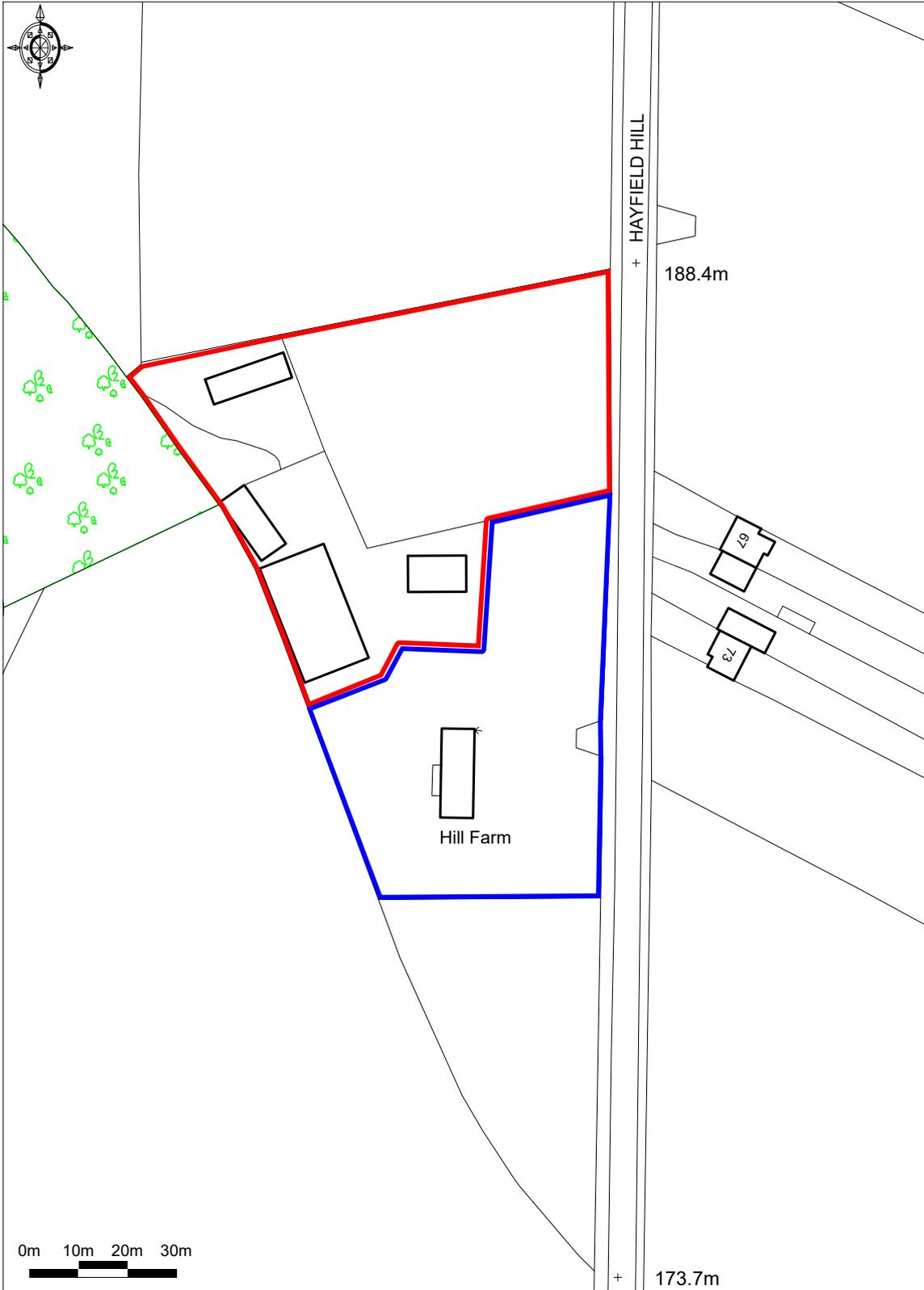


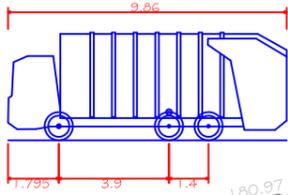


Hill Farm, 84 Hayfield Hill, Cannock Wood, Staffordshire WS15 4RU

