Dear Members

Planning Committee

A meeting of the Planning Committee will be held in the Oak Room, County Buildings, Martin Street, Stafford on Wednesday, 22 May 2019 at 6.30pm to deal with the business as set out on the agenda.

Please note that this meeting will be recorded.

Members are reminded that contact officers are shown in each report and members are welcome to raise questions etc in advance of the meeting with the appropriate officer.

A. R. Well

Head of Law and Administration
AGENDA

1 Minutes
2 Apologies
3 Declaration of Member’s Interests/Lobbying
4 Delegated Applications

Details of Delegated applications will be set out in Section 6 of Digest No. 256 due to be published on 14 June 2019.

Page Nos

5 Planning Applications 3 - 64
6 Planning Appeals 65 - 68

MEMBERSHIP

To be determined
### Ward Interest - Nil

**Planning Applications**

*Report of Head of Development*

**Purpose of Report**

To consider the following planning applications, the reports for which are set out in the attached **APPENDICES**:

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Page Nos</th>
</tr>
</thead>
<tbody>
<tr>
<td>18/28215/FUL</td>
<td>Land at Ivyhouse Drive, Barlaston, Stoke-on-Trent</td>
<td>5 - 22</td>
</tr>
<tr>
<td></td>
<td>This application was called in by Councillor E G R Jones.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Officer Contact - Richard Wood, Development Lead (Large Scale) - Telephone 01785 619324</td>
<td></td>
</tr>
<tr>
<td>18/29364/FUL</td>
<td>Land Adjacent 104 Longton Road, Barlaston, Stoke-on-Trent</td>
<td>23 - 37</td>
</tr>
<tr>
<td></td>
<td>This application was called in by Councillor E G R Jones.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Officer Contact - Richard Wood, Development Lead (Large Scale) - Telephone 01785 619324</td>
<td></td>
</tr>
<tr>
<td>18/29781/COU</td>
<td>Hixon Airfield Industrial Estate, Hixon, Stafford</td>
<td>38 - 51</td>
</tr>
<tr>
<td></td>
<td>This application was called in by Councillor B Mckeown.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Officer Contact - Sarah Poxon, Development Lead (Small Scale) - Telephone 01785 619507</td>
<td></td>
</tr>
</tbody>
</table>
19/30134/FUL  Part of Field to the Rear of 9 Church Close, Ranton, Stafford

This application is referred to Committee because the applicant is related to an employee of Stafford Borough Council.

Officer Contact - Richard Wood, Development Lead (Large Scale) - Telephone 01785 619324

19/30263/HOU  18 Chapel Terrace, Stafford

This application is referred to Committee because the applicant is a former Ward Councillor for Littleworth.

Officer Contact - Sarah Poxon, Development Lead (Small Scale) - Telephone 01785 619507

Previous Consideration
Nil

Background Papers

Planning application files are available for Members to inspect, by prior arrangement, in the Development Management Section. The applications including the background papers, information and correspondence received during the consideration of the application, consultation replies, neighbour representations are scanned and are available to view on the Council website.
<table>
<thead>
<tr>
<th>Application</th>
<th>18/28215/FUL</th>
<th>Case Officer</th>
<th>Ed Handley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Registered</td>
<td>10 May 2018</td>
<td>Target Decision Date</td>
<td>Extended To</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>7 September 2018</td>
</tr>
<tr>
<td>Address</td>
<td>Land at Ivyhouse Drive, Barlaston</td>
<td>Ward</td>
<td>Barlaston</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Parish</td>
<td>Barlaston</td>
</tr>
<tr>
<td>Proposal</td>
<td>Demolition of existing garage blocks, local convenience shop, and bungalow; and the creation of 13 new bungalows and local convenience shop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Applicant</td>
<td>Stafford and Rural Homes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recommendation</td>
<td>Approve, subject to conditions and a Section 106 agreement</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REASON FOR REFERRAL TO COMMITTEE**

This application has been called in by Councillor E G R Jones (Ward Member for Barlaston) for the following reason:-

“To allow the committee to assess the probable impact upon local traffic flow resulting from the proposed development in Ivyhouse Drive”.

**Context**

The application site comprises an area measuring 0.43ha straddling Ivyhouse Drive in Barlaston which is surrounded by the residential development of Barlaston Park. The site is outside of the settlement boundary for Barlaston and is therefore in the open countryside. The site is also within the North Staffordshire Green Belt.

The site comprises two areas comprising the following elements:
- West of Ivyhouse Drive
  - Turning head/access to substation;
  - 25 garages;
  - One bungalow;
  - One retail unit;
- East of Ivyhouse Drive
  - 34 garages.

The application is for the demolition of all buildings within the site and the erection of 13 bungalows and one convenience retail unit. The bungalows would comprise affordable housing and would have pitched roofs with side-facing gable ends. The bungalows would all have the same internal layout, including two bedrooms, although some would be handed.
The retail unit would have similar proportions and design to the proposed dwellings, albeit with an off-centre gable feature on the front elevation.

On the western site it is proposed that the bungalows would be sited to face the existing road frontages to Flaxman Close and Ivyhouse Drive. On the eastern site two bungalows would front Ivyhouse Drive whilst the remaining five would front the existing service road.

**Officer Assessment – Key Considerations**

1. **Principle of development**

The site is within a residential estate which is outside of the settlement boundary for Barlaston and in the North Staffordshire Green Belt.

Paragraph 78 in the NPPF states that housing should be located where it would enhance or maintain the vitality of rural communities. Furthermore, paragraph 77 provides support for housing development which reflects local needs and for opportunities to bring forward rural exception sites which would provide affordable housing to meet identified local needs.

Policy C5 provides for affordable housing on rural exception sites where the following criteria are met:
- The site is well related to existing development by being within or adjacent to an existing settlement;
- The site delivers 100% affordable housing in perpetuity;
- The development would provide an element of specialist housing, subject to local needs; and
- The housing is justified by a Parish based local housing needs assessment.

The site would deliver 100% affordable housing which can be secured through a Section 106 agreement.

The Council does not hold any details of need for specialist housing, however it is widely accepted that the population is aging and therefore there will be a greater requirement for housing catering for elderly people in the future. The accompanying assessment of housing need relates to a survey of people between 50 and 83 years of age and provides an insight into what elderly people, or those planning for later years, may require with regard to their housing. Therefore, whilst no defined need for specialist housing has been identified by the Council the provision of bungalows built to ‘Lifetime Homes’ standards is likely to help in meeting future needs.

The application is supported with an analysis by a consultant working on behalf of Stafford and Rural Homes. The analysis is of waiting list data and a survey of Stafford and Rural Homes’ tenants wishing to downsize and comprises an assessment of local housing needs based on the Parish of Barlaston. The Council accepts the conclusions of the analysis in identifying a defined need for affordable housing.

Paragraphs 11 and 12 of the NPPF state that development which conflicts with the provisions of an up-to-date Local Plan should be refused unless other material considerations indicate otherwise.
In terms of the circumstances of this particular case whilst the site is not within or adjacent to an existing settlement it is nevertheless well related to existing development with being within the confines of an established residential estate and the site constituting previously developed land.

Furthermore, in terms of green belt policy paragraph 145 (f) in the NPPF provides for limited affordable housing for local community needs under policies in the development plan including those for rural exception sites. Given the particular circumstances of this case in terms of Policy C5 and a defined need for affordable housing being identified provision (f) in paragraph 145 is considered to be satisfied.

The other element of the scheme is the replacement of the existing retail unit. The replacement of the existing building with a new building in the same use and which is not materially larger than the one it replaces is considered to be appropriate development in the Green Belt in accordance with paragraph 145 (d). Whilst further consideration of the replacement retail unit is given in section 2 of this report this element is therefore considered to be acceptable in principle.

Barlaston Parish Council has prepared a Neighbourhood Plan which has been submitted to Stafford Borough Council and has gone through an independent examination. The proposal does not conflict with policies in the neighbour plan.

Polices and Guidance:-

National Planning Policy Framework
Paragraphs: 14, 59, 68, 79, 118, 133, 134, 143, 144 & 145

The Plan for Stafford Borough
Policies: SP3 Sustainable Settlement Hierarchy; SP4 Stafford Borough Housing Growth Distribution; SP7 Supporting the Location of New Development; C5 Residential Proposals outside the Settlement Hierarchy

The Plan for Stafford Borough: Part 2
Policies: SB1 Settlement Boundaries

2. Green belt

The application site is within the North Staffordshire Green Belt. Spatial Principle SP7 of The Plan for Stafford Borough states that development in the Green Belt shall be controlled in accordance with national guidance.

Within the Green Belt, where the key objective is to maintain openness, only a limited number of categories of development are accepted as being appropriate development. As explained above, the proposal is considered to satisfy provisions (d) and (f) in paragraph 145 and whilst provision (f) does not refer to openness this is considered below.

The existing buildings have a cumulative footprint of approximately 1,040sqm as would the proposed 13 dwellings and retail unit.
The proposed buildings (4,265m³) would have a volume 88% greater than the buildings which they would replace (2,271m³), although the majority of this increase would arise from the provision of pitched roofs on the dwellings since the existing garages have flat roofs.

Whilst an overall increase in volume of 88% is considered to be significant it has to be acknowledged that the site is within the confines of an existing residential estate and in this context the impact on openness would be less discernible than the development of a green field site.

The existing retail unit has a flat roof with maximum dimensions measuring 11.7m (depth) x 9.75m (width) x 3.6m (height). The floor area measures 113.6sqm. In comparison the proposed retail unit would have maximum dimensions measuring 7.6m (width) x 9.4m (depth), a floor area of 72.3sqm, and a height measuring 5.6m (eaves height of 2.9m).

Both the floor area and volume of the proposed retail unit would therefore be smaller than the existing building.

Polices and Guidance:-

National Planning Policy Framework
Sections: 13

The Plan for Stafford Borough
Policies: E2 Sustainable Rural Development

3. Character and appearance

The application site currently comprises a number of flat roofed garage blocks, a bungalow with flat roof, and a single-storey retail unit with flat roof. The buildings are not considered to offer any benefits to the character and appearance of the area. The site is surrounded by residential development which generally comprises two-storey semi-detached and terraced dwellings, and two-storey terraced rows containing flats.

The site is currently almost exclusively hard surfaced, with minimal areas of incidental open space and few trees. The proposal would result in a significant area of landscaped gardens which it is considered would be a significant improvement to the appearance of the area.

The density of the proposed development would be similar to the surrounding area. Whilst in some places dwellings in the vicinity are separated by longer rear gardens it is not considered that the proposal would result in any significant increase in density overall.

The proposed dwellings and retail unit would generally complement the existing pattern of development.

The proposed dwellings and retail unit would be of brick and tile construction and a condition should be attached to any approval to secure appropriate materials. Whilst the 13 proposed dwellings would have the same appearance and the retail unit would be almost identical (the gable feature to the front elevation would be to the right hand side
rather than centrally positioned) it is considered that they would be significantly more visually appealing than the existing development and would be more in keeping with the style of development in the surrounding area where flat roofs are otherwise scarce.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 124, 127, 128 & 130

The Plan for Stafford Borough
Policies: N1 Design; N8 Landscape Character
Supplementary Planning Document (SPD) – Design

4. Residential amenity

The proposal is considered to be acceptable with regard to the guidance set out in the Council’s Design supplementary planning document (SPD).

The proposal would result in infill development and therefore it is not considered appropriate to refer to guideline 1 as new development should complement the existing urban grain.

With regard to guideline 2, there would be one instance where facing principal windows would be separated by a distance of 19m, 2m (plots 1 and 3). However, given that this relates to principal windows on two bungalows, between which would be a boundary treatment reducing any harm to privacy it is not considered that the proposal should be refused on these grounds.

Each dwelling would benefit from a private garden area of well over 50sqm and therefore the scheme complies with guideline 3.

Guideline 4 requires sufficient space for the storage of refuse and recycling bins. The majority of dwellings would benefit from external access into the rear gardens where adequate space could be provided for the storage of bins, although plot 11 would require bins to be stored to the front of the dwelling.

It is not considered that any of the proposed dwellings would result in any undue loss of privacy. The orientation of dwellings would result in relationships similar to those existing in the immediate vicinity where dwellings back on to each other, separated by rear gardens.

The Environmental Health Officer raises no objection to the proposal, subject to a number of conditions. It is considered that these conditions are reasonable and appropriate to the proposed development, however there is no potential to control of how demolition materials are disposed of and therefore any condition should only refer to the removal of such materials.

Provision of damping down and road sweeping facilities should be covered by the management plan required by the highway authority.
Policies and Guidance:

The Plan for Stafford Borough
Policies: N1 Design
Supplementary Planning Document (SPD) - Design

5. Access and parking

Vehicular access to eight of the proposed dwellings and the shop would be achieved directly off the public highway (Ivyhouse Drive and Flaxman Close, whereas the remaining five would be accessed from a service road within the site which currently provides access to the garage blocks which would be removed. Access onto the wider highway network would be achieved at the junctions of Wedgwood Drive with Bell Lane and Lakewood Drive.

