

**STAFFORDSHIRE MOORLANDS DISTRICT COUNCIL  
PLANNING APPLICATIONS COMMITTEE**

**27 September 2018**

<b>Application No:</b>	SMD/2018/0443	
<b>Location</b>	Land South East Of A521, A50 BLYTHE BRIDGE BYPASS BLYTHE BRIDGE, STAFFORDSHIRE	
<b>Proposal</b>	Reserved matters application for the phase 2 access road and associated infrastructure including drainage to serve the road, tree removal, levels, landscaping, safeguarding area, great crested newt mitigation pursuant to planning application 11/00405/REM	
<b>Applicant</b>	Mrs L. Bisbey, St. Modwen Homes	
<b>Agent</b>	Ms Joanne Russell, Turley Associates	
<b>Parish/ward</b>	Forsbrook	<b>Date registered</b> 12/07/18
<b>If you have a question about this report please contact:</b> Ben Haywood tel: 01538 395400 ex 4924 ben.haywood@staffsmoorlands.gov.uk		

## **REFERRAL**

The Application has been referred to committee because it is a major development

### **1. SUMMARY OF RECOMMENDATION**

<b>APPROVE subject to Conditions</b>
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### **2. SITE DESCRIPTION**

2.1 The Application Site forms part of a wider site controlled by St Modwen, which in turn forms a significant part of a site allocated in the adopted Development Plan (Core Strategy 2014) for employment development.

2.2 The Site is located north of the A50/south east of the A521 at Blythe Bridge, from where access will be achieved. The Application Site is south east of Blythe Bridge, located between this settlement and Forsbrook. To the north and primarily to the west of the Site, the land within the wider St Modwen control, forms fields used for grazing purposes.

2.3 The fields comprise grass, with trees and hedgerows predominantly forming the boundaries as opposed to being isolated within the fields themselves. Established tree and hedgerow boundaries in particular form the southern and western edges of the Site. The site falls gently overall from the north and west, towards the south and east.

### **3 DETAILS OF PROPOSAL**

3.1 The site benefits from an outline planning permission for a *Premium Employment Site* Ref: 11/00405/REM1MJ (SMD/2011/0304). As part of the approval of that planning permission the site was separated into phases 1 - 4, as demonstrated in approved plan Ref. 14798 – 06

(Phasing Plan). In 2017, a full planning application submitted (was approved on 10/05/2018, Application Ref: SMD/2017/0512) on what was the equivalent of Phase 1 of the extant consent. The planning permission was for residential development under the following description of development:

*'Detailed Planning Application for the development of 118 dwellings (Use Class C3), new access and internal roads for vehicles, pedestrian and cycle linkages; car and cycle parking; associated play and open space, landscaping, ecological habitats; sustainable drainage measures, earthworks and all ancillary enabling works including the demolition of building and structures.'*

3.2 This planning application seeks the approval of Reserved Matters relating to 'Phase 2' of planning permission Ref: 11/00405/REM1MJ (SMD/2011/0304). The Reserved Matters being applied for are access, layout, scale, appearance and landscape in so far as they relate to the access road only.

3.3 An access road forms the principal proposal of this Reserved Matters planning application, routed from the North of the site to the south of the site (Plan Ref. 03587-A-0101-P1). Its character will comprise a 7.3m single carriageway, at a maximum speed of 30mph to match that of the A521 Uttoxeter Road (Ref. 3588 - 06072018). The specifications of the proposed access road, including this 7.3m width, are compliant with application Ref. 11/00405/REM1MJ which this Reserved Matters application is pursuant to.

3.4 The proposed Phase 2 access road already benefits from a connection off the A521 Uttoxeter Road, approved under the Phase 1 application (Ref. SMD/2017/0512). The proposed road will extend from the end of the approved Phase 1 access road (Plan Ref. 03587-A-0101-P1).

3.5 The purpose of this road is firstly to provide the infrastructure to support a future planning application proposing the development of this Phase 2 parcel. The proposed Phase 2 access road will also unlock this part of the site, and provides an opportunity for the rest of the Blythe Vale draft Local Plan allocation to come forwards subject to those planning permissions and agreements being in place.

3.6 The emerging Local Plan allocates Blythe Vale for mixed use development. It seeks a crossing of the A50. No planning applications for development of either Phase 2 or Phase 3 are before the LPA as yet, and therefore this planning application for reserved matters safeguards an area for a potential future connection, which itself will require planning permission and agreements to be in place.

3.7 The submitted application also includes drainage measures for the access road Proposed site levels Structural landscaping and green infrastructure details of tree and hedge removal, a Great Crested Newt (GCN) Mitigation

#### **4. RELEVANT PLANNING HISTORY**

SM.97-0216 Premium Employment Site Development 30th July 1997

03/00498/FUL\_MJ Variation of Condition 2(a) (b) (ii) of SM97-0216 to extend time limit. 15th July 2003

- 06/00984/FUL Variation of Condition 1 attached to planning permission 03/00498/FUL\_MJ dated 15th July 2003 to extend time period in which to submit reserved matters by a further 5 years to 15th July 2013. - 17th October 2006
- 01/00125/REM Provision of access to phase 1 development of employment site. 3rd April 2007
- 07/01532/REM\_MJ Development of commercial site of phase 1 for Class B1 use. 29th April 2008
- 11/00405/REM New Planning Permission to replace extant Planning Permission 06/00984/FUL, pursuant to the original Outline Planning Permission SM.97-0216 for a Premium Employment Site on land adjoining A50(T), Blythe Bridge, in order to extend the time for submission of reserved matters by 5 years to the 15th July 2018 and the implementation of the planning permission by 5 years to 15th July 2021. - 9th August 2011
- SMD/2017/0512 'Detailed Planning Application for the development of 118 dwellings (Use Class C3), new access and internal roads for vehicles, pedestrian and cycle linkages; car and cycle parking; associated play and open space, landscaping, ecological habitats; sustainable drainage measures, earthworks and all ancillary enabling works including the demolition of building and structures.' - Approved

## **5. PLANNING POLICIES**

5.1 The Development Plan comprises of:

- Staffordshire Moorlands Local Plan (Adopted 1998)
- The Staffordshire Moorlands Local Development NPPF Core Strategy (Adopted March 2014)
- The Minerals Local Plan (Adopted December 1999) Saved Policies 2007
- Staffordshire & Stoke-in-Trent Joint Waste Core Strategy (Adopted March 2013)

### Staffordshire Moorlands Local Plan (1998)

5.2 Development boundaries within the 1998 Adopted Local Plan are still in force until such time as they are reviewed and adopted through the site allocations process.

### Adopted Staffordshire Moorlands Local Development Framework (LDF) (26<sup>th</sup> March 2014)

5.3 The Staffordshire Moorlands Local Development Framework (LDF) is a District wide development plan which replaces the Staffordshire Moorlands Local Plan to provide a framework for delivering development up to 2026. The Core Strategy is the key LDF document. It is a strategic District wide plan which influences how and where the Staffordshire Moorlands will develop in the future. It sets out what the Council would like to achieve in each of the main towns and the rural areas outside of the Peak District National Park. The Core Strategy provides the framework for future LDF documents which will then identify specific sites for development in the District (Site Allocations Development Plan

Document) and provides detailed guidance to supplement the policies (Supplementary Planning Guidance).

