

There is no doubt the relationship of this development with our property is extremely detrimental. Both applications at 446 have failed to mitigate the adversely negative impacts that result from this development proposal.

The future feeling of dread due to the overwhelming overlooking, overbearing mass, height and proximity to our garden fencing cannot be understated. A `Moderate` impact does not come close! It is extremely detrimental to our holistic health and wellbeing. This development would remove the only private areas of our garden, resulting in a total loss of any privacy or enjoyment we have at present. This would be devastating to our mental health, wellbeing, and the loss of any future enjoyment of our rear garden space. It will be mentally traumatic to live daily with a sense of being overlooked, enclosed and without a safe space where we can relax, improve our mental health, wellbeing, enjoy our garden space, our pets and the beauty of nature. This development does not ensure a holistic response to emotional wellbeing and mental health of our green space.

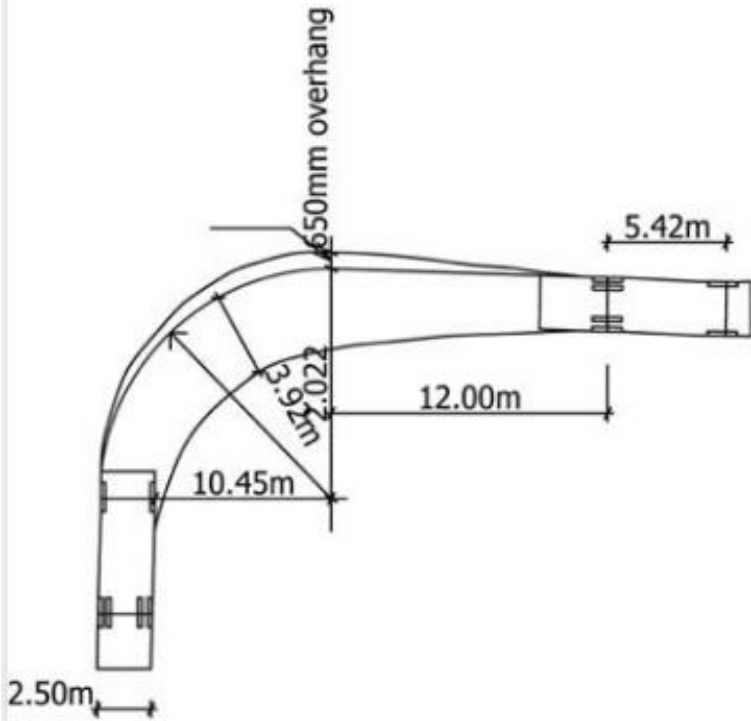
The development is poorly thought through regarding the limitations of the levels and internal restrictions of the site. The dwelling design that it is trying to accommodate is alike a square peg in a round hole, it just does not fit. The dwelling foundations already encroach on the protected tree root zone, I am told, by at least 10%. As a Legal Compliance Auditor, I do not see how any percentage of intrusion is acceptable, as this makes the Tree Preservation Order pointless. It certainly not good practice to build across any root zone, especially on clay soils such as ours. The roots grow, they also take up moisture causing the soil to dry out and shrink, eventually causing building foundations on clay to move, ultimately triggering subsidence.

The development is also sited next to our fence at a higher ground level and the proximity accentuates the overlooking and loss of privacy. The development itself can only be achieved by using our land next to the fencing. This may be a civil matter today but after Court this will become to a criminal matter!

The site is unviable for a safe development having a 56.3-degree sloped access down to the rear. It will prove difficult to control vehicles with heavy loads. They then must make a short, tight turn left across the site. The narrow driveway entry has an actual access width of only 2.7m when the roof eave width is considered being 2.4m from the ground. The width of access and the height restriction make this access too small for any normal sized construction vehicle and falls well below the minimum 3.2m width that is required for safe access. This also results in kerbside deliveries and collections only!

The use of smaller construction vehicles will double or triple the number of deliveries and collections that would be required and trips up and down the driveway, as the smaller construction vehicles obviously have smaller load capacities. This will also double, or even triple the build time, and the number and waiting times of the material and collection vehicles. The obstruction and disruption to the traffic flow on Littleworth Road will double or triple, the time of disruption will be extended, the resultant build time will also double or triple to complete this development. The development has now become unsustainable due to the vast additional energy consumption involved, increased risk during construction, risks to the public (pedestrian and vehicular), the additional traffic congestion times, and there will be a resultant extended, prolonged deterioration in the quality of life for the community and all neighbours concerned.