The application is supported by a transport statement which makes the following points:
- The 54 garages to be demolished are used for non-vehicular storage given their internal dimensions not being sufficient to accommodate modern cars;
- On-street parking within the vicinity is not at capacity at peak times;
- It is unlikely that the proposed development would result in any additional pressures on roads nearing or at capacity;
- Any reduction in on-street parking would be along roads which are not at capacity;
- Local facilities are within desirable and acceptable walking distances;
- The site is served by the public transport (bus) network and there are railway stations within 6km and 8km;
- Parking provision would meet local parking standards; and
- Traffic flow increases are estimated to be a maximum of 29 two-way vehicular movements during the evening peak – this is not a material impact on the adjacent highway network.

The bus network now comprises of a single service on school days only on service 14A which runs at 07.56 to Barlaston and Stone, and at 16.11 to Stoke and Hanley. The other service referred to in the transport statement, 12 was withdrawn in 2018.

The railway stations referred to in the transport statement are at Longton 5.7km away and Stone 7.3km away. The station at Longton had previously been served by the 12 service. These are not considered to be within a reasonable walking distance, although the transport statement states that they can be reached in 20 and 22 minutes respectively by cycle.

Each of the 13 dwellings would have two bedrooms requiring two parking spaces within their curtilage. The site plan demonstrates this provision on the site frontage of each plot.

The retail unit would have a gross floor area measuring 72.3sqm. Local parking standards require the provision of one space per 20sqm of floor area up to 1,000sqm for shops within use class A1. On this basis there would be a requirement for three parking spaces, fewer than the seven which would be provided.

The Highway Authority raises no objection to the proposal. It is noted that the on-street parking surveys indicate that parking demand is below available capacity and the proposal
is unlikely to generate additional demand for on-street parking. Furthermore, the garages to be lost have insufficient internal dimensions to accommodate modern vehicles.

The recommended conditions to secure the following are considered to be appropriate and should be attached to any approval:

- Provision of access, parking, servicing, and turning areas;
- Development to be carried out in accordance with a Construction Management Plan to first be approved;
- Provision of footpath prior to occupation of plots 10-14; and
- The driveways shall be surfaced in a bound material and sustainably drained.

An informative should be attached to any approval to bring the comments of the Highway Authority (dated 13 June 2018) to the attention of the applicant.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 105 & 106

The Plan for Stafford Borough
Policies: T1 Transport; T2 Parking and Manoeuvring Facilities; Appendix B – Car Parking Standards

6. Other

There are a number of trees within the application site and on land immediately adjacent to the site. Whilst the applicant contends that there are no noteworthy areas of trees that would cause implications to the development the Tree Officer states that there are three trees which warrant being a material constraint to development.

The recommended conditions to secure tree protection measures, a schedule of pruning/removal works, and an arboricultural method statement relating to the proposed development should therefore be attached to any approval.

A neighbour, in objection to the proposal, has provided a photograph of a newt in the immediate vicinity of the application site. The Biodiversity Officer states that the photograph is not clear enough to identify the type of newt. On this basis and because there would be no loss of habitat and the nearest ponds are located through the estate a precautionary approach is considered to be appropriate and a condition should be attached to any approval to ensure that an ecological clerk of works or ecologist is present during any clearance works to check for Great Crested Newts. The applicant has agreed that this could be dealt with via a pre-commencement condition.

Although the site is within flood zone 1 and there is therefore no inherent flood risk the Lead Local Flood Authority (LLFA) has an interest in the scheme given its scale. A drainage design has been submitted to which the LLFA raises no objection to the proposal on the basis that the scheme represents a 30% reduction in runoff discharging to the wider drainage network as a result of the reduced impermeable area and as permeable paving would be used for driveways. A condition should be attached to secure the provision of permeable paving where indicated on drawing 17240_001.
A number of recommendations are made by the Police Design Advisor. It is considered that the applicant should take these into account when finalising any details required to be submitted by conditions on any approval. An informative should be attached to any approval to bring these comments to the attention of the applicant.

Cadent have confirmed that there is operational gas apparatus in the vicinity of the application site which may be affected by the proposal and which may include a legal interest (easement or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The applicant should be advised, via an informative on any approval, to seek advice from Cadent in this regard.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 8, 118, 149, 150, 155, 157, 159, 160, 163, 164, 170, 174, 175, 176 & 177

The Plan for Stafford Borough
Policies: N2 Climate Change; N4 The Natural Environment & Green Infrastructure; N5 Sites of European, National & Local Nature Conservation Importance

7. Planning obligations

The scheme comprises 13 dwellings and one (convenience) retail unit. Policy I1 of The Plan for Stafford Borough states that new development which provides additional residential or commercial development must be supported by appropriate levels of physical, social, and environmental infrastructure at a timely stage and that appropriate levels of contributions should be secured by section 106 agreements and legal agreements to ensure that new developments contribute to new and/or improved infrastructure and services (including community needs).

The applicant advises that all 13 of the proposed dwellings would be affordable. The Health and Housing Officer acknowledges that the proposal would deliver 100% affordable housing and that the proposal would help to reduce Stafford Borough’s annual affordable housing shortfall of 210 dwellings (general needs accommodation 154 and older persons’ 55). Whilst Council policy suggests an affordable housing mix of 80% social rent and 20% intermediate affordable housing the scheme is 100% affordable in order to comply with policy C5 and any tenure mix can be agreed through a s106 agreement.

There is a deficiency in sport pitch provision and associated facilities in the area fall short of national standards and are in need of refurbishment. Due to the size of the development a sport contribution is not required. However, the Sport and Outdoor Leisure Officer requests a quantitative provision of 30.81sqm per person of open space provision. Given the size of the proposed development it is considered that the open space provision should be offsite and, therefore, a contribution of £11,902.46 should be secured via s106 agreement.

A financial contribution would, also, usually be required in regard to educational facilities as the scheme would involve ten or more dwellings. However, the County Schools
Organisation state that due to the proposed dwelling type and tenure there would be no request for education contributions.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 56, 57, 203, 204, 205, & 206

The Plan for Stafford Borough
Policies: C2 Affordable Housing; C5 Residential Proposals outside the Settlement Hierarchy; C7 Open Space, Sport and Recreation; I1 Infrastructure Delivery Policy

8. Conclusion

The principle of a 100% affordable housing scheme on this rural exception site is considered to be acceptable given the circumstances and location of the proposal, and also in respect of green belt policy.

It is not considered that there would be any undue harm with regard to the character and appearance of the area; residential amenity; access and highway considerations; biodiversity; or flood risk.

Consultations

Forward Planning:
No representation received.

Highway Authority:
(Comments dated 4 March 2019):
No objection. Please refer to original form X.
(Comments dated 13 June 2018):
None of the 54 garages to be lost are currently used for vehicular storage and have internal dimensions that are not sufficient to accommodate a modern car. The developer has carried out on-street parking surveys which indicate that parking demand is below the available capacity. Parking requirements of the proposal is unlikely to generate additional demand for on-street parking.
No objection, subject to conditions to secure the following:
- Provision of access, parking, servicing, and turning areas;
- Development to be carried out in accordance with a Construction Management Plan to first be approved;
- Provision of footpath prior to occupation of plots 10-14; and
- The driveways shall be surfaced in a bound material and sustainably drained.

Lead Local Flood Authority:
(Comments dated 1 March 2019):
No objection. The amended plans confirm that the proposed development represents a 30% reduction in runoff discharging to the wider drainage network as a result of the reduced impermeable area and permeable paving has been included for driveways where possible to provide improved water quality. The proposals are acceptable.
Objection.
The applicant should submit a drainage design to demonstrate that there is a sufficient
safe means of disposing of surface water, that the site is safe for the 1:100 year plus
climate change storm event, and that the flood risk to any third party is not increased.

Tree Officer:
(Comments dated 19 February 2019):
Having reviewed the alterations made to the layout (re: plot 1) I am satisfied that the tree
(L) can be successfully retained and, therefore, I have no further objection.
(Comments dated 6 August 2018):
During consultation the existing trees were assigned letters as identification as follows:
- Tree A (Southeast of 71-75 Flaxman Close): this tree warrants being a material
  constraint to development and should be retained as part of any proposal.
  - A 30% crown reduction should be carried out as part of any arboricultural schedule
    of works prepared and implemented as part of this development;
- Trees B & C (east of 45 & 45A Ivyhouse Drive): these trees do not warrant being a
  material constraint to development and subsequently can be considered expendable
  as part of any proposal;
- Tree D (west of 48 Ivyhouse Drive): this tree is not at risk of damage as a result of the
  proposal and should be retained as part of any development;
- Trees E, F, G, J, & K (south of 45 Ivyhouse Drive; west of 43 Ivyhouse Drive; south of
  81-85 Flaxman Close): these trees do not warrant being a material constraint to
  development and subsequently can be considered expendable as part of any
  proposal;
- Hedgerow H1 (south of 89-93 Flaxman Close): these trees do not warrant being a
  material constraint to development and subsequently can be considered expendable
  as part of any proposal; and
- Tree L (southwest of 89-93 Flaxman Close): this tree warrants being a material
  constraint to development and should be retained as part of any proposal. The
  retention of this tree would necessitate a redesign of Plot 01 and the surrounding area
  by removing or relocating the parking bay allocated for the nearby substation. If such a
  bay is required then this could be achieved by redesigning the layout of the parking
  allocation for Plot 01.
Conditions are required to secure tree protection; a schedule of pruning/removal works;
and an arboricultural method statement.

Biodiversity and Landscape Officer:
(Comments dated 28 March 2019):
The photograph submitted by a neighbour is not clear enough to make an identification of
Great Crested Newt; it could be a Common Newt.
As there is no loss of habitat and the nearest ponds are located through the estate I would
advise that a precautionary approach is applied with appropriate reasonable avoidance
measures; an ecological clerk of works or ecologist should be present during clearance to
check for Great Crested Newts. A method statement should be submitted to this effect.
(Comments dated 13 August 2018):
No objection.
Environmental Health Officer:
No objection, subject to conditions to secure the following:
- Restriction of hours of works and associated deliveries;
- No burning on site during development;
- All demolition/surplus materials to be removed from the site and properly disposed of;
- Provision of damping down facilities;
- Provision of road sweeping facilities; and
- High intensity site lighting during works should be directed away from nearby residences.

Health and Housing Officer:
(Comments dated 28 March 2019):
Following the submission, by the applicant, of local housing needs data it is agreed that there is evidence to show demand for affordable housing in the area, including two-bedroom bungalows. I therefore support this application.
(Comments dated 9 August 2018):
- We recognise that the proposal would deliver 100% affordable housing. Stafford Borough has an annual affordable housing shortfall of 210 dwellings (general needs accommodation 154 and older persons’ 55). The development will help to reduce the shortfall.
- Council policy suggests an affordable housing mix of 80% social rent and 20% intermediate affordable housing. As the scheme is 100% affordable we will work with the Registered Provider to agree the mix.
- There is an undersupply of 1 and 2 bedroom homes and an oversupply of 3 bedroom homes; a mix of these would be expected on site.
- Affordable housing must at least meet the standards recommended by Homes England.
- A mix of property sizes is recommended to accommodate more than the minimum persons. Some 2 bed homes may be expected to accommodate 4+ occupants rather than the minimum of 2.
- 1 bedroom homes should contain a minimum of 3 habitable rooms, particularly in units designed for older people who are not part of a flexi-care style scheme.
- The affordable housing should provide a mix of properties to meet the identified needs of residents and must meet the identified design standards.

Sports and Outdoor Leisure Policy Officer:
Sport pitch provision and associated facilities in the area fall short of national standards and are in need of refurbishment. Due to the size of the proposed development the Council is reasonably entitled to request a quantitative provision of 30.81sqm per person of open space provision under its current policy; all open space provision should be off site.
The capital cost for the development of open space for this development is £11,902.46. Given the size and location of the development an offsite contribution should be made to existing open space within the Barlaston ward. Due to the size of the development a sport contribution is not required. The adoption of any footpath or cycleway and associated infrastructure will not be sought. Sycamore trees should not be planted under any circumstances; trees planted adjacent to footpaths or hardstanding should be planted in tree pits with pavement protection installed.
Schools Organisation:
Due to the proposed dwelling type and tenure there would be no request for education contributions. However, should the mix and use of the dwellings change we would request notice so that any impact on school places could be reconsidered.

Cadent:
There is operational gas apparatus in the vicinity of the application site which may be affected by the proposal. This may include a legal interest (easement or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The applicant should contact Plant Protection before any works are carried out to ensure that the apparatus is not affected by any of the proposed works.

Staffordshire Police Crime Prevention Design Advisor:
The scheme should attain Police Secured by Design (SBD) accreditation.
Recommendations are made with regard to the following aspects of the proposed development:
- Landscaping;
- External lighting;
- Means of enclosure;
- Provision of smart utility meters;
- Door and window specification;
- Party walls;
- Sound insulation;
- Alarms;
- Construction materials of the retail unit; and
- Provision of shutters.