5.4 The following CS (Core Strategy) policies are relevant to the application:-

- SS1 Development Principles
- SS1a Presumption in Favour of Sustainable Development
- SS6c Other Rural Areas Area Strategy
- SS8 Blythe Bridge Regional Investment Site
- E2 Employment Sites
- SD4 Pollution and Flood Risk
- DC1 Design Considerations
- DC2 The Historic Environment
- DC3 Landscape and Settlement Setting
- C1 Creating Sustainable Communities
- C2 Sport, Recreation and Open Space
- NE1 Biodiversity and Geological Resources
- T1 Development and Sustainable Transport
- T2 Other Sustainable Transport Measures

*Supplementary Planning Guidance (SPG)*

- Developer/Landowner Contributions SPG (2004)

*National Planning Policy NPPF 2018*

*National Planning Policy Guidance*

Emerging Staffordshire Moorlands Local Plan

National Policy Guidance

5.5 Paragraph 48 of the newly adopted NPPF states that:

*“...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).*

Local Plan process

5.6 The Council agreed to publish the Local Plan Submission Version for representations in February 2018. At this point, the Council agreed that the Local Plan was “sound”. Formal representations were then invited from residents, businesses and other stakeholders to provide them with the opportunity to support or challenge the soundness or legal compliance of the Local Plan. This stage in the process followed three previous public consultations since

2015 which had informed the preparation of the Local Plan alongside a comprehensive evidence base.

5.7 In June 2018, the Council subsequently agreed to submit the Local Plan Submission Version to the Secretary of State for examination. An examination in public will now be held this Autumn in order to determine whether the Local Plan is sound and legally compliant. Subject to the findings of the appointed inspector, the Local Plan is expected to be adopted in the Spring of 2019. At this point, it will supersede the adopted Core Strategy and become part of the statutory development plan for the District.

5.8 In this context, the Council's position on the weight to be given to the policies contained in the Local Plan Submission Version in terms of the three criteria set out in Paragraph 48 of the NPPF is as follows:

- The stage of preparation – the Local Plan is now at an advanced stage of preparation as the Council has submitted it to the SoS for examination
- The extent to which there are unresolved objections to relevant policies – this varies depending on the policy in question. The Officer Comments section of this report identifies the level of outstanding objections to each policy and recommends the amount of weight to be given to them at this stage in the process
- The degree of consistency of policies with the NPPF – given that the Council has submitted a Local Plan that it considers to be sound, all policies are deemed to be consistent with the NPPF.

### Emerging Policies

5.9 The following policies are considered to be relevant to this application:

- Policy SS1 Development Principles
- Policy 1a Presumption in favour of sustainable development
- SS2 Settlement Hierarchy
- SS9 Smaller Villages Strategy
- SS10 Other Rural Areas Strategy
- Policy H1 New Housing Development
- Policy DC2 Historic Environment
- Policies H2 and DSR1, 'Blythe Vale'.

## **6. CONSULTATIONS CARRIED OUT**

<b>Site Notice Posted</b>	9 <sup>th</sup> August 2018.
<b>Press Notice Published</b>	15 <sup>th</sup> August 2018.
<b>Neighbour Notifications</b>	15 <sup>th</sup> August 2018.

### **County Planning Officer**

The County Council as the Mineral and Waste Planning Authority has no comments on this application as the site is:

- Not within or near to any permitted waste management facility; and
- Exempt from the requirements of Policy 3 – Mineral Safeguarding in the

## **Regeneration**

This is a Reserved Matters application for the Phase 2 access road and associated infrastructure serving the Regional Investment Site at Blythe Bridge.

The emerging Staffordshire Moorlands Local Plan allocates approximately 300 homes within a wider, 48.5 hectare mixed use development on the site at Blythe Vale, Blythe Bridge. The site is regionally important and may have a role to play in supporting the future Constellation Partnership regeneration initiative. A residential scheme forming Phase 1 of the overall site development has already been approved. The proposals sought under this planning application seek the delivery of critical infrastructure, which will enable the remainder of the site to be developed in line with the emerging Local Plan allocation.

The proposed Phase 2 access road will unlock further parts of the site, and provide an opportunity for the overall Local Plan Blythe Vale mixed use allocation to come forward, subject to planning permissions and agreements being in place.

Delivering this strategic site supports investment into the Staffordshire Moorlands economy including through new housing and business investment in equipment and premises with an associated positive impact on the local economy in terms of jobs and purchasing of supplies and services.

## **Draycott Parish Council**

Objection: At a meeting of Draycott Parish Council on 19th July 2018, the planning application SMD/2018/0443 was discussed by the council and the meeting was open for public participation. The consensus of opinions was:

1. The Local Plan which states that SMDC communities will be protected and preserved. Draycott in the Moors is listed as a village in the Plan and yet the village is then subjected to two massive building developments.
2. Infrastructure - residents agreed that the current infrastructure in the surrounding areas would not cope with the increase of residents/ vehicles. In particular schools, doctors and the pressure it will put on Blythe Bridge crossroads which is already a problem for traffic in all directions, but especially from the Forsbrook direction. There is no shop in Draycott Parish so all provisions would have to come from Blythe Bridge or Meir adding to the traffic congestion in Blythe Bridge and on the A50 roundabout. The road through Hilderstone, leading into Cresswell, also Cheadle Road passing through Draycott Cross and Breach Lane passing through Totmonslow are already used as rat runs for commuting traffic.
3. The public are concerned about the Pedestrian phasing - provision for egress for pedestrians making their way to local amenities in Draycott parish and to Blythe Bridge where the doctors, schools and shops are.
4. The public are concerned that the width of the access road is not wide enough to take the industrial traffic to the proposed Commercial site.
5. Residents of Draycott Parish were asking for information regarding 106 funding and clarification on what our Parish will gain from this development.
6. A councillor had a conversation with a planning assistant at SMDC who was vague about the provision for the public footpath. Draycott Parish Council would like this item to be explained.

## **Open Space**

My only comment about the Landscape Strategy for this application is the proximity of the on site LEAP to the existing ponds. I appreciate that these ponds are an important ecological habitat and are required for the Great Crested Newt mitigation, but I am concerned about encouraging children to an area with a potential high risk. There is definitely a need for on site play, and I like the proposals for more natural features, but not next to the ponds. Would it be possible to accommodate the LEAP in a different area within Phase 2 but still following the Secure by Design Principles? I'm happy to discuss this further to see if we can reach an acceptable location.