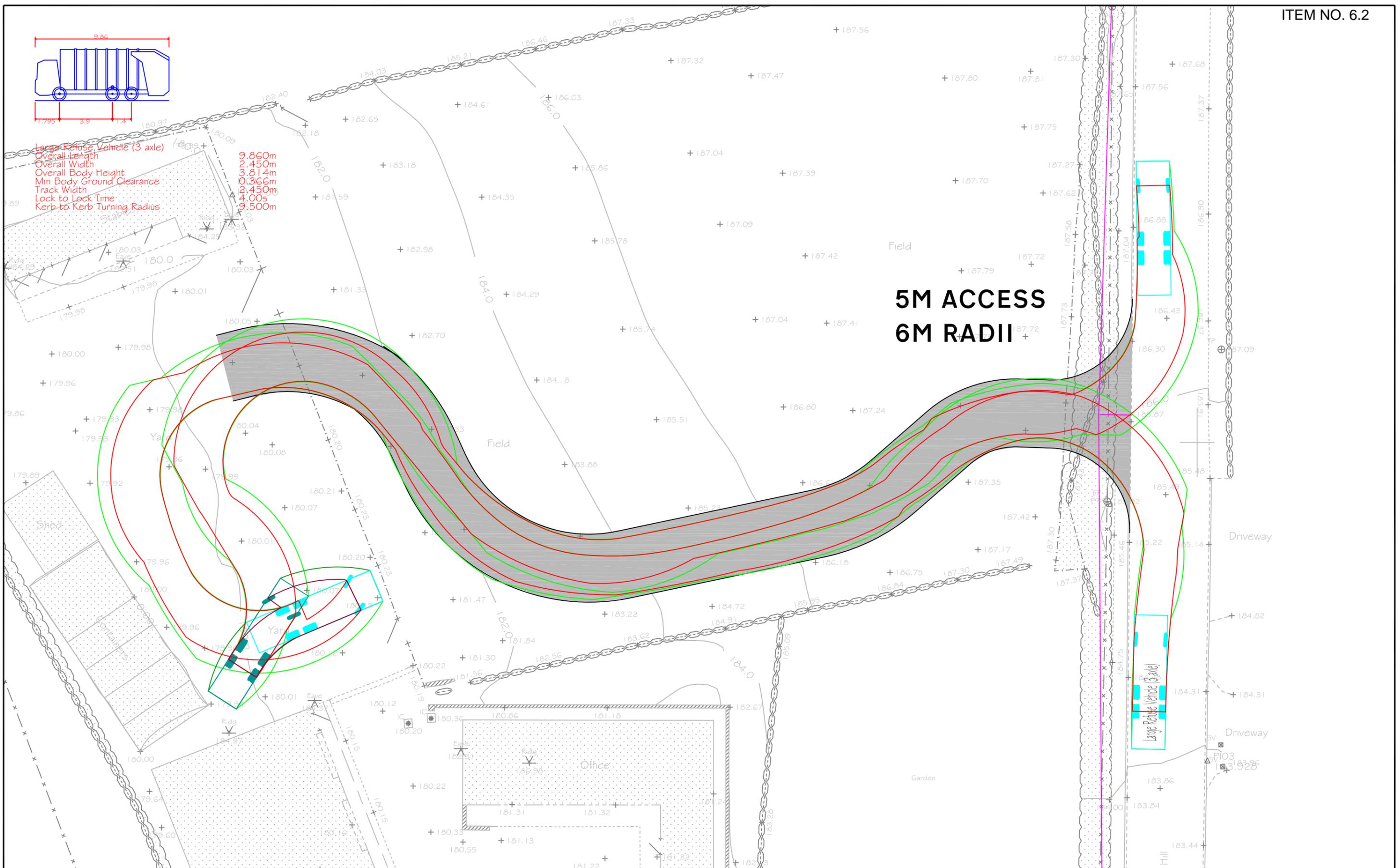


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Licence number 100022432. Plotted Scale - 1:1250