Barlaston Parish Council:
The parish council supports the application, and raises the following points:
- Concerns are raised with regards to the timing of construction traffic, particularly during peak times and weekends; and
- The provision of a shop should remain part of the scheme.

Neighbours (59 consulted):
Eight representations received in objection, the following points, relevant to the consideration of this application were raised:
- Parking provision is already a problem;
- Loss of garages and additional dwellings would exacerbate the traffic problems;
- Retail unit should be supported to ensure it is viable;
- Density of development is too great;
- Lack of facilities;
- Lack of public transport;
- Impacts of noise and dust during development;
- Loss of privacy in gardens;
- Impacts on access to rear of existing properties; and
- Newts have been found in the immediate vicinity.

Two representations received in support, raising the following points:
- The proposal would improve the appearance of the area.
One representation received, neither in support nor objection, raising the following points:
- Impacts during development – noise, dirt, and parking.

Site notice expiry date: 15 June 2018

Newsletter advert expiry date: 20 June 2018

Relevant Planning History

None.

Recommendation

Approve, subject to the following conditions

0. Subject to the applicant first entering into a Section 106 obligation within one month of the Committee resolution, or an alternative period to be otherwise first agreed in writing by the Local Planning Authority to secure affordable housing and a financial contribution towards open space provision, permit subject to the following 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.

2. This permission relates to the originally submitted details and specification and to the following drawings, except where indicated otherwise by a condition attached to this consent, in which case the condition shall take precedence:-

   1725-PL-02
   1725-PL-03 A
   1725-PL-04
   1725-PL-05
   1725-PL-06
   1725-PL-08
   1725-PL-09
   17240-001
   17240-002

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any other subsequent equivalent order, plot 07 shall only be used for purposes within use class A1 of the Town and Country Planning (Use Classes) Order 1987 as amended.

4. No development shall commence unless and until a method statement, to demonstrate reasonable avoidance measure with regard to Great Crested Newts
during site clearance works, has been submitted to and approved in writing by the 
Local Planning Authority.

5. No above ground construction works shall commence unless and until details of the 
finished floor levels of the proposed building(s), including their relationship to the 
levels of the highway and existing development, have been submitted to and 
approved in writing by the Local Planning Authority. The development shall 
thereafter be carried out in accordance with the approved details.

6. Notwithstanding any description/details of external materials in the application 
documents, no above ground construction works shall be commenced until precise 
details or samples of the materials to be used in the construction of the external 
wall(s) and roof(s) of the building(s) have been submitted to and approved in writing 
by the Local Planning Authority.

7. Details of hard and soft landscaping, including all boundary treatments, to be 
broadly in accordance with drawing 1725-PL-07, shall be submitted to and 
approved in writing by the Local Planning Authority. The approved landscaping 
scheme shall thereafter be provided for each plot before the associated plot is first 
brought into use.

8. The landscaping scheme to be submitted in pursuance of condition 7 shall include 
permeable block paving where indicated on drawing 17240-001.

9. The development shall not be brought into use unless and until the access, parking, 
servicing, and turning areas have been provided in accordance with the approved 
plans.

10. The development shall carried out in accordance with a Construction 
Environmental Management Plan (CEMP) which shall first be submitted to and 
approved in writing by the Local Planning Authority. The CEMP shall include but 
not be limited to the following details:-
- construction access
- routing of HGVs
- delivery times
- the location of contractors compounds, cabins, material storage areas and 
contractors parking
- a scheme for the management and suppression of dust from construction 
activities
- the provision of a vehicle wheel wash facility
- a method statement for demolition operations
The approved CEMP measures shall thereafter be carried out and maintained 
throughout the construction period.

11. Plots 10-14 shall not be brought into use unless and until a 2m wide footpath to the 
north side of the service road serving plots 10-14 has been provided in accordance 
with full details which shall first be submitted to and approved in writing by the Local 
Planning Authority.
12. No dwelling shall be occupied unless and until the driveway associated with that plot has been surfaced in a bound and permeable material with sustainable drainage provision, in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority.

13. No development, including the delivery to site of any materials or equipment, shall commence unless and until a tree protection plan to include all trees, shrubs, and hedges which are to be retained, and which is compliant with BS5837:2012 "Trees in relation to design, demolition, and construction - Recommendations" has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved measures.

14. No development, including the delivery to site of any materials or equipment, shall commence unless and until an arboricultural method statement covering all aspects of development within the root protection areas of retained trees, or that have the potential to result in damage to those retained trees, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved statement.

15. No tree removal or pruning of any kind shall be carried out unless otherwise approved in writing by the Local Planning Authority.

16. All construction works, including demolition and associated deliveries to the site shall only take place between the hours of 8.00am and 6.00pm Monday to Friday; 8.00am to 2.00pm Saturdays and not at all on Sundays or bank holidays.

17. Any equipment which must be left running outside the allowed working hours shall be inaudible at the boundary of occupied residential dwellings.

18. There shall be no burning on site during development.

19. All demolition materials shall be removed from the site.

The reasons for the Council’s decision to approve the development subject to the above conditions are:

1. To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. To define the permission.

3. To safeguard the amenities of the area (Policy N1e of The Plan for Stafford Borough).

4. In order to ensure that the development does not result in damage or harm to legally protected species or their habitat/roost. (Paragraph 170 of the National Planning Policy Framework).
5. To safeguard the character and appearance of the area (Policy N1h of The Plan for Stafford Borough).

6. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).

7. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).

8. To ensure the provision of adequate drainage facilities and to prevent the pollution of any adjacent watercourses, wells and aquifers. (Policy N2 of The Plan for Stafford Borough).

9. To ensure the provision of adequate off-street facilities in the interests of the convenience and safety of users of the highway. (Policy T2d of The Plan for Stafford Borough).

10. To safeguard the amenities of the area. (Policy N1 of the Plan for Stafford Borough).

11. In the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).

12. In order to ensure that the road and footway proposals and related drainage are satisfactory to serve the development and to ensure the safety of all road users thereafter (Policies T1c and N1m and N2 of the Plan for Stafford Borough).

13. To enable the Local Planning Authority to consider the scheme of development and the landscaping proposals in relation to the existing trees and hedges. (Policy N4 of The Plan for Stafford Borough).

14. To enable the Local Planning Authority to consider the scheme of development and the landscaping proposals in relation to the existing trees and hedges. (Policy N4 of The Plan for Stafford Borough).

15. To enable the Local Planning Authority to consider the scheme of development and the landscaping proposals in relation to the existing trees and hedges. (Policy N4 of The Plan for Stafford Borough).

16. To safeguard the occupiers of nearby residential properties from undue noise and general disturbance. (Policy N1e of The Plan for Stafford Borough).

17. To safeguard the occupiers of nearby residential properties from undue noise. (Policy N1e of The Plan for Stafford Borough).

18. To safeguard the area from fumes, smoke and smells (Policy N1e of The Plan for Stafford Borough).

19. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).
Informative(s)

1 The Local Planning Authority considers the proposal to be a sustainable form of development and that it complies with the provisions of the National Planning Policy Framework.

2 The applicant's attention is drawn to the comments of the Highway Authority (dated 13 June 2018), Cadent, and the Staffordshire Police Crime Prevention Design Advisor. All comments can be viewed online through the planning public access pages of the Council's website (www.staffordbc.gov.uk).
Application: 18/29364/FUL

Case Officer: Ed Handley

Date Registered: 1 November 2018

Target Decision Date: 21 December 2018

Extended To: 24 May 2019

Address: Land adjacent 104 Longton Road, Barlaston

Ward: Barlaston

Parish: Barlaston

Proposal: Erection of single detached dwelling and garage

Applicant: Mr & Mrs A Hodgson

Recommendation: Approve, subject to section 106 agreement and conditions

REASON FOR REFERRAL TO COMMITTEE

This application has been called in by Councillor E G R Jones (Ward Member for Barlaston) for the following reasons:-

‘Longton Road is a pleasant residential area in Barlaston East characterised in the main by large detached houses. The proposal seeks to introduce a large new house in the garden of 104 Longton Road hard on the boundary with 102 Longton Road. It is difficult to see how this can be done as proposed without damage to established hedges. Further it is difficult to see how the application, if approved, could be built without access to neighbouring property. It is noted that it is proposed to construct a balcony from a rear bedroom which would give a view into the garden area of 102 Longton Road if it was not restricted by condition.’

The application was deferred by Committee on 13 March 2019 to allow a site visit, and on 26 March 2019 following a Committee site visit to allow the applicant the opportunity to consider the relocation of the proposed dwelling.

The previous Committee report is attached below as Appendix A.

Amended plans received 15.04.2019

Since this time the applicant has submitted amended plans whereby the proposed dwelling and garage have been repositioned.

The siting of the garage has been moved forward (northwest) in the site by 1.2m and the house to the side (northeast) by 1.4m; the garage would be attached to the dwelling, reducing the overall width of the proposed development, both in terms of its physical massing and its appearance within the site.

The dwelling would, therefore, be further away from the hedge which forms the boundary with 102 Longton Road.
It is not considered that the amendments to the scheme would result in any material change with regard to impacts on the character and appearance of the site or the surrounding area.

Whilst outlook along a 45° angle from the rear-facing, first-floor, windows to 104 Longton Road would remain impacted by the proposal, direct outlook would not be impeded. The additional impact on this window is considered to be negligible.

The rear corner of the proposed dwelling would fall exactly at a point along a 45° line of sight from the ground floor window to No.104. It is, therefore, not considered that there would be any undue harm to the amenities of the occupiers of No.104.

The proposed dwelling would not result in any implications in terms of outlook or privacy with regard to existing windows at No.102.

Any potential loss of privacy in the garden of No.102 would be reduced given the obliged angles of view from rear-facing windows at the proposed dwelling.

It is, therefore, not considered that the proposed dwelling would result in any undue harm with regard to residential amenity in terms of the occupiers of 100, 102, or 104 Longton Road.

Furthermore, the proposed siting would result in the dwelling being further from the side boundary (west) than that approved under 17/26237/OUT; this outline consent includes the layout of the site. Notwithstanding the garage, which being attached to the dwelling would have the appearance of being slightly narrower, the width of the proposed dwelling would be slightly less than that shown on the layout approved under 17/26237/OUT – 9.9m compared to 10.1m.

The amendments would result in a layout which would provide space between the side boundaries and side elevations of the two-storey dwelling 2.3m (west) and 3.1m (east). Such a layout would be similar, in terms of the proportion of the width of the site to be developed, to that found at 86-90 Longton Road and 98 Longton Road.

It is recommended that the application be approved.

Consultations

Parish Council
No response

Neighbours (6 consulted):
Two representations received in objection, raising the following additional points:
- The amendments are minimal and fall far short of resolving concerns raised by the planning committee;
- The amended scheme fails to satisfactorily reposition the proposed dwelling; and
- The repositioning of the dwelling (less than 1m) would be insufficient to prevent the mass and proximity of the building being visually overbearing and intrusive to the neighbours.
Recommendation

Approve subject to a Section 106 Agreement to provide and retain the visibility splay as shown on drawing 5429-003:
And subject to the conditions shown below:

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.

2. This permission relates to the originally submitted details and specification and to the following drawings, except where indicated otherwise by a condition attached to this consent, in which case the condition shall take precedence:-

   5429-003 revision A (Existing topo & visibility splays)
   5429-008 revision A (Site layout plan)
   5429-009 (Floor plans and elevations)
   5429-004 revision B (Site location plan and site block plan)

3. No above ground construction works shall commence unless and until details of the finished floor levels of the proposed building(s), including their relationship to the levels of the site and existing adjacent dwellings, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

4. Notwithstanding any description/details of external materials in the application documents, no construction works above ground shall be commenced until precise details or samples of the materials to be used in the construction of the external wall(s) and roof(s) of the building(s) have been submitted to and approved in writing by the Local Planning Authority.

5. Before the development is first brought into use privacy screens shall be installed on the side elevations of the balcony on the rear elevation serving the master bedroom in accordance with details to first be submitted to and approved in writing by the Local Planning Authority. The privacy screens shall thereafter be retained.

6. Details of hard and soft landscaping, including all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall thereafter be provided within 8 months of first occupation of the dwelling.

7. The development shall not be brought into use unless and until the access drive has been surfaced in a bound and porous material for a minimum distance of 10m back from the public highway.

8. The development hereby permitted shall not be brought into use unless and until the access, parking, servicing, and turning areas have been provided in accordance with the approved plans.
9. All construction works, including demolition and associated deliveries to the site shall only take place between the hours of 8.00am and 6.00pm Monday to Friday; 8.00am to 2.00pm Saturdays and not at all on Sundays or bank holidays.

10. Any equipment which must be left running outside the allowed working hours shall be inaudible at the boundary of occupied residential dwellings.

11. There shall be no burning on site during development.

The reasons for the Council’s decision to approve the development subject to the above conditions are:

1. To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. To define the permission.

3. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).

4. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).

5. To ensure an adequate level of privacy for occupiers of adjacent residential properties (Policy N1e and Stafford Borough Council Space About Dwellings Guidance).

6. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).

7. In the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).

8. To ensure the provision of adequate off-street facilities in the interests of the convenience and safety of users of the highway. (Policy T2d of The Plan for Stafford Borough).

9. To safeguard the occupiers of nearby residential properties from undue noise and general disturbance. (Policy N1e of The Plan for Stafford Borough).

10. To safeguard the occupiers of nearby residential properties from undue noise. (Policy N1e of The Plan for Stafford Borough).

11. To safeguard occupiers of nearby residential properties from nuisance caused by fumes, smoke and smells (Policy N1e of The Plan for Stafford Borough).
Informative(s)

1. The Local Planning Authority consider the proposal to be a sustainable form of development and that it complies with the provisions of the National Planning Policy Framework.

2. The applicant's attention is drawn to the comments of the highway authority. All comments can be viewed online through the planning public access pages of the Council's website (www.staffordbc.gov.uk).

3. It is recommended that the applicant seeks advice from a qualified arborist with regard to the protection of any trees in close proximity of the boundary of the application site during development.

Appendix A
Previous report from Special Planning Committee 26.03.2019

<table>
<thead>
<tr>
<th>Application</th>
<th>18/29364/FUL</th>
<th>Case Officer</th>
<th>Ed Handley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date Registered</td>
<td>01 November 2018</td>
<td>Target Decision Date</td>
<td>21 December 2018</td>
</tr>
<tr>
<td>Address</td>
<td>Land adjacent 104 Longton Road, Barlaston</td>
<td>Ward</td>
<td>Barlaston</td>
</tr>
<tr>
<td>Proposal</td>
<td>Erection of single detached dwelling and garage</td>
<td>Parish</td>
<td>Barlaston</td>
</tr>
<tr>
<td>Applicant</td>
<td>Mr &amp; Mrs A Hodgson</td>
<td>Recommendation</td>
<td>Approve, subject to section 106 agreement and conditions</td>
</tr>
</tbody>
</table>

REASON FOR REFERRAL TO COMMITTEE

This application has been called in by Councillor E G R Jones (Ward Member for Barlaston) for the following reasons:-

‘Longton Road is a pleasant residential area in Barlaston East characterised in the main by large detached houses. The proposal seeks to introduce a large new house in the garden of 104 Longton Road hard on the boundary with 102 Longton Road. It is difficult to see how this can be done as proposed without damage to established hedges. Further it is difficult to see how the application, if approved, could be built without access to neighbouring property. It is noted that it is proposed to construct a balcony from a rear bedroom which would give a view into the garden area of 102 Longton Road if it was not restricted by condition.’
Context

The site forms roughly the western half of the curtilage of 104 Longton Road within the settlement boundary of Barlaston. The site measures approximately 600sqm with the remaining curtilage to No.104 measuring 850sqm.

This application is for a single dwelling and detached garage. An additional vehicular access onto Longton Road would be formed. Maximum dimensions of the proposed dwelling, including the front and rear projecting gables measure 9.9m (width) x 10.25m (depth) x 7.9m (height). The garage would measure 3.5m (width) x 5.5m (depth) x 3.7m (height).

The application follows 17/26237/OUT, under which outline consent was granted for a single dwelling in October 2017.

Officer Assessment – Key Considerations

1. Principle of development

The site forms part of the established residential curtilage of 104 Longton Road. The National Planning Policy Framework (NPPF) states that residential gardens in built up areas should not be considered to be previously developed land.

Whilst the NPPF (paragraph 117) encourages the use of previously developed land it does not preclude the development of greenfield sites provided such development does not result in harm to the character and setting of an area (paragraph 70). Housing development should be considered in the context of the presumption in favour of sustainable development, whereby development which accords with an up-to-date development plan should be approved without delay.

Proposals involving residential development within private gardens should, therefore, be considered on their individual merits as the release of greenfield land can be a legitimate and sometimes necessary alternative to previously developed land.

The site is in a sustainable location within Barlaston which is within the settlement hierarchy set out in Spatial Principle (SP) 3 of The Plan for Stafford Borough.

Furthermore, there is extant outline consent for a single dwelling on this site – 17/26237/OUT.

As such, the principle of development is considered to be acceptable, subject to other policy criteria being satisfied.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 7, 8, 10, 11, 12, 14, 70 & 117

The Plan for Stafford Borough
The Plan for Stafford Borough: Part 2

Policies: SB1 Settlement boundaries

2. Character and appearance

The layout of the site would be almost identical to that approved under 17/26237/OUT; amendments include:
- The front projecting gable would be on the left-hand side of the dwelling rather than being central;
- The rear projecting gable would be offset to the right-hand side of the dwelling rather than being central;
- The access would be adjacent to the eastern boundary of the site, approximately 2.2m further east than previously approved; and
- The parking and turning area would extend the whole width of the site to the front of the proposed dwelling.

The application site comprises the eastern portion of the residential curtilage of 104 Longton Road and the scheme proposes a dwelling set significantly further back into the site than No.104. Although dwellings to the east are generally set out in a linear format, those to the west are much less formally arranged, including No.102 to the west-southwest of the application site, being situated behind No.100. The siting of the dwelling would, therefore complement the established pattern of development.

The proposed dwelling would have a similar footprint to those in the immediate vicinity and would be of similar height, having two-storeys. Whilst No.104 has a hipped roof, the majority of dwellings in the vicinity have pitched roofs similar to that proposed. The dwelling would be constructed of facing brickwork and have plain clay tiles. The surrounding area is characterised by the use of brick and render; it is, therefore, considered that the general form and design of the dwelling would be appropriate within the context of the area.

The garage would form an outbuilding which would clearly be subservient to the main dwelling given its size and palette of materials. The proposed position, being sited 1.8m in front of the proposed dwelling, is considered to be acceptable given the staggered relationship with No.104 and the less rigid pattern of development in the vicinity.

It is not considered that the proposal would result in any harm to the character and appearance of the surrounding area.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 124, 127, 128 & 130
3. Residential amenity

The proposal would not result in any instance whereby the front and/or rear of existing properties would face directly onto the front or rear of the proposed dwelling; therefore guideline 2 of the Council’s Design SPD (Supplementary Planning Document) is not considered to be relevant.

Furthermore, whilst guideline 6 of the Design SPD refers specifically to extensions and alterations to existing dwellings and is not strictly relevant in this case, it is considered that guideline 6 provides a reasonable approach in assessing potential harm with regard to the amenity of occupiers of existing properties when assessing the impact of proposed dwellings.

There are no principal windows to the side elevations of either 100 or 104 Longton Road. There is one non-principal window at first floor level at No.100 which would be 15m form the proposed dwelling. There are four non-principal windows at No.104 which face onto the application site; direct outlook from these windows would not be impeded.

Direct outlook from rear-facing first floor windows to No.104 would not be impacted, although outlook along a 45° line of sight would be impeded at a distance of approximately 9m. This impact was considered to be minor during consideration of 17/26237/OUT when the application site was under the control of the owner of No.104. Given that layout was approved at that time it is not considered that this impact would justify the refusal of this application.

The proposal would not result in any implications in terms of outlook or privacy with regard to existing windows at No 102.

Outlook along a 45° line of site from the first floor window of the proposed property (bedroom 2) would look over the southeast corner of the garden to 102 Longton Road at a distance of 19m. Given the oblique angle of outlook and distances involved the proposal is not considered to result in any undue harm to the privacy of the occupants of No 102.

The proposed dwelling would have one opening on the east elevation, a door serving the utility room, which would open onto the side elevation of the detached garage. There would be no openings on the west elevation.

Openings on the south and north elevations would benefit from unimpeded outlook across the rear garden and parking area to the front.

There would be a balcony to the master bedroom, from which views would be achieved to the east and west, looking into the gardens of Nos 104 and 102 respectively; it is considered that a condition should be attached to any approval to ensure that privacy screens are provided to the side elevations of this balcony in order to protect the privacy of the occupiers of these adjacent properties. Although this view would not be obtained from a habitable room it is considered that, in the summer, when the occupiers of neighbouring properties are likely to use their gardens more often, the proposed balcony is also likely to be in greater use.
Subject to this condition, it is not considered that the proposal would result in any undue loss of privacy with regard to the occupiers of 100, 102, or 104 Longton Road.

The scheme would result in a dwelling with a rear garden measuring 220sqm and would leave No 104 with a rear garden measuring significantly more; the proposal would, therefore, comply with the standards set out in guideline 3 of the Council’s Design SPD.

The Environmental Health Officer raises no objection to the proposal, subject to a number of conditions. It is considered appropriate to attach conditions relating to hours of works, equipment to be left running outside of these hours, and burning on site; however it is considered that drainage is more appropriately dealt with under separate legislation.

Sufficient space would remain, and be easily accessible, for the storage of refuse and recycling bins within the curtilage of both the existing dwelling (No.104) and the proposed dwelling.

Policies and Guidance:-

The Plan for Stafford Borough
Policies: N1 Design
Supplementary Planning Document (SPD) - Design

4. Access and parking

The proposal would result in a single dwelling with three bedrooms, which under local plan parking standards would require two parking spaces. One parking space would be provided within the garage, whilst two additional parking spaces and manoeuvring space would be provided on the hardstanding to the front of the dwelling.

A new vehicular access would be created onto Longton Road at the north boundary of the site; this would be in a slightly different position to that approved under 17/26237/OUT - 2.2m to the east, immediately adjacent to the eastern boundary.

The highway authority raise no objection to the proposal, subject to conditions to secure the provision of visibility splays; the surfacing of the access drive in a bound and porous/permeable material for a minimum distance of 10m back from the highway boundary; and the provision of the access, parking, servicing, and turning areas.

Given that the application site extends into the curtilage of No 104, the relevant ownership certificate has been submitted and the owner of No 104 has been appropriately notified of the application. However, it is not considered appropriate in this instance to attach a condition to secure the provision of visibility splays as there is no specific agreement in place from the owner of No 104 which would leave open a question of reasonableness should the Council make a decision to enforce against any future owners. The Council’s legal section advise that either the land required for the provision of the visibility splay be transferred before any conditional permission is granted or that a section 106 agreement is secured with the applicant and landowners as parties.

The applicant has provided a draft s106 agreement which would require the provision and retention of the proposed visibility splay with it to be kept free from all obstructions over a
height of 600mm in perpetuity. Should this agreement be completed it is considered that the concerns of the Highway Authority would be resolved.

An informative should be attached to any approval to bring the comments of the highway authority to the attention of the applicant.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 105 & 106

The Plan for Stafford Borough
Policies: T1 Transport; T2 Parking and manoeuvring facilities; Appendix B - Car parking standards

5. Other

There are two trees within the application site (one to the front and one to the rear) and two mature trees immediately adjacent to the site to the west. The Tree Officer raises no objection to the proposal and requests that reference is made to comments made with regard to application 17/26237/OUT. At that time, the two mature trees adjacent to the proposed hardstanding were considered to be of low amenity value and the excavations for a new driveway would be outside of the critical rooting zone and likely to be relatively shallow in extent. The trees should not represent a prohibitive constraint to development.

Furthermore, whilst the twin stemmed tree situated immediately adjacent to the western boundary of the application site is not considered to be an arboricultural asset of significant value it is on third party land and an informative should, therefore, be attached to any approval to recommend that the applicant seeks advice from a qualified arborist with regard to the protection of this tree.

The western boundary comprises a hedge running adjacent to the access to No 102. At its closest point, the proposed dwelling would be 1.0m from the boundary - assumed to be centre of the hedge – whereby under the layout approved the dwelling would have been 1.5m from the boundary at this point. The hedge is clearly not 2.0m in width and has been represented in an indicative manner; it is not considered that the erection of a dwelling within this proximity of the hedge would result in its undue loss. Furthermore, the hedge forms part of the boundary of the residential curtilage of No 104 and, therefore, could be removed without permission.

The reason for this application being called-in to committee includes the process of erecting the proposed dwelling causing damage to the hedge and requiring access to third party land. It is considered that concerns over the hedge are covered above, whilst access to third party land in this manner is not considered to be a material consideration as the proposed dwelling could be erected using an overhand building technique - this would also minimise any harm to the hedge.

Policies and Guidance:-

National Planning Policy Framework
6. Conclusion

With regard to the extant outline consent for a single dwelling on this site it is considered that the proposal is acceptable. Concerns relating to visibility on the proposed access and privacy from the proposed balcony could reasonably be overcome through appropriate conditions. It is, therefore, not considered that the scheme would result in any undue harm to the character and appearance of the area; to the amenity of the occupiers of any adjacent residential property; or to the safety and convenience of users of the highway. Furthermore, it is not considered that the scheme would lead to the loss of, or harm to, any arboricultural asset of significant value.

This application should, therefore, be approved subject to conditions and the associated s106 agreement.

Consultations

Highway Authority:
No objection, subject to conditions to secure the following:
- Provision of visibility splays as shown on submitted drawings;
- Access drive to be surfaced in a bound and porous/permeable material for a minimum of 10m back form the site boundary; and
- Provision of the access, parking, servicing, and turning areas in accordance with the submitted drawings.