## **Lead Local Flood Authority**

The proposed development will only be acceptable if the following measures as detailed in the Flood Risk Assessment/Drainage Strategy and/or other planning documents submitted with this application are implemented and secured by way of a planning condition on any planning permission:

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA)/Drainage Strategy and the following mitigation measures detailed within the FRA:

- Limiting the surface water run-off generated by the new access road to a maximum of 5l/s and not increase the risk of flooding off-site.
- Provision of an appropriate calculated volume of attenuation flood storage on the site to a 100 year + 30% standard. This is to be provided within the temporary conveyance ditches.
- Demonstration within the FRA that the improvement/protection and maintenance of existing flood defences/infrastructure will be provided.
- Confirmation of adequate treatment trains within the site.
- The culverting of the ordinary watercourse through the site and any alterations to existing watercourses will be subject to a Land Drainage Consent application through this office.

## **Highways**

There are no objections on Highway grounds to the proposed development subject to the following conditions being included on any approval:-

- Before the proposed development is brought into use, details shall be submitted to and approved in writing by the Local Planning Authority indicating autotracking for large HGV (size of vehicle likely to access the commercial site).

## **Tree Officer**

This application seeks reserved matters approval for the Phase 2 access road and associated infrastructure. Proposals for the main development areas of Phase 2, which would be accessed off the road scheme the subject of the current application, are not yet submitted and so are not addressed either by the application or these comments.

A comprehensive tree survey and arboricultural impact assessment report accompanies the application. Whilst the basic tree/hedge survey and condition/retention assessment covers

the majority of the whole Phase 2 area, the arboricultural impact assessment appropriately only goes on to assess impact on those trees and hedges specifically affected by the current road proposal application.

The alignment of the road has been guided in part by the tree and hedge constraints, in order to minimise losses or harmful impacts. Inevitably, however, given the nature and scale of the whole development (Phases 1 and 2 combined) it was never going to be practical or reasonably possible to achieve such a large scale development without some losses. This was no doubt taken into account when planning permission was first granted, and is the context in which each phase/element of the wider scheme is considered as it comes forward. It does therefore raise the need for specific layout design to minimise losses and direct impact, and subsequently to accommodate and make provision for suitable mitigation and compensation measures where some losses and impact are unavoidable.

There are 7 individual trees, and parts of 2 groups of trees, which would need to be removed either because they are directly on the proposed alignment of the road or are so close that the degree of direct impact on them would preclude their reasonable, long-term, safe retention. In addition, 4 relatively short sections of existing field hedgerow would also need to be removed where they are crossed by the proposed road alignment.

The application for the Phase 2 access road also includes a proposal for temporary conveyance and attenuation drainage ditching around the south-west edge of the wider Phase 2 site. This would not require removal of, or directly impact on, any existing trees, but would require the removal of a further short stretch of field hedge. Whilst this stretch could potentially be replanted on its original line following completion, the gap in fact is utilised for an open space link footpath in the proposed landscape strategy.

It may have been possible to design a different Phase 2 access road alignment which itself would then enable retention of one or two of the trees now indicated for removal. However, the knock-on effects for the subsequent main development would either still be likely to require their removal (or removal of different trees instead), or would result in various “left-over” areas which it would be difficult to develop efficiently if at all, and achieve the best overall layout. For the very limited and probably only short-term difference this would make to tree retention, this is not considered an appropriate justification to seek re-design.

In conclusion, the losses under the road scheme as proposed would not, in themselves, have a greatly significant impact on the landscape character of the wider area (albeit the whole development will produce significant change in character), but in the context of the overall scheme are considered acceptable.

The tree report includes proposals for temporary tree protection measures during construction of the road and associated features, and these should be secured through suitable condition in the event that planning permission is granted, as noted below.

Whilst the reserved matters application form at Section 4 indicates that approval is now sought for landscaping (in addition to other reserved matters), the submitted landscape strategy plan (Liz Lake Associates Drg. No. 1965 A2 01 Rev A) is just that – strategic/broadly indicative – and does not contain sufficient detail to consider or approve as a fully comprehensive, final landscaping scheme at this stage. However, in strategic terms the proposed landscaping structure appears appropriate as an in-principle basis for more detailed proposals, and demonstrates the spatial opportunities and design intent to accommodate landscape and habitat mitigation and enhancement measures.



A detailed landscaping scheme would be difficult to produce in full at this stage, until layouts for the immediately adjacent main development areas are drawn up, as landscaping treatment will need to reflect and respond to how the development areas, main access road and open spaces inter-relate.

In summary, I have no objection to this application, but would request that conditions are imposed in the event that reserved matters approval is granted:

### **Environmental Health**

- Our comments relate solely to the construction phase of the road and no wider development.
- The proposed development is near to existing properties so care needs to be taken during the construction phase to ensure these activities do not cause unreasonably disruption to the neighbour's enjoyment of their properties.
- If consent is granted the following conditions are recommended:
  - Hours of construction
  - Construction method Statement
  - Unexpected contamination.
  - Testing of imported material

### **Third Parties**

- This is an objection to the road infrastructure to the planning application in its present form. As I understand after speaking with a planning assistant the access road to the site is directly off the dual carriageway leading from Draycott to the A50. I contest the adequate provision of a footpath from the site leading to Blythe Bridge. When the site was for industrial use the footfall would be minimal but the change to residential will produce a possible high foot fall of children walking to school in Blythe Bridge and also to any other local social amenities. Adults also wishing to walk to the local shops/amenities will have difficulty crossing the dual carriageway. This can be considered a form of discrimination against pedestrians. The development should not begin until the pedestrian provision has been adequately resolved. Without adequate pedestrian provision the residents will be "marooned".
- The planning application SMD/2018/0443 related to application SMD/2011/0304 for Premium Employment development adjacent to the A50. This premium employment development would mean that access to this site would be gained through the agreed housing development already approved in in September 2017. This has several important implications regarding road safety and traffic congestion on the A50 and the adjoining side roads.
- The A521 is already severely congested at peak times, and although the traffic report commissioned by the applicant states that the impact on the A50/A521 roundabout would be negligible, the report clearly states that 'The A50/A521 roundabout is approaching capacity in all scenarios, however the impact of the development on the operation of the junction is negligible'. Given that the roundabout has already been noted to be already approaching capacity, additional development of the adjoining land would increase traffic congestion and increase risk to pedestrians and other road users.

- The previous planning application was for B1 Premium Employment use. This would mean that the development would be used for offices, research and development of products and processes, light industry appropriate in a residential area. Given that the applicant has been unable to secure any interest in the use of this land for B1 use over the last 6 plus years, it is highly unlikely that any future B1 Premium Employment uses will be achieved. Could I also query why there doesn't appear to be a Transport Assessment undertaken that includes the impact of the approved 118 homes alongside this planning application?
- It is also important to note that the access to the Phase 2 Premium Employment development site will be directly through a new housing development of 118 new homes and the access road will be within close proximity to the main housing area, containing predominantly lower priced affordable housing.
- I firmly believe that any development of additional land around the A50/A521 area would seriously jeopardise the quality of life of local residents and increase the risk of road traffic accidents.