Drawing 4721.99 Location Plan : Scale 1.1250@A4 : June 2017



Large Refuse Vehicle (3 axle)
 Overall Length 9.860m
 Overall Width 3.92450m
 Overall Body Height 3.814m
 Min Body Ground Clearance 0.366m
 Track Width 2.450m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 9.500m



**5M ACCESS
 6M RADII**

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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



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JOB TITLE Hill Farm, Rugeley		CLIENT CT Planning	
DRAWING TITLE Proposed Site Access			
SCALE 1/1000@A3	DRAWN BY BP	DATE July17	DRAWING No 19078-01
			REVISION A

Application No: CH/17/250

Received: 19/06/17

Location: Hill Farm, 84 Hayfield Hill, Cannock Wood

Parish: Cannock Wood

Ward: Rawnsley Ward

Description: Construction of a new access

Application Type: Full

Reason for Call In to Planning Committee

Local residents concerns about access, privacy and increased traffic.

Recommendation: Approve subject to conditions

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.

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.

2. No development shall commence until details of all of the proposed materials to be used in the construction of the new access have been submitted to and approved in writing by the Local Planning Authority

Reason

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

3. No development shall commence until a landscape scheme including: -
 - (i) A replacement hedgerow to the rear of the proposed visibility splay to compensate for the loss of the existing hedgerow along Hayfield Hill; and
 - (ii) The planting of a hedgerow with standard trees along the length of the new access road.

Reason

To conserve the form and character of the Cannock Chase Area of Outstanding natural Beauty in accordance with Policy CP3 and CP14 of the Cannock Chase Local Plan .

4. Prior to the commencement of the development, a large scale plan indicating the details of the access, the visibility splays and the relocation/ cutting back of the hedgerow in the vicinity of the new access shall be submitted to and approved in writing by the Local Planning Authority. The new access shall thereafter be provided in accordance with the approved details prior to first use of the new access.

Reason

In order to comply with Para 32 of the NPPF and in the interests of Highway Safety.

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

Planning Statement by CT Planning – rec'd on the 19/06/2017

Drawing 19078-01-2a – Proposed Site Access – 14/08/17 (not to scale)

Data produced by Axiom Traffic Ltd – 5 pages – 25th May 2017

Drawing No 17-033-01 – Property Detail & Level Survey – March 2017

Location Plan – June 2017

Reason

For the avoidance of doubt and in the interests of proper planning.

Informatives

1. Any soakaways shall be provided 4.5m clear of the highway boundary
2. Proposed condition no 3 above involves off-site highway works which 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. Please complete and send to the address indicated on the application form which is Staffordshire County Council at Network Management Unit, Staffordshire Place 1 c/o 2 Staffordshire Place, Tipping Street, Stafford, ST16 2DH or email nmu@staffordshire.gov.uk.
3. Any relocated hedgerow should be planted at least 900mm to the rear of the visibility splay, to allow for seasonal growth.
4. The applicant is advised that under the provisions of the 1981 Wildlife and Countryside Act (as amended) it is an offence to disturb any breeding bird or to take, damage or destroy any nest that is being used by a breeding bird. As such any works to remove or cut back the hedgerow should not be carried out during the bird nesting season unless otherwise advised by an ecologist that the works would not constitute an offence under the act.

Reason

To ensure habitat protection during the nesting season.

EXTERNAL CONSULTATIONS

Cannock Wood Parish Council

There is a general concern regarding safety on Hayfield Hill due to speeding. This is shown in the independent report submitted which shows the mean average being 40/41 mph on a 30 mph road. Therefore the entrance and egress of vehicles in a forward direction must be considered and the ability for vehicles to turn around on site is a must as reversing out on to the road would be hazardous.

That conditions be placed that no waiting, unloading /loading or parking up of vehicles on the roadside be added.

That conditions that no deliveries or collections commence before 8am or after 7pm.