Tree Officer:
(Surgery 14 November 2018):
Please refer to comments made during consideration of 17/26237/OUT. The proposal is in close proximity to a twin-stemmed tree; the developer should take advice from a qualified arborist.
(Comments from 17/26327/OUT):
No objection. The proposal would not result in the loss of, or detriment to, any arboricultural asset of significant value.
The two mature broadleaf trees on the driveway adjacent to the proposed new access are of low amenity value and/or not suitable for long term retention due to structural form. Given that the excavations for a new driveway are outside the critical rooting zone, and would only be relatively shallow in extent, I don’t consider that these trees should represent a prohibitive constraint to development.

Environmental Health Officer:
No objection, subject to conditions to secure the following:
- Restriction of hours of works and associated deliveries;
- Any equipment which must be left running outside of the allowed hours to be inaudible;
- No burning on site during development; and
- Provision of adequate surface and foul water drainage.
Barlaston Parish Council:
No objection in principle, however concerns are raised with regard to the balcony, the building line, and access onto the highway.

Neighbours (6 consulted):
Two representation received in objection raising the following points:
- The siting of the dwelling is out of keeping with the character of the local area;
- The dwelling would have an overbearing impact;
- The proposal is not in accordance with the earlier outline approval;
- The proposed dwelling would be cramped in a narrow site;
- Damage to the boundary hedge;
- Loss of privacy from the proposed balcony;
- Screening to the balcony would not resolve privacy concerns;
- Loss of privacy from windows to the front elevation; and
- Inadequate visibility splays.

Site notice expiry date: 13 December 2018

Relevant Planning History

17/26237/OUT - Erection of detached dwelling - Approved 5 October 2017

Recommendation

Approve, subject to the following 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.

2. This permission relates to the originally submitted details and specification and to the following drawings, except where indicated otherwise by a condition attached to this consent, in which case the condition shall take precedence:-

   5429-001 revision B (Site layout plan)
   5429-002 revision D (Floor plans and elevations)
   5429-003 revision A (Site location plan & site block plan)
   5429-003 revision A (Existing topo & visibility splays)

3. No above ground construction works shall commence unless and until details of the finished floor levels of the proposed building(s), including their relationship to the levels of the site and existing adjacent dwellings, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

4. Notwithstanding any description/details of external materials in the application documents, no construction works above ground shall be commenced until precise details or samples of the materials to be used in the construction of the external
wall(s) and roof(s) of the building(s) have been submitted to and approved in writing by the Local Planning Authority.

5. Before the development is first brought into use privacy screens shall be installed on the side elevations of the balcony on the rear elevation serving the master bedroom in accordance with details to first be submitted to and approved in writing by the Local Planning Authority. The privacy screens shall thereafter be retained.

6. Details of hard and soft landscaping, including all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall thereafter be provided within 8 months of first occupation of the dwelling.

7. The development shall not be brought into use unless and until the access drive has been surfaced in a bound and porous material for a minimum distance of 10m back from the public highway.

8. The development hereby permitted shall not be brought into use unless and until the access, parking, servicing, and turning areas have been provided in accordance with the approved plans.

9. All construction works, including demolition and associated deliveries to the site shall only take place between the hours of 8.00am and 6.00pm Monday to Friday; 8.00am to 2.00pm Saturdays and not at all on Sundays or bank holidays.

10. Any equipment which must be left running outside the allowed working hours shall be inaudible at the boundary of occupied residential dwellings.

11. There shall be no burning on site during development.

The reasons for the Council’s decision to approve the development subject to the above conditions are:

1. To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. To define the permission.

3. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).

4. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).

5. To ensure an adequate level of privacy for occupiers of adjacent residential properties (Policy N1e and Stafford Borough Council Space About Dwellings Guidance)

6. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).
7. In the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).

8. To ensure the provision of adequate off-street facilities in the interests of the convenience and safety of users of the highway. (Policy T2d of The Plan for Stafford Borough).

9. To safeguard the occupiers of nearby residential properties from undue noise and general disturbance. (Policy N1e of The Plan for Stafford Borough).

10. To safeguard the occupiers of nearby residential properties from undue noise. (Policy N1e of The Plan for Stafford Borough).

11. To safeguard occupiers of nearby residential properties from nuisance caused by fumes, smoke and smells (Policy N1e of The Plan for Stafford Borough).

Informative(s)

1. The Local Planning Authority consider the proposal to be a sustainable form of development and that it complies with the provisions of the National Planning Policy Framework.

2. The applicant's attention is drawn to the comments of the highway authority. All comments can be viewed online through the planning public access pages of the Council's website (www.staffordbc.gov.uk).

3. It is recommended that the applicant seeks advice from a qualified arborist with regard to the protection of any trees in close proximity of the boundary of the application site during development.
18/29364/FUL
Land Adjacent 104
Longton Road
Barlaston
Stoke On Trent
Application 18/29781/COU  
Case Officer Teresa Brown

Date Registered 11 February 2019  
Target Decision Date 8 April 2019  
Extended To 24 May 2019

Address Hixon Airfield Industrial Estate Hixon Stafford ST18 0PF  
Ward Haywood And Hixon  
Parish Hixon

Proposal Temporary change of use of the land to develop a temporary compound to facilitate off-site ground investigation works to cease before August 2020

Applicant HS2 Limited

Recommendation Approve, subject to conditions, and subject to no new material objections being received from Stowe-by-Chartley Parish Council by 29.05.2019.

REASON FOR REFERRAL TO COMMITTEE

This application was called in by former Councillor A J Perkins (previously Ward Member for Haywood and Hixon) for the following reason:-

"The proposed site is outside the industrial estate boundary in the Hixon Neighbourhood Plan and The Plan for Stafford Borough".

The Council’s Constitution specifies that where an application is called-in by any Member who subsequently ceases to be a Member of the Council before the application is determined, the remaining and/or new Members of the same Ward will be asked if they wish to take over the call-in. Councillor B McKeown has confirmed his agreement to takeover the call-in.

Context

This application is for a temporary permission until August 2020 for the site to be used as a compound for ground investigation works for the construction of the High Speed 2 (HS2) railway line.

The application site comprises a former airfield runway which appears to be classified as agricultural land. The site itself comprises of the existing runway hardstanding and covers approximately 0.4 hectares. The site would be accessed from the main entrance to the
Hixon Airfield Industrial Estate and thereafter over an existing track running through the former airfield to the site.

The compound (amended layout plan) would comprise the siting of 8 cabins to form site offices with welfare facilities (with external lighting) and a total of 5 cabins for logging storage (4 for storage only, one office unit with external lighting) and one logging lay-down area; a security cabin; the siting of a generator and water tanks, a plant storage area, and site parking (22 spaces).

The site office and welfare facilities units would measure 9.76m (length) x 3.01m (width) x 2.7m (height); the logging office unit would measure 9.76m (length) x 3.05m (width) x 2.415m (height); the logging storage units would measure 6.26m (length) x 2.74m (width) x 2.415m (height); and the security hut would measure 3.0m (length) x 2.45m (width) x 2.415m (height).

There would be facilities for waste disposal/skips, a traffic management system around the site and 2.2m heras fencing to the site boundaries.

It is stated in the Planning statement that the site will be in operation from 8.00am to 6.00pm, Monday to Friday. Each morning contractors will come to the proposed compound, set up and then leave with the GI equipment needed to undertake GI work in locations of the proposed HS2 works (see map, C861-ARP-GT-MAP-000-002672 - P01). In the evening the workers will return the equipment to the proposed temporary compound site and store and process any relevant core samples.

**Officer Assessment – Key Considerations**

1. **Principle of development**

The proposal is required by HS2 Limited to provide a compound site to serve off-site ground investigation works in preparation for the construction of the HS2 line, an infrastructure project of national significance.

The NPPF, at paragraph 104, seeks to provide for any large scale transport facilities which need to be located in the area. Whilst the scheme does not comprise a large scale transport facility, it would support a nationally significant infrastructure project.

Spatial Principle (SP) 6 within The Plan for Stafford Borough gives priority to supporting the rural sustainability of the Borough by protecting and enhancing its environmental assets and character.

Spatial Principle (SP) 7, in support of the location of new development, states amongst other things, that outside of settlement boundaries, development in other locations (in settlements or in the countryside) will only be supported where:

ii) It is consistent with the objectives of Spatial Principles SP6, Policies E2 and C5 in supporting rural sustainability;

iii) It does not conflict with the environmental protection and nature conservation policies of the Plan;
iv) Provision is made for any necessary mitigating or compensatory measures to address any harmful implications.

Policy E2 states, amongst other things, that in rural area, support will be given to the achievement of rural sustainability by encouraging:

i. development on Recognised Industrial Estates consistent with Policy E3;

iii. provision of infrastructure needed to support a sustainable rural economy;

All development in these areas should, where appropriate and feasible:

a. make use of suitable existing buildings or previously developed land before proposing new buildings or development of Greenfield land;

b. be well related to an existing farmstead or group of buildings, or be located close to an established settlement, except where there is an agricultural or other justification for a use in a specific location;

c. be complementary to, and not prejudice, any viable agricultural operations on a farm and other existing viable uses;

d. respect and protect the natural landscape, the built vernacular character of the area, and any designated or undesignated heritage asset;

e. be appropriately designed for its purposes;

The proposal seeks a temporary use on a disused part of a former airfield runway in close proximity to the established Hixon Airfield Industrial Estate, but outside the Hixon Airfield Recognised Industrial Estate boundary. The proposal is of a temporary nature, would involve temporary structures, and benefits the wider gains of the nationally significant infrastructure project.

Additional information has stated that the applicant’s property agent has undertaken a comprehensive search for suitable sites and its contractors. Locations for these compounds are key, given the need for them to be within close proximity to the ground investigation works sites they support and in order to minimise vehicular movements on the public highway network and any potential disruption for the wider community. A number of land owners were contacted within the area and several alternatives reviewed. As a result of the review process, the proposed compound site at Hixon Airfield is considered to meet all of HS2 Ltd’s requirements in respect of location, size and access.

Although located to the northern boundaries of the former airfield, the site is still considered well related to existing development, whilst, in context of amenities, maintaining adequate separation from residential areas and properties.
It is stated in the Planning Statement that as the proposed compound will not facilitate access through the village of Hixon, the development will not cause traffic disturbance to Hixon village.

It is also stated that following the completion of the off-site Ground Investigation works the compound will be decommissioned and buildings, structures and fencing will all be removed. The site of the proposed compound will then be returned to its former condition and use.

It is noted that the wider runway site (the runway to the south) has an approval for a change of use of former airfield runway for storage of commercial vehicles and commercial vehicle auctions, to include an office/sales/facilities building and landscaping works (16/25315/COU). The permission notes the proximity of the site to the designated Hixon Airfield Recognised Industrial Estate (RIE) and recognised the former runway as previously developed land in terms of the NPPF.

On this basis, the principle of development is considered acceptable subject to all other material considerations being met.

Polices and Guidance:-

National Planning Policy Framework
Paragraphs: 8, 12, 14, 84, 104

The Plan for Stafford Borough
Policies: SP6 Achieving rural sustainability; SP7 Supporting the location of new development; E2 Sustainable rural development

The Plan for Stafford Borough: Part 2
Policies: SB1 Settlement boundaries

2. Character and appearance

The site forms part of a larger former airfield complex, where significant areas of the runway are given over to industrial/commercial uses. Immediately adjacent to the former airfield complex is Hixon Airfield Industrial Estate.

Given the location of the application site, within close reach of a major road (A51) and within close proximity to the proposed route of HS2 the suitability of this site is acknowledged.

Whilst it is acknowledged that the proposal would impact on character and appearance from the proposed siting of cabins and containers, parking of vehicles and the siting of equipment, it is noted that this application seeks a short term temporary planning permission, which would result in the reinstatement of the site following the completion of ground investigation works in 2020. Therefore, any impacts would be temporary and the reinstatement of the land could be secured by condition. There are other open uses on the airfield which have a similar visual impact (eg runway storage etc).
Given its location and low profile, it is not considered that the site would be prominent where visible from New Road or other public vantage points. Any views from public footpaths would be no worse than the existing views of industrial development.

The proposed structures would comprise cabins with a mainly white finish of modest height which, when seen against the backdrop of existing airfield/industrial estate development, would not appear incongruous in appearance within the surrounding landscape to such an extent to warrant a refusal grounds of design and landscape character.

Given the need for the proposal in the area to support a nationally significant infrastructure project combined with the temporary nature of the proposal, any harm to the character and appearance of the area resulting from the siting of structures is considered justifiable. Any localised short-term harm would assist in enabling the long-term benefits of HS2 on a national scale.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 124, 127, 128 & 130

The Plan for Stafford Borough
Policies: N1 Design; N8 Landscape character
Supplementary Planning Document (SPD) – Design

3. Residential amenity

The application site approximately 500m from the nearest dwelling and therefore it is not considered that there would be any implications regarding visual amenity.

The Environmental Health Officer raises no objection to the proposal.

