in respect to its layout, scale and design would not have a significant impact on the character and form of the area and therefore would not be contrary to Policies CP3 of the Cannock Chase Local Plan, the Design SPD and the Good Design section of the NPPF.

4.4 Impact on Residential Amenity

- 4.4.1 A core planning principle is that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings and this has been accommodated within Policy CP3 of the Local Plan and supported by the guidance as outlined in the Design SPD.
- 4.4.2 In this respect it is noted that the proposal generally meets, and in some instances exceeds the guidance for space about dwellings set out in the Design SPD, both between front to front and rear to rear relationships and in respect of rear garden areas. In addition the proposed dwellings would be over 60 metres from the nearest existing residential premises and in most instances at a substantially greater distance.
- 4.4.3 As such it is considered that in respect to layout and space about dwellings the proposal would attain a good level of amenity for future occupants and the occupiers of existing neighbouring properties.
- 4.4.4 As the site lies adjacent to the Hednesford Town Football ground there is the potential for noise and disturbance to arise from the football ground during matches and when events take place at night.
- 4.4.5 Paragraph 123 of the NPPF states that planning policies and decision should aim to
"avoid noise from giving rise to significant adverse impacts on health and

quality of life as a result of new development;

mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;

recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and

identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason."

4.4.6 In order to inform the application the applicant has submitted an Environmental Noise Survey and Assessment (dated 1st December 2016), prepared by Noise.co.uk.

4.4.7 In respect to the potential for noise and disturbance arising from the football ground it is noted that an acoustic fence is proposed to be provided around the perimeter of the football ground car park which abuts the rear gardens of plots 22-38 and 39-50. Furthermore where the side of rear gardens are presented towards Key Park Road these are delineated by a 1.8m high brick wall. The Environmental Health Officer has, subject to the attached conditions, no objections on noise grounds and as such it is considered that, subject to the attached conditions for noise mitigation, that the proposal would attain a good standard of residential amenity.

4.4.8 Having had regard to the above it is considered that a good standard of residential amenity would be maintained for both future occupiers and existing residents of the surrounding dwellings in accordance with Policy CP3 of the Cannock Chase Local Plan and the NPPF.

4.5 Impact on Highway Safety and Capacity

4.5.1 Paragraph 32 of the NPPF states that Plans and decisions should take account of whether; -

the opportunities for sustainable transport modes have been taken on depending on the nature and location of the site, to reduce the need for transport infrastructure.

safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds, where the residual cumulative impacts of development are severe.

4.5.2 In order to inform the application the applicant has submitted a: -

Framework Travel Plan (May 2017), prepared by Taylor Wimpey.

Parking Study (September 2017), prepared by M-EC.
 Transport Assessment (September 2017), prepared by M-EC.
 A plan showing proposed parking at the Hednesford Football Club site.

- 4.5.3 With regard to highway safety and capacity and the promotion of sustainable transport it is noted that Staffordshire County Council Highways Authority has considered the submitted plans and has stated that it has no objections subject to the layout and parking provision within the proposed estate subject to conditions.
- 4.5.4 In respect to parking provision for Hednesford Town Football Club the applicant has provided drawing showing that an appropriate amount of parking can be provided within the site and a draft specification for marking out 125 parking spaces within the car park together with a specification for improvements to parts of the surface treatment near the entrance to the highway. The Highway Officer has considered the draft plans and has no objections subject to the attached condition. Furthermore, the applicant has confirm that they have no objections to the imposition of a condition to control the implementation of the works.
- 4.5.5 It is therefore concluded that the proposal, subject to the attached conditions and completion of the section 106 agreement for the implementation of the travel plan would be in accordance with Policy CP16 (a) and (c) of the Local Plan and paragraphs 29, 30, 32 and 36 of the NPPF.

4.6 Impact on Nature Conservation Interests

- 4.6.1 Part of the application site lies within the limits of a Site of Biological Interest (SBI) and part of the SBI would be lost as part of the proposal. SBIs are non-statutory designations for areas of ecological interest in Staffordshire and are considered as the best remaining examples within the county of habitats which rate highly on the basis of factors such as naturalness, diversity or rarity of species or communities.
- 4.6.2 Policy CP12 of the Local Plan states 'Planning permission will be refused for developments resulting in the loss of adverse effects upon a locally designated site unless: -
- there is no alternative suitable site for the proposal, and
 - the need for and the wider sustainability benefits of the proposal outweigh the adverse impacts taking into account the value of the site and;
 - appropriate mitigation measures or new benefits can be provided to compensate for the loss.
- 4.6.3 Paragraph 118 of the NPPF states: when determining planning applications, local planning authorities should, amongst other things (not relevant to the determination of this application)

"aim to conserve and enhance biodiversity by applying the following principles:

if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately

mitigated, or, as a last resort, compensated for, then planning permission should be refused"

4.6.4 In order to inform the application the applicant has submitted a: -

Preliminary Ecological Appraisal, dated August 2015, prepared by ADAS.
 Reptile Survey, dated November 2015, prepared by ADAS.
 Great Crested Newt Survey, dated July 2016, prepared by ADAS.
 Invertebrate Survey, various dated, prepared by ADAS.
 Tree Retention and Removal Plan (Ref 17-15-06)
 Landscape Strategy Plan (Ref 17-15-05)
 Landscape and Ecological Management Plan, prepared by ADAS

4.6.5 The Preliminary Ecological Appraisal states that

"A portion of the proposed development area forms a small part of Hednesford Brickworks LWS [Local Wildlife Site]/ SBI. The red line area forms a larger portion of the LWS/BI; however, the large majority of the LWS/SBI is within The Old Brickworks Nature Reserve to the east and north of the site. The on-site are of the LWS/SBI is in decline through lack of active management.