HSE CDM rules also dictate construction vehicles must reverse unladen up a slope but reverse down the slope when fully laden. As stated, this is a restrictive 2.7m access on a 56.3-degree slope and makes reversing 45m down the slope challenging. These rules for laden and unladen cannot be achieved without turning round on Littleworth Road. This adds to the traffic congestion with the addition of causing pedestrian / construction interfacing. It would also leave mud on the road giving additional danger to road users. This makes the building of this development wholly impractical and unviable.



There is an inability of construction traffic visiting the site to access the drive and deliver to the rear of the property.

The smallest construction truck available will not safely access or exit the driveway of 446, especially on to the sloped 1:5 gradient drive (56.3 degrees!). It risks grounding, and also does not have the turning radius to access or exit safely. For example, a 5.4m wheelbase of a twin cab pickup truck or small truck, requires a turning radius of 12m.

Additionally, the exit to the road has the lipped start of the raised driveway wall at 446 and fence posts the other side at 444. This means that any vehicle would have to pull onto the pavement ensuring the back wheels and rear corners are clear of these restrictive obstacles, before starting to turn in either direction. This is impossible, even allowing for the width of both pavements and the road [see next slide]. All the construction materials, spoil and waste collections, even skips, etc. would have to be kerbside delivery. This is unacceptable for such a large development.

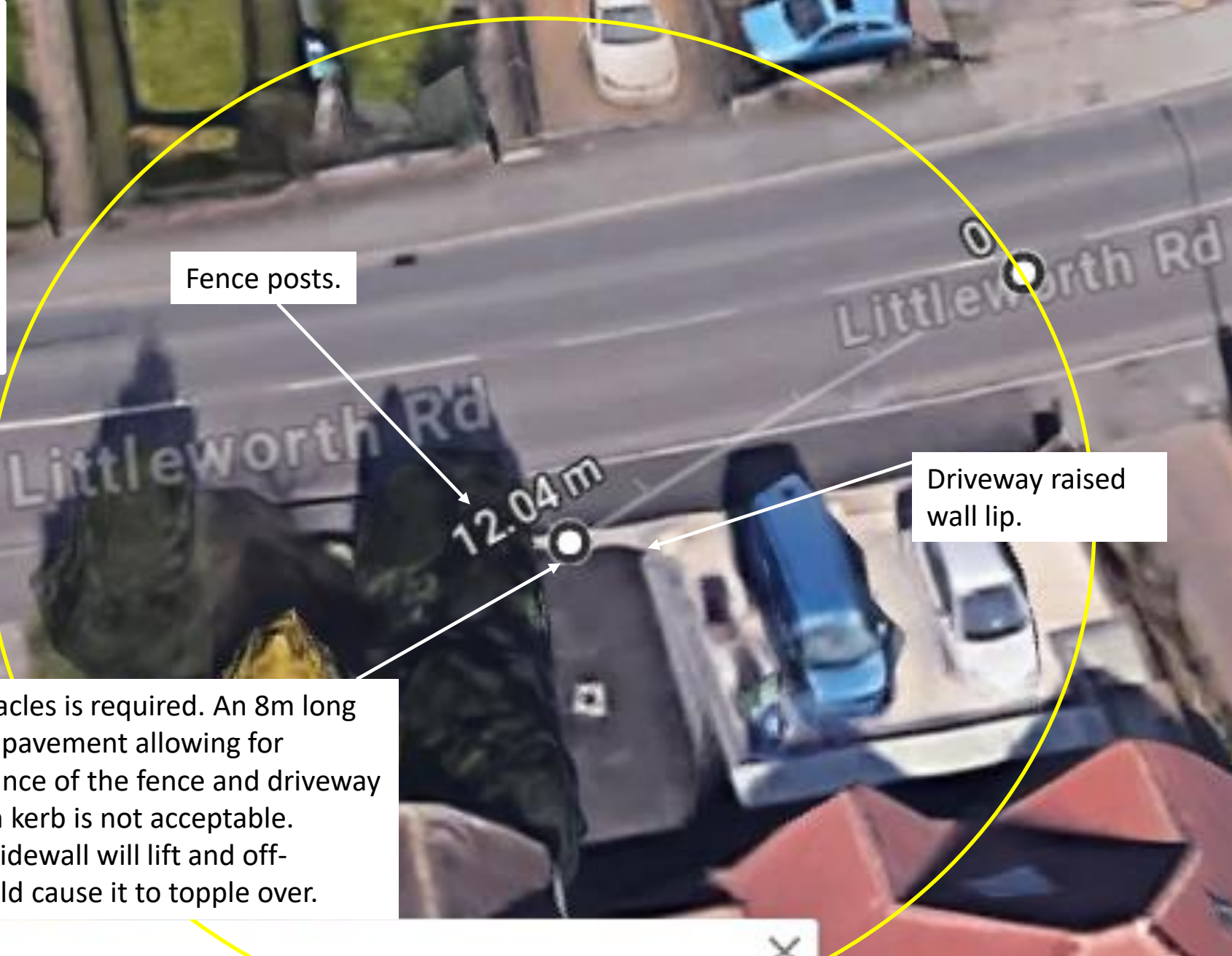
This large development requiring huge amounts of building construction materials. With no access for larger construction vehicles there will be more, extended time periods of traffic congestion due to the poor unloading and loading ability of the site for deliveries, there will be more material collections, there is a lack of parking for construction vehicles, private vehicles, the site is close to the bend in the road, there are nearby traffic lights, there are neighbours that park cars along the road near the traffic lights, and Littleworth Road is a busy, main traffic route.