## 7. OFFICER COMMENT

### Main Issues

7.1 The main issues in the consideration of this application are the principle of development, highway safety and traffic generation, contaminated land, air quality, noise impact, landscape impact, hedge and tree matters, ecology, amenity, drainage and flooding.

### Principle of Development

#### *Adopted Core Strategy*

7.2 Under the provisions of section 38(6) of the Planning and Compulsory Purchase Act 2004 planning applications and appeals must be determined "*in accordance with the plan unless material considerations indicate otherwise*". The site is allocated as a Regional Investment Site under Policy SS8 of the Core Strategy. The Policy strictly controls the use of the site to B1 (Office and Light Industrial Uses), and where appropriate, B2 (General Industry). The application is a reserved matters application for an access road submitted pursuant to an extant outline consent for employment use. As such it is in accordance with the adopted Core Strategy policy and does not present an opportunity to re-consider the suitability in principle of the site for employment use.

#### *Emerging Policy*

7.3 The Staffordshire Moorlands Local Plan Submission Version (February 2018) allocates approximately 300 homes within a wider, 48.5 hectare mixed use development on the site. This allocation is sought in conjunction with Policies H2 and DSR1, with the site referred to as 'Blythe Vale' or 'Blythe Bridge Regional Investment Site'.

7.4 Policy DSR1 of the Staffordshire Moorlands Local Plan submission version refers to Blythe Vale and states:

*Land of approximately 48.5ha is allocated for mixed-use including employment, residential development of approximately 300 houses and supporting infrastructure. This residential development should be located to the north of the site. Development will be subject to compliance with other relevant Local Plan policies and*

- *A comprehensive masterplan;*
- *Affordable housing in accordance with policy H3;*
- *A Transport Assessment;*
- *A Travel Plan;*
- *A landscaping scheme and mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study;*
- *Details of surface water discharge;*
- *A site specific Flood Risk Assessment and early engagement with the Local Lead Flood Authority;*
- *Ecological survey and management plan having regard to the findings of the Council's Local Wildlife Assessment 2017;*
- *Measures to improve sustainable transport routes and connectivity with Blythe Bridge and surrounding area having regard to the Green Infrastructure Strategy;*
- *Cycle path crossing the site needs to be protected and*
- *Contributions toward infrastructure, public open space, education services and other community needs as required.*

7.5 Accordingly, it has been put forward and currently supported by the Council, in principle, as an allocation in the emerging local plan. This is an important material consideration and indicates the direction of travel of local planning policy, acknowledging the unviable nature of the employment allocation, although, due to the level of objection one which can be afforded only limited weight.

7.6 Notwithstanding this, Phase 1 of the overall site development comprising 118 dwellings has already been approved (Application Ref. SMD/2017/0512). This approval includes the delivery of a junction and access road from the A521 Uttoxeter Road, which the proposed Phase 2 access road will extend that approved section of road. Given that Phase 1 has not yet begun construction, it is sought that this application submitted for the Phase 2 access road be approved to enable the efficient construction of the access road serving both Phases 1 and 2. This combined construction will ensure the most efficient means of development and minimise any disruption caused. In the event that following the examination the emerging policy is adopted, the proposals will support delivery of the 182 houses in the second phase of residential development and the remaining employment and commercial uses. Even in the event that the new policy is not adopted or is modified following examination, the access road will still be required in order to deliver the existing employment allocation and extant consent.

7.7 With regard to the Staffordshire Moorlands Local Plan Examination, anticipated to take place in the autumn, these development proposals seek to act as a catalyst for the delivery of an allocated site. This will therefore support the Local Planning Authority's delivery position. Overall, therefore, the principle of the access road is considered to be acceptable and in accordance with both adopted and emerging policy.

### **Mineral Policy Considerations**

7.8 The site falls within a Minerals Safeguarding Area (MSA) for bedrock sand and superficial sand and gravel as defined in the Minerals Local Plan for Staffordshire (2015 – 2030). Paragraph 144, of the National Planning Policy Framework (NPPF) and Policy 3 of the Minerals Local Plan for Staffordshire (2015 – 2030) aim to protect mineral resources from sterilisation by other forms of development.

7.9 Whilst the development would sterilise an unworked reserve of minerals on the site in this case, the proposed development should be considered exempt from the mineral safeguarding requirements of Policy 3 of the Minerals Local Plan for Staffordshire on the basis that the site is allocated for development in the current Local Plan and is being considered for development in the emerging Plan. On this basis, the County Planning Authority has raised no objection.

### **Contaminated land,**

7.10 This is a reserved matters application and issues relating to contaminated land should normally be addressed at the outline stage and therefore a full contaminated land report has not been submitted or required. The Environmental Health Officer has been consulted on the application and no objection has been received subject to conditions to deal with any unexpected contamination and the importation of any material. Accordingly the proposal would comply with CS Policy SD4 'Pollution and Flood Risk' in respect of contaminated land

### **Noise Impact and Air Quality**

7.11 The application site lies adjacent to the A50 Stoke-on-Trent to Derby trunk road, and the A521 Uttoxeter Road. The application relates only to the construction of an access road which is not a noise sensitive receptor and on this basis, it is not considered that there are any noise implications of the proposal. With regard to noise generated by the operation of the new road, these would have been considered at the time of the outline consent and the application for residential development on the adjoining land. The Environmental Health Officer has been consulted and raised no objection on these grounds. It is considered that the proposal also complies CS Policy SD4 'Pollution and Flood Risk' with regard to noise and air quality.

### **Drainage and Flooding**

7.12 The applicant submitted, a detailed drainage strategy for the new road with the application. The Lead Local Flood Authority, (Staffordshire County Council) has considered the proposal and raised no object subject to conditions. Severn Trent and the Environment Agency have been consulted but no comments had been raised at the time of report preparation. Members will be updated with any comments received at their meeting. However, they were consulted as part of the outline and had no objection subject to conditions and subject to those conditions being complied with, the proposal is considered to accord with CS Policy SD4 'Pollution and Flood Risk' and the NPPF, particularly Chapter 10.

### **Layout and Design**

7.13 CS Policy SS1 'Development Principles' states that the Council will expect the development and use of land to contribute positively to the social, economic and environmental improvements of the Staffordshire Moorlands and 'development should be undertaken in such a way that protects and enhances the natural and historic environment of the District and its surroundings both now and for future generations ...'.

7.14 The specific design and conservation policies of the CS also seek to promote local distinctiveness by means of good design and the conservation, protection and enhancement of historic, environmental and cultural assets along with the District's

landscape and the setting of its settlements. Policy DC1 sets out design criteria relating to new development to reinforce local distinctiveness and positively contribute to the area. Policy DC2 covers the protection and enhancement of the historic environment. However, in this case the proposal does not raise any heritage impact concerns.