It is not considered that there would be any undue harm with regard to noise and lighting.

Policies and Guidance:-

The Plan for Stafford Borough
Policies: N1 Design
Supplementary Planning Document (SPD) - Design

4. Access and parking

The proposed compound would utilise the existing vehicular access into the industrial estate off New Road and thereafter an existing track.

It is stated in the Transport Assessment that the site compound will receive between 5 and 10 deliveries throughout the day between the hours of 08:00 and 17:00, as can be seen in the People Vehicle and Plant Management Plan (PVPMP) for the Hixon Airfield compound, access will not be permitted at the weekend; 20-25 staff vehicles can be expected to enter the compound between 07:00 and 08:00 hours; these vehicles will exit
the compound between 17:00 and 18:00 hours. No more than 10 vehicles will be expected to enter/exit the site compound throughout the day in order to access work areas. The Transport Assessment therefore considers that compound and traffic generated by it are not expected to have any detrimental effect on New Road and the surrounding highways.

The Highway Authority raise no objection to the proposal at surgery and have made no further comments via Form X by a specified date, having stated that a Form X would only be submitted if the HA had any further comments.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 105 & 106

The Plan for Stafford Borough
Policies: T1 Transport; T2 Parking and manoeuvring facilities; Appendix B – Car parking standards

5. Other

Biodiversity:

HS2 undertook an Ecological Impact Assessment of the site during 2018 which has been submitted in support of the application.

This includes an assessment of the adjacent agricultural land for protected or notable species, to include nesting or wintering birds and the connection of the site to the statutory designated site Pasturefields Salt Marsh SAC and SSSI and to two non-statutory sites: Shirleywich Canal and Towpath and Shirleywich Fields (west of) via surface and groundwater sources, from Hixon Airfield and potentially via Amerton Brook and the River Trent.

The Biodiversity Officer has been consulted and has commented that the recommendations made throughout the report and summarised in the Conclusions section (p59 – 61) and in particular, para 7.1.9 should be undertaken as stated. Furthermore, the re-establishment of the semi-improved grassland should use an appropriate native seed-mix. Conditions attached.

Flooding:

The site is partially in Flood Zone 2. The submitted Flood Risk Assessment concludes that the mitigation measures outlined in Section 6 of the report will ensure that this temporary compound will be safe from flooding and will not increase flood risk elsewhere. The Environment Agency (EA) has been consulted and has stated that the application does not include intrusive groundworks therefore they have no objections to the proposed development and consider it low environmental risk. Therefore, the EA have no comments to make.

It is noted that all waste created on site would be collected and disposed of elsewhere.
Public footpaths:

The County Rights of Way Officer (CRoW) and Ramblers Association have been consulted on the amended plans.

The CRoW officer’s comments on the amended plans and information state, amongst other things, that:

“Public Footpaths Nos 18 and 23 Hixon Parish follow the access track to the proposed compound and cross over the application site. Public Footpath No 19 Hixon Parish is also nearby but the planning statement seems to indicate it will not be used for access. It therefore appears from the planning documents that the development proposals will directly impact on the public rights of way footpaths.”

However, the CRoW further comment that:

‘We would reiterate that the use by private vehicles is subject to, and subordinate to, the public’s right, in other words, pedestrians have a public right and vehicles need to give way to them not the other way around. The County Council are only responsible for the maintenance of this route commensurate with its status as public footpath. The surface of the footpaths must be kept in a state of repair such that the public right to use it can be exercised safely and at all times and that the paths are reinstated if any damage to the surface occurs as a result of the proposed development. Heavy vehicular use can cause the way to become unsuitable for use and in some instances dangerous. If the footpath becomes damaged as a result of vehicular use we reserve the right to take legal action against the applicant to request the reinstatement of the path.

The CRoW also comment that the County Council has received an application under Section 53 of the Wildlife and Countryside Act 1981 to add or modify the Definitive Map of Public Rights of Way, which affects the proposed site in question. Details of this application reference No. 00218 can be found at a link. However, the link does not show any results for No. 00218, although it does show an outstanding application which appears to have a reference number Route Details (002018), submitted in 2012, not yet determined. It is not clear from the CRoW’s comments how this proposed route diversion impacts on this planning application.

The Ramblers Association has no objection to the proposed development, however there are number footpaths which could be affected and would request that they remain open and usable at all times.

Based on the above comments, and in the absence of any outright objection in context of public footpaths, it would appear that the proposal would not affect the public footpaths to such an extent as to warrant a refusal. The comments of the CRoW and the Ramblers Association shall therefore be attached as an informative to any grant of consent.

High Pressure Pipeline

Cadent has sent a response but a further response from the pipeline team has not been received. However, it is noted that the part of the site that falls within the pipeline zone is along the access (included in the red edge to show the access from the site to the
highway), and a considerable distance from the runway which is the area of the development.

The HSE do not advise against the granting of planning permission on safety grounds.

Hixon Parish and Neighbour comments:

The comments of Hixon Parish Council (PC) and Hixon neighbourhood Plan Steering Group are noted and addressed in the relevant parts of the report.

In particular, notwithstanding any perceived or actual inaccuracies within the submission with regard to the description of the siting of the proposal, the nature of the proposal is clear, as is its siting outside of the Hixon Airfield Recognised Industrial Estate, as shown on the submitted plans. The siting has been assessed in policy terms under this application and is considered acceptable in principle, subject to all other material considerations being met.

The application is assessed on its own merits, and in this particular case, the council consider that the proposal, to include its siting, is acceptable. Evaluation of potential other sites, as suggested by the PC, does not form part of the consideration of this application. The purchase of another site by HS2 for use as a compound has not been supported by any evidence and in any case is not considered directly relevant to the acceptability of this proposal.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 8, 118, 149, 150, 155, 157, 159, 163, 164, 170, 174, 175, 176 & 177

The Plan for Stafford Borough
Policies: N2 Climate change; N4 The natural environment & green infrastructure.

6. Conclusion

It is acknowledged that there is a short-term requirement for the proposed compound in order to facilitate initial works for HS2. Any harm resulting from the proposed temporary use of this site can also be adequately mitigated through appropriate restoration works following the cessation of the temporary use.

Consultations

Highway Authority:
Amended plans: No objections at Surgery. Form X to follow by 7 May, but only if any further comments.

Biodiversity Officer:
Comments from Biodiversity Officer: 11/03/19
Policies that affect this proposed development:
NPPF (Section 15)
Government Circular 06/05: Biodiversity and Geological Conservation –
Statutory Obligations and their impact within the Planning System.
Stafford Borough Council Biodiversity Strategy
Protected Species
HS2 undertook an Ecological Impact Assessment of the site during 2018.
The recommendations made throughout the report and summarised in the Conclusions section (p59 – 61) and in particular, para 7.1.9 should be undertaken as stated.
Re-establishment of the semi-improved grassland should use an appropriate native seed-mix.

Environmental Health Officer:
Amended plans: After reviewing the planning statement and construction methodology and lighting proposals, the service has no objection to the proposed.

SCC Flood Team:
Is the site a Major Application? If not, then we would have no observations. It looks like there is a FRA with the site and it is located in Flood Zone 2. Have you consulted the Environment Agency?

Environment Agency (EA):
We have reviewed the information submitted and as the application does not include intrusive groundworks we have no objections to the proposed development and consider this low environmental risk.
Therefore, we have no comments to make.

Cadent/National Grid (Summarised):
Have identified apparatus in the vicinity of the proposal and has advised to await a further response form Cadent Pipeline Team. Advise developer of their obligations and responsibilities in relation to pipelines.

HSE Pipeline: Online Consultation (Summarised):
Do not advise against the granting of planning permission on safety grounds.

County Right of Way (CRoW):
Amended plans:
Public Footpaths Nos 18 and 23 Hixon Parish follow the access track to the proposed compound and cross over the application site. Public Footpath No 19 Hixon Parish is also nearby but the planning statement seems to indicate it will not be used for access. It therefore appears from the planning documents that the development proposals will directly impact on the public rights of way footpaths.
In section 4.7.1 of the planning statement it states that ‘Access: a section of the internal access road within Hixon Airfield to the proposed compound location is a Public Right of Way (PRoW), Hixon 23-Stafford Borough Council Footpath. The temporary works will not negatively impact the use of this PRoW or prevent it from being used. As outlined in the Transport Statement, vehicles will be travelling no faster than 10mph and signage will be in place to make pedestrians aware of the works. This section of the PRoW is currently used for vehicular access and therefore, it is evident that the proposed works will not prevent members of the public from continuing to use this path.’
The response letter also states that ‘Public Rights of Way – impact and acknowledgement Section 4.7.1 and Figure 5 of the Planning Statement clearly acknowledges that a small part of Hixon Footpath 23 will be temporarily shared/crossed (not stopped up) by vehicles
for a short distance, but vehicles will be travelling no faster than 10mph and appropriate signage will be in place to make pedestrians aware of the works. Therefore, the conclusion was reached that the works would not prevent the use of the footpath. Footpaths 18 and 19 are located outside of the red line boundary. Footpath 18 is partially within the proposed vehicle access route (provided in figure 4 of Planning Statement and Figure 1 Transport Statement), however, as the unnamed road is already the principal access to the industrial estate, walkers would already expect to meet vehicles on that route. Therefore, the proposal is not thought to adversely impact any users of the PRoW’s in question to a material degree compared to the current situation.

The route which will be taken to the site (see figure 4 of planning statement and transport statement) ensures that no other PRoWs will be affected by the traffic associated with the proposed development. Furthermore, as already confirmed above the temporary planning permission does not seek to divert, extinguish or obstruct any part of the public paths. The compound area itself would not obstruct any of the paths.

The applicant and contractor are fully aware of the importance of public safety, ensuring road surfaces are well-kept and that vehicles will need to give way to pedestrians on the shared section of Hixon 23 and Hixon 18 if necessary. As the volume of traffic to and from the site is not considered to the high, it is not anticipated that the path will be damaged by vehicles. In addition, as the proposals are temporary in nature, once ceased (by August 2020), the site will be returned to its previous state. We would reiterate that the use by private vehicles is subject to, and subordinate to, the public’s right, in other words, pedestrians have a public right and vehicles need to give way to them not the other way around. The County Council are only responsible for the maintenance of this route commensurate with its status as public footpath. The surface of the footpaths must be kept in a state of repair such that the public right to use it can be exercised safely and at all times and that the paths are reinstated if any damage to the surface occurs as a result of the proposed development. Heavy vehicular use can cause the way to become unsuitable for use and in some instances dangerous. If the footpath becomes damaged as a result of vehicular use we reserve the right to take legal action against the applicant to request the reinstatement of the path.

The County Council has received an application under Section 53 of the Wildlife and Countryside Act 1981 to add or modify the Definitive Map of Public Rights of Way, which affects the proposed 2 site in question. Details of this application reference No. 00218 can be found at the link below. Type the application number into the File Reference box to see more details. https://apps2.staffordshire.gov.uk/SCC/PROW/. For more information regarding this application, please contact our legal section rebecca.buckley@staffordshire.gov.uk

It should be noted, however, that this does not also preclude the possibility of the existence of a right of way at common law, or by virtue of a presumed dedication under Section 31 of the Highways Act 1980. It may, therefore, be necessary to make further local enquiries and seek legal advice in respect of any physically evident route affecting the land, or the apparent exercise of a right of way by members of the public.

Ramblers Association:
Amended plans:
On behalf of the Ramblers Association I have no objection to the proposed development, however there are number footpaths which could be affected and I would request that they remain open and usable at all times.
Stowe-by-Chartley Parish Council:
Consultation period expires 29.05.2019. Response pending.

Hixon Parish Council:
Amended plans:
Hixon Parish Council has considered this application again and continues to strongly object to it. Hixon Parish Council confirms the objections in its letter dated 6th March and makes these additional points.
The proposed site is on agricultural land - it is not brownfield land as the site was to be returned to its original state following decommissioning by the RAF after WWII. The whole site was agricultural land prior to the war, was meant to have been returned to agricultural land and is still officially classed as agricultural land.
The Parish Council supports the objections of the Rights of Way officer and objects to the public footpaths being interfered with by vehicles using them for access. The Council can confirm that there is a Section 53 of the Wildlife and Countryside Act 1981 Rights of Way application in place that affects the proposed site.
Hixon Parish Council would like to know why this site was put forward in preference to the other sites looked at.
The Council would also like an explanation as to why another site is required in the vicinity of Hixon as HS2 have already purchased a storage compound site at Farley Corner in Pasturefields, Hixon - a site very close to the one proposed in this application.
Hixon Parish Council supports the objection raised by the Hixon Neighbourhood Plan Steering Group, namely that the proposed site is a long way outside the Industrial Estate Boundary and it can only be assumed that the Planning Officer that advised HS2 that the site was within the boundary must have been looking at the wrong part of the Airfield site. As the site is outside the boundary (see map of Industrial Estate boundary as per the Plan for Stafford Borough Part 2 and the Hixon Neighbourhood Plan), the location of the site appears to have been mis-represented and this planning application should be withdrawn.