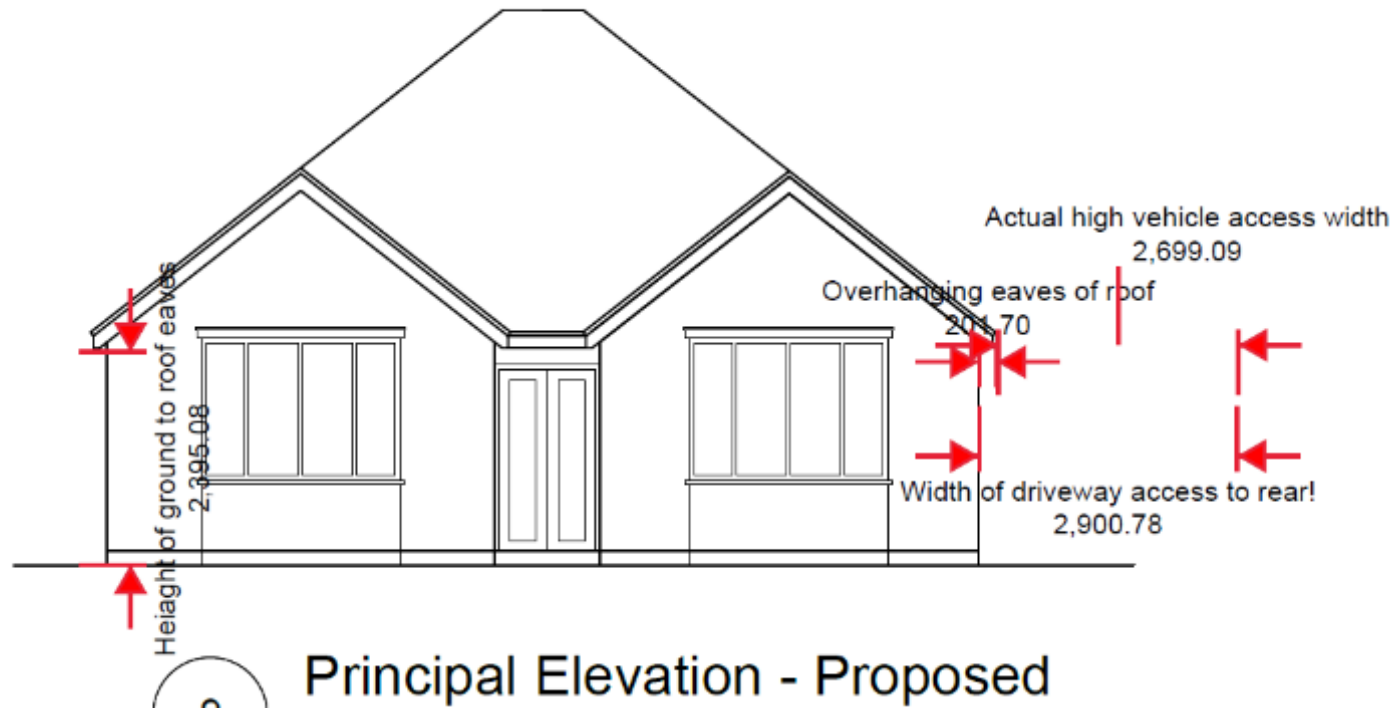
1. Turning radius—The circular arc formed by the turning path radius of the front outside tire of a vehicle. This radius is also described by vehicle manufacturers as the "turning curb radius."
2. CTR—The turning radius of the centerline of the front axle of a vehicle.
3. Offtracking—The difference in the paths of the front and rear wheels of a tractor/semitrailer as it negotiates a turn. The path of the rear tires of a turning truck does not coincide with that of the front tires, and this effect is shown in the drawing above.
4. Swept path width—The amount of roadway width that a truck covers in negotiating a turn and is equal to the amount of offtracking plus the width of the tractor unit. The most significant dimension affecting the swept path width of a tractor/semitrailer is the distance from the kingpin to the rear trailer axle or axles. The greater this distance is, the greater the swept path width.
5. Steering angle—The maximum angle of turn built into the steering mechanism of the front wheels of a vehicle. This maximum angle controls the minimum turning radius of the vehicle.
6. Tractor/trailer angle—The angle between adjoining units of a tractor/semitrailer when the combination unit is placed into a turn; this angle is measured between the longitudinal axes of the tractor and trailer as the vehicle turns. The maximum tractor/trailer angle occurs when a vehicle makes a 180° turn at the minimum turning radius; this angle is reached slightly beyond the point where maximum swept path width is achieved.