7.15 With regard to the design of the access road itself is a conventional 7.3m wide carriageway with footways to either side with a tarmac finish. It curves through the site from a roughly east-west alignment at the western boundary of the site to a broadly north-south alignment at the southern boundary with the A50 where it is shown climbing an embankment / bridge abutment to provide for a future bridge crossing of the A50. The road contains number of other bends which will add interest to the route and slow vehicle speeds. A number of connection points are shown to each side to serve future development and would be suitable for either residential or commercial use. It is considered that the alignment and design of the road provides for a good quality of design for the remaining parcels of land to either side of it, which would be served by it, as has been achieved on phase1, regardless of the eventual land use. Accordingly it is considered that road complies with Policy DC1

### **Trees & Landscape**

7.16 Policy DC3 sets out measures to protect and enhance the local landscape and setting of settlement. In detail, Policy DC3 'Landscape and Settlement Setting' states 'The Council will protect and, where possible, enhance local landscape and the setting of settlements in the Staffordshire Moorlands by: 1. Resisting development which would harm or be detrimental to the character of the local and wider landscape or the setting of a settlement and important views into and out of the settlement as identified in the Landscape and Settlement Character Assessment; 2. Supporting development which respects and enhances local landscape character and which reinforces and enhances the setting of the settlement as identified in the Landscape and Settlement Character Assessment ...'.

7.17 The current application site forms part of a much larger site which has previously been identified and granted outline planning permission for major employment development and therefore the principle of the development and the associated visual impact has already been accepted. Whilst a development of a major piece of new road infrastructure will inevitably have some impact in the wider landscape, the existing landscape structure of on- and off-site field hedgerows, trees and substantial highway tree belts provides effective screening of the site from public and prominent viewpoints. Furthermore, the road, which is the subject of this application would itself be largely screened by the development which will ultimately surround it and be served off it, whether that is employment as per the existing consent or residential. In conjunction with the proposed new structural landscape planting, this would result in the new development not being of substantial adverse visual impact given its scale. The Arboricultural Officer has considered the application and raised no objection on the grounds of landscape impact.

7.18 Turning to impacts on existing trees, an Arboricultural Impact Assessment has been submitted with the application. It concludes that:

- Several trees will need to be removed to facilitate the link road and sections of hedgerow
- The majority of the listed tree cover would be in the direct line of the road and as such their retention is not possible. The remainder would be impacted upon by the associated earthworks and temporary drainage conveyance.

- The design of the route of the link road has been 'constraint led' and informed by the arboricultural constraints such as any direct and indirect losses have been kept to a minimum.
- The trees and hedgerows being removed were of lower quality, seeing the vast majority of the higher quality trees retained.
- Mitigation for the loss of tree cover to the link road will be provided through new tree planting as part of the overall Green Infrastructure including suitable buffer planting with trees and shrubs along the route of the link road as well as the landscaping scheme supporting the wider residential application. It is proposed to plant a high number of new trees as part of the new Green Infrastructure thus offsetting losses and providing a future generation of trees. Species will be selected to be suited to the new site use and will focus on providing a wide, diverse range of choices to create habitat, visual amenity and to include 'statue' trees as to provide landscape features reflective of the existing character.

7.19 The report goes on to explain that landscaping will be provided both as part of the construction of the access road and future Phase 2 development proposals that it will serve. A Landscape Strategy has been provided with the application which includes native hedgerows along the road side, long grass and meadow embankment, and native copse woodland.

7.20 The Arboricultural Officer has considered the submitted landscape strategy and commented that whilst the reserved matters application form at Section 4 indicates that approval is now sought for landscaping (in addition to other reserved matters), the submitted landscape strategy plan does not contain sufficient detail to consider or approve as a fully comprehensive, final landscaping scheme at this stage. However, in strategic terms the proposed landscaping structure appears appropriate as an in-principle basis for more detailed proposals, and demonstrates the spatial opportunities and design intent to accommodate landscape and habitat mitigation and enhancement measures.

7.21 The Arboricultural Officer has acknowledged that a detailed landscaping scheme would be difficult to produce in full at this stage, until layouts for the immediately adjacent main development areas are drawn up, as landscaping treatment will need to reflect and respond to how the development areas, main access road and open spaces inter-relate and has recommended a condition to secure a more detailed proposal at a later date. However, as the application seeks to approve landscaping at this stage, this solution is not considered to be appropriate. Therefore a more detailed landscaping scheme, detailing species mix etc, relating purely to the road, to which this application relates has been sought and will be provided prior to committee. Members will be provided with an update on this matter.

7.22 Subject to this plan being provided and found to be satisfactory it is considered that the proposal would meet with the objectives of CS policy DC3, which seeks to resist development which would harm or be detrimental to the character of the local and wider landscape or the setting of a settlement. It would also accord with CS Policies SS1, SS6c and S7 in respect of landscape and those CS policies relating to good design: H1 and DC1 and the relevant core principles of the NPPF in respect of always seeking to secure high quality design and taking account of the different roles and character of different areas as well as protecting trees of amenity value.

## Ecology

7.23 The EC Habitats Directive 1992 requires the UK to maintain a system of strict protection for protected species and their habitats. The Directive only allows disturbance, or deterioration or destruction of breeding sites or resting places

(a) in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment, and provided that there is

(b) no satisfactory alternative and

(c) no detriment to the maintenance of the species population at favourable conservation status in their natural range

7.24 The UK has implemented the Directive in the Conservation (Natural Habitats etc.) Regulations 2010 (as amended) which contain two layers of protection (i) a requirement on Local Planning Authorities to have regard to the Directive's requirements above, and (ii) a licensing system administered by Natural England and supported by criminal sanctions.

7.25 The conservation and enhancement of the natural environment is a core principle of the NPPF where planning policies should promote the preservation, restoration and re-creation of priority habitats and ecological networks. In determining planning applications, permission should be refused if significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated for. Similarly, CS Policy DC1 promotes the maintenance, enhancement, restoration and re-creation of biodiversity and geological heritage, where appropriate, in accordance with CS Policy NE1 'Biodiversity and Geological Resources'.

7.26 Amongst other matters, Policy NE1 requires that development, where it is appropriate, produces a net gain in biodiversity and ensures that any unavoidable impacts are appropriately mitigated for whilst promoting the appropriate maintenance, enhancement, restoration and/or re-creation of biodiversity through its proposed nature, scale, location and design.

7.27 Circular 6/2005 advises LPAs to give due weight to the presence of protected species on a development site to reflect EC requirements

7.28 The NPPF advises LPAs to conserve and enhance biodiversity: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, or as a last resort, compensated for, planning permission should be refused.

7.29 Natural England's standing advice is that, if a (conditioned) development appears to fail the three tests in the Habitats Directive, then LPAs should consider whether Natural England is likely to grant a licence: if unlikely, then the LPA should refuse permission: if likely, then the LPA can conclude that no impediment to planning permission arises under the Directive and Regulations.