The proposed entrance crosses the only footpath on this section of the road. Therefore adequate consideration needs to be given to the view for both pedestrians and vehicles. It is also essential that the applicant retains the public footpath in it's state.

Staffordshire County Council Highways

No objections subject to the provision of 1 planning conditions to provide details of the access, visibility splays and details of the elements of hedge that will be relocated/ cut back. They also the require the provision of 3 informatives.

Cannock Chase ANOB Unit

Principle is acceptable. Support the relocation of the road closer to the field/ hedge boundary as suggested in previous consultation comments. No details of specification and materials provided. Require sensitive design approach addressing 3 main requirements as detailed below.

The proposal remains for a new access comprising a roadway 5m wide and around 65m long, but the point of access has been moved to the south, closer to a field boundary/hedge. This is an improvement, in line with a suggestion made in our original comments, but (disappointingly) the proposal remains highways led, with insufficient consideration given to the landscape impact. It is difficult to scale the plan but the width is stated as being 5m, with 6m radii, it looks bigger. We notice that an 18m refuse truck is used as the "test" vehicle. Given that the access will be private rather than adopted and is to serve an antiques business (rather than an industrial estate), it may be over-designed as a consequence. For example, given the existing service yard in front of the buildings, the vehicle turning loop seems unnecessary. There is now a greater area of road than in in the original plans. In addition, it remains the case that no details are given of the specification or materials to be used for the construction of the roadway and that no provision is made for landscaping.

The desirability of a new access is understood and the principle remains acceptable that an access could be provided which would not have an adverse impact on the landscape and scenic beauty of the AONB, or on the openness of the Green Belt. However, the amendment does not take sufficient account of the landscape and there would still be an adverse impact on the landscape and scenic beauty of the AONB, contrary to the National Planning Policy Framework and Local Plan policy and our (conditional) objection stands. However, we remain of the opinion this could be avoided with a more sensitive design approach, e.g.

To design and engineer the access road to the minimum standards needed for the satisfactory servicing of the existing buildings and use.

To include landscaping comprising of a new hedge (native species) around the visibility splay and a half-avenue of (native) trees on the open surface of the access road.

To give detail of material to demonstrate that the surface will reflect the rural nature of the surroundings (e.g. tar spay and chippings rather than concrete or tarmac).

INTERNAL CONSULTATIONS

Planning Policy

No objection providing the proposals meet policy requirements.

The site lies within the Green Belt (as defined by Policy CP6 Local Plan (Part 1)). It also lies within the Cannock Chase AONB (Policy CP14 Local Plan (Part 1)).

Policy CP1 refers to proposals within the Green Belt being determined in accordance with national planning policy and Policy CP14 (where relevant). The NPPF (paragraphs 87-90) identifies that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. A number of exceptions are not considered to be inappropriate development in the Green Belt. Of relevance to this application is the exception for 'engineering operations', which are not considered to be inappropriate development provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.

Given the nature and scale of the proposal (for a relatively small access road); that it appears to only involve the removal of small length of existing hedgerow (5 metres) with no other significant landscaping being lost; and that the new access road appears to be largely screened by existing hedgerow landscaping, it is considered that in principle the scheme will not have an adverse impact upon openness or conflict with the purposes of including the land in the Green Belt. This is however subject to further detailed consideration of the landscaping proposals and materials to be used, as part of the planning application process (including views from and to the surrounding area given the surrounding topography of the site).

The site also lies within the Cannock Chase AONB. Policy CP14 seeks to ensure new development proposals within the AONB are compatible with the areas' overall management objectives. Given the scale of the proposal and its intended purpose (i.e. it does not constitute major development) there is no objection in principle to the development within the AONB,

however points referenced above in relation to landscaping and use of materials would be useful to consider in consultation with the AONB unit.

Policy CP3 is also of relevance, particularly bullet points 2, 3 and 6 which refer to use of appropriate materials and landscaping as well as ensuring the amenity of neighbouring uses in mixed use areas. The provision of an improved access to the existing business could improve amenity for neighbouring uses. The Design SPD also provides a guidance section on suitable Green Belt and AONB design features, including for AONB highway design.