The road width at this point is 7.9m. The pedestrian pavement opposite would have to be used and the total distance still does not equal 12m. Approaching traffic from the lights would have limited view of the manoeuvre.

Rear wheel position as the clearance of obstacles is required. An 8m long vehicle would be at the kerb of the opposite pavement allowing for wheelbase and the truck's rear corner clearance of the fence and driveway wall. Having to cross the opposite pedestrian kerb is not acceptable. Crossing over the raised lip of the driveway sidewall will lift and off-balance the vehicle, and whilst turning it could cause it to topple over.





The access distance was measured in situ at 2.9m from the wall of 446 to the actual boundary line of 444. But this measurement does not allow for the overhanging eaves of the roof of 21cm.

**This gives an actual maximum access width of 2.9m but with a limited maximum height clearance of only 2.4m from the ground level, on a 56.3-degree slope all the way down to the build site.**

**Or an access width of only 2.7m for any height above 2.4m, on a 56.3-degree slope all the way down to the build site.**

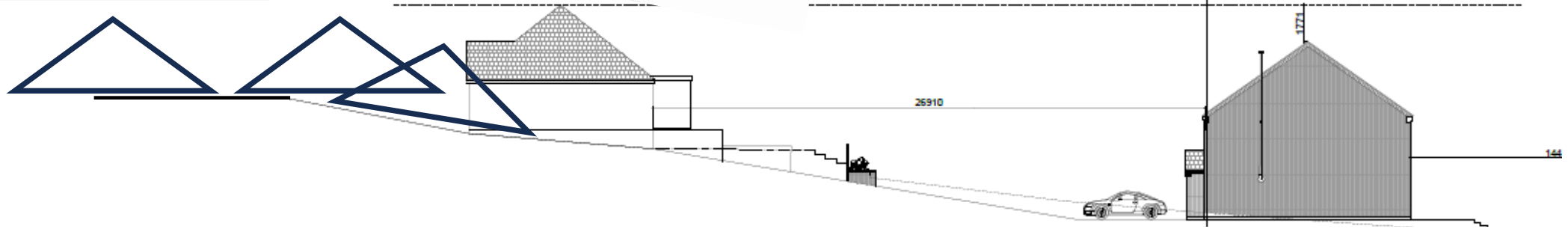
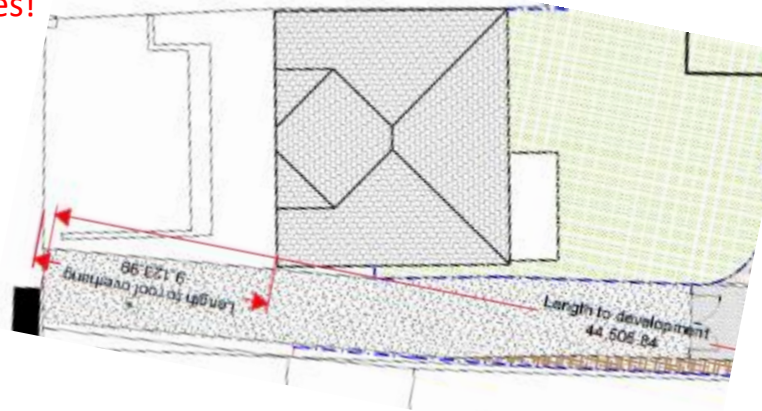
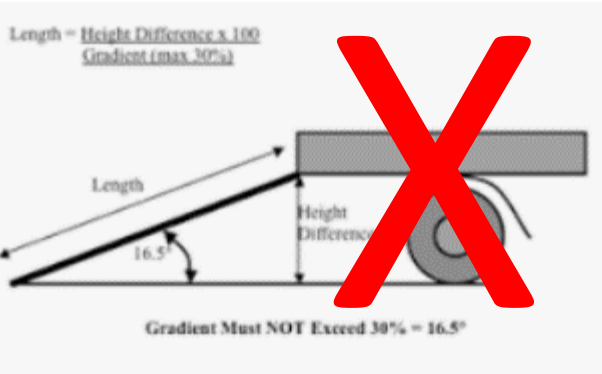