7.30 In this case the application is supported by a Phase I Ecological Survey which concludes that

- Bat activity survey that common and widespread bat species are active throughout the wider survey area, with activity mostly recorded towards the south east of the survey area.
- The species assemblage using the site is not considered to be significant and the site itself is not considered to provide a significant proportion of the local foraging/commuting resource for the local population of bats.
- The primary habitat which will be lost is grazed semi-improved grassland. The loss of the semi-improved grassland will result in the loss of some habitat utilised by bats for commuting and foraging as it is considered that these habitats will form part of a network of suitable foraging areas in the wider landscape particularly to off-site habitats in the immediate surroundings. However, the loss of these habitats following the implementation of the recommended mitigation (including appropriate lighting, enhancement of retained habitats and the provision of additional roosting opportunities) is considered unlikely to have a significant negative impact upon the favourable conservation status of local bat populations.
- The grassland is likely to provide foraging opportunities for a range of birds in the local area, however it is not considered ground nesting birds will occupy the site given the grazing management currently in operation.
- The site offered many opportunities nesting birds within the scrub and established, outgrown hedgerows. Where possible these features should be retained. In the event that any removal of woody vegetation (including trees and scrub) is necessary, it is recommended that this takes place outside of the bird breeding season (March to August inclusive) to minimise the risk of disturbance to breeding birds. If this is not possible, such vegetation should be checked prior to removal by a suitably experienced ecologist.
- The open, short-sward grassland in some of the field compartments is likely to provide a foraging resource for the local badger population however, given the isolated nature of the site, being bound by main roads, it is considered the land is not of high value for badgers and the loss of grassland will not be significant.
- No reptiles were recorded during the presence/absence surveys completed in 2015. As a result, reptiles are not considered to be a constraint to the development.
- The requirement for GCN surveys was identified. Five on-site ponds and eight off-site ponds were located within 500m of the site boundary, four of which are isolated from the site by major roads.

### 7.31 The Great Crested Newt report concludes:

- The clearance of terrestrial habitats that could be used as resting/hibernation habitat by GCNs will require a Natural England European Protected Species (EPS) licence to be secured for the proposals to proceed. A detailed mitigation strategy (Method Statement) will be produced in support of the license application. The mitigation approach will be to avoid killing or injuring GCNs and to minimise the impact on the GCN population from the proposed loss of habitat in order to maintain their 'Favourable Conservation Status' in their natural range.
- The emphasis of mitigation will be to capture any newts present within the development zone, and relocate them to a receptor area that has been suitably enhanced to ensure that it can support the population. A receptor site which will be enhanced to provide higher quality terrestrial habitats for GCN was previously identified on site and approved under planning application SMD/2017/0512, however due to a change in the proposals, this has been realigned to accommodate changes in



the road layout. Prior to the commencement of works within 250m of the nearest breeding pond, the receptor site for GCN will be established, based close to the existing breeding ponds which lie within the applicants control (refer to Figure 2). This area will also retain connectivity to offsite habitats. The receptor site will provide enhanced terrestrial habitat more favourable to the terrestrial phase of the GCN lifecycle than that currently present. Management within these areas will be relaxed to improve the botanical diversity and structure for amphibians. Further enhancements will include several hibernacula and log piles.

7.32 The Council's ecologist has been consulted on the report and comments were awaited at the time of report preparation and a further update will be provided to Members on this issue.

### **Amenity**

7.33 The only neighbouring properties which could be affected by the proposal are those in Woodlands Lane. The nearest neighbouring properties are over 40m from the carriageway at the closest point and very substantial distances are maintained between the road and adjoining neighbours for most of its length. It is considered that the main amenity impacts associated with the road are noise and light pollution. However, given the distances identified above and that the future development will largely screen existing properties from the road, it is not considered that this would be sufficiently detrimental to neighbouring amenity to warrant a refusal. This conclusion is reached also having regard to the allocation and outline consent which have established the principle of development. The construction of the road itself has the potential to cause amenity impacts. This has been considered by the Environmental Health Officer who has recommended conditions including restricting working hours and a construction management plan. It is therefore concluded that the proposed development would be acceptable in amenity terms and would comply with the requirements of Policy DC.1 of the Core Strategy.

### **Archaeology**

7.31 The County Archaeologist has commented in respect of previous applications that there is a moderate potential for the presence of unknown below ground archaeological remains surviving within this landscape. She notes the presence of the Roman road to the north of the site with a moderate potential for Roman activity in the area. It should also be noted that the site lies on rising land overlooking the River Blythe with minor valleys to the north west and north east; such sites elsewhere in the county have been associated with prehistoric activity. Archaeological matters would normally be considered at the outline stage and no comments have been received in respect of this application at the time of report preparation. An update on this issue will be provided to Members if any comments are received.

### **Highway Safety and Traffic Generation.**

7.34 The Highways Technical Note submitted with the application concludes that:

- The highway infrastructure for Phase 2 has been designed in accordance with the primary road design for Phase 1. The road will be 7.3m in width with 2m footways on both sides.

- Two development scenarios have been assessed, comprising either, up to 182 residential dwellings or 45,000sqm employment. Travel demand has been calculated for both development scenarios based on the previously approved planning applications.
- Junction modelling has identified that the approved site access junction can accommodate both Phase 2 development scenarios. The A50/A521 roundabout can sufficiently accommodate the potential residential development.
- The proposed infrastructure is fit for the purpose of providing access to the future development of Blythe Bridge Phase 2. It is designed in accordance with the consented Phase 1 internal arrangement and junction modelling has shown the site access junction to be sufficient to accommodate Phase 2.

7.35 Whilst it is acknowledged that the Applicant's Technical Note considers both scenarios of either employment development as per the outline approval or residential as per the emerging local plan allocation, given that this is a reserved matters application submitted pursuant to an outline application for employment development it should be considered on that basis.

7.36 The County Highway Engineer has examined the application and commented that access to the site off A521 has previously been approved under SMD/2017/0521. The application is solely for construction of an access road. There are no proposals for the actual development site which this road will serve. This response is based on this premise and no approval of any future development should be construed. Separate application will be required and transport assessment considered at that time. The Transport Assessment appended to the Technical Note was altered and extended during discussions under application SMD/2017/0512. The TA appended is not the final version. It still contains, among other issues, the exceptionally low estimated trips to Blythe Bridge. In recommending conditional approval of this application, SCC Highways are not accepting the exceptionally low figures. The Technical Note does refer to an autotracking drawing, but the drawing at appendix C is an infrastructure drawing which does not show autotracking. Construction details will be considered in detail under S7 Technical Approval process

7.37 Subject to the recommended conditions therefore it is considered that the proposal complies with policies T1 and T2 of the Core Strategy in respect of highway safety, traffic generation, parking and sustainable transport.

### **Section 106 Contributions**

7.38 The Parish Council have queried what Section 106 contributions can be sought from this development. This is a reserved matters application relating only to the construction of an access road. Section 106 contributions relate to the principle of development and must therefore be sought at the outline rather than the reserved matters stage. Appropriate contributions were secured from the recent full approval for the housing site and further contributions would be negotiated as part of any future application for further residential development on this site.