Original comments:
Hixon Parish Council has considered this application and objects to it as follows:
The site is outside the industrial estate boundary for Hixon according to the adopted Plan for Stafford Borough Part 2 and the adopted Hixon Neighbourhood Plan.
The site is on agricultural land.
The site is in open countryside and this development would have an undesirable visual impact.
The proposed new road required to access this site would be across agricultural land and have a very undesirable visual impact.
The proposed site interferes with a number of public footpaths and would have an unwelcome visual impact on the users of the footpaths.
The proposed site is remote and on the far side of the airfield estate - there are other sites on the airfield estate that are more suitable, two of which are within the industrial estate boundary as defined in the plan for Stafford Borough and the Hixon Neighbourhood Plan. There is land identified within the boundary that has planning permission for industrial use and which has not yet been developed, namely application 14/20587/OUT (16.1 acres/6.6 ha) and 12/16714/OUT (7.8 acres/3.2 ha). Either of these would be much more suitable sites than developing a new site on agricultural land which is outside the industrial estate boundary, that requires the building of a new access road across agricultural land. In addition, a site with temporary COU for storage of aggregate that is outside the boundary has now been emptied and cleared and is no longer in use (application
16/24279/FUL) - this was given temporary permission until September 2020. This application requires permission until August 2020, therefore the timeframes are appropriate. This site would also be a much more appropriate site than the one proposed in this application. Highways safety grounds - this development would increase the number of vehicles and in particular lorries in to and through the village of Hixon, via a road that already suffers from excessive traffic at certain times of day. Noise and exhaust pollution from said vehicles and lorries. Query why another compound in this vicinity is required for HS2 as there are already a number of other sites identified for use by HS2 for storage etc. in the Hixon area.

Neighbours (7 consulted): One representation received on the amended plans, from the Hixon neighbourhood Plan Steering Group, strongly objection to the application. Material planning considerations summarised as: The application is fundamentally flawed in respect of the location and description of the application site; The Compound Planning Statement submitted with the application contains inaccurate information which appears to have been provided by the Council, due to confusion over which former runway the application refers to; The application is invalid and given this fundamental misinterpretation of the site location and description.

Site notice: Expiry date: 25.03.2019

**Relevant Planning History**

None.

**Recommendation**

Approve, subject to the following conditions:

1. This permission is for a limited period expiring on 31 August 2020 and at the end of this period the authorised use shall cease and the site cleared of all buildings and structures

2. This permission relates to the originally submitted details and specification, the additional information submitted by agent's letter and agent's email both dated 20 March 2019, scan dates 22 March 2019 and to the following drawings, except where indicated otherwise by a condition attached to this consent, in which case the condition shall take precedence:-

   Amended Compound Location Plan, Map Number Figure 1, Doc Number C861-ARP-GT-MAP-000-002670-P01, scan date 22 March 2019
   Amended Compound Layout Plan, Map Number Figure 2, Doc Number C861-ARP-GT-MAP-000-002671-P01, scan date 22 March 2019
   Amended plan DRAWING NUMBER APA02.0006 Revision B, scan date 22 March 2019
Amended Plan 'Security Hut, Logging Storage Unit and Logging Office Unit Dimensions', scan date 22 March 2019

3. The development shall be carried out in accordance with the recommendations made throughout the 'Hixon Airfield - Ecological Impact Assessment (document ref C861-ARP-EV-REP-000-124642) report and summarised in the Conclusions section (p59 - 61) and in particular, para 7.1.9 should be undertaken as stated.

The re-establishment of the semi-improved grassland should use an appropriate native seed-mix.

4. Within 8 months of the expiration of this temporary permission the site shall be reinstated in accordance with a scheme to have first been submitted to and approved in writing by the Local Planning Authority.

The reasons for the Council's decision to approve the development subject to the above conditions are:

1. To define the permission.
2. To define the permission.
3. In order to ensure that the development does not result in damage or harm to legally protected species or their habitat/roost. (Paragraph 170 of the National Planning Policy Framework).
4. To safeguard the character and appearance of the area and in order to ensure that the development results in a net gain in biodiversity. (Policy N1h of The Plan for Stafford Borough and paragraph 170 of the National Planning Policy Framework).

Informative(s)

1. The Local Planning Authority consider the proposal to be a sustainable form of development and therefore complies with the provisions of the National Planning Policy Framework.
2. That the applicants attention be drawn to the comments of Cadent, the HSE, the County Rights of Way Officer, the Rambling Association and the Biodiversity Officer, available for view on public access in respect of this application.
18/29781/COU
Hixon Airfield Industrial Estate
Hixon
Stafford
Application 19/30134/FUL  
Case Officer Della Templeton

Date Registered 4 March 2019  
Target Decision Date 29 April 2019

Address Part of field rear of  
9 Church Close  
Ranton  
Stafford  
Staffordshire  
ST18 9JE  
Ward Seighford And  
Church Eaton  
Ranton  
Parish

Proposal Proposed all-weather riding arena with area of hardcore, wooden post and rail fence to perimeter.

Applicant Mrs E Welch

Recommendation Approve, subject to conditions

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to Committee because the applicant is related to an employee of Stafford Borough Council.

Context

The application site lies within open countryside to the east of the village of Ranton and comprises land currently in use for the grazing of horses. Vehicular access is via a track leading from the turning head to Abbeyside which is a residential cul-de-sac to the west of the site. A public right of way follows the access track before passing to the north of the site and continuing eastwards across open countryside which lies to the north, south and east. There is a stable block along the north-western edge of the site.

The application proposes the creation of a 42m by 30m arena for riding and training of horses and would be for private rather than any commercial use. The arena would be surrounded by a 1.4m high post and rail fence with its top surface finished in a natural sandy colour. An area of hardstanding is also proposed between the existing concrete in front of the stables and the fence to the side of the arena to ensure a mud free access to the arena from the stable area.

Officer Assessment – Key Considerations

1. Principle of Development

Equestrian uses and their associated infrastructure are normally considered to be appropriate forms of development, in principle, within the open countryside, subject to other material planning considerations being satisfied.
It is considered that the proposed development is an acceptable recreational use appropriate to a rural location under Policy E2(viii) of The Plan for Stafford Borough (TPSB). The location is close to existing buildings on the edge of an existing settlement and the development would not appear isolated in its landscape context.

Policies and Guidance:-

National Planning Policy Framework
Sections 12 and 15

The Plan for Stafford Borough
Policies: E2 Sustainable Rural Development

2. Character & Appearance

The site lies on the edge of the village of Ranton and the arena would be set back from any public highways behind domestic gardens so as to be well screened. It would be adjacent to a public right of way but, as a mainly ground based feature with only the fencing giving any height, it would not be unduly prominent in views from the right of way or indeed from neighbouring domestic gardens or the wider open countryside.

The arena would comprise a layer of limestone laid over drainage pipes dug into the clay subsoil then covered with a permeable membrane to contain a top surface comprising a mix of sand and fibre. The colour of the surface would be a natural sandy colour with the appearance of dry soil in the summer. All excavated topsoil would be spread on the applicants adjoining land where it would be levelled and grassed so as to blend in with the surrounding grass land.

The arena itself would be a ground level feature visible only as a change in the surface colour of the ground. The fence surrounding the arena would be visible but would be of a design typical to rural areas in agricultural use and as such would not appear overly prominent or discordant in its context.

Overall, the development is not considered to harm the character or appearance of the area.

Policies and Guidance:-

National Planning Policy Framework
Sections 12 and 15

The Plan for Stafford Borough
Policies: E2 Sustainable Rural Development, N1 Design

3. Amenity

In terms of residential amenity, the nearest residential properties are those in Church Close and Abbeyside. The garden boundary to no. 7 Church Close is only around 8m from the arena at its closest point although the house itself is some 85m away and the
closest garden boundary in Abbeyside is around 75m away. On this basis it is not considered that the private use of the riding arena would give rise to significant noise or other nuisance. However, it is considered to be appropriate to include a condition restricting use of the arena to occupiers of 9 Church Close, on a private basis (as is stated on the application forms) with no commercial use taking place.

The Environmental Health Officer has raised no objections to the proposal subject to a condition to limit hours of work during the construction phase and to control any lighting. Given the proximity of the site to residential properties it is considered appropriate to attach such conditions.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs 170, 180

The Plan for Stafford Borough
Policy N1 Design

4. Parking

There are no alterations to the access or parking arrangement proposed under this application, however as the use of the riding arena would be private it is not considered that the proposal would intensify the parking and access requirements for the site. A condition restricting the arena to private use would ensure that the use does not intensify to a point where access/parking would be affected.

Policies and Guidance:-

National Planning Policy Framework
Section 9

The Plan for Stafford Borough
Policies: T1 Transport, T2 Parking and Manoeuvring Facilities, Appendix B – Car Parking Standards

5. Other

There is a public right of way (PROW) passing to the north of the site however, it does not appear from the application documents that this PROW would be affected by the proposals and no objection is raised by the County Rights of Way Officer. The Rights of Way Officer’s comments should be brought to the attention of the applicant by way of an informative note.

The site lies within the 15km buffer of the Cannock Chase Special Area of Conservation however, it is not considered that the proposal would have any impact on this designated site.

The neighbour’s comments regarding access to the site are noted however, this is a civil matter between the owners of the land and could not reasonably be cited as grounds to
refuse planning permission. The applicant has complied with the correct procedure in advertising the application in the local press and notifying any other parties who claim ownership of any part of the land.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs 170, 175, 177

The Plan for Stafford Borough
Policies: N4 The Natural Environment and Green infrastructure, N6 Cannock Chase Special Area of Conservation

6. Conclusion

The proposal for an all weather riding arena represents a suitable form of rural recreation and, subject to conditions, it is not considered that the development would harm visual or residential amenity, or result in any adverse highway safety implications.

Consultations

Rights of Way Officer:
Public Footpath No. 2 Ranton Parish runs to the north of the application site. It does not appear from the application documents that this right of way will be affected by the proposals.

The County Council has not received any application under Section 53 of the Wildlife and Countryside Act 1981 to add or modify the Definitive Map of Public Rights of Way, which affects the land in question. It should be noted, however, that this does not preclude the possibility of the existence of a right of way at common law, or by virtue of a presumed dedication under Section 31 of the Highways Act 1980. It may, therefore, be necessary to make further local enquiries and seek legal advice in respect of any physically evident route affecting the land, or the apparent exercise of a right of way by members of the public.

Environment Agency:
No comments as the application is a low environmental risk.

Environmental Health Officer:
No objection subject to conditions to ensure residential amenity during the construction phase and that any future lighting is acceptable

Parish Council:
No response received.

Neighbours:
(9 consulted):
One representation received: Material planning considerations summarised below:
- The applicant has no right of access along the bridleway to construct the arena.
Site Notice: 08.03.2019
Expiry date: 29.03.2019

Expiry Date: 23.04.2019

Relevant Planning History

92/27677/FUL – Renewal of consent for stables, hay store and tack room – Approved 01.04.1992
88/22312/FUL - Extension to existing timber framed stables for hay store and tack room – approved 23.11.1988
86/19273/FUL – Two stables – Approved 08.10.1986

Recommendation

Approve, subject to the following 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.

2. This permission relates to the originally submitted details and specification and to the following drawings, except where indicated otherwise by a condition attached to this consent, in which case the condition shall take precedence:-
   TQRQM19048160010974 - Location Plan (Amended)
   TQRQM19048160553858 - Site Plan (Amended)
   Fence Detail (1:20 at A4)
   A4 drainage plan

3. All works, including demolition, site works and construction shall only take place between the hours of 8.00 am and 6.00pm Monday to Friday; 8.00am to 2.00pm Saturdays and not at all on Sundays or bank holidays.

4. The riding arena hereby permitted shall be restricted to the private use of the occupiers of No. 9 Church Close Ranton and shall not be used for any commercial use, competitions or special events.

5. No external lighting shall be provided within or surrounding the riding arena without the prior written consent of the Local Planning Authority.

The reasons for the Council’s decision to approve the development subject to the above conditions are:

1. To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. To define the permission.
3. To safeguard the amenities of the area (Policy N1e of The Plan for Stafford Borough).

4. To safeguard the amenities of the area (Policy N1e of The Plan for Stafford Borough).

5. To safeguard the amenities of the area (Policy N1e of The Plan for Stafford Borough).

Informative(s)

1. The Local Planning Authority consider the proposal to be a sustainable form of development and therefore complies with the provisions of the National Planning Policy Framework.

2. The applicant's attention is drawn to the comments of the Staffordshire County Council Rights of Way Officer as submitted in response to consultations on this application. All comments received can be viewed online through the planning public access pages of the Council's website (www.staffordbc.gov.uk).
19/30134/FUL
Part Of Field To The Rear Of 9 Church Close
Ranton
Stafford
Application 19/30263/HOU  Case Officer  Samantha Borgars
Date Registered  18 March 2019  Target Decision Date  13 May 2019
Extended To  24 May 2019
Address  18 Chapel Terrace  Ward  Coton
Stafford
ST16 3AH  Parish  Stafford MB
Proposal  Conversion of former coach house to two bed annex
Applicant  Mrs Jennings
Recommendation  Refuse

REASON FOR REFERRAL TO COMMITTEE

This applicant of this application has been a former Ward Councillor for Littleworth Ward in the past 2 years. As such the application is required to be decided by the Planning Committee.