There is no construction material delivery vehicle currently available that can gain access to the rear. This will result in kerbside deliveries and collections only. The site mess will be spread all through the site and on to the pavements and road where traffic is congested. Contamination will be spread up and down the road. It is clay and will become slippery in wet conditions adding to the risk of traffic accidents.

Only small project vehicles are feasible for rear access. This will, unacceptably, double or treble the time taken to complete this development, with proportionally more deliveries, waste collections, traffic congestions, disruption to neighbours, and all Health, Safety and Environmental risks involved in construction to contractors, their employees and the public.

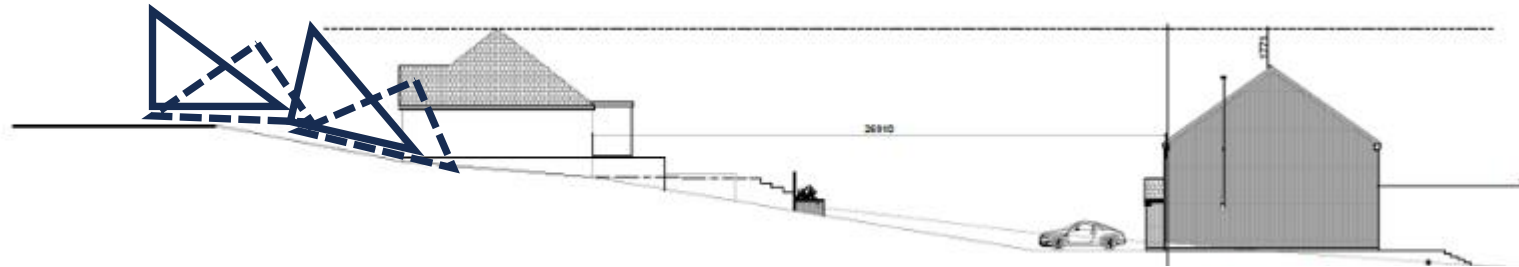
Material truck deliveries -Access on to drive is not possible as slope is 56.3-degrees!

2.7m wide access at 2.4m height.

Full rafters are 10m long x 5m high. They cannot be delivered to the rear due to the turning radius on to the drive and grounding on the 56.3-degree incline. It would be kerbside delivery only. An average roof needs 50+ rafter pieces, this build will require more, they must be moved to site from the roadside by hand. The weight, and unbalanced load is dangerous to attempt to move between the properties. It is also unacceptable regarding ergonomics and manual handling practices. The carry distance is 45m!