Policy CP8 refers to existing employment uses within the Green Belt or village locations being considered against sustainable development principles (as set out in Local Plan (Part 1) policies and Policies CP1 and CP14 relation to the Green Belt and AONB.

RESPONSE TO PUBLICITY

The application was advertised by way of neighbour letters to adjacent residents and a site notice was put up adjacent to the site. 6 letters of objection were received from neighbouring properties. A summary of these objections is set out below

- Impact on AONB & Green Belt by the addition of a road and it is visible for a distance.
- Road will be visible from opposite site of road no's 67 to 83 Hayfield Hill due to gradient of the ground.
- Suggestion of planting to minimise / reduce visibility.
- Inappropriate and unsafe to have an access for industrial purposes.
- Hill Farm should use their existing access for their antiques business, a new access is not essential.
- Potential traffic impact on an existing dangerous road.
- Hayfield Hill has a 30mph limit there are excess speed problems on Hayfield Hill. The traffic survey submitted by the applicant refers to an average speed of 49.7 mph
- Risk to pedestrians on the pavement (note -no pavement on that side of the road by Hill Farm).
- Pathway on one side of Hayfield Hill is narrow and an extra hazard of an additional access road will only add to the chances of an accident.
- Impact negatively on the surrounding area and neighbours through pollution, noise and safety.
- Impact of HGV's, current nuisance of HGV's and vans in the area.
- Concern if any vehicles arrive before the business is open and potential for nuisance parking.
- Concern that access would be located outside of an objectors house (69 Hayfield Hill).
- Road is too narrow for HGV's and with excessive speeding can only lead to an accident.
- No indication if vehicles will have to reverse into Hayfield Hill.

RELEVANT PLANNING HISTORY

CH/11/0192 – Retaining wall to side and front of property. Granted 01/08/11.

CH/10/0418 – Non material amendment to planning permission CH/09/0393.
Granted 17/12/10.

CH/10/0099 – Erection of stable block incorporating 2 stables, tack room, feed store and horse trailer store

CH/09/0393 – Replace existing 4 car garage with a new L shaped garage block – 03/02/10.

CH/09/0330 – Replace existing chicken pens with stable block. Granted on 23/12/09.

CH/08/0439 – Erection of replacement detached storage building. Granted on 12/11/08.

CH/04/0291 – Hay and machinery store. Refused on 03/08/2017.

1. SITE AND SURROUNDINGS

- 1.1. The application site comprises of a detached bungalow and associated land located to the north which comprises of a business known as “UK Architectural Antiques Ltd” and the total site has an area of 0.58 hectares. The site is accessed off Hayfield Hill and there is an existing hedgerow that runs along the northern and eastern boundary of the site.
- 1.2. It appears that the business is related to planning application CH/08/0439 but there is no specific date for when the business started operating.
- 1.3. Currently there is one main vehicular access to the applicant’s land which is located directly off Hayfield Hill via an electronic gated entrance which leads to the main residential property and then to the north where it forms the main access to the “UK Architectural Antiques Ltd”.
- 1.4. The site is located in a rural area characterised by open fields interspersed with blocks of woodland and heathland such Gentleshaw Common. The lie of the land is such that it slopes down from north to south and also away from either side of Hayfield Hill, to the east and west. To the east, lies Gentleshaw Common which provides panoramic views of the wider countryside.
- 1.5. The site falls within the Green Belt and within the Area of Outstanding Natural Beauty (AONB) as defined within the Cannock Chase Local Plan (Part 1) Adopted.

2. THE PROPOSAL

- 2.1. The applicant is seeking full planning permission for the provision a new additional access off Hayfield Hill which is proposed approximately 50 metres north of the

existing access. The new proposed access would be 5 metres in width and would 65 metres in length.

- 2.2. The creation of an additional access is in order to create a standalone access for the “UK Architectural Antiques Business”.

3. PLANNING POLICY

- 3.1 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.