There are records of Dingy Skipper on the site.

Great Crested Newts have been recorded in the on-site pond. Most of the habitats on the site and within the red line boundary are apparently suitable for this species. The on-site pond and all others within the nature reserve to the east and north must be surveyed for Great Crested Newts during mid-March to mid-June. Much of the mitigation/ compensation that is required will depend on the outcome of this survey.

The extent of habitat improvement, means of establishment, management and long term funding, should be described in a site wide Ecological Management Plan.

Provided the recommendations set out in this report are implemented, the proposed development is not anticipated to result in any significant negative ecological impacts."

4.6.6 The Great Crested Newt Survey Report adds further detail to the Preliminary Ecological Appraisal and states: -

"An initial assessment comprising a Preliminary Ecological Appraisal identified one pond on the proposed development site and a number of others within 500m ADAS undertook Great Crested Newts surveys of weight f these ponds. Three other ponds were dry. Of the eleven ponds, four scored 'poor', five scored 'below average' and two scored 'average' according to the Habitat suitability Index assessment. No Great Crested Newts were found during the ADAS survey.

In addition to the ADAS surveys Trust Ecology undertook even more details surveys of three 'core' ponds in the nature reserve. They recorded three

individually identified Great Crested Newts and a number of eggs in one pond and a single egg in another pond.

Taking into account a range of factors, it is considered that Great Crested Newts are unlikely to [be] affected by the proposed development. No specific Great Crested Newt Mitigation is required. Habitat improvements recommended and described in the Preliminary Ecology Appraisal for the site are expected to benefit Great Crested Newts should the population in the core site on the nature reserve recover."

- 4.6.7 In respect to the existing pond on the Hednesford Football site surveys found that this has deteriorated over time and was now heavily shaded by Alders and appeared to be relatively shallow, such that during the 2016 survey it was found to be dry.
- 4.6.8 The main species of interest to be found on the site was the Dingy Skipper Butterfly (*Erynnis tages*) which is described as a species of principal importance on the basis of a substantial and rapid national decline. This species is found scattered around the SBI site such that it would be impacted in as a result of the proposal.
- 4.6.9 As a result of the above the emphasis of conservation, mitigation and compensation in respect of the proposal has been on this species. This has culminated in an ecological strategy and management plan for that part of the SBI that would remain untouched by the proposed development. This puts an emphasis on the creation of suitable areas of grassland habitat which will require some loss of scrub and immature woodland which has a lower ecological value. This would allow not only successful translocation of the butterfly from those parts of the site that would be affected but also provide a mechanism for the ongoing maintenance of the site to ensure the long terms survival of the grassland and the dingy skipper.
- 4.6.10 The proposal also includes proposals to retain and enhance the existing pond by desilting and clearing trees around it to make it more suitable for re-colonisation by the Great Crested Newt (either by natural process or deliberate introduction). In addition purpose built hibernacula (winter resting sites) for the newts would also be created.
- 4.6.11 The Council's Ecologist has worked proactively with the applicant in the development of the Landscape Ecological Management Plan and is now satisfied that the proposal would "largely offset adverse ecological impacts" and has no objections subject to conditions to the effect that

"development will not commence within that section of the SBI currently supporting dingy skipper butterfly and identified for short term retention within the Landscape and Ecological Management Plan dated October 2017 until there is verification that the butterfly has successfully colonised the compensatory habitat; and

"contents of the Landscape and Ecological Management Plan dated October 2017 should similarly be secured by way of a condition"

- 4.6.12 Therefore, turning to the policy requirements of Policy CP12 the comments of the Policy Officer are accepted in respect to criteria (1) and (2) in respect to the fact that as an identified site within the SHLAA there is no suitable site for the proposal and that there would be wider sustainability benefits arising from the proposal. Furthermore it has been demonstrated that appropriate mitigation measures and new benefits can be provided to compensate for any loss of habitat. Given this it is concluded that the wider sustainable benefits arising from the proposal, including habitat enhancement and long term management of the SBI, would substantially outweigh any adverse impacts to the SBI.
- 4.6.13 The issue of the maintenance access into the SBI being on private drive is noted. However these accesses have to be located in the areas shown due to the presence of the drainage ditch and the issue of rights of access across these private drives can be controlled by section 106 agreement which would become a land charge.
- 4.6.14 As such it is considered that the proposal, subject to the attached conditions, meets the policy tests set out in Policy CP12 of the Local Plan and 118 of the NPPF.
- 4.6.15 This application is in close proximity (within 1km) to the Chasewater and the southern Staffordshire Coalfield Heaths Site of Special Scientific Interest (SSSI). However, Natural England has confirmed that it is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, would not damage or destroy the interest features for which this site has been notified.
- 4.6.16 Under Policy CP13 development will not be permitted where it would be likely to lead directly or indirectly to an adverse effect upon the integrity of the European Site network and the effects cannot be mitigated. Furthermore, in order to retain the integrity of the Cannock Chase Special Area of Conservation (SAC) all development within Cannock Chase district that leads to a net increase in dwellings will be required to mitigate adverse impacts. The proposal would lead to a net increase in dwellings and therefore is required to mitigate its adverse impact on the SAC. Such mitigation would be in the form of a contribution towards the cost of works on the SAC and this would be provided through CIL.
- 4.6.17 Subject to the above conditions and the CIL payment the proposal is considered acceptable in respect of its impact on nature conservation interests and therefore would be in compliance with Policies CP3 and CP13 of the Cannock Chase Local Plan and the NPPF.