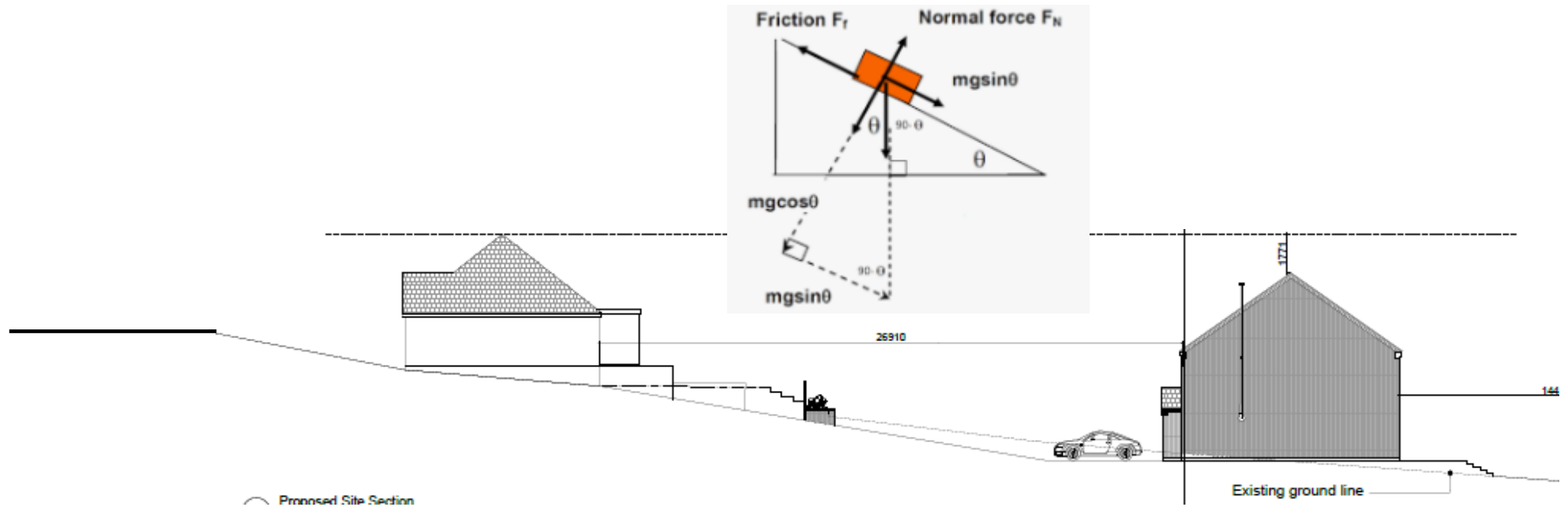


The centre of gravity moves towards the bottom of the slope making the task extremely unstable and dangerous. High CDM, Health and Safety, ergonomic and manual handling risks. Consider the other construction material movements that are required!

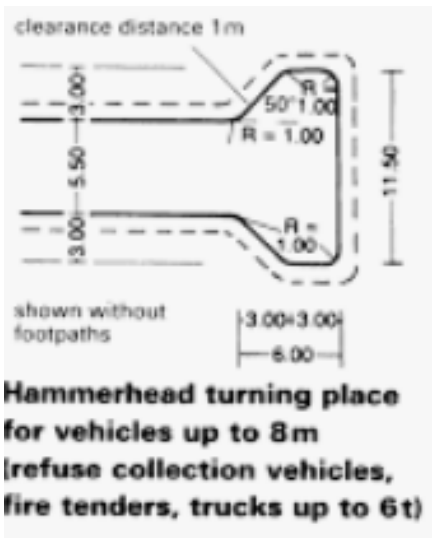


Half rafters are 5m long x 5m high. Whichever orientation they are moved in, they are still very heavy and unbalanced and too dangerous to attempt to navigate through the access between the properties so many times. The roof could be hand built from scratch, adding numerous deliveries of wood to the already huge number of kerbside deliveries. But how would other building materials get to site?