- 3.2 The Development Plan currently comprises the Cannock Chase Local Plan - Adopted (2014).

- 3.3 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 Part 1 (2014)

- 3.5 The relevant policies of the Cannock Chase Local Plan Part 1 - Adopted 2014 are as follows:

CP1: -	Strategy.
CP3: -	Chase Shaping Design.
CP14: -	Landscape Character and Cannock Chase Area of Outstanding Natural Beauty.

3.6 National Planning Policy Framework

- 3.7 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 outlines the “presumption in favour of sustainable development”.

- 3.8 The NPPF confirms that a plan-led approach to the planning system and decisions must be made in accordance with the Development Plan.

- 3.9 The relevant sections of the NPPF in relation to this planning application are as follows

Paragraph 17	Core Principles
Paragraph 56	Requiring Good Design
Section 9	Protecting Green Belt
Section 11	Conserving and enhancing the natural environment
Para 115	AONB

3.10 Other Relevant Documents

The Cannock Chase District Council's Supplementary Planning Document on Design - April 2016.

4. DETERMINING ISSUES

4.1 The determining issues for the proposal are

- (i) Principle of the Development within the Green Belt
- (ii) Design and Impact on the Character of the Area, including the Area of Outstanding Natural Beauty
- (iii) Impact on Residential Amenity
- (iv) Impact on Highway Safety

4.2 Principle of the Development

4.3 The proposal is for the provision of an additional access off Hayfield Hill in order to create a separate access for the established "UK Architectural Antiques" which currently has a shared access with Hill Farm.

4.4 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.

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

- (a) In the first instance a decision has to be taken as to whether the proposal constitutes appropriate or inappropriate development.
- (b) 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.
- (c) If the proposal is determined to constitute appropriate development then it should be approved unless it results in significant harm to acknowledged interests.

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

4.7 Whether a proposal constitutes inappropriate development is set out in Paragraphs 89 and 90 of the NPPF. Paragraph 90 relates to certain forms of development [other than buildings] that are not inappropriate in the Green Belt provided they preserve the

openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt which include engineering operations

- 4.8 As such the proposal could be considered as not inappropriate as it meets one of the exceptions as set out in paragraph 90 in that the creation of a new access is classified as an engineering operation.
- 4.9 In respect to the impact of the proposal on the openness of the Green Belt it is noted that as access road would not present any significant mass or bulk it would not in itself impact on openness. Furthermore, its use would be relatively infrequent and would in fact accommodate existing vehicles that already visit the site, such that there would be no overall increase in activity in and around the site than what already exists. As such it is concluded that the proposal would not materially detract from the openness of this Green Belt location.
- 4.10 In respect to any potential conflict with the purposes of including land within the Green Belt it is noted that these are set out in paragraph 80 of the NPPF and include: -
- to check the unrestricted sprawl of large built-up areas
 - to prevent neighbouring towns merging into one another
 - to assist in safeguarding the countryside from encroachment
 - to preserve the setting and special character of historic towns
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 4.11 Given the size, scale and nature of the proposal it is considered that it would not materially conflict with any of the purposes of including land in Green Belt identified above.
- 4.12 As such, it is considered that the proposal would not constitute inappropriate development in the Green Belt and is therefore acceptable in principle having had regard to paragraphs 80, 87, and 90 of the NPPF and Policy CP1 of the Cannock Chase Adopted Local Plan.
- 4.13 Design and the Impact on the Character of the Area, Including the Area of Outstanding Natural Beauty
- 4.14 The proposed new access would result in the removal of a section of the existing hedgerow that borders both the existing curtilage of the site of Hill Farm and Hayfield Hill in order to create space for the access and the sight lines required by the highway authority.
- 4.15 The applicant has specifically sought to amend the position of the internal road, so that, so far as it is practicable to do so, it would be located adjacent to the existing field/ hedgerow boundary in order to minimise the impact of the proposal on the AONB. The applicant has included a turning area to ensure that vehicles can safely turn around and exit onto the highway in a front position and ensure there is no reverse exiting onto the highway to ensure highway safety.