4.7 Drainage and Flood Risk

- 4.7.1 The site is located within Flood Zone 1 in the Environment Agency's Flood Risk maps and hence is at the lowest risk of flooding. Paragraph 103 of the NPPF states that when "determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere". To this end the applicant has submitted

- 4.7.2 The drainage strategy is to discharge surface water via underground attenuation tanks, fitted with hydro-brake control chambers into the water course which flows through the site which would be subject to some degree of remodelling.
- 4.7.3 The Local Lead Flood Authority, Severn Trent and South Staffordshire Water have been consulted on the proposals. Severn Trent has stated that it has no objections and no reply has been received from South Staffordshire.
- 4.7.4 At the time of the writing of this report negotiations in respect of the finer details of the drainage were still ongoing [albeit almost at an end]. In this context the Local Lead Flood Authority has stated that although it has not been able to assess the final details of the drainage scheme it considers that an acceptable drainage scheme will be achievable. Furthermore, the LLFA has stated that although there may be some details outstanding they consider that these can be resolved and therefore recommends a condition for the final design to be approved.
- 4.7.5 It is therefore considered that, subject to the attached condition, the proposal would not be subject to unacceptable flood risk or result in a significant increase in flood risk elsewhere and therefore the proposal would be resilient to climate change in accordance with Policy CP16 (1) (g) and (2) (e) of the Local Plan and Paragraph 17(6) of the NPPF.

4.8 Ground Contamination

- 4.8.1 The site has been previously developed being on the site of a former quarry that has been subject to back fill. Hence there is the potential for ground contamination of the site. In this respect it is noted that Paragraph 120 of the N PPF states

"To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner."

- 4.8.2 In order to inform the application the applicant has submitted a Report on Ground Investigation at Land Adjacent to Hednesford Football Club.
- 4.8.3 The Environment Agency has made reference to the fact that the site is located on Carboniferous Coal Measures strata which are designated a 'Secondary (A) Aquifer' by the Environment Agency. A tributary of Riding Brook is located 150 metres to the north of the site. However, they have also confirmed that they do not provide site specific advice and have deferred the matter to the local authority Environmental Health Officer
- 4.8.4 The Environmental Health Officer has stated that he concurs with the conclusions and recommendations given in Section 8 of the submitted report, in respect to gas protection measures and the need for clean cover to a depth of 600mm in garden

areas and 300mm in public open spaces, subject to validation and appropriate treatment of Japanese knotweed.

- 4.8.5 The comments of the Environmental Health Officer are accepted and it is considered that subject to the attached conditions the proposal would be satisfactory in terms of ground contamination/ ground gas and meet the guidance within the NPPF.

4.9 Air Quality

- 4.9.1 Paragraph 124 of the NPPF states that

"planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

- 4.9.2 To this effect the applicant has submitted an air quality assessment. The report concludes that the development in itself will not lead to an unacceptable risk to air quality. However, the financial cost of the air quality burden has been calculated to be £69,400.29 with a recommendation that mitigation measures against NO₂ and PM concentrations, equivalent to this amount, should be provided.

- 4.9.3 The Environmental Health Officer has stated that he accepts the findings of the report and has no objections subject to conditions to secure the mitigation. It is therefore considered that subject to the attached condition the proposal is acceptable in respect of its impact on air quality.

4.10 Waste and Recycling Facilities

- 4.10.1 These are shown on the submitted plans and the Waste and Recycling Officer has no objections to the proposal. As such the proposal would contribute to national and local waste reduction and recycling targets in accordance with the requirements of Policy CP16(1) (e) of the Local Plan.

4.11 Crime and the Fear of Crime

- 4.11.1 Legislation, policy and guidance in respect of crime and the fear of crime is provided by Section 17 of the Crime and Disorder Act 1998, paragraph 58 and 69 of the NPPF and Policy CP3 of the Local Plan. In this respect the comments of Staffordshire Police area noted.

- 4.11.2 In respect to the desire lines that cross the site it is noted that these are across private land. It is not proposed that these lines are enhanced but rather discouraged due to the impacts of upgrading them on the ecological value of the SBI.

- 4.11.3 In respect to issues of parking raised by the Police it is noted that the Highway Authority has no objections in this respect. In addition it is noted that a balance has to be struck between providing sufficient parking for everyday use and the encouragement of the use of other forms of transport.

- 4.11.4 In addition to the above it is noted that the above layout is not dis-similar to many others that occur in the area or which have been recently approved and it would be difficult to substantiate a reason for refusal on the grounds raised by the Police in respect to parking provision.
- 4.11.5 In respect to the issue of street lighting this would be a subsequent matter for the highway authority to determine should the application be approved.
- 4.11.6 Comments have been made by the Police in respect to access to the car park of the stadium and the potential for anti-social behaviour. However, this falls outside of the scope of this application and is not a material planning issue in the determination of this application.
- 4.11.7 In respect to the comments made in respect to the vulnerability of cars parked at the dwelling at Plot 52 (Plot 50 on the most up to date drawing) this could be resolved by condition requiring the building of a wall/ fence along the boundary.
- 4.11.8 In respect to the recommendation that the dwellings should attain Secure by Design accreditation standards regarding security it is considered that this is matter for the developer to determine. As such it is considered that the most appropriate way of dealing with this is by placing an informative on any permission granted bringing the developers attention to the comments of Staffordshire Police
- 4.11.9 Therefore, having had regard to the provisions of the Crime and Disorder Act 1998, paragraph 58 and 69 of the NPPF and Policy CP3 of the Local Plan it is considered that subject to the attached condition and informative the proposal would be acceptable in respect to designing out crime.