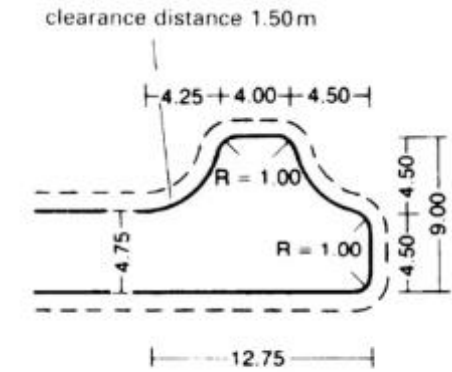
Normal construction traffic cannot access the rear due to the turning radius at the top of the road and the 2.7m wide access between the properties. The 56.3-degree incline requires that any vehicles (that can safely use it) must carry load weight at the front to go up the slope and load weight at the rear of the vehicle if going down a slope. Therefore, the vehicle needs to turn at the top of the slope as well as the bottom for loading and unloading. The top of the slope is the road! The reversing distance is well beyond acceptable and contravenes the HSE CDM guidance. The bottom of the slope is slippery mud and dangerous to control the vehicle, which needs to turn left across the 56.3-degree slope into either a turning circle or hammer head turn. The 56.3-degree slope is far more than permitted safe stability of the any normal construction vehicle, as it will topple over.



This is large development requiring huge amounts of building construction materials. With no access for larger construction vehicles will there be more, extended time periods of traffic congestion due to smaller, unsuitable vehicles with poor, limited unloading and loading capacity of the site. Many more deliveries, and material collections will cause traffic congestion all through the day for months. There is also a lack of parking for the contractor equipment, construction vehicles and private vehicles. The site is also close to the bend in Littleworth Road up to the nearby traffic lights, and there is resident parked cars further down the road. Littleworth Road remains a busy, main traffic route.



Where are materials stored?  
 Where can the storage of materials, construction vehicles, private vehicles, equipment, and spoil be stored?  
 There is no room to mitigate the separation of pedestrians and vehicles on site as required by HSE CDM guidance.



**Hammerhead turning place for cars**



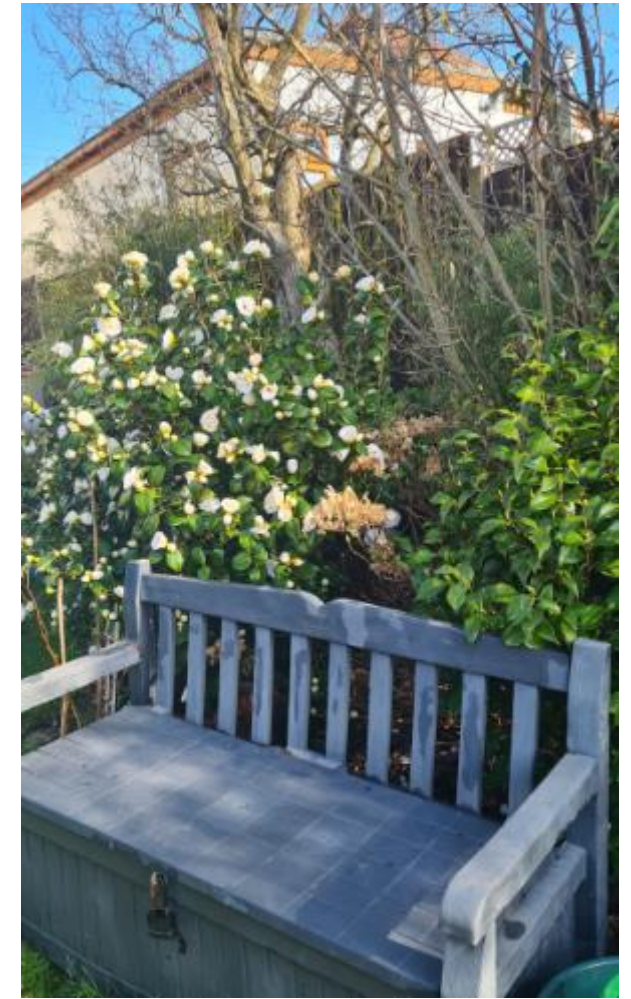
It remains a 56.3-degree slope to enter the site and traverse across. There is no space to build a ramp to level this off, (it would build up against our fencing and cause height issues for the build. The site has dangerous levels, it is an unsuitable, and too restricted for development.