Context

18 Chapel Terrace is an end of terrace dwelling located within the Foregate and St George’s Conservation Area.

The application relates to the conversion of the former coach house building within the residential curtilage of the property, fronting Chapel Terrace in to 2 bed ancillary accommodation.

The existing coach is currently being unlawfully used as a 1 bed granny annexe, accessed separate from the main house through the courtyard area; this is in breach of condition 6 of planning permission reference 07/09339/FUL which was granted in January 2008 for a two storey rear extension to the main dwellinghouse. This showed the coach house to be used as garage and utility at ground floor level and storage above. Condition 6 stated that “The first floor of the Coach House shall be used for the purposes of storage ancillary to the dwelling and for no other purpose” – the reasoning behind the condition is because “A further increase in the principle living accommodation to the dwelling could result in increased off site parking to the detriment of the safety and convenience of users of the highway.”

This proposal therefore seeks to regularise the existing use of the coach house as ancillary accommodation and to increase its existing bedrooms from 1 to 2 by altering the internal configuration of the building.
Officer Assessment – Key Considerations

1. Principle of Development

The essential feature of an ancillary use is that there should be a functional relationship with the primary use of the planning unit. The details submitted indicate that the annex would be used by an elderly relative of the applicant, however the use of an annex, even in separate self-contained buildings within the curtilage can only be considered ancillary if the proposed annex is to remain as part of the same planning unit as the dwellinghouse, with the planning unit remaining in single family occupation and operating as a single household.

The annex is proposed to have living room, shower room and W.C to the ground floor and 2 bedrooms to the first floor. The kitchen and utility that is there as existing would be removed. The agent has confirmed that an area on the plans which appear could be used for a kitchenette is actually for storage. It is considered that without a kitchen the occupier of the annex would need to visit the main house daily for meal preparation and as such it is considered that in this case a clear functional relationship with the main dwelling has been demonstrated. The principal of the use of the coach house as ancillary accommodation is therefore acceptable in this regard.

Policies and Guidance:-
National Planning Policy Framework – paragraphs 9, 14, 17
The Plan for Stafford Borough – Policies SP3 Sustainable Settlement Hierarchy, SP7 Supporting the Location of New Development, C5 Residential Developments outside the Settlement Hierarchy

2. Character, Appearance & Heritage

The only external alteration to the existing coach house building that is proposed is the replacement of the existing kitchen door with a window on the courtyard elevation of the building. As such it is not considered that this would adversely affect the character and appearance of the coach house or the surrounding conservation area. The Conservation Advisor has been consulted and has raised no objection.

Policies and Guidance:-
The Plan for Stafford Borough (TPSB) 2011-2031 – Policies N1 Design, N8 Landscape Character and N9 Historic Environment
Supplementary Planning Document (SPD) – Design

3. Amenity

There would be no adverse impact to the amenity of neighbouring properties over and above the existing situation.

Policies and Guidance:-
National Planning Policy Framework (NPPF) – Paragraph 127
The Plan for Stafford Borough (TPSB) 2011-2031 – Policy N1 Design
Supplementary Planning Document (SPD) - Design

4. Parking

18 Chapel Terrace is a three bed property with no off street car parking. Cars must park on the adopted highway of Chapel Terrace. All other residential properties on Chapel Terrace, of which there are 19, also park on the adopted highway as there is no off street parking provision for any of the residents.

This application seeks approval for the increase in the number of bedrooms at the property from 3 to 5. The car parking standards identified in Appendix B of the Plan for Stafford Borough require a minimum of 3 on site car parking spaces within the curtilage of the dwelling for a property with 4 or more bedrooms. As a 3 bed dwelling the standards require provision of 2 onsite car parking spaces. The proposal therefore results in a requirement to increase parking provision at the dwelling, ie a net increase of 1 parking space.

When planning permission was granted in 2008 under planning reference 07/09339/FUL for a two storey rear extension to the main dwelling, a condition was included preventing the use of the 1st floor of the coach house as anything other than ancillary storage to the main dwelling. The reason being that any further increase in the number of bedrooms at the property beyond the 3 approved, could result in increased on-street parking to the detriment of the safety and convenience of users of the highway on Chapel Terrace, which is already a very narrow street with many parked cars as existing.

The unauthorised existing use of the coach house as a 1 bed annexe is already in breach of condition 6 of 07/09339/FUL, as it increases the number of bedrooms to 4, requiring an additional off-street parking space, the proposed alterations to the coach house would see the number of bedrooms at the property increase to a total of 5, only further exacerbating the situation.

The Highway Authority has been consulted on the application and has objected stating that “a further increase in the principle living accommodation to the dwelling from 3 to 5 bedrooms could result in increased off-site parking to the detriment of the safety and convenience of users of the highway. With the existing off-street parking removed under a previous application and with no alternative off-street parking this proposal would increase the requirements for parking provision, resulting in additional on-street parking. Parking and turning on Chapel Terrace is already very challenging."

Based on the above it is therefore considered that the conversion of the coach house to a 2 bed annexe is contrary to policy T2 of the Plan for Stafford Borough.

Policies and Guidance:-
National Planning Policy Framework (NPPF) – Section 9. Promoting sustainable transport
The Plan for Stafford Borough (TPSB) 2011-2031 – Policies T1 Transport, T2 Parking and Manoeuvring Facilities, Appendix B – Car Parking Standards
5. **Conclusion**

The proposed development fails to make adequate provision for the parking of vehicles within the site curtilage resulting in an increase in the likelihood of highway danger due to the likely increase in the number of vehicles being parked on Chapel Terrace. The proposal is therefore contrary to Policy T2 of the Plan for Stafford Borough.

**Consultations**

Highway Authority:
This application should be refused for the following reasons:-
The proposed development fails to make adequate provision for the parking of vehicles within the site curtilage resulting in an increase in the likelihood of highway danger due to the likelihood of vehicles being parked on the public highway.

Note to Planning Officer
A further increase in the principle living accommodation to the dwelling from 3 to 5 bedroom could result in increased off-site parking to the detriment of the safety and convenience of users of the highway. With the existing off-street parking removed under a previous application and with no alternative off-street parking this proposal would increase the requirements for parking provision, resulting in additional on-street parking. Parking and turning on Chapel Terrace is already very challenging.

Conservation Advisor:
This proposal will not have any impact on the significance of the Foregate and St George’s conservation area.

Neighbours (7 consulted):
1 response received: Material planning considerations summarised below:
- Inadequate parking
- No turning space
- Blocking of existing accesses to Old Chapel Works business at the end of Chapel Terrace as a result of insufficient parking provision

Site Notice: Conservation Area
Expiry date: 23.04.2019

Newsletter Advert: Conservation Area
Expiry date: 24.04.2019

**Relevant Planning History**

- 07/09339/FUL - Two storey rear extension – Permitted

**Recommendation**

Refuse for the following reasons:

1. The proposed development fails to make adequate provision for the parking of vehicles within the site curtilage resulting in an increase in the likelihood of highway danger due to the likely increase in the number of vehicles being parked on Chapel
Terrace. The proposal is therefore contrary to Policy T2 of the Plan for Stafford Borough.

Informative(s)

1. It is considered that the proposal is unsustainable and does not conform with the core planning principles of the National Planning Policy Framework.
Planning Appeals

Report of Head of Development

Purpose of Report

Notification of new appeals and consideration of appeal decisions. Copies of any decision letters are attached as an **APPENDIX**.

**Notified Appeals**

<table>
<thead>
<tr>
<th>Application reference</th>
<th>Location</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>18/28129/FUL Delegated Refusal</td>
<td>Temporary Dwelling In Connection With Equestrian Centre Wharf Road Adbaston Stafford</td>
<td>Retention of Existing Temporary Rural Workers Mobile Home for a Further Temporary Period.</td>
</tr>
<tr>
<td>18/29181/FUL Delegated Refusal</td>
<td>Land Adjacent Penmere Drive Clayton Newcastle Under Lyme</td>
<td>New dwelling</td>
</tr>
<tr>
<td>18/29380/FUL Delegated Refusal</td>
<td>Manor Farm Barns, High Ridge Barn Well Lane High Offley</td>
<td>Proposed conversion of stables and storage areas into single storey dwelling.</td>
</tr>
</tbody>
</table>

**Decided Appeals**

<table>
<thead>
<tr>
<th>Application reference</th>
<th>Location</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>18/29577/HOU Appeal Dismissed</td>
<td>Netherfield 7 Barnes Croft Hilderstone Stone</td>
<td>Conversion of loft space in existing garage to habitable room with toilet facilities plus four roof lights. Re siting existing garden wall to edge of homeowner boundary, retaining existing grassed service strip.</td>
</tr>
</tbody>
</table>
Previous Consideration
Nil

Background Papers
File available in the Development Management Section

Officer Contact
Mr John Holmes, Development Manager Tel 01785 619302
Appeal Decision
Site visit made on 25 April 2019

by Mark Caine BSc (Hons) MTPL MRTPI
an Inspector appointed by the Secretary of State

Decision date: 8th May 2019

Appeal Ref: APP/Y3425/D/19/3223424
Netherfield, 7 Barnes Croft, Hilderstone, Staffordshire, ST15 8XU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Michael Hands against the decision of Stafford Borough Council.
- The application Ref 18/29577/HOU, dated 4 November 2018, was refused by notice dated 24 January 2019.
- The development proposed is described as ‘Conversion of loftspace in existing garage to habitable room with toilet facilities plus four roof lights. Resiting existing garden wall to edge of homeowner boundary retaining existing grassed service strip.’

Decision

1. The appeal is dismissed.

Procedural matter

2. At the time of my site visit scaffolding had been erected, re-roofing works to the garage had commenced and the front boundary wall had been demolished. However, for the avoidance of doubt my determination of the appeal is based on the drawings submitted to and determined by the Council.

Main Issue

3. The main issue is the effect of the proposed development on the street scene.

Reasons

4. The appeal relates to a large detached dwelling that is situated on a cul-de-sac of similar residential properties. A garage is positioned in front of this dwelling but is set back from the Barnes Croft highway and sits at a higher level than it. This enables the reservation of a deep visible strip of landscaping that includes grass and shrubs. Other landscaped verges are prevalent along the frontages of properties on Barnes Croft and present a soft edge to the built environment.

5. I share the views of the planning inspector for the previous appeal on this site (APP/Y3425/D/18/3207510) that in combination with the central grassed area of the crescent these landscape verges positively contribute to the spacious and verdant setting of Barnes Croft.

6. The Council does not find the conversion of the garage’s loft space and the introduction of roof lights to be objectionable and I have no reason to disagree. Nonetheless, the proposed boundary wall would be positioned to project...
outwardly from the side elevation of the garage and then align with the back edge of the existing Barnes Croft footway.

7. Although a portion of the grassed service strip would be maintained the introduction of hardstanding and a boundary wall in this prominent elevated location would present a stark, jarring and conspicuous feature that would significantly erode the spacious and verdant character of the street scene.

8. I noted the presence of the other brick walls that the appellant has referred to on my site visit. However, none of the examples that I saw included the erection of a boundary wall along an open landscaped area. I therefore do not consider them to be directly comparable to this case.

9. The appellant has put forward that that the appearance of the site is now significantly different from when the previous planning inspector visited the site. He has also stated that the Council was made aware of his intention to remove the wall and shrubs, and to start works to the driveway prior to the determination of the planning application. Nonetheless, I noted on my site visit that the landscaped verge had not been paved over, and still contributes to the verdant character of the area. I therefore continue to find that the proposed development would have a significantly harmful effect on the street scene. As such it would conflict with Policy N1 of The Plan for Stafford Borough 2011-2031 (June 2014). Amongst other matters, this promotes high standards of design, by taking into account local character and context, and strengthening the continuity of street frontages and enclosure of space.

Other matters

10. The appellant has implied that the medical requirements of his daughters will be likely to necessitate an additional car parking space for a fourth vehicle in the future. Whilst I have sympathy for the appellant’s household in this regard, personal circumstances seldom outweigh more general planning considerations, particularly where development would be permanent.

11. It has also been put to me that moving the vehicles away from the shared part of the driveway with 9 Barnes Croft would reduce the likelihood of collisions that have previously taken place. In considering this matter I have had regard to a letter of support from the residents of this neighbouring property, and documentation from local garages which substantiate that such collisions have occurred. The impracticalities of parking in the garage, the potential blocking of this, and the lack of suitable on-street parking areas have also been put forward in support of the proposal. I am also aware that no objections have been received from local residents or the Parish Council. Nonetheless, I do not consider that these factors, and the modest benefits associated with them would outweigh the visual harm that I have identified above.

Conclusion

12. For the reasons given above, I therefore conclude that the appeal should be dismissed.

Mark Caine   INSPECTOR