## Other matters

7.39 A number of other issues have been raised by the Parish Council. These can be addressed as follows:

- Infrastructure - pressure on services/congestion increases/highways – This application is solely for an access road and associated infrastructure and works, in line with the allocation of the site for development, and outline planning permission Ref. 11/00405/REM1MJ, which this Reserved Matters application is pursuant to. The covering letter and supporting note submitted with the application provide further detail and planning balance.
- Pedestrian access from the site – Pedestrian access will be provided along the footways of the access road, and could potentially link to the nearby public footpath.
- Width of the access road - The specifications of the proposed access road, including its 7.3m width, are compliant with application Ref. 11/00405/REM1MJ, which this Reserved Matters application is pursuant to. This is stated in the Covering Letter provided with the application.
- Provision for the public footpath / Public footpath which crosses the land – This public footpath is located on land adjacent to the application site, to the northeast, outside of the site boundary.

7.40 The Council's Open Spaces Officer has expressed concerns about the proximity of the on site LEAP to the existing ponds. In particular she is concerned about encouraging children to an area with a potential high risk.

7.41 Given that this application is for an access road pursuant to an employment consent it was not considered that the drawings should be showing the LEAP at this stage, as that would be dependent on a future consent being granted for residential development in accordance with the emerging plan. The landscaping should reflect the current permission for employment use. If a residential application is subsequently approved obviously it would be subject to a full landscaping scheme of its own at that time. The developer has taken on board these comments, and in response submitted an updated Landscape Strategy, to replace the previously submitted version.

## 8. CONCLUSIONS & PLANNING BALANCE

8.1 Under the provisions of section 38(6) of the Planning and Compulsory Purchase Act 2004 planning applications and appeals must be determined "*in accordance with the plan unless material considerations indicate otherwise*". The site is allocated as a Regional Investment Site under Policy SS8 of the Core Strategy. The Policy strictly controls the use of the site to B1 (Office and Light Industrial Uses), and where appropriate, B2 (General Industry). The application is a reserved matters application for an access road submitted pursuant to an extant outline consent for employment use. As such it is in accordance with the adopted Core Strategy policy and does not present an opportunity to re-consider the suitability in principle of the site for employment use.

8.2 The Staffordshire Moorlands Local Plan Submission Version (February 2018) allocates approximately 300 homes within a wider, 48.5 hectare mixed use development on the site. This allocation is sought in conjunction with Policies H2 and DSR1, with the site referred to as

'Blythe Vale' or 'Blythe Bridge Regional Investment Site'. Accordingly, it has been put forward and currently supported by the Council, in principle, as an allocation in the emerging local plan. This is an important material consideration, although, due to the level of objection one which can be afforded only limited weight.

8.3 Notwithstanding this Phase 1 of the overall site development comprising 118 dwellings has already been approved (Application Ref. SMD/2017/0512). This approval includes the delivery of a junction and access road from the A521 Uttoxeter Road, which the proposed Phase 2 access road will extend that approved section of road.

8.4 In the event that following the examination the emerging policy is adopted, the proposals will support delivery of the 182 houses in the second phase of residential development and the remaining employment and commercial uses. Even in the event that the new policy is not adopted or is modified following examination the access road will still be required in order to deliver the existing employment allocation and extant consent. Overall, therefore, the principle of the access road is considered to be acceptable and in accordance with both adopted and emerging policy.

8.5 It is not considered that this reserved matters application raises any significant issues of contaminated land, air quality and noise. The LLFA has confirmed that it is satisfied with the drainage strategy. Whilst no comments have been received from the Environment Agency and Severn Trent United Utilities they were consulted at the outline stage and subject to compliance with the conditions recommended by them at the time it is not considered that any other drainage concerns are raised. Given the distance between the road and the nearest properties, and the fact that the principle has been established by the outline and allocation coupled with the fact that screening will be provided by future development it is considered that an adequate standard of residential amenity is maintained.

8.6 Comments are awaited from relevant consultees with regard to trees, hedgerows, landscaping proposals and ecology and Members will be updated accordingly. Given the relatively good level of screening to the site and the existing consent for employment development no landscape concerns are raised. The design of the road is considered to be acceptable and will comply with policies SS1, H1 and DC1 of the Core Strategy as well as NPPF advice in terms of design. The County Highways Officer also has no objection subject to conditions.

8.7 Overall, therefore the proposal complies with all relevant development plan policies, there are no significant and demonstrable adverse impacts to outweigh the substantial benefits arising from residential development and, subject to the receipt of the outstanding comments and confirmation of no objections from the consultees referred to above the application is recommended for approval.

## **9. RECOMMENDATION**

### **A. APPROVE subject to the following conditions:**

- 1. The Development hereby permitted shall be carried out in complete accordance with the following Approved Plans: TBC  
Reason: For the avoidance of doubt**

2. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA)/Drainage Strategy and the following mitigation measures detailed within the FRA:
- Limiting the surface water run-off generated by the new access road to a maximum of 5l/s and not increase the risk of flooding off-site.
  - Provision of an appropriate calculated volume of attenuation flood storage on the site to a 100 year + 30% standard. This is to be provided within the temporary conveyance ditches.
  - Demonstration within the FRA that the improvement/protection and maintenance of existing flood defences/infrastructure will be provided.
  - Confirmation of adequate treatment trains within the site.
  - The culverting of the ordinary watercourse through the site and any alterations to existing watercourses will be subject to a Land Drainage Consent application

Reason: To ensure property drainage of the site and to minimise the risk of flooding.

3. Before the proposed development is brought into use, details shall be submitted to and approved in writing by the Local Planning Authority indicating autotracking for large HCV (size of vehicle likely to access the commercial site). Thereafter the development shall be carried out in accordance with these details.

Reason: In the interests of Highway Safety.

4. No trees, shrubs or hedgerows shall be removed other than those whose removal is directly required to accommodate the approved development, unless otherwise approved by the LPA. There shall be no removal of any trees, shrubs or hedgerows during the bird nesting season (nominally March to August inclusive), unless otherwise agreed by the LPA and in this case only following careful inspection by a competent person to establish that such trees, shrubs or hedgerow are not in active use by nesting wild birds.

Reason: In the interests of biodiversity

5. Any mature tree to be removed or to have substantial crown pruning operations carried out shall first be carefully inspected for the potential to provide bat roosting opportunities. Any tree which has such potential (which could include cavities, splits, decay pockets, hollow stems or branches, areas of loose bark, dense ivy cover or dense epicormic shoots) shall be subject to a further detailed and if necessary climbing inspection by a licensed bat worker immediately prior to felling or pruning, and all felling or pruning of such trees shall take place in the presence of the bat worker who can then immediately advise on appropriate measures if bats are encountered during dismantling, felling or pruning operations.