- 4.16 The main visible feature to the street scene of Hayfield Hill will be the partial removal of the hedge in order to create the new access to the existing business premises.
- 4.17 Following the receipt of the original consultation response from the AONB Unit, the applicant has sought to amend the location of the road to be located adjacent to the existing field boundary hedge.
- 4.18 It terms of the specific design in relation to the specific access in relation to the visibility splays and relocation/ cutting back of the hedgerow in the vicinity of the access this is subject to a Highways Works Agreement with Staffordshire County Highways, but on the basis of the submitted information this could be up to approximately 50m either side of the access. Any length of hedgerow to be lost could be relocated, replanted or a combination of the two to ensure that this landscape feature is retained in the longer term.
- 4.19 The AONB Unit have been consulted on the original and revised proposals and support the proposal in principle and support the relocation of the road in terms of its location being moved to run alongside the existing field boundary/ hedgerow. The proposals are highways related and the requirements of the AONB can be addressed by way of the provision of two planning conditions for the provision of a landscaping plan to provide additional planting to screen the access road and for the surface materials to consist of tar spay and chippings to ensure that it blends in with the rural character of the area.
- 4.20 Therefore it is concluded that, having had regard to paragraph 115 of the NPPF, the proposal, in respect to its layout, scale and design would not have a significant impact on the character and form of the Area of Outstanding Natural Beauty and as such would meet the requirements of Policies CP3 and CP14 of the Cannock Chase Adopted Local Plan, the Council's Design SPD subject to the provision of the planning conditions provided.

Impact on Residential Amenity

- 4.21 This proposed development would improve the residential amenity of the applicants by ensuring that they have their own existing private access into and out of their residential property which would be separate from the business. The creation of the new additional purpose built access will enable the end users of the adjacent business to be able to access the business by a standalone access rather than going through the current shared access.
- 4.22 Therefore it is considered that the proposals for the creation of a new access benefit and improve the amenity of the residents of the residential property 84 Hill Farm.
- 4.23 The proposed point of access is not located directly opposite any other residential properties and the vehicles that use the existing shared access would just be accessing the site from a separate access further down the road. It is considered that there would be no impact on the residential amenity of the neighbouring residential properties.

4.24 Therefore it is considered that the proposals meet the requirements of Policy CP3 of the Cannock Chase Local Plan, the Council's Design SPD and the requirements of the NPPF.

4.25 Impact on Highway Safety

4.26 Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. In this respect the comments of the local residents are noted.

4.27 The proposed new access has been designed to meet the requirements of the Highways Authority. The Highways Authority has been consulted on this proposal and they have no objections subject to planning conditions and informatives.

4.28 It should be noted that the specific design of the actual access, visibility splays and the relocation/ cutting of the hedge to form the access are subject to a separate Highways Works Agreement with Staffordshire County Highways.

4.29 Therefore it is considered that subject to they attached conditions any impacts of the development would not be severe and as such the proposal meets the requirements of Para 32 of the NPPF and is therefore deemed acceptable.

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 It is considered that the proposals are considered to be an appropriate form of development in the Green Belt. It is considered that due to their scale and location, that the proposals would not cause significant harm to the character and openness of the Green Belt or the landscape character of the Area of Outstanding Natural Beauty.

6.2 In conclusion, it is considered that the proposals are of an appropriate design and that are considered to meet the Highway Authorities standards. It is considered that the proposals would be in-keeping with the character of the existing property and the wider street scene Hayfield Hill.

6.3 It is considered that the proposal would improve the neighbouring amenity of No 84 Hayfield Hill and it would not have a significant adverse impact on the neighbouring amenity of other properties located on Hayfield Hill and as such, the proposals are considered acceptable.

6.4 In conclusion, the proposals meet the requirements the NPPF, Policies CP1, CP3 and CP14 of the Cannock Chase Local Plan (2014) and the Council's Supplementary Planning Document on Design and the requirements of the NPPF.

6.5 It is therefore recommended that the application be approved subject to the attached conditions.