This is one of only three places we can enjoy some privacy in our garden.

We use the bottom of the garden every day for our relaxation and enjoyment as it is private and not overlooked. It is not completely private at the top of the garden and so, unconventionally, we spend most of our time is spent in the bottom area of the garden. Our pets are also down there, so we are using the bottom part of the garden many times a day, every day all year round whatever the weather!



**In all slides that follow please note the changing levels and slope across our garden from the higher level of 446. Also, sited next to the fence the dwelling`s perception of huge mass is intensely magnified.**





This is the second place we presently enjoy. We can relax, destress and recharge our health and wellbeing here, watching our bees and keep an eye on the chickens, just enjoying the wonder of nature.

This space will be completely affected by intrusive overlooking by any development at 446 next to our fence. A special, safe space would be completely removed by the proposed dominant development with the complete overlooking, overbearing mass, size and enhanced height due to the levels of the hillside.



This is the only completely private space presently in our garden. We enjoy sitting here, unseen, all year round watching the chickens and wildlife.

It is the one place that I feel that I can completely destress, relax, meditate and achieve a work-life harmony. This space is special, it improves my mental health and physical wellbeing. It is also the only space that is presently not overlooked and yet is also the space that will be most affected by this proposed development. This special, safe space would be completely removed by the dominant proposed development with its completely intrusive overlooking, overbearing mass, height and size.

The second of two special spaces that will be removed by any development next to our fencing. We will feel `observed` daily, each time we tend to our pets. We would be left with no private garden space at all! That would be extremely detrimental to our mental health, wellbeing, our pets, family home life, work destressing, and everyday enjoyment of our garden, and the wonder of nature.



|                  |                |
|------------------|----------------|
| Contact Officer: | David O'Connor |
| Telephone No:    | 4515           |

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| <p><b>Planning Control Committee</b></p> <p><b>UPDATE REPORT</b></p> <p><b>28 February 2024</b></p> |
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|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <b>Application No:</b>   | CH/23/0390                                                                                                                              |
| <b>Received:</b>         | 23 November 2023                                                                                                                        |
| <b>Location:</b>         | 446 Littleworth Road, Cannock, Staffordshire WS12 1JB                                                                                   |
| <b>Parish:</b>           |                                                                                                                                         |
| <b>Ward:</b>             | Rawnsley                                                                                                                                |
| <b>Description:</b>      | Erection of a 2 storey 3 bedroom dwelling to the rear including associated access, parking and landscaping (resubmission of CH/23/0252) |
| <b>Application Type:</b> | Full Planning Permission                                                                                                                |

**The application is being presented to Members for determination following a request to speak from an objector in relation to the proposals and given the applicant is a Council employee.**

**RECOMMENDATION: Refuse**

- 1.1 Officers attach in full recent comments received from a neighbouring property in relation to the above item. The comments raise a range of issues such as:
- (i) Privacy impacts, overlooking and impacts upon reasonable enjoyment of the adjacent garden
  - (ii) Concerns in relation to the width of the access
  - (iii) Implications of the access for construction, spoil and waste collection, loading and unloading
  - (iv) Concerns in relation to CDM regulations
  - (v) Overhanging eaves reducing the overall width of the access
  - (vi) Concerns in relation to the importation of roof trusses
  - (vii) The steepness of the drive

- 1.2 Officers recognise some of these concerns align with those expressed in the original report e.g. such as difficulties around access, impacts upon enjoyment of the neighbouring garden. The representations however do not raise significant material new planning issues and no change to the Officer recommendation is considered to be required.
- 1.3 The recommendation remains one of refusal for the reasons stated in the original Officer report.

**Cannock Chase District Council**

**Planning Committee**

**28<sup>th</sup> February 2024**

**CH/23/0429 63 Sycamore Green, West Chads Moor, Cannock**

Following compilation of the report for the Committee agenda, officers have received a further consultation response from the Planning Policy team. Officers confirm that they have no objection to the development proposal in planning policy terms, subject to the scheme respecting the character and density of the area and promoting the creation of better places in which to live and work.