4.12 Sustainable Resource Use

- 4.12.2 The requirements of Policy CP16(3)(a) in respect of the above have now been incorporated into the building regulations. As such, on balance, it is considered that the fact that the proposal would need to meet building control regulations means that the proposal would be in accordance with Policy CP16 without needing to submit a sustainability appraisal at this stage. Furthermore, issues such as sustainable transport have been addressed above where it was found that the site has good access to public transport and is conveniently placed to be accessible by foot and cycle to a wide range of facilities to serve day to day needs.

4.13 Affordable Housing

- 4.13.1 Under Policy CP2 on sites of 15 units and above 20% is required for affordable housing of which 80% is required for social rent and 20% shared ownership. However, guidance makes it clear that this is subject to viability considerations. In the initial submitted scheme a 20% contribution towards affordable housing was offered. However, in order to provide on-site recreational open space in the form of Local Area of Play (LAP) the number of overall units has had to be reduced with a corresponding loss of two affordable units, representing an 18% provision.

4.13.2 The proposed affordable housing mix is 8 (36%) for shared ownership and 14 (64%) for rent. This compares to the number of units for each tenure type required by policy to 5 (20%) shared ownership and 17 (80%) for social rent, effectively a difference of 3 units. In support of this mix the applicant has forwarded a viability statement which is considered proportionate to this minor difference in affordable housing provision and which is accepted by officers.

4.13.3 Although, not entirely in accordance with policy it is considered on balance, that the affordable housing contribution is acceptable. It is therefore recommended that subject to a Section 106 agreement to ensure the delivery of the affordable homes that the proposal, on balance, is acceptable.

4.14 Education

4.14.1 The development falls within the catchments of Five Ways Primary School and Kingsmead School. Five Ways Primary School is projected to have limited vacancies based on the current and projected pupil numbers available at this time. Excluding the 16 RSL dwellings from secondary only a development of 125 houses including 16 RSLs could add 26 Primary School aged pupils, 16 High School aged pupils and 3 Sixth Form pupils.

4.14.2 It is noted that the education authority has stated that although the development will put additional pressure on school places current pupil demographics indicate that the school should be able to accommodate the likely demand from pupils generated by the development. Further the Education Authority has advised that Kingsmead School is projected to have sufficient space to accommodate the likely demand from pupils generated by the development.

4.14.3 As such it is considered that there is no basis for requiring the developer to pay a contribution towards education.

4.15 Play Space and Recreation

4.15.1 Policy CP5 of the Local Plan states "subject to viability, development proposals will be required to have regard to the wider determinants of health and make a positive contribution to provision of infrastructure, design and layout which supports social inclusion and healthy living for sustainable communities". Examples of such facilities highlighted within the policy include "parks, open spaces and woodland, open spaces and allotments facilities. However, policy CP5 goes on to make it clear that the above will be delivered through a combination of Community Infrastructure Levy as well as on and off site facilities.

4.15.2 The Developer Contributions and Housing Choices Supplementary Planning Document (DCHCSPD) (July 2015) states: -

Larger scale development schemes may give rise to the need for further on-site facilities in order to meet the needs generated by that development (in line with the Council's open space standards. The Council will generally expect proposals of 100 dwellings or more to provide for onsite formal play

provision for young people (play areas and complementary amenity space) in order to meet the needs generated by that development.

- 4.15.3 However the DCHSPD goes on to make it clear that "the exact nature of the on-site provision required will take into account the nature of the development (including site constraints), the proximity and quality of existing play provision". Furthermore, where off-site contributions may be required then equivalent financial contributions may be sought for the Council to provide this infrastructure where this is consistent with CIL.
- 4.15.4 In respect to the above the Landscape Officer has advised that a development of 125 units needs to provide a bare minimum of 0.22ha of usable amenity green space including appropriate age related play provision.
- 4.15.5 Officers note that in the earlier iterations of the proposal, before the formal submission at the application stage, the proposal included provision of footpaths through the remaining part of the SBI so that it could be used as informal recreational open space as well as having an ecological function. However, the provision of formal paths in this area was discounted on the advice of the ecologist on the basis that it would create further disruption and encroachment into the SBI. Nevertheless the remaining part of the SBI would represent an area of over 2.0ha of open space which is far in excess of the 0.22ha required under the guidance in the Developer Contributions SPD, albeit not formally laid out. Much of this would be meadow land which people would be able to walk through to enjoy the local wildlife. Should members take the view that the benefit of increased public access would outweigh any harm to the ecological value of the SBI then footpaths could be secured through the use of an appropriately worded planning condition.
- 4.15.6 In addition to the above it is noted that the proposal would generate around £370k in Community Infrastructure Levy, part of which would be available to the town council for the provision, amongst other things the improvement of recreational open space in the parish.
- 4.15.7 In addition to the above it is noted that in the immediate area there is Old Brick Works Nature Reserve beyond which there is a MUGA and playing fields (adjacent to Scott Street) and an area of playing fields off Hemlock Way.
- 4.15.8 The revised layout contains an area of 325m² for usable open space containing a Local area of play (LAP), which is solely designed for toddler use to be located at the junction of the main access road with the football club entrance. Despite comments received from the Landscape Officer it is not considered that this is an unsuitable location for the LAP. It is placed somewhat centrally to the proposed estate and is well overlooked hence providing natural surveillance and is located in location which is least liable to generate complaint due to noise and disturbance.
- 4.15.9 However, it accepted that the proposed design is somewhat poor and that it could be redesigned so that it makes better use of available space and has better access from the surrounding highways. These matters are one of detail and could be satisfactorily dealt with by condition requiring a more appropriate design to be submitted for approval.

4.15.10 Having had regard to the above, in particular the provision of the SBI and LAP on site, the amount of recreational open space provision within the wider area, and that approximately £370k would be generated in CIL which could be used, at least in part, for the improvement of existing facilities within the parish, it is considered, on balance, that the proposal is acceptable in respect of its provision of recreational open space.

4.15.11 The developer has indicated that the SBI and LAP would be managed by a management company. This could be secured through a section 106 agreement.

4.16 Minerals Conservation

4.16.1 The application site is located within a minerals conservation area. However the comments made by the County Council are accepted and it is considered that the proposal would not sterilise any mineral and in this respect the proposal is acceptable in respect of the requirements of the NPPF.

4.17 Hednesford Neighbourhood Plan

4.17.1 Notwithstanding the provisions of the Hednesford Neighbourhood Plan it is noted that paragraph 216 of the NPPF states

"from the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)."

4.17.2 Given that the plan is only at the consultation stage it is considered that no significant weight can be given to its provisions such that it would affect the overall conclusions arrived at above.

4.18 Whether any Adverse Impact of Granting Planning Permission would be Significantly and Demonstrably Outweighed by the Benefits, when Assessed Against the Policies in the Framework, Taken as Whole.

4.18.1 Although the Council has a five year supply of housing land it is noted that such a supply is not a ceiling and it is the Government's firm intention to significantly boost the supply of housing. With this in mind it is noted that the application, being identified as available and deliverable in the Council's SHLAA forms a significant part of the Council's five year land supply. The granting of permission would

therefore make a significant contribution towards meeting the objectively assessed housing needs of the District.

- 4.18.2 In addition the proposal would have economic benefits in respect to the construction of the property and the occupiers who would make a significant contribution into the local economy. In order to quantify such economic benefits the applicant has estimated that the proposal would generate: -

48 temporary direct jobs per year during the construction phase.
 73 jobs would be supported in the supply chain per year.
 £4.7m expected additional gross value added per year.
 £630,000 first occupation expenditure on goods and services.
 £132,000 in Council tax.
 £847,000 in new homes bonus.
 £378,165 in CIL.

- 4.18.3 Finally, the proposal would have an environmental benefit of making efficient use of land within a sustainable location, the creation of 123 thermally efficient new dwellings which would be required to meet modern building control standards and the securement of long term management of the SBI.
- 4.18.4 Conversely when looking at potential harm it is considered that, subject to the attached conditions and the completion of a section 106 agreement, there would be no significant and demonstrable harm to highway safety, residential amenity, wider nature conservation interests and flood risk. However, it should be acknowledged that there would be some harm caused by the loss of a small area of semi-mature trees along the frontage of the site and that the provision of recreational open space would not be strictly in accordance with policy. This harm would be relatively minor in nature and extent given the area of the SBI that would be managed, provision of facilities in the wider area and proposed facilities on site; and that the resultant development replacing the woodland strip would not be harmful in itself to the character of the area in such an urban setting.
- 4.18.5 As such it is considered that any adverse impact of granting planning permission would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as whole. As such the proposal benefits from the presumption favour of sustainable development and should, subject to the attached conditions, be approved.

5.0 HUMAN RIGHTS ACT

- 5.1 The proposals set out in this report are considered to be compatible with the Human Rights Act 1998. The recommendation to approve the application accords with the adopted policies in the Development Plan which aims to secure the proper planning of the area in the public interest.

6.0 CONCLUSION

- 6.1 The application site is identified as available and deliverable within the Council's Strategic Housing Land Availability Assessment for residential development.

Furthermore, the site is located in a sustainable location with good access to goods, services and areas of employment by modes of transport other than the private car. As such it is considered that the proposal is acceptable in principle.

- 6.2 In respect to all matters of acknowledged interest the proposal, subject to the attached conditions, and no objections from the Highway Authority, is considered on balance, to be acceptable.
- 6.3 The proposal would deliver 18% affordable housing which having regard to viability considerations is considered acceptable.
- 6.4 Impacts on the Cannock Chase SAC would be mitigated through CIL.
- 6.5 As such it is concluded that the adverse impact of granting planning permission would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as whole.
- 6.6 It is therefore recommended that the application be approved subject to the attached conditions and the completion of a section 106 agreement.

Appendix 2:

Officer Update Sheet to Planning Committee on 6th December 2017

Cannock Chase District Council

Planning Control Committee

Officer Update Sheet

Application No: CH/17/236

Received: 09/07/2017

Location: Land at Hednesford Football Club, Keys Park Road, Hednesford

Parish: Hednesford

Ward: Hednesford South

Description: Residential development comprising 123No dwellings including 22No affordable dwellings, open space and associated road and parking.

A further representation has been received from the Landscape Trees and Countryside Officer which makes the following statement: -

For some time (certainly between 1990 and 2008) this Council has adopted and exceeded the National Playing Fields Standard (CCDC used 7ac) of providing outdoor space/Leisure facilities as part of the Development proposals in the District. This standard known as the 6 ac per 1000 population standard has been seen as the minimum standards required by Local Authorities and some authorities exceed it – Stratford use 3.0 ac per 1000 population. The point is that the provision whatever the quantity should aim to provide informal casual playing space, sports pitches and play areas. This is broken down in the old standard enclosed and of the 0.8 Ha of children's play space 0.2-0.3 Ha of this should be equipped play areas. In 2009 Planning amended these to reduce it to 0.048Ha/1000 population but changed the classification to equipped Local Areas for Play-known as LAPS. According to the NPFA (now known as the Fields in Trust). I shall come back to this important classification in a while as this is what is being proposed for the Keys Park development. The key issue here is that we are dealing with children (up to the age of 18), young people and adults as all three use outdoor space and equipped play areas all of which are free to use. The standards vary depending on what else is available locally and I use the Ward as a local area. The Councils supplementary Planning Document 2008 does make the case for issues around viability/space issues around smaller developments and allows for a viability test to either reduce the planning obligation for play and/ or allow for an off site contribution to upgrade another site either in the Ward or locally to the Ward where it can be shown that people will be able to get to. The viability test is subject to independent assessment.

Turning to what is been offered is a LAP- local area for play. These are generally small areas of open space laid out for very young children (up to age 6) to play close to where they live i.e. within 1 minute of where they live. It contains no equipment and is generally used for imaginative play. The activity zone where most children

congregate must be a minimum of 100 sq. m. They were originally designed into developments where there were other play areas for older children so there was no conflict between the users. As part of the 2009 reworking of the CCDC standards we presumed against their use as they are impossible to police in terms of age use and generally get used by older children for ball games, which creates animosity with residents around the site, and for that reason have not been used for over 15 years. Planning also concluded in 2009 that developments with 100+ houses would automatically generate the minimum NPFA standards that would be a NEAP- a Neighbourhood Equipped Area for Play-such as you see at Park Farm, Kingswood Lakes- larger play areas with at least 8 pieces of equipment measuring at least 1000sq m of activity zone.

To put this into context of your Ward-it is 6Ha + plus deficient in POS and has no play areas, allotments or football pitches. It does have a kick about area at Littleworth Road and a play area in Arthur Street but this is not in the Ward and is 0.5 m away on the other side of main roads. The other main open spaces are Anglesey Park and The Brickworks, which are both, managed for their environmental/ecological attributes as opposed to informal/formal play.

The report also contains a viability statement that costs the play area and seeks recompense for these houses when in fact it includes ecological mitigation works and does not start from the point of incorporating a NEAP as per the SPD. The report also lists other areas close to the Ward such as the SBI which are not allowable as POS by the NPFA as you cannot formalise recreation in the general sense without impacting on their objectives of nature conservation.”

Officers would comment that this site is a very complex site with a number of competing demands of particular importance being the Government’s stated commitment to boost significantly the supply of housing, including the provision of affordable housing, and to encourage effective use of previously developed land and the ecological constraints of the SBI.

The provision of recreational open space is only one of a number of these competing factors and the issue is addressed at Section 4.15 of the Officer Report. Of particular relevance is that the SPD states that “larger scale development may give rise to the need for further on-site facilities” and as such it should not be automatically concluded that all large scale development will give rise to as need. In addition the SPD also makes it clear that the “exact nature of the on-site provision required will take into account the nature of the development (including site constraints)”.

It should be noted that initially the applicant did provide for a path through the SBI to allow for a measure of formal access. This was removed at the request of the ecologist but should members consider that on balance it would be beneficial a path could be incorporated and this could be controlled through an appropriately worded condition.

Ultimately the policy test with which to assess the proposal is: -

whether any adverse impact of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF, taken as a whole.

This exercise of weighing the social, economic and environmental aspects of the proposal is set out in Section 4.18 of the Officer Report which gives a summary of the planning balance of the various benefits and adverse impacts.

As such the further comments raised by the Landscape, Trees and Countryside Officer do not change the overall recommendation in the Officer report.

The following changes to the conditions schedule are recommended (changes shown in bold):

-
6. Prior to first occupation of any of the new dwelling units a revised Travel Plan, **including measures to encourage sustainable travel to and from the development**, shall be submitted to and approved in writing by the Local Planning Authority.

 11. The Local Area of Play shall not be brought into use until clean cover to a depth of 300mm has been provided and certification that the cover is suitable for use provided and validation that the works have been undertaken have been submitted to the Local Planning Authority. All verges and amenity areas (**excluding those areas within the SBI**) shall be provided with clean cover to a depth of 300mm and certification that the cover is suitable for use provided and validation that the works have been undertaken shall be submitted to the Local Planning Authority before they are made available for public use.

 22. Notwithstanding the details of the approved plans: -
 - (iii) that part of the southern boundary to Plots 50-51 running between the car park to the football ground to the access strip to the Site of Biological Importance shall be comprised of **ranch style fencing and defensible planting**.
 - (iv) a revised scheme for the planting of trees along the entrance to the site shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with approved time table for the implementation of the wider landscape scheme.
 - (v) the knee rail running along the boundary of the approved estate and the Site of Biological Interest shall run along the rear of the bin collection points so as to allow unfettered access to the storage areas.
 - (vi) the height of the acoustic fence along the boundary of plots 22- 38 and 39-50 shall be increased to at least 2.2m.

 29. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

PL-01	Planning Layout Rev F.
MP0-01	Material Plan Rev F.
BTP0-01	Boundary Treatments Rev G.
17-15-06	Tree Retention / Removal plan Rev A.
17-15-07	Tree Constraints Plan.
17-15-03A	Landscaping Sheet 1 Rev A.

17-015-04A	Landscaping Sheet 2 Rev A.
17-015-05B	Landscaping Strategy Rev B.
SLP-01	Slab Levels Rev C.
20093-801	Sections.
20093	UCP Utility Corridor Routes.
22881/08-17/5090	Parking Study Rev B.
22881/05-17/4802	Transport Assessment Rev B.
17015/DP/AIA001	Arboricultural Report Rev A.
WM11069	Site Investigations.
LEMP A	
17015/TGW/TS001	Tree Report Rev A
17443-1	Noise Report.
LE13883	Air Quality.
	Design and Access Statement RevB.
	Travel Plan, August 2017.
	Preliminary Ecological Appraisal, dated August 2015, prepared by ADAS.
	Reptile Survey, dated November 2015, prepared by ADAS.
	Great Crested Newt Survey, dated July 2016, prepared by ADAS.
	Final Invertebrate Survey, prepared by ADAS.
	Landscape and Ecological Management Plan, dated October 2017, prepared by ADAS.
	Botanical Survey.
22881/03-17/4818	Flood Risk Assessment.
2281/09-17/5156	Flood Risk Assessment Addendum.
1001-HT-A A -	
1001-HT-C C -	
1001-HT-D D -	
1001-HT-E E -	
1001-HT-F F -	
1001-HT-G G -	
1001-HT-H H -	
1001-HT-L L -	
1001-HT-W W -	
1001-HT-X X -	
1001-HT-Y Y -	
1001-HT-Z Z -	
1001-GAR-1	Garages

Appendix 3: Briefing Note Prepared by Taylor Wimpey

in Respect to Implementation of

The Traffic Management Plan and Travel Plan

in Response to Issues Raised

by Planning Committee on 6th December 2017

Briefing Note - Keys Park, Hednesford Car Park Management

Revised 11.01.2018

To address concerns raised regarding car parking on the estate roads of the proposed development at Keys Park during Hednesford Town Football Club's match days a meeting has been held between Taylor Wimpey and Staffordshire County Council Highways Officers. All parties were keen to implement a system which is both workable but not overly onerous to any party with the amenity of residents the key focus. Various options have been considered, and a summary of the measures agreed between all parties, including the Clear Streets Team, is set out below, followed by a more detailed overview:

- 251 parking spaces can be accommodated within the football ground confines, which officers agree is sufficient for the football clubs requirements. All of which will be fully laid out by Taylor Wimpey in a bound material for the sole use of Hednesford Town Football Club (there are currently only approximately 74 designated car parking spaces at the stadium).
- Residents amenity and ability to park outside their homes will be secured through the implementation of a Traffic Regulation Order (TRO) in tandem with a Residents Permit Scheme on the development's estate roads which will be funded by Taylor Wimpey.
- The TRO will consist of double yellow lines along the full length of the development's spine road and a Controlled Parking Zone (CPZ) which will only be enforced on match days. The CPZ will cover all roads within the development. The TRO will be coupled with a Residents Permit Scheme which allows residents/visitors displaying appropriate permits to park in the CPZ on match days. Any cars parked illegally may face financial penalties through enforcement undertaken by the Clear Streets Team.
- It has been agreed that the finer details (wording of signage etc) of the TRO and Residents Permit Scheme will be agreed with the Clear Streets Team at Staffordshire County Council.
- A developer contribution will be made by Taylor Wimpey to the relevant bodies at Staffordshire County Council, via the Section 106 Agreement, to cover the cost of the design, implementation and ongoing management and enforcement of the TRO and the Residents Permit Scheme.
- The scheme will not prevent any residents from accessing or parking at their property, it is simply to control parking on the development roads during match days by those visiting the Stadium. Residents and their visitors will be able to park on the roads at this time by displaying their permits.
- It has been agreed that these measures will be implementable prior to first occupation.

- The Keys Park Travel Plan, prepared to support the planning application, will include the appointment of a Travel Plan Coordinator (TPC) and be used to make residents aware of the Traffic Regulation Order and Residents Permit Scheme.
- The TPC will work, on behalf of Taylor Wimpey, with Hednesford Town Football Club to encourage Football Club staff and visitors to travel by sustainable modes of travel as an alternative to the private car.
- In addition, agreement has been made with the football club that non-football functions will not take place within two hours of a football match finishing.

Overview

1. This Briefing Note has been prepared by Radnor Consulting on behalf of Taylor Wimpey to support the planning application for residential development on land to the south of Keys Park Road for a scheme consisting of 119 dwellings. The development site is located adjacent to Keys Park, Hednesford Town's football stadium, approximately 1.6km to the south east of Hednesford.
2. Highlighted by Figure 1.1, the proposed development site is currently open land to the west of Hednesford Town Football Club's ground Keys Park, on land that is currently used as 'informal' overspill parking at the ground. The key aim of this Note is to address concerns regarding car parking on the proposed development on match days and explore how the implementation of a Traffic Regulation Order (TRO) and Residents Permit Scheme will alleviate such concerns.

Figure 1.1: Site Location



3. It should be noted that the Briefing Note has taken reference from the Hednesford Town Football Club (Keys Park Stadium) Matchday Operations Manual published on the 25th November 2017 by the Club Secretary, Terry McMahon and the Club Safety Officer, Charlie Ward.

4. The Manual makes the following provision for car parking:
 - The Ground has parking facilities for both cars and coaches outside the ground but the Secretary of the club will liaise about coach numbers as this is limited. Local roads are able to cater for additional cars.
 - Provision is made for the visiting club's team and supporters' coaches, if requirements are known in advance. Stewards manage and monitor the car park and at the appropriate time are visible.
 - Organise car parking arrangements for at least one hour before kick-off time in liaison with the Club Secretary and the Club Safety Officer.
5. In addition to this, it has been agreed with the owner of the football club that a restriction will be placed on events at the ground which includes a restriction that non-football functions will not be permitted to take place within two hours of a football match finishing.

Traffic Regulation Order / Permit Scheme

6. The proposed development is located on open land currently used, if required, by Hednesford Town Football Club on matchdays as 'informal' overspill parking. This arrangement is not effectively managed and is therefore very inefficient. All parties have agreed that by properly regulating the car parking many of the perceived problems will be overcome.
7. Consequently, it has been demonstrated that a total of 251 car parking spaces can be accommodated within the football stadium confines. County Highways Officers have agreed that this number is appropriate for the club's requirements and therefore, to offset the loss of the existing informal parking area, as part of the development proposals and to be implemented by way of an agreed Planning Condition, all 251 spaces will be laid and marked out in a bound material by Taylor Wimpey (including two dedicated coach bays, disabled and staff parking) for the sole use of Hednesford Town Football Club. There are currently only approximately 74 designated car parking spaces at the stadium, this arrangement therefore provides significant betterment to the existing arrangements and provides legacy for the football club.
8. In order to secure the amenity of residents, in addition to the provision of this extra car parking a Traffic Regulation Order (TRO) coupled with a Residents Permit Scheme will be implemented to manage car parking associated with the Football Club on the development site. Taylor Wimpey have met with officers at Staffordshire County Council, including the Clear Streets Team and have agreed these proposals. The finer details of the TRO (including signage wording) and Residents Permit Scheme remain to be agreed, at a later date in conjunction with the Clear Streets Team. A TRO is a legal order, which allows the highway authority to regulate the speed, movement and parking of vehicles. The act governing Traffic Orders is the Road Traffic Regulation Act 1984 and is enforceable by law.
9. The TRO will consist of double yellow lines along the full length of the development's spine road and a Controlled Parking Zone (CPZ) to cover all roads within the development. The CPZ will mean that only vehicles displaying an eligible permit are permitted to park on the development roads during match days and any cars parked illegally may face financial penalties.

10. The TRO will be supported by a Residents Permit Scheme which allows cars displaying the correct permits to park in the CPZ on match days. The dwellings within the development benefit from off-street parking but the Residents Permit Scheme will allow residents and their visitors to park on-street when/where needed during match days and not be bound by the restrictions of the TRO. Residents must comply with the TRO and use their parking permits during match days or be at risk of enforcement penalties.
11. The finer details of the permit system will be agreed with the Clear Streets Team at Staffordshire County Council but it is envisaged that it will be a simple permit covering a period of 3 to 5 years so as to keep obligations on residents to a minimum and to limit the administration cost. The permit will be allocated to the household but will not be linked to a specific car registration and so can be used by residents or visitors.
12. Taylor Wimpey will apply for the on-street parking permits on behalf of each household which they will fund through the Section 106 Agreement making it free of charge to the residents. Each household will be issued with an annual matchday calendar so, where possible, they are aware in advance, of the dates of the Football Club's match days and updated of any changes by the Travel Plan Coordinator as referred to below.
13. Signage will be implemented in conjunction with the TRO, to make visitors to the Football Club and development site aware of the restricted parking on the estate roads, and the operation of a Residents Permit Scheme. It has been agreed with Staffordshire County Council that signage will be placed at the entrance to the development, off Keys Park Road, with repeater signs on the distributor roads, each providing details of the TRO and permit scheme. The exact wording of the signage will be agreed with the Clear Street Team.
14. In terms of the enforcement of the TRO, the Clear Streets Team at Staffordshire County Council is able to carry out enforcement where parking restrictions exist. If the vehicle(s) in question are in contravention of the TRO (i.e. parking within the controlled parking zone without displaying a permit or parking on double yellow lines) then the Clear Streets Team at Staffordshire County Council can communicate with the Stoke on Trent Parking Team who hold the powers necessary to enforce parking and can ticket the offending vehicles.
15. Therefore, it is proposed that a developer contribution be made, via the Section 106 Agreement for the development, payable to the relevant bodies at Staffordshire County Council who would have the responsibility to undertake the necessary procedures to implement the TRO and set up and manage the Residents Permit Scheme.

Keys Park Travel Plan

16. A Travel Plan has been prepared for the proposed development with the objective to reduce the use of single occupancy cars and includes incentives to be offered to each household upon occupation to encourage the use of sustainable modes of travel such as walking, cycling, public transport and car sharing as an alternative to single occupancy car use.
17. Within the local vicinity of the proposed development site there are good levels of pedestrian and cycle infrastructure providing a safe and convenient route to public transport services. The nearest bus stops to the development site are located approximately 200m east and are served by buses providing connections to Hednesford town centre, Cannock town centre, Lichfield city centre and Stafford town centre which would enable users to interchange with

the wider public transport network, providing connections throughout Staffordshire and travel destinations further afield.

18. Taylor Wimpey will appoint a Travel Plan Coordinator (TPC) prior to first occupation, who will have overall responsibility for the development, implementation and management of the Travel Plan strategy. The TPC will aim to work with the Football Club to promote the Travel Plan to minimise the number of cars associated with match days.
19. It is proposed that a close working partnership between the Football Club and the TPC will be engendered to facilitate effective communication. The TPC will work with the Football Club to ensure that the TRO and Residents Permit Scheme is clearly detailed on their website and that consideration is given to the revision of the website to provide more detailed and up to date information on the sustainable travel options for travelling to the Club. In addition, it is suggested that the Club's existing communication channels be used, including:
 - Club website, social media, blogs;
 - Club publications (e.g. newsletters, posters, notices, hand flyers);
 - Via the Supporters' Club and associated websites and social media; and
 - Local media and newspapers.
20. The following Travel Pan measures will be used to advertise the TRO and Residents Permit Scheme to the residents of the development:
 - Travel Information Website - A bespoke travel information website will be set up for the development as a means to provide residents with up to date travel information and will include details of the TRO and Residents Permit Scheme.
 - Travel Information Leaflet - A travel information leaflet will be prepared; this will provide a summary of the range of travel options available to residents, and will signpost residents to more detailed online information.

Summary

21. To summarise, it has been agreed with Staffordshire County Council that a TRO and Resident Permit Scheme will be implemented at the development. These measures will be funded by Taylor Wimpey through the Section 106 Agreement and will be implementable prior to first occupation. The scheme will not prevent any residents from accessing or parking at their property, it is simply to control parking on the development roads during match days by those visiting the Stadium. Residents and their visitors will be able to park on the roads at this time by displaying their permits.
22. It is anticipated that by undertaking each of the actions detailed above will overcome Committee Members' concerns regarding car parking problems associated with the proposed development.