Reason: In the interests of biodiversity

6. Before the commencement of development (including any site clearance, site stripping, site establishment, accommodation or access works) temporary protective fencing and advisory notices for the protection of the existing trees to be retained shall be erected in accordance with guidance in British Standard

**5837:2012 *Trees in Relation to Design, Demolition and Construction – Recommendations*, and as set out in the FPCR Arboricultural Assessment report dated June 2018 submitted in support of the application, and shall be retained in position for the duration of the period that development takes place, unless otherwise agreed by the LPA. Within the fenced areas there shall be no excavation, changes in ground levels, installation of underground services, provision of hard surfacing, passage of vehicles, storage of materials, equipment or site huts, tipping of chemicals, waste or cement, or lighting of fires unless otherwise agreed by the LPA.**

**Reason: In the interests of biodiversity**

**7. Unless prior permission has been obtained in writing from the Local Planning Authority, all noisy activities shall be restricted to the following times of operations.**

- **08:00 - 18:00 hours (Monday to Friday);**
- **08:00 - 13:00 hours (Saturday)**
- **No working is permitted on Sundays or Bank Holidays.**

**In this instance a noisy activity is defined as any activity (for instance, but not restricted to, building construction/demolition operations, refurbishing and landscaping) which generates noise that is audible at the site boundary.**

**Reason: To avoid the risk of disturbance to neighbouring dwellings from noise during unsocial hours.**

**8. The development, including demolition hereby permitted shall take place until a Construction and Environmental Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Construction Method statement shall include the following details:-**

- I. A scheme to minimise dust emissions arising from demolition/construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development.**
- II. Details of wheel washing facilities. All demolition/construction vehicles shall have their wheels cleaned before leaving the site;**
- III. a scheme for recycling/disposal of waste resulting from the demolition/construction works;**
- IV. the responsible person (e.g. site manager / office) who could be contacted in the event of complaint;**

**Once approved, all relevant activities on the site should be carried out in accordance with Construction and Environmental Method Statement throughout the course of the development. Any alteration to this Plan shall be approved in writing by the Local Planning Authority prior to any deviation from it.**

**Reason: *To protect the amenities of the area from dust***

**9. In the event that contamination, including surface coal measures, is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. Development shall not commence further until an initial investigation and risk assessment has been completed in accordance with a scheme to be agreed in writing by the Local Planning Authority to assess the nature and extent of any contamination on the site. If the initial site risk assessment indicates that potential risks exists to any identified receptors, development shall not commence until a detailed remediation scheme to bring the site to a condition suitable for the intended use**

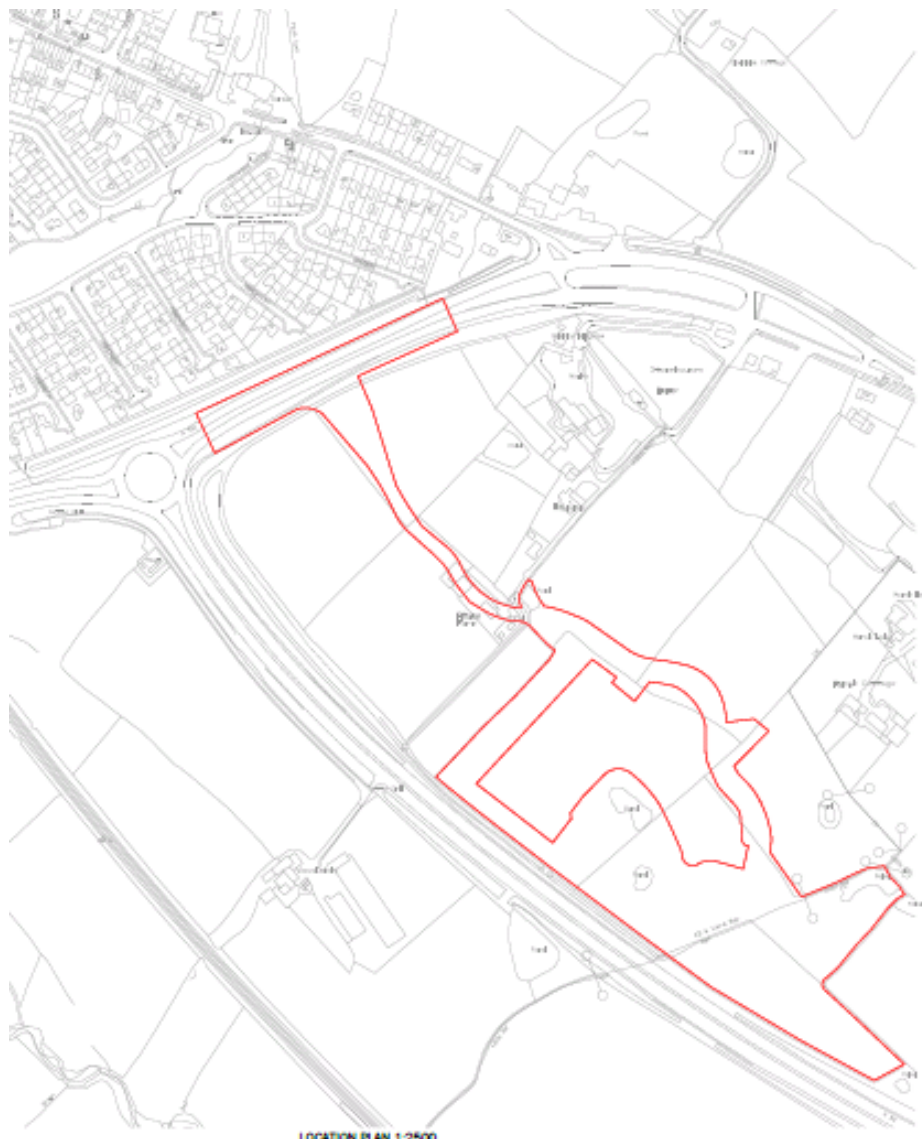
by removing unacceptable risks to human health, buildings and other property, and the natural and historical environment has been prepared, and approved in writing by the local planning authority. Following completion of measures identified in the approved remediation scheme and prior to bringing the development into first use, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and shall be submitted to and approved in writing by the Local Planning Authority.

Reason To ensure that the proposed development meets the requirements of the National Planning Policy Framework in that all potential risks to human health, controlled waters and wider environment are known and where necessary dealt with via remediation and or management of those risks.

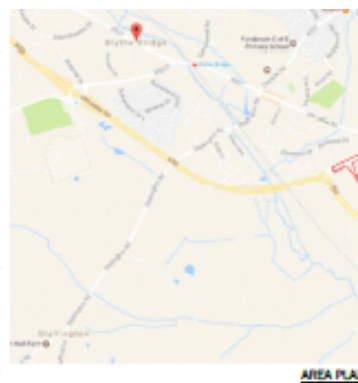
10. No top soil is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material shall be submitted to and agreed in writing by the Local Planning Authority prior to the soils being imported onto site. The methodology shall include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and validatory evidence submitted to and approved in writing to by the Local Planning Authority.

Reason To ensure that the proposed development meets the requirements of the National Planning Policy Framework in that all potential risks to human health, controlled waters and wider environment are known and where necessary dealt with via remediation and or management of those risks.

- B. In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Operations Manager – Development Services has delegated authority to do so in consultation with the Chairman of the [Planning Applications Committee], provided that the changes do not exceed the substantive nature of the Committee's decision.



CONCEPT PLAN 1/2000



AREA PLAN