Dear Members

Special Planning Committee

A virtual meeting of the Planning Committee will be held using Zoom on Tuesday 30 June 2020 at 3.00pm to deal with the business as set out on the agenda.

To watch the meeting, please follow the instructions below:

1. Log on to Zoom at https://zoom.us/join
2. Enter Meeting ID 867 6339 5241 when prompted
3. Enter Password 171461 when prompted

Or, to listen to the meeting, please call the following telephone number:

0131 460 1196

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.

Head of Law and Administration
A G E N D A

1 Minutes
2 Apologies
3 Declaration of Member’s Interests/Lobbying
4 Delegated Applications
   Details of Delegated applications will be circulated separately to Members.

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MEMBERSHIP

Chairman - Councillor R M Sutherland

  B M Cross       W J Kemp
  M G Dodson      A Nixon
  A P Edgeller    A N Pearce
  A S Harp        M Phillips
  A D Hobbs       R M Sutherland
  J Hood

(Substitutes - F Beatty, A T A Godfrey, P W Jones, R Kenney)
SPECIAL PLANNING COMMITTEE - 30 JUNE 2020

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 APPENDIX:-

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This is a large scale major development which is excluded from the scheme of delegation and therefore needs to be determined by the Planning Committee

Officer Contact - Richard Wood, Development Lead - Telephone 01785 619324

| 19/31520/REM | Land off New Road Hixon | 24 - 43 |

This application has been called in by Councillor B McKeown

Officer Contact - Richard Wood, Development Lead - Telephone 01785 619324

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.
Reason for referral to Committee

The application is for a large scale major development which is exempt from the scheme of delegation and therefore needs to be determined by the Planning Committee.

Context

This is a hybrid application with some matters to be considered in outline and others in detail. The layout, appearance and scale of the buildings and the landscaping around them are reserved for subsequent approval, and it is intended that these would be submitted on a phased basis. The access arrangements, the surface water detention basin and bund are elements submitted in detail, with the latter having already been constructed to the west of the planned access road from New Road, which has also commenced.

The site is approximately 6.27 hectares of relatively flat, former farmland from part of which top soil has been moved. This was to allow construction to commence on previously approved commercial and industrial buildings, but which was not completed. Existing industrial buildings and the access road to the established business estate lie to the north east. Commercial vehicles are stored on the former runway to the north and north west of the site. Farmland adjoins on the south west side and two dwellings, 1 and 2 Wychdon Cottages, lie about 30m beyond the bund.

The site for the new buildings and parts of the access lie within the designated Hixon Airfield Recognised Industrial Estate area as defined in The Plan for Stafford Borough (TPSB) and the Hixon Neighbourhood Plan (HNP). The rest of the access and the estate road, the bund and the detention pond are shown to lie outside of this designated area.
The bund is up to approximately 3m high and approximately 76m long. Another bund was previously located further to the south east to serve as a partial screen between a proposed building that was never constructed and the Wychdon Cottages, but it obstructed the route of the new estate road. The detention pond to serve the development is shown to the south east side of the proposed buildings and to have an outfall to an existing culvert running to the south. The pond is shown to cover approximately 3,418 square metres and be up to 1.2m deep.

An industrial building has already been constructed on the north west side of the site under permission 17/27061/FUL which is currently accessed via the existing service road and track to the east. It is now shown to be served by the proposed access and estate road to New Road. Six other phases are indicated on the submitted plan and the applicant’s Transport Assessment is based on a total of 7,370 sq m floor space.

**Officer Assessment – Key Considerations**

1. **The principle of the development**

Paragraph 81 of the National Planning Policy Framework (NPPF) states that planning policies should a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration; and b) identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period. Clearly the designation of the Hixon Airfield Recognised Industrial Estate (RIE) meets this criteria, and the application site for buildings lies within that area.

Paragraph 83 states that decisions should enable the sustainable growth and expansion of all types of business in rural areas through well-designed new buildings as is proposed in principle by this application.

Policy E1 (e) of TPSB states that appropriate development within the RIEs will be promoted where it is consistent with Policy E2. Policy E2 (i) states that support will be given to the achievement of rural sustainability by encouraging development on RIEs as in this case.

Policy E3 (a) states that, within the RIEs, the proposed uses for the buildings will be permitted provided there are no significant adverse impacts on the surrounding environment, nearby residents or transport networks.

Policy 7 of the HNP states that business uses will be supported within the RIEs, and the provision of Hi-Tec, Information Technology, Research and Development, Scientific, Administration, Education and Social Enterprise business uses within the RIEs will be especially welcome. It therefore does not exclude the proposed uses and does not support the basis for the call in reason or the objection of the Parish Council. Permissions have also previously been granted for buildings for similar uses on the site, and one has been constructed and is in use.
It is acknowledged that most of the access works, the detention pond and the bund would be or are outside of the RIE area. However, planning permission has previously been granted for an estate road and access onto New Road in similar positions under reference 17/26335/FUL, and thus a precedent has been established.

Spatial Principle (SP)7 of TPSB states that development in the countryside will only be supported where it is consistent with SP6 and Policy E2 in supporting rural sustainability; it does not conflict with environmental protection and nature conservation policies; and provision is made for any necessary mitigation or compensatory measures to address any harm.

These policies support the bund which would eventually serve to protect the amenities of the occupiers of Wychdon Cottages and improve the rural environment under E2 (vi). It also meets the criteria of Policy 7 of the HNP in forming the basis of a green buffer to those residential properties. The detention pond would be essential drainage infrastructure, to help to minimise flood risk, and in serving the proposed buildings would directly assist in promoting a sustainable rural economy as required by SP6 (i) and E2 (iii). The estate road is also considered to be necessary highway infrastructure under the same terms.

The principle of the development is therefore clearly in accordance with the guidance and policies of the NPPF, TPSB and the HNP.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs 81, 83

Plan for Stafford Borough
SP6 Achieving Rural Sustainability
SP7 Supporting the Location of New Development
Policy E1 Local Economy
Policy E2 Sustainable Rural Development
Policy E3 Development within Recognised Industrial Estates

Hixon Neighbourhood Plan
Policy 7 Employment Land

2. Character and appearance

Whilst design details for the proposed buildings would form a subsequent reserved matters application or applications for the phases, if permission was granted, the submitted Design and Access Statement (DAS) explains that it is expected that the buildings would have steel frames and would have external walls of part buff brick and part grey profiled steel cladding. The roof would have a similar grey-coloured steel cladding. These materials would be similar to those used on the existing building on the site, No. 1 Wellington Business Park. The statement also explains that it is likely that the building would have 8m high eaves and 10m high roof ridges.
These dimensions are considered to be acceptable given that the existing building is of a similar height and proportion to those proposed criteria. Also, permission was previously granted on this site for a large building 145m long and 97m wide under references 12/16714/OUT and 14/20733/FUL. Whilst it was not constructed, its maximum height was to be 12.9m to roof ridge and 9m high to eaves level, and would have been considerably larger than those now proposed. The DAS continues that the site is level and provision would be made for landscaping buffers also in between the access points from the estate road along the south west side where it faces open countryside and Wychdon Cottages.

The bund currently provides a buffer and a condition would require a scheme for its planting up, in addition to the perimeter of the detention pond. Trees and shrubs around this latter element would also serve to screen the main development site, along with the existing tree belt on the north west side of New Road either side of the proposed access. This would partially breach the tree belt but the works have been allowed under a previous permission. There are existing trees along the western edge of the service road to the Airfield Industrial Estate, in the eastern corner of the application site, but on the east side of the gas pipeline route, beyond the developable area.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs 127, 130

National Design Guide

Plan for Stafford Borough
N1 Design

3. Highways and access

The submitted transportation report takes into account the traffic proposed to be generated by the building approved under consents 12/16714/OUT and 14/20733/FUL but not built. It included 13,692 sq m of industrial and storage space and 972 sq m of office space. As the current proposal is for only 7,370 sq m total floor space, and taking into account the floor area of Unit no. 1 of 1,473 sq m, traffic generation would be less. The development has been assessed to attract just over 1 additional vehicle every two minutes on average during peak hours and this is not considered to be a material increase.

The report continues that the site is very accessible from Hixon by non-car modes of transport and is reasonably served by buses from and to Stafford and Rugeley. There are few recorded accidents along New Road. It also explains that a Travel Plan has been submitted but as the scheme is speculative and no end users are known, this may be limited in effect.

The access to New Road and a similar estate road have been previously granted permission. The Highway Authority concurs that the development would have a minimal impact on the highway network and raises no objection. A unilateral undertaking has been completed securing a travel plan monitoring fee of £6,500, and a condition would secure the Travel Plan itself. Details and the implementation of vehicle infrastructure for the phases, the estate road and access to New Road would also be covered by conditions.
Policies and Guidance:-

National Planning Policy Framework
Paragraph 108, 109

Plan for Stafford Borough
Policy T1 Transport;
Policy T2 Parking and Manoeuvring Requirements

4. Amenity

The nearest residential properties are 1 and 2 Wychdon Cottages approximately 125m to the south west of the site but the bund substantially intervenes and would form a buffer. The Environmental Protection Team Leader requires details of external lighting, any impacts from noise, to be secured by conditions on a permission, in order to gauge any harm to, and to protect residential amenity.

Policies and Guidance:-

National Planning Policy Framework
Paragraph 180

Plan for Stafford Borough
Policy N1 Design

5. Drainage

A Flood Risk Assessment has been submitted which highlights that the site is located within Flood Zone 1, the zone of least flood risk. It has investigated the possibility of groundwater flooding and explains that the risk across the site would be reduced by implementing water exclusion and flood response strategies for the buildings. It also confirms that the development would be connected to the existing foul sewer.

The Environment Agency has no objection. The Local Lead Flood Authority requests a condition to secure a detailed site-wide surface water drainage scheme.

Policies and Guidance:-

National Planning Policy Framework
Paragraph 150, 163, 165

The Plan for Stafford Borough
Policy N2 Climate Change
6. Ground conditions

A ground report has been submitted based mainly on the former military airfield use. Given also the minimal impermeable hardstanding across the site and the site’s development since the change of use from the RAF facility back to agricultural land, there has been minimal low permeability ground cover to minimise leaching and lateral migration of mobile contaminants in soils and shallow groundwater. On this basis and given that other significant contaminative land uses have not been identified, it is considered that the risk of encountering ground contamination is moderate to low. The potential risks that have been identified have been assessed by the preliminary risk assessment as being very low to medium, with the majority being low risk. These risks may be mitigated by further assessment through intrusive ground investigation and risk assessment at the detailed design stage.

The study therefore recommends that the ground investigation be carried out by undertaking an intrusive ground investigation when an assessment of the ground and groundwater profiles can be carried out and of the geo-environmental risks associated with the site made. This investigation will allow a quantitative assessment as to whether any of the potential risks identified in this study are present and are of material concern to the development.

The Environment Agency requires a condition on a consent to secure ground investigations and any necessary remediation, and the Environmental Protection Officer supports this request. Whilst preliminary ground investigations were undertaken under the previous planning applications on the site, the applicant’s advisors and the technical consultees both consider that another is still necessary, and the site is now larger and includes additional parts of the former airfield complex.

Policies and Guidance:-

National Planning Policy Framework  
Paragraph 170, 178, 179, 180

7. Biodiversity

An Ecology Report for the site notes that the vast majority of habitats to be lost under the proposed development will be arable farmland and hardstanding of low ecological value. The site has also been partially cleared for development. The on-site landscape proposals should include the retention and enhancement of current trees, and proposed planting should use locally sourced native species which offer food resources for wildlife.

Based on the survey information it is recommended that an overall ecological mitigation strategy be produced to minimise impacts and provide enhancements, as appropriate, related to the development of this site. The water features should be designed to offer key aquatic species favourable habitat, through pond shape, size and shelving, and be planted with locally sourced marginal and aquatic plants.

Where practical, and if possible, bird and bat boxes could be erected on mature trees to increase opportunities for nesting birds and bats. In particular, boxes for farmland and garden birds could be incorporated into the building designs as well as bat boxes. A
management plan should be followed for checking and future maintenance or replacement.

Log piles and undisturbed strips of vegetation could be provided around the perimeter of the proposed site to increase opportunities for hedgehogs, amphibians, reptiles and invertebrates. Other simple measures such as bug boxes and bee houses could also be incorporated within the landscape design to provide a net gain for biodiversity.

The Biodiversity Officer recommends the implementation of the findings of the report and in particular securing the ecological mitigation strategy which would detail such implementation. He also requires a method statement for reptile avoidance measures during construction, and these would be secured by conditions. However, it is considered that the bird nesting season is more appropriately protected by other legislation.

He has also noted the potential impact on the Pasturefields salt marsh Site of Special Scientific Interest and Special Area of Conservation which lies about 1 km to the south of the site. Further information has now been submitted in relation to any harm to the ground water quality which may affect the special interest of that site, and Natural England has confirmed that, following its review, it concurs with the Council’s appropriate assessment under the Habitat Regulations that it is unlikely that there would be any significant adverse impact on it, subject to securing appropriate mitigation in the form of a sustainable surface water drainage scheme and connection to mains foul drainage. The Lead Local Flood Authority’s condition to secure a detailed surface drainage scheme would cover the first item. The latter has been confirmed in amendments to the submitted FRA and a condition would secure details of the foul drainage system for each phase.

Concerns have in addition been raised about the possible damage from increased vehicle emissions resulting from the development which, in combination with other schemes, may also be cumulatively harmful, in particular to the environment of the Cannock Chase Special Area of Conservation (SAC). However, information in the applicant’s Air Quality Statement, along with other sources of information available to the SAC partnership authorities, has enabled the determination that the proposals are very unlikely to negatively impact upon the Cannock Chase SAC, (or indeed the Pasturefields salt marsh SAC or West Midlands Mosses (Chartley Moss) SAC/RAMSAR), via increased nitrogen emissions from greater vehicular usage, directly or indirectly, and alone or in combination with other developments. Natural England have similarly raised no objection following consultation and it concurs with this Council’s appropriate assessments under the Habitat Regulations to that effect.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs 170, 175, 176, 177

Plan for Stafford Borough
Policy N4 The Natural Environment and Green Infrastructure
Policy N5 Sites of European, National and Local Nature Conservation Importance
Policy N6 Cannock Chase Special Area of Conservation
8. Gas transport pipeline

A gas pipeline crosses to the east of the site but it achieves at least a 14m standoff. The Health and Safety Executive do not advise against the development on safety grounds. The basis for its assessment assumes that any buildings would only have up to two floors and a condition would secure this. Cadent raises no objection but requires the applicant to contact its plant protection team with regard to the methods of construction.

9. Public Rights of Way

The observations regarding footpaths from The Ramblers and Parish Council are noted but public footpath Hixon 23 passes to the north-west of the site and the existing Unit No.1. That route, and any other public right of way, would not be affected by the development.

Planning balance and conclusions

The overall proposals are clearly in accordance with the sustainable development strategy of local and national planning policy. Subsequent reserved matters submissions following a consent would clarify the visual form and layout of buildings. Other safeguards secured by conditions would also serve to settle the imbalance with economic objectives caused by environmental changes to the site with the implementation of the development.

Consultations

Highway Authority:
27 May 2020:
No objection. The submitted Transport Report indicates that the vehicular movements from the proposed development will have minimal impact on this section of the highway network.

Secure £6,500 for Travel Plan monitoring, and conditions should require details and subsequent implementation of access, parking, turning and servicing areas for each phase; the details of and completion of the access and estate road before any of the development is brought into use; the implementation of the visibility splays shown on the plan; a Construction Method Statement; and a Travel Plan.

Cannock Chase Special Area of Conservation team:
13 May 2020:
Sufficient information has been provided by the applicant in their additional Air Quality Statement letter dated 9 April 2020 (in combination with other sources of information available to SAC Partnership LPAs) to determine that the development proposed is very unlikely to negatively impact upon Pasturefields Salt Marsh SAC; West Midlands Mosses SAC; or Cannock Chase SAC, via increased deposition of nitrogen arising from increase vehicular usage, directly or indirectly, alone or in combination with other relevant planning applications.
3 January 2020:
The proposed development has the potential to negatively impact upon Pasturefields Salt Marsh SAC; Midlands Mosses SAC; & Cannock Chase SAC, indirectly, via increased deposition of nitrogen arising from increased vehicular usage.

The likelihood of this development resulting in a significant impact upon the critical functions of the reasons of designation of these sites (in combination with other developments) needs to be understood prior to any determination of the application.

The applicant is required to provide further information to the competent authority to allow them to undertake and complete a Habitats Regulations Assessment.

**Natural England:**
12 June 2020;
We note that your authority, as competent authority, has undertaken an appropriate assessment of the proposal in accordance with Regulation 63 of the Conservation of Species and Habitats Regulations 2017 (as amended).

Your authority has concluded that the adverse effects arising from the proposal can be satisfactorily mitigated by the measures set out below:

Surface water drainage system(s) designed in accordance with national and local standards, including the non-statutory technical standards for sustainable drainage systems (DEFRA, March 2015).

SuDS design to provide adequate water quality treatment in accordance with the Simple Index Approach and SuDS treatment design criteria (The SuDS Manual, CIRIA C753, 2015), to include detention basin and primary treatment for all yard and parking areas.

Limiting the discharge rate for the critical 1 in 1 year event to 6l/s, and for the critical 1 in 100 years event to 27l/s, with allowance for climate change.

Detailed design in support of any surface water drainage scheme, including details on any attenuation system, and the outfall arrangements.
Incorporation of a lowered flooding route through the site with finished floor levels raised 300mm above adjacent levels.

Plans illustrating flooded areas and flow paths in the event of exceedance of the drainage system. Site layout and levels should provide safe exceedance routes and adequate access for maintenance.

Provision of an acceptable management and maintenance plan for surface water drainage to ensure continued performance of the system for the lifetime of the development.

Detailed foul drainage schemes for each phase with a connection to the existing main foul sewer.

Having considered the assessment Natural England advises that we concur with the assessment conclusions subject to appropriate planning conditions or obligations are attached to any planning permission to secure these measures.
29 April 2020: 
I can confirm that the following points have been addressed:
Full consideration of the potential impacts of air pollution pathways between the development site and Chartley Moss SSSI/SAC/Phase 1 Ramsar and Cannock Chase SSSI/SAC.

Environment Agency:
23 December 2019:
No comments on submitted amended plan including the detention pond.

9 August 2019:
No objection to the submitted Flood Risk Assessment which now includes provision for connection to main foul water sewer.

10 July 2019:
Object to Flood Risk Assessment as it makes no reference to foul water drainage.
The ground report desk study provides information on the historic usage of the site as part of a former RAF airfield as well as the current industrial use and surrounding area. The conceptual model developed for the site identifies potential contaminants, associated with the historic, current and surrounding use of the site, which may be present and have the potential to impact controlled waters receptors.
There is thus a risk of contamination that could be mobilised during construction to pollute controlled waters.
Add a condition to a consent to secure a ground contamination remediation strategy.

Local Lead Flood Authority:
The Flood Risk Assessment demonstrates that acceptable drainage can be achieved.
Add a condition to a consent to secure a detailed surface water drainage scheme.

Health and Safety Executive:
14 February 2020:
HSE’s Land Use Planning Methodology is not concerned with the overall height of a building but rather the number of floors, as you suggest ’i.e. a ground floor and 1st floor’. The relevance of the number of floors when considering a development in some HSE Consultation Zones is that of egress of the occupants, should this be required.

8 January 2020:
(Part of site) Do not advise against granting permission on safety grounds.

14 August 2019:
(Another part of site) Do not advise against granting permission on safety grounds.

Cadent:
Due to the proximity of gas transportation apparatus in proximity to the site, the contractor should contact our plant protection section before any works are carried out to ensure that the apparatus is not affected by the development
**Environmental Protection Officer:**
1 June 2020:
Details of any waste recycling and related odours are no longer required.

14 November 2019:
The development may adversely impact nearby residences; conditions requiring the following are recommended:
The site may be lit with high intensity lighting, a lighting report to indicate the potential impact of associated lighting should be provided.
The site may cause additional noise impacts on nearby residences, a noise report to identify likely noise impacts is required to include construction, deliveries, operational noise and expected working hours.
The site may include waste recycling, a report into the likely nature of recyclables and an odour impact assessment on the nearby residences is required.

9 April 2019:
The proposal is capable of being developed in principle.
Additional information will be required at full application stage regarding land contamination, noise (proximity to dwellings) and lighting impact.

**Biodiversity Officer:**
13 January 2020:
In regard to the proximity of Pasturefields SAC, there may be issues with regard to water quality.

10 January 2020:
No comment in regard to the attenuation pond.

8 April 2019:
An ecological appraisal was undertaken in February 2019 and its recommendations should be undertaken.
The report does not mention the Pasturefields salt marsh Special Area of Conservation and further information is required.
A method statement detailing reasonable avoidance measures for reptiles should be submitted.
A method statement for the protection/avoidance of nesting birds during construction should be submitted.
An ecological mitigation strategy should be submitted detailing landscaping and enhancement measures for biodiversity.

**The Ramblers:**
23 January 2020:
Object; footpaths affected are not shown on the plans.

1 April 2019:
The development appears to affect the public footpaths crossing the old airfield.
Will they need to be diverted?
Parish Council:
6 January 2020:
If permitted, the development in combination with others will greatly increase the volume of traffic along New Road both in terms of cars driven by the people employed at the new employment sites and the delivery lorries and vans visiting these sites.
The traffic at the A51/New Road junction at peak times, particularly in the evening when traffic is leaving Hixon, is extremely bad with queues going back over the rail bridge into Hixon.
Improve the junction of the A51/New Road with traffic lights or an alternative suitable solution agreed with Highways.

13 December 2019:
Restate points as on 10 April 2019 plus the following additional observations.
90% of employees of industrial estates travel into Hixon from outside Parish and drive in by car
There are no effective public transport links
Car journeys will therefore increase
Carbon emissions will not be reduced
There would be more employees and more traffic but no new transport impact assessment has been submitted
A new traffic management scheme should be submitted for the New Road/A51 junction
Add the following additional conditions to a consent:-
Extend the 30 mph limit on New Road
Landscaping scheme for New Road access for screening of site
A new traffic impact assessment to be submitted.
A financial contribution for a five year period to create new public transport links to Rugeley via the Haywoods and to Stone and the North.

10 April 2019:
During the public consultation process for the Hixon Neighbourhood Plan, 80% of respondents said “there is enough employment land in Hixon and no more should be made available”;
The Hixon Neighbourhood Plan consultation found that 90% of people working at industrial estates in Hixon travel into Hixon from outside Hixon parish;
By contrast, 85% of Hixon residents who travel to a place of work travel out of Hixon parish area;
B1, B2 and B8 uses do not, in general, meet the local employment aspirations of the local Hixon demographic;
However, the Hixon Neighbourhood Plan did show local support for new business uses, in particular; High Technology, Leisure, Information Technology, Science & Technology, Education and emerging businesses;
Consequently, the proposed B1, B2 and B8 business uses would not assist rural sustainability.
The proposed access road lies outside 30mph speed limit on down-sloping stretch of road and highway danger would be worsened;
The point of access has limited visibility to the crown of the railway bridge crossing and would present significant dangers to both vehicles on New Road and vehicles exiting/entering the site;
The proliferation of access roads leading to industrial premises would harm the appearance of the locality and its visual amenity;
The proposed access road is remote and not connected to public transport links. If the Hixon development is permitted, without strict controls on the type of use, it would significantly skew the objectives of the Plan for Stafford in terms of location of industrial development outside of Stafford and Stone;
Policy E3 identifies only Ladfordfields Industrial Estate and Raleigh Hall Industrial Estate RIEs for expansion
The proposals do not accord with environmental protection policies, Policies SP6(i) or SP7 (ii) and (iii), and would conflict with Policies E2(d) and (g) of The Plan for Stafford as well as paragraph 17 of the National Planning Policy Framework.
The development would appear to interfere with public rights of way.
The Environment Agency objects on ground contamination and foul drainage grounds
Conditions should secure, if permission were to be granted
A Section 106 agreement to deliver leisure amenities/facilities to benefit the local community.
Widen business uses to demonstrate a bias in favour of more technology/science/Information and technology/administration uses;
An agreed stated maximum height of all buildings to roof eaves and ridge;
All external lighting to be low level with energy efficient units;
No illuminated signs;
External lights switched off between midnight and 6am;
Consideration of re-locating proposed access road off New Road to provide greater visibility splay and reduced speed limit;
A commitment to provide improved highway landscaping schemes at the New Road village gateway into Hixon;
Introduce highway improvements to address congestion at the A51/New Road junction.

**Neighbours:**
4 notified; no replies/representations received.

Site Notice:
Expire date 7 February 2020

Advert:
Expire date 12 February 2020

**Other representations**

Hixon Neighbourhood Plan Steering Group:
- Reiterate most representations of Parish Council of 10 April 2019.

**Relevant Planning History**

Parts of site

19/31147/DCON – Discharge of conditions 7 and 9 of permission 17/27061/FUL

17/27061/FUL- Retention of commercial building for Use Classes B1, B2 and B8 with changes to design originally approved under 14/20570/OUT (shown as No.1 Wellington Business Park on submitted plan) – approved 6 December 2017.
17/26335/FUL - Road and highway access to New Road – approved 21 November 2017; not built and expired.


14/20733/FUL – Variation of condition 9 of permission 12/16714/OUT for building to allow alternative provision for ground nesting birds – approved 15 October 2014; not built.

14/20570/OUT – Building for industrial/storage use – approved 15 January 2015; not built.


12/16714/OUT – Building for Use Class B1, B2 and B8 uses (outline) – details of access, appearance, layout and scale included – approved 7 November 2012; not built.

Recommendation

Approve subject to the following conditions:

1. This is only an outline consent for the erection of buildings and a phase of the development of buildings shall not commence until details of their layout, scale and appearance and the landscaping of their site (the reserved matters) in that phase have been submitted to and approved in writing by the local planning authority.

2. Applications for the approval of the reserved matters for any phase of buildings shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

3. The development of buildings shown in a phase shall be begun before the expiration of two years from the date of approval of the last of the reserved matters for that phase.

4. No development shall commence until a plan showing the phases of the development and the order in which they would be carried out has been submitted to and approved in writing by the local planning authority. Thereafter the development shall only be implemented as shown on the approved plan.

5. The approved plans showing the bund, detention pond, access details and estate road are drawing nos. 17L65P01D; S12109-2101 A00; S12109-2400 A00; and S12109-2100 A00. This development shall be carried out in accordance with the approved plans except as required by other conditions of this consent.

6. The approved plan for the construction of buildings is drawing no. 17L65P01D which is submitted for indicative purposes only except for the details of access shown which are approved, including the access to existing Unit 1. No further consent is granted or implied for Unit 1.
7. This consent allows the construction of buildings for use for Use Class B1c - light industry and/or Use Class B2 - general industrial and/or Use Class B8 - storage and distribution purposes only. No other uses shall be carried out except ancillary uses.

8. No above ground construction shall commence in a phase of the development not involving new buildings until a scheme of hard and soft landscaping for that phase including the means of boundary enclosure has been submitted to and approved in writing by the local planning authority. The schemes shall be informed by the submitted ecology report, design and access statement, and the observations of the Council’s Biodiversity Officer. Thereafter, the approved scheme of hard landscaping for a phase shall be carried out before the phase is first brought into use, and the approved soft landscaping/planting shall be carried out within eight months of the completion of that phase of development. Any plants or trees in that phase that die, become diseased or are removed within five years of planting shall be replaced in the current or subsequent planting season.

9. A phase of the development hereby permitted shall not be commenced until details of the access, parking, servicing and turning areas for the development in that phase have been submitted to and approved in writing by the Local Planning Authority. The approved access, parking, servicing and turning areas shall thereafter be provided in accordance with the approved details prior to that phase being brought into use.

10. No phase of the development hereby permitted shall be commenced until full details of the access onto New Road and the new estate road, as illustrated on the approved plans, have been submitted to, and approved in writing by, the Local Planning Authority. They shall include (a) Road Safety Audit(s) and details of construction, footways, surface water drainage, street lighting, signing and road markings. The access and new estate road shall thereafter be constructed in accordance with the approved details and be completed prior to the first use of any other phase of the development.

11. A phase of the development hereby permitted shall not be commenced until a Construction Method Statement for that phase has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period of that phase. The Statement shall provide for:
   i) a site compound with associated temporary buildings;
   ii) the routing of construction vehicles to and from the site;
   iii) the removal of demolition materials from site;
   iv) the parking of vehicles of site operatives and visitors;
   v) the loading and unloading of plant and materials;
   vi) storage of plant and materials used in constructing the development;
   vii) measures to prevent the deposition of deleterious material on the highway including wheel wash.
12. No phase of the development hereby permitted shall be brought into use until the visibility splays shown on the approved plan have been provided. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 600 mm above the adjacent carriageway level.

13. No part of the development permitted by this consent shall be occupied or first used until a Framework Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Framework Travel Plan shall set out proposals (including a timetable) to promote travel by sustainable modes which are acceptable to the Local Planning Authority. The Travel Plan shall be implemented in accordance with the timetable set out in that plan unless otherwise agreed in writing by the Local Planning Authority. Reports demonstrating progress in promoting sustainable transport measures shall be submitted annually on each anniversary of the date of the planning consent to the Local Planning Authority for approval for a period of five years from first occupation of the development permitted by this consent.

14. The buildings hereby permitted shall only have a maximum of two floors (ie ground floor and first floor) above ground level.

15. No development in a phase shall commence until assessments of the impact of noise and external lighting including during construction for that phase have been submitted to and approved in writing by the local planning authority. The assessments shall include the location and design of lighting apparatus and other schemes of works or measures for the mitigation of any adverse impact on the environment or residential amenity. No development in a phase shall be carried out or first occupied until the approved works or measures in that phase have been implemented or carried out. No other external lighting shall be constructed in any phase without the written permission of the local planning authority.

16. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted has been submitted to and approved in writing by the local planning authority. This strategy shall include the following components:

1. A site investigation scheme, based on the Phase I Geo-environmental Desk Study (Waterco Ltd, June 2019) submitted in support of this application, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.
17. No development in a phase shall commence until an ecological mitigation strategy for that phase has been submitted to and approved in writing by the local planning authority. The ecological mitigation strategy shall include an explanation of how the recommendations in the submitted ecological report shall be implemented and a programme for such implementation. Thereafter, the mitigation works shall be carried out in accordance with the approved programme for that phase.

18. No development in a phase shall commence until a method statement for the avoidance of reptiles during construction for that phase has been submitted to and approved in writing by the local planning authority. Thereafter, the approved method statement shall be implemented during the construction of that phase.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015, no walls, fences, gates or other means of enclosure shall be erected without the written permission of the local planning authority.

20. No phase of development shall begin until a detailed surface water drainage design for the whole site has been submitted to and approved by the Local Planning Authority. The design shall be in accordance with the overall strategy and key design parameters set out in the submitted Flood Risk Assessment & Drainage Strategy (Waterco File Ref: 12109-FRA and Drainage Strategy-01, 31/07/2019). The design shall demonstrate:
   - Surface water drainage system(s) designed in accordance with national and local standards, including the non-statutory technical standards for sustainable drainage systems (DEFRA, March 2015).
   - SuDS design to provide adequate water quality treatment in accordance with the Simple Index Approach and SuDS treatment design criteria (The SuDS Manual, CIRIA C753, 2015), to include detention basin and primary treatment for all yard and parking areas.
   - Limiting the discharge rate for the critical 1 in 1 year event to 6l/s, and for the critical 1 in 100 years event to 27l/s, with allowance for climate change.
   - Detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details on any attenuation system, and the outfall arrangements. Calculations shall demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods.
   - Incorporate a lowered flooding route through the site with finished floor levels raised 300mm above adjacent levels.
   - Plans illustrating flooded areas and flow paths in the event of exceedance of the drainage system. Site layout and levels shall provide safe exceedance routes and adequate access for maintenance.
   - Provision of an acceptable management and maintenance plan for surface water drainage to ensure continued performance of the system for the lifetime of the development. This should include a schedule of required maintenance activities.
and frequencies, and contact details for the organisation responsible for carrying out these duties.

21. A phase of the development shall not be commenced unless and until details of the foul water drainage scheme, which shall connect to the main foul sewer, for that phase has been submitted to and approved in writing by the local planning authority. Thereafter, a phase shall not be brought into use unless and until the approved foul drainage for that phase has been constructed and connected to the main foul sewer.

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

1. To define the permission.
2. To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.
3. To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.
4. To define the permission.
5. To define the permission.
6. To define the permission.
7. To define the permission.
8. To enhance the appearance of the development and biodiversity (Policies N1 and N4 of The Plan for Stafford Borough)
9. In the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).
10. In the interests of the safety and convenience of users of the highway. (Policy T1c 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 the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).
13. In the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).
14. In order to facilitate an effective means of escape from the buildings for occupiers in an emergency (Paragraph 95a of the National Planning Policy Framework)
15. To safeguard the amenities of the area (Policy N1e of The Plan for Stafford Borough).

16. To ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

17. To enhance biodiversity (Policy N4 of The Plan for Stafford Borough)

18. To enhance biodiversity (Policy N4 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).

20. To reduce the risk of surface water flooding to the development and properties downstream for the lifetime of the development and to mitigate any potential impact on the Pasturefields salt marsh Special Area of Conservations (Policies N2 and N5 of The Plan for Stafford Borough)

21. To mitigate any impact on the Pasturefields salt marsh Special Area of Conservation (Policy N5 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, the Environment Agency, Cadent, the Health and Safety Executive and the Lead Local Flood Authority. All comments can be viewed online through the planning public access pages in respect of this application of the Council website(www.staffordbc.gov.uk).
19/29954/OUT
Land at Air and Ground Aviation
New Road
Hixon
Reason for referral to committee

This application has been called in by Councillor B McKeown (Ward Member for Haywood and Hixon) for the following reasons:–

“To enable discussion relating to the impact of this development on the local highway infrastructure and traffic congestion”.

Context

The application site covers an area of approximately 6.6ha. The site forms flat and predominantly agricultural land situated between the developed area of the Hixon Airfield Industrial Estate and the main SW/NE aligned former runway. A public right of way follows the line of the existing access drive and another crosses the site.

The site lies within 8km of the Cannock Chase Special Area of Conservation (SAC), 2km from the Pasturefields Salt Marsh SAC and Site of Special Scientific Interest (SSSI) and 3km from the Midlands Mosses SAC. A high pressure pipeline (WM1226 A, B, & C) runs through the site in a north-south alignment. The RAF Hixon site, within which the application site falls, is listed on the Staffordshire Historic Environment Record.

Outline consent 14/20587/OUT with all matters reserved was granted 21 December 2016 for an extension of the Hixon Airfield Industrial Estate to comprise a mix of employment space for light industrial, general industrial and storage/distribution purposes with an estimated floor area of 23,194sqm, and the potential for the generation of 464 jobs.

This application is for reserved matters to the outline permission relating to access, appearance, landscaping, layout, and scale.
The proposal comprises five units within four separate buildings, each with parking and servicing areas. An access road would be provided off the private industrial estate road to serve each unit whilst the service yard to unit A would have a separate access point.

Unit A would be situated in the southern corner of the site and would have a rectangular footprint. Maximum dimensions would measure 51.44m x 49.99m with a height of 13.60m (eaves at 11.30m). It would have a curved roof with two peaks.

Unit B would be situated in the south-western corner of the site and would have a rectangular footprint. Maximum dimensions would measure 140.34m x 49.99m with a height of 13.60m (eaves at 11.30m). It would have a curved roof with two peaks.

Unit C would be situated adjacent to the south-eastern boundary of the site and would have an L-shaped footprint. Maximum dimensions would measure 80.95m x 60.72m with a height of 14.80m (eaves at 11.55m). It would have a curved roof with two peaks.

Units D and E would comprise a single building situated in the northern corner of the site and would have an L-shaped footprint. Maximum dimensions would measure 143.50m x 64.61m with a height of 15.20m (eaves at 11.60m). It would have a curved roof with two peaks. This building would be internally subdivided to provide an L-shaped unit (D) and a rectangular unit (E).

The materials proposed comprise composite cladding in merlin grey (BS18B25), goosewing grey (BS10A05), and anthracite (RAL 7016). Flashing would have a goosewing grey coloured powder coating, and the roofs would comprise an insulated cladding system in goosewing grey. The window frames would have an anthracite coloured finish.

**Officer Assessment – Key Considerations**

1. **Principle of the proposed development**

The principle of the development has been accepted under the granting of outline permission 14/20587/OUT.

Spatial Principle (SP) 1 of The Plan for Stafford Borough reiterates the National Planning Policy Framework (NPPF) requirement that permission should be granted for development unless “… any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in that framework indicate that development should be restricted”.

SP2 identifies a requirement for the delivery of approximately 8ha of employment land per year over the plan period to provide for the future needs and prosperity of residents. Of the total of 160ha required across the Borough, SP5 identifies that 32% (50ha) should be in locations outside Stafford and Stone with 10ha of this specifically identified for provision at the Ladfordfields and Raleigh Hall Recognised Industrial Estates (RIE’s) in accordance with policy E4. Other RIE’s are identified in policy E3 including Hixon Airfield, where B1 (excluding offices), B2, and B8 uses will be permitted provided there are no significant adverse impacts on the surrounding environment, nearby residents and transport.
networks. Formal boundaries of the RIE’s were identified within The Plan for Stafford Borough Part 2, adopted in January 2017.

Policies E1 and E2 both encourage appropriate development at RIE’s consistent with policy E3. Class B1(a) offices are excluded from the policy because major office developments are identified in national policy as being town centre uses. The proposal clarifies that the provision of office space would be ancillary to the B2 and B8 uses as such back office functions are considered to be an essential requirement for modern industrial business.

Policy 7 of the Hixon Neighbourhood Plan (HNP) 7 gives particular support to the provision of hi-tech, information technology, research & development, scientific, administration, education and social enterprise business uses, although it does not exclude the proposed uses for which outline permission has already been granted.

Polices and Guidance:

National Planning Policy Framework
Paragraphs: 7, 8, 10, 11, 83 & 89

The Plan for Stafford Borough
Policies: SP1 Presumption in favour of sustainable development; SP2 Stafford Borough housing & employment requirements; SP5 Stafford Borough employment growth distribution; SP7 Supporting the location of new development; E1 Local economy; E2 Sustainable rural development; E3 Development within recognised industrial estates

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

Hixon Neighbourhood Plan
Policies: 4 Open spaces and the natural environment; 5 Heritage assets and culture; 7 Employment land

2. Character and appearance

The immediate surrounds are relatively flat, comprising a former airfield. The site is a greenfield site comprising agricultural land immediately adjacent to the existing buildings and yards comprising the Hixon Airfield Industrial Estate and the former airstrip which is used for external storage.

The buildings comprising the Airfield Industrial Estate are varied in their design although they are generally of a similar character given their function.

The Council’s Design Advisor notes that there is no spatial masterplan or suite of design principles for the RIE which may result in the failure to create a cohesive and appropriate layout and design which positively creates the opportunities to improve the character and quality of the area and the way in which it functions. However, in this context it is noted that the Council has not adopted a masterplan with which the applicant must comply and the applicant does not own the remainder of the undeveloped part of the RIE so they would not be in a position to impose a design code or masterplan.
Whilst this will inevitably result in what may appear to be further piecemeal development, should the proposal acknowledge the surrounding development it is considered likely that it would be acceptable with regard to its design and appearance.

The proposal effectively amounts to an extension to Hixon Airfield Industrial Estate comprising four large warehouse buildings, one of which would be subdivided, with large floorplates and each having ancillary office set over three floors. The estate road would run through the site with individual access points on either side which would serve each building and their respective servicing and parking areas.

There would be three large attenuation ponds and areas of turf, wildflower meadow, wildflower wetland and woodland planting forming a landscaping scheme which would assist with screening on the northwest boundary.

The application site, and the wider airfield site is relatively flat and sits within an area which is likely to be readily visible from vantage points a significant distance from the site. Any large scale development is therefore likely to exert an impact on the character of the wider landscape.

Whilst the site lies within the boundary of the former RAF Hixon site, which is registered on the Staffordshire Historic Environment Record, it is within the boundary of the RIE where outline consent has been granted. Furthermore, the proposal would not impact on the remnants of the airfield comprising part of the two intersecting runways. On this basis the proposal is not considered to result in undue harm to the setting of this heritage asset (policy 5, Hixon Neighbourhood Plan).

The Design Advisor states that whilst the site is effectively isolated from the remaining functional aspects of the existing industrial estate and the adjacent airfield, the proposed layout provides an obvious and legible point of connection through to the northeast, albeit to land which lies outside of the RIE. It is, however, noted that the lack of interconnectivity would likely perpetuate the relative illegibility of the overall industrial estate. Given the existing surrounding development and the size of the application site it is considered that the potential link through to the northeast is the most appropriate potential point of future connection. The footprint of the proposed buildings would range from 2,500sqm to 7,765sqm. The buildings within the industrial estate are wide ranging in terms of their dimensions and include a building with a footprint of over 15,000sqm and in this regard it is considered that the pattern of development is acceptable.

The proposed buildings would be larger, in terms of their scale and massing, than the existing industrial development. However, there are instances of buildings which are larger with regard to either their ground coverage or height and therefore it is considered that a precedent has been set with regard to the appropriate size of buildings within the RIE. Such large buildings are also present elsewhere in Hixon; the Steel Service Centre building (Hangar 5) to the south of New Road opposite the entrance to New Road Industrial Estate has a height of 11.8m with a lift shaft of 13.8m. Furthermore, it is acknowledged that the dimensions of the proposed buildings will allow sufficient internal heights for storage and clearance for crane movements informed by modern day requirements of such buildings. The size of the buildings would ensure that the buildings
remain attractive to a range of end users and that Stafford Borough can attract new businesses to the area and enable existing businesses to grow.

The Design Advisor acknowledges that the design of the buildings is what is expected from this form of development, albeit they would likely be particularly noticeable within wider views of the site.

The buildings would be of portal frame construction with composite wall and roof cladding with profiled metal finishes. The proposed materials are considered to be appropriate given the context of being proposed large industrial buildings within an extension to an existing industrial estate.

The Council’s Design Advisor notes that the colours proposed, a range of shades of grey, would contrast with the prevalent background colours and would therefore be more prominent in wider views. However, they are relatively recessive colours and similar to others elsewhere within the industrial estate and, furthermore, when closer to the buildings they are more likely to be recessive given their surroundings and the prevalent colour of the sky. It is considered that a range of grey cladding is acceptable on balance.

The Hixon Neighbourhood Plan (HNP) has no policies specifically relating to the design and appearance of industrial buildings. However policy 7 (employment land) refers to the need for proposals at the edge of recognised industrial estates to provide a green buffer. In this regard the proposal is considered to meet the requirements of the HNP.

Policies and Guidance:

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

The Plan for Stafford Borough
Policies: N1 Design; N8 Landscape character; N9 Historic environment

Supplementary Planning Document (SPD) – Design

Hixon Neighbourhood Plan
Policies: 4 Open spaces and the natural environment; 5 Heritage assets and culture; 7 Employment land

3. Residential amenity

The nearest residential properties to the application site are Wychdon Cottages 300m to the south and the outskirts of the settlement of Hixon to the north side of New Road a similar distance to the southeast. There is also a single dwelling set back significantly from New Road which is over 200m from the application site.

Wychdon Cottages are separated from the application site by land which is the subject of application 19/29954/OUT for development for B1, B2, and B8 purposes whilst the latter is separated by the existing Hixon Airfield Industrial Estate, including the large Mommoet (formerly ALE) buildings.
Whilst there would be potential for the businesses which would occupy the buildings to impact on residential amenity as a result of noise, air quality and lighting such matters can be adequately addressed under condition 9 of the outline permission 14/20587/OUT which requires the submission of proposals to mitigate the impact of these potential issues prior to the commencement of each phase of development.

The Environmental Health Officer recommends conditions relating to the development phase in terms of hours of works and associated deliveries; burning on site during development; and damping down and road sweeping to be carried out. Other than a restriction of hours of works during construction, it is not considered that such conditions are appropriate in this instance given that the application site is accessed off a long private road and that other occupiers of the industrial estate have no restriction on their delivery hours.

Further to this, the Environmental Health Officer recommends a condition to secure the submission of details of the proposed sewage treatment plant. However, since this representation was made the applicant has revised the scheme to include a connection to the public sewer network at a mains drainage point approximately 750m from the site in New Road. A rising main would be installed to serve the development. A condition can be attached to any permission granted to secure details of the location and appearance of any above ground development required for the installation of the pumping station associated with the rising main.

The Hixon Neighbourhood Plan contains no policy relating to amenity issues relevant to this proposal.

Policies and Guidance:-

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

Hixon Neighbourhood Plan
Policies: 4 Open spaces and the natural environment; 5 Heritage assets and culture; 7 Employment land

4. Access and parking

Access to the proposed development would be achieved from New Road utilising the existing Hixon Airfield Industrial Estate access road.

The development would comprise the provision of 20,735sqm of single-storey B1/B2/B8 floorspace and 2,055sqm of ancillary office space shared between the five units, each split over three floors.

Local plan parking standards requires the following parking provision:

- **B1 (R&D and light industry)**
  - One space per 35 sqm of gross floor space up to 235 sqm then one space per 60sqm thereafter.
B2 Industry

One space per 25sqm of gross floor space up to 250sqm then one space per 50sqm thereafter;
No spaces are required for the first 100sqm of ancillary office space, thereafter one space per 25sqm is required;

B8 Storage and distribution

One space per 80sqm of gross floor area.

On the basis of the elements of the development being flexible within use classes B1, B2 and B8 it is considered that the scheme would require in the region of 284-450 parking spaces. A cumulative 342 spaces would be provided across the site demarcated in areas separate from the servicing areas which would provide space for the parking and turning of HGVs. The availability of parking spaces would be within the range required.

Furthermore, under application 14/20587/OUT a proposed trip rate of 87 in the AM peak and 64 in the PM peak was considered to be acceptable. Based on the proposed floor area being less than the total approved in the outline consent revised trip rates of 76 (AM peak) and 57 (PM peak) are calculated. The proposal is therefore likely to result in a reduced impact on the local highway network at peak times.

The Highway Authority state that whilst some local highway network issues have been identified in recent years the extant outline consent is acknowledged and the proposed scheme indicates a reduction in the likely impacts on the highway following refinement of the scheme. No objection is raised, subject to conditions to ensure that the access, parking, servicing and turning areas are provided prior to the development being brought into use, and furthermore, that the development is carried out in accordance with a Construction Method Statement to be submitted and approved prior to the commencement of development.

It is also noted that a condition of the outline consent requires the development to be occupied in accordance with a Travel Plan and that a monitoring fee of £6,000 is secured by unilateral undertaking associated with the outline consent.

The private access road leading from New Road has the status of a public footpath (Hixon 18) and another (Hixon 23) leads west through the south of the application site towards the airstrip. The diversion of the latter is therefore required and it is noted that an application for its diversion has been submitted to the Borough Council for consideration pending the determination of this application.

It is clear that the lack of interconnectivity to the rest of Hixon Airfield Industrial Estate is due to the access road which separates the application site from existing units and there not appearing to be obvious points for improving inter-connectivity with the wider estate. Whilst the minimal connections with the wider area may act to perpetuate the relative illegibility of the wider industrial estate it is not considered that this would justify the refusal of this application as it is not considered that the proposal would result in any undue harm with regard to matters of access and transport.

The Hixon Neighbourhood Plan has no policy relating to transportation although policy 4 seeks to ensure that new development results in improvements to public connectivity. It is
not considered that the proposal would result in any harm to the network of footways and furthermore separate consent would be required to divert the footpath during which consideration would be given to any proposed new alignment. Given the orientation of the footpath which would be affected (Hixon 23) it is considered likely that any diversion would result in a rationalisation of its route around the application site.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 98, 105 & 106

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

Hixon Neighbourhood Plan
Policies: 4 Open spaces and the natural environment; 5 Heritage assets and culture; 7 Employment land

5. Drainage and pollution

The site is within 8km of the Cannock Chase Special Area of Conservation, 2.0km from the Pasturefields Salt Marsh SAC and 3km from the Midlands Mosses SAC. Sufficient information has been provided by the applicant in the Transport Verification Note (revision B), in combination with other sources of information available, to determine that the proposed development is very unlikely to negatively impact upon the Pasturefields Salt Marsh SAC, Midlands Mosses SAC, or Cannock Chase SAC via increased deposition of nitrogen arising from increased vehicular movement directly or indirectly, alone or in combination, with other relevant development.

The Pasturefields SSSI/SAC designated site is a modified remnant of the former salt marshes of the Trent Valley and is one of only two known extant brine spring marshes in the country. The area is an extremely rare and vulnerable habitat important for the understanding of plant ecology and distribution and vegetation history in the British Isles. This site is also locally important for breeding birds associated with lowland wet grassland including Snipe, Redshank and Lapwing. Natural England advise that maintaining the quality and quantity of water supply to this site is critical as poor water quality and quantity could adversely affect the structure and function of this special habitat. The water table and other hydrological aspects may also be affected by development in the wider catchment. The application site is 2000m from this SAC site and therefore has the potential to affect its interest features.

During the course of the consideration of this application the applicant has submitted a revised drainage strategy which confirms that it would maintain surface water discharge rates at existing greenfield run-off rates to result in no net increase or decrease. Furthermore, that potential hazards associated with the development could be fully mitigated by the sustainable drainage principles set out in accordance with the simple index approach of the SuDS Manual CIRIA c753. All foul drainage would also be pumped to an existing mains drainage connection point. Therefore, the potential for impact on the protected site is considered to be low. In combination with developments proposed under
applications 19/29954/OUT and 19/31487/COU it is considered that the proposed development is not likely to result in undue harm to the protected site provided that this appropriate mitigation is secured by condition. Natural England raise no objection on this basis.

The Council has carried out an appropriate assessment as required by the habitat regulations and it is considered that any potential impacts on the designated sites can be mitigated via conditions.

The application site is in flood zone 1. The outline planning permission is subject to a condition to secure details of foul and surface water drainage schemes and that the surface water drainage should be designed in accordance with SuDS principles. That application was accompanied by a Flood Risk Assessment which confirmed that adequate drainage schemes could be achieved. Furthermore, it was considered that the potential for connection to mains sewers was to form part of the reserved matters submission and that in principle the development was capable of meeting policy requirements with regard to sustainable drainage.

This application was initially supported by a drainage strategy which identified the proposed attenuation of surface water and a point of discharge to a nearby watercourse. The Environment Agency and Lead Local Flood Authority objected on the grounds that insufficient information was provided with regard to foul drainage and that there were deficiencies in the detail of how surface water was to be managed.

The submission of additional information identified that the drainage strategy would maintain surface water discharge rates at existing greenfield run-off rates and involves water quality controls to reduce potential for impacts of pollution, whilst foul water would be pumped to a mains sewer connection 750m from the site.

The Lead Local Flood Authority raise no objection based on the principles of the surface water drainage with regard to the landscaping, layout, and scale of development, however it is acknowledged that full details of the proposed surface water drainage strategy remain outstanding and would be required prior to the commencement of development under condition 12 of outline consent 14/20587/OUT.

The Environment Agency raise no objection on the basis of the revised drainage strategy by Nolan Associates (dated March 2020) addressing earlier concerns as the foul drainage strategy proposes to pump foul sewage via a rising main to an existing mains drainage connection point approximately 750m from the site.

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; N6 Cannock Chase special area of conservation
Hixon Neighbourhood Plan
Policies: 4 Open spaces and the natural environment

6. Ecology

The application is supported by a strategy produced by a biodiversity enhancement strategy produced by Cotswold Wildlife Surveys. The strategy outlines that the landscaping scheme has been designed to provide opportunities for nesting birds and other wildlife in order to provide enhancements to local biodiversity.

The Council’s Biodiversity Officer raises no objection to the proposal on the grounds that the scheme appears to fulfil the requirements of conditions of outline planning permission 14/20587/OUT.

Due to the proposed loss of the existing row of semi-mature trees along the south-eastern boundary the Council’s Tree Officer raised concern with regard to the initial proposed landscaping scheme and recommended that selected standard or heavy standard trees grown under appropriate methods be planted to improve survival rates. Following the submission of an amended landscaping plan the Tree Officer raises no objection to the proposal.

A condition is however recommended to specify ‘like for like’ replacement(s) should any new tree(s) die or become unsuitable for retention during the first five years following planting as well as an informative to recommend an appropriate aftercare and watering regime to be implemented for two years following planting to prevent unnecessary loss.

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; N6 Cannock Chase special area of conservation

Hixon Neighbourhood Plan
Policies: 4 Open spaces and the natural environment; 5 Heritage assets and culture; 7 Employment land

7. Other

A high pressure pipeline (WM1226 A, B, & C) runs through the site in a north-south alignment and is shown on the site plan along with an easement of 3m (1.5m either side of the centre line of the pipe), together with a buffer zone of 30m (15m either side). Within this buffer zone only access roads, parking and servicing areas, and landscaping is proposed. All buildings would be sited outside of the buffer zone.

The Health and Safety Executive has been consulted via their web-app which states that they “do not advise against” the proposed development.
8. Conclusion and planning balance

The proposed development is in accordance with extant outline planning permission 14/20587/OUT and it is considered that the scheme would be appropriate with regard to its access, layout, scale, appearance and landscaping.

The buildings are considered to be appropriate with regard to their design and scale in the context of the surrounding development and the site within the wider landscape.

The proposed landscaping is considered to be appropriate with regard to the resultant green buffer, screening and biodiversity enhancements to be achieved.

Consultations

Highway Authority:
No objection.
The principle of the proposed development and the effects on the surrounding highway network have been agreed during consideration of the outline application in 2014. Although some local highway network issues have now been identified the development has approval under 14/20587/OUT and the reserved matters shows a reduction in the impact on the highway as originally agreed.

Conditions to secure the following should be attached to any approval:
- Provision of access, parking, servicing, and turnings areas; and
- Construction management plan (to first be approved) for the construction period.

With regard to permission 14/20587/OUT no part of the development shall be occupied until a travel plan has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall be implemented in accordance with the timetable set out in that plan.

Any potential end user should consider, for example, alternative working methods or offset shift patterns to avoid peak hour traffic, this should also be considered in the travel plan.

Design Advisor:
I believe there are two interrelated issues which do not appear to be considered within this submission which, if not adequately addressed/mitigated, could bring avoidable negative impacts to bear on the functionality, quality, and character of the immediately locality and the wider landscaping setting.

New development on a strategic site should either adhere to a pre-existing spatial masterplan (or suite of design principles) for the entire allocation or be providing one. Without a design framework for the entire site (which would set out how the development should relate to both its immediate context and its wider landscape setting) there is no way to ensure that the overall delivery of the Strategic Development site would create a cohesive and appropriate layout and design that positively creates the opportunities to improve the character and quality of the area and the way it functions.

An intrinsic element of this (particularly given the qualities of scale, form, and massing of the buildings proposed) is how the proposal identifies and acknowledges the impacts on the landscape setting and actively responds to minimise/mitigate those impacts. Although I have not extensively viewed the site from distance, judging from the form and topography of the landscape setting it strikes me that the entire airfield location, and many existing uses within the site, are likely to be readily visible within the wider setting. It is
therefore logical to conclude that new buildings such as those proposed would (due to their scale, form, massing, and very likely their mono-chromatic colouring) exert and have a significant impact on the character and quality of the wider landscape. Although it is positive that the proposed layout would provide an obvious and legible point of connection through to the area northeast of the strategic employment site it is otherwise effectively isolated from the main functional aspects of the existing industrial estate and adjacent airfield. This is considered unfortunate in that the potential to create a cohesive movement network which provides interconnectivity between the different parts and functions of the overall airfield site is being avoided and would perpetuate the relative illegibility of the overall site.

The design of the buildings are more or less what you would expect or this form of development, however I would highlight that they are relatively tall in comparison to the surrounding buildings on the airfield and adjacent industrial park, and are likely to be particularly noticeable from distance due to this. The choice of colour is also more contrasting to the prevalent background colours of the area than the majority of buildings on the adjacent industrial site, and as such are likely to be more visually prominent in the landscape.

**Environment Agency:**
(Comments dated 31 March 2020):
No objection. The drainage strategy by Nolan Associates (dated March 2020) addresses the concerns raised in our previous response. The foul drainage strategy is acceptable as it is proposed to pump foul sewage via a rising main to an existing mains drainage connection point approximately 750m from the site (section 4.3).

(Comments dated 7 January 2020):
Objection. Due to the size of the proposal and a serious past pollution incident from the industrial estate which killed all fish and invertebrates within the adjacent brook we require further information in relation to the foul drainage proposals. Further information is required on the feasibility study for connecting to mains and evidence in relation to correspondence with Severn Trent Water, demonstrating that connecting to the existing foul infrastructure is not possible or feasible. Discharge from the package treatment plant would require an Environmental Permit which will ensure that all waste water which enters the system can be treated by the package treatment plant under strict guidance on maintenance.

(Comments dated 11 December 2019):
Objection. We require information on proposals for foul drainage in order to ascertain the suitability of the proposed development.

**Lead Local Flood Authority:**
(Comments dated 17 April 2020):
No objection. Whilst the main principles are acceptable with regard to appearance, landscaping, layout, and scale, the full details of the proposed surface water drainage strategy are required prior to commencement on site. This is a condition of outline consent 14/20587/OUT and therefore no additional conditions are required.
(Comments dated 12 February 2020):
Objection. The response to our earlier objection is mostly satisfactory however further
detail is required regarding the surface water exceedance plan to demonstrate that the
proposed flooding at S35 + S36 would be contained within the site.
Since ground levels fall away to the west of this proposed flooding location it appears that
water would flow away from the site.

(Comments dated 31 December 2019):
Objection. The site is within flood zone 1, however there is risk of surface water flooding
including 1-30 year coverage. The area of ponding extends to the west of the site.
There is insufficient information in relationship to landscaping layout and scale. The
following deficiencies should be resolved:
- Pipe connectivity is unclear. Proposed internal surface water drainage and outfall
  arrangements should be clarified;
- The proposed impermeable areas should be clarified; and
- The surface water exceedance plan is insufficiently detailed to demonstrate how flood
  water would be safely managed on site.

Natural England:
(Comments dated 29 April 2020):
No objection, subject to appropriate mitigation being secured.
- Without the appropriate mitigation the proposed development would have an adverse
effect on the integrity of Pasturefields Special Area of Conservation.
- In order to mitigate these adverse effects and make the development acceptable, the
  following mitigation measures are required, and should be secured by condition or
  obligation:
  - Maintaining surface water discharge rates at existing greenfield run-off rates and
    an assessment of water quality in accordance with the simple index approach of
    the SuDS manual CIRIA C753.
  - Implementation of the foul drainage strategy to pump foul sewage to an existing
    mains drainage connection point.

(Comments dated 23 January 2020):
Objection. The proposal could have a potential impact on Pasturefields SSSI which is
also designated as a SAC. Further information is required in order to determine the
significance of these impacts and the scope for mitigation:
- Habitats regulation assessment; and
- Full consideration of the potential water supply and water dependency pathways
  between the development site and Pasturefields SSSI and SAC to ensure that any
  potential impacts are addressed.
Pasturefields SSSI/SAC designated site is a modified remnant of the former salt marshes
of the Trent Valley. It is one of only two known extant brine spring marshes in the country.
It is an extremely rare and vulnerable habitat important for the understanding of plant
ecology and distribution and vegetation history in the British Isles. This site is also locally
important for breeding birds associated with lowland wet grassland including Snipe,
Redshank, and Lapwing. Maintaining the quality and quantity of water supply to this site is
critical. Poor water quality and quantity could adversely affect the structure and function of
this special habitat. The site’s water table and other hydrological aspects may also be
affected by development in the wider catchment.
The application site is 2000m to this SAC site and therefore has the potential to affect its interest features. These sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the ‘Habitats Regulations’). The submitted drainage strategy does not seem to have given consideration to Pasturefields SSSI and SAC. Any potential hydrological pathways to the designated site should be considered.

**SAC Project Officer:**
(Comments dated 5 February 2020):
- The applicants are required to undertake and submit an assessment of their likely impacts on the quality and quantity of water feeding into Pasturefields Saltmarsh SAC as an evidence base for the competent authority to conduct and complete HRA.
- The SAC team concurs with Natural England that due to the reasonable likelihood that development could impact upon Pasturefields Saltmarsh SAC, indirectly via impacting upon water quality and quantity feeding into the designated site, the competent authority must address this concern.
- The applicant is required to submit assessments of their impacts (if any) upon ground water contamination, specifically in relation to their impacts upon the reasons for designation for Pasturefields Saltmarsh SAC with which the application site is in hydraulic continuity.
- Such information should be provided to Natural England for their expert advice.

(Comments dated 8 January 2020):
- Sufficient information has been provided by the applicant in the Transport Verification Note – revision B (in combination with other sources of information available to SAC Partnership LPAs) to determine that the development proposed is very unlikely to negatively impact upon Pasturefields Salt Marsh SAC; Midlands Mosses SAC; or Cannock Chase SAC, via increased deposition of nitrogen arising from increase vehicular usage, directly or indirectly, alone or in combination with other relevant applications.
- The application can be screened out at stage 1 of HRA.

(Comments dated 13 December 2019):
- The proposed development has the potential to negatively impact upon Pasturefields Salt Marsh SAC; Midlands Mosses SAC; & Cannock Chase SAC, indirectly, via increased deposition of nitrogen arising from increase vehicular usage.
- The likelihood of this development resulting in a significant impact upon the critical functions of the reasons of designation of these sites (either alone or in combination) needs to be understood prior to any determination of the application.
- The applicant is required to comply with their responsibilities as stated in Regulation 63(2) of the Conservation of Habitats and Species Regulations 2017 and provide further information to the competent authority to allow them to undertake and complete a Habitats Regulations Assessment.

**County Rights of Way Officer:**
A public footpath (18 Hixon Parish) runs up the private access road leading to the proposed development and 23 Hixon Parish runs through the proposed development within its south-westerly borders. It appears that the proposal would directly impact on these public rights of way.
The attention of the applicant should be drawn to the existence of the paths and the requirement that any planning permission would not construe the right to divert, extinguish, or obstruct any part of the public paths. If any footpath needs to be diverted the applicant would need to apply to Stafford Borough Council to allow the development to commence.

**Ramblers Association:**
No representation received.

**Environmental Protection Officer:**
The application should consider ground contamination – a desktop survey should be undertaken – as the Pasturefields nature reserve is in hydraulic continuity with the site.

**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;
- Damping down and road sweeping to be carried out; and
- Full details of the proposed sewage treatment plant to be provided and to be fully operational prior to occupation of the development.

**Biodiversity Officer:**
(Comments dated 13 January 2020):
There is risk of ground contamination; information is required up front, rather than being secured by condition.
Pasturefields is a SAC/SSSI so the authority is bound by the habitat regulations to understand how this issue could affect Pasturefields.

(Comments dated 20 December 2019):
No objection. The strategy produced by Cotswold Wildlife Surveys under condition 15 on permission 14/20587/OUT fulfils the appropriate mitigation measures.

**Tree Officer:**
(Comments dated 4 February 2020):
The amendments are considered to be appropriate and therefore the objection is retracted.

(Comments dated 23 January 2020):
Objection. Taking account of the loss of existing semi-mature trees along the roadside which is evident from their exclusion on the submitted plans I do not consider the current proposed landscaping plan to be of a sufficient standard.
A condition is recommended to specify (like for like) replacement should any new trees die or become unsuitable for retention during the first five years following planting.
An informative should be attached to any approval to recommend an appropriate aftercare and watering regime to be implemented for two years following planting to prevent unnecessary loss.

**Health and Safety Executive:**
(Web-app): Do not advise against.
**Hixon Parish Council:**
A number of comments are raised, however it is not clear whether any objection is made. Comments are summarised as:
- B1, B2, and B8 uses do not, in general, meet the local employment aspirations of the local Hixon demographic. However, the Hixon Neighbourhood Plan shows local support for new business uses such as high technology, leisure, information technology, science & technology, education, and emerging businesses;
- B1, B2, and B8 uses would not assist rural sustainability;
- The site is not well connected to public transport links;
- Traffic would increase, as would congestion;
- Traffic management at the junction of New Road and the A51 is a necessity;
- The comments of the County Rights of Way Officer are supported;
- Any approval should be subject to a s106 agreement to deliver leisure amenities/facilities for the local community;
- Financial contributions should be sought to create new public transport links; and
- Conditions regarding the following are recommended:
  - Business use should favour technology/administration sectors;
  - Maximum height of all buildings to eaves and ridge;
  - External lighting should be low level and energy efficient;
  - External lighting should be switched off at night; and
  - Signage should not be illuminated.

**Stowe-by-Chartley Parish Council**
Objection. The proposal would obstruct a public right of way and may affect proposed public rights of way. It would create further traffic problems by resulting in additional vehicular movements and result in additional traffic on narrow lanes in the vicinity.

**Neighbours**
(285 consulted): Three representations received in objection raising the following points:
- Additional traffic pressure on congested network (particularly New Road/A51 junction) will lead to further traffic through the village;
- Loss of agricultural land;
- Not enough trees to be planted and no reference to their maintenance; and
- Lack of tree cover results in security lights causing light pollution and nuisance in the surrounding area.

Site notice expiry date: 7 January 2020

Newsletter advert expiry date: 8 January 2020

**Relevant Planning History**
14/20587/OUT – B1, B2, and B8 use. Extension to Hixon Airfield Industrial Estate off New Road, Hixon – Approved 21 December 2016
Recommendation

Approve subject to the following conditions:

1. The development hereby permitted shall be commenced within two years from the date of this permission.

2. This approval of reserved matters in respect of access, appearance, landscaping, layout and scale is granted pursuant to outline planning permission 14/20587/OUT and the approved development shall comply in all respects with the terms of that outline permission and the conditions imposed on it.

3. 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:

   2169-01 F
   2169-02 B
   2169-03 A
   2169-04 A
   2169-05 A
   2169-06
   2169-07 A
   2169-08 C
   2169-09
   2169-10 A
   2019-281-100 P4
   2019-281-101 P2
   2019-281-110 P1
   19-113-02 A

4. Before any unit is brought into use the associated access, parking, servicing and turning areas shall be provided and thereafter retained as such.

5. No above ground construction shall commence until details of the location, design, materials and specification of the pumping station have been submitted to and approved in writing by the Local Planning Authority. The pumping station shall thereafter be constructed in accordance with the approved details before the development is first brought into use.

6. The development shall not be occupied unless and until the pumping station provided in pursuance of condition 6 of this permission has been connected to an existing mains drainage connection point.

7. Surface water discharge rates shall be maintained at existing greenfield run off rates and the quality of surface water run-off shall be maintained in accordance with the simple index approach of the SuDS Manual CIRIA C753.
8. Within 12 months of the development first being brought into use the site shall be landscaped in accordance with drawing 19-113-02 A.

9. Any retained trees, hedges, shrubs, or those which are planted as part of the approved landscaping scheme which are removed, die or become seriously damaged or diseased within a period of five years from the first occupation of the site shall be replaced with others of similar size and species in the next planting season, unless the Local Planning Authority gives written consent to any variation.

10. 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.

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 define the permission.

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

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

6. To protect the integrity of Pasturefields Special Area of Conservation (Policy N5 of The Plan for Stafford Borough).

7. To protect the integrity of Pasturefields Special Area of Conservation (Policy N5 of The Plan for Stafford Borough).

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

9. 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).

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

The applicant's attention is drawn to the comments of the Council's Tree Officer with particular regard to the recommendation for an appropriate scheme of aftercare and watering to be implemented for two years. All comments can be viewed online through the planning public access pages of the Council's website (www.staffordbc.gov.uk).
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>19/31017/COU</td>
<td>Heathcroft Paddocks</td>
<td>Change of use of land for the sitting of 2 no. self-catering mobile timber cabins and associated works and landscaping</td>
</tr>
<tr>
<td>Delegated refusal</td>
<td>Ingestre Park Road Ingestre</td>
<td></td>
</tr>
<tr>
<td>19/29995/FUL</td>
<td>The Stables Outwoods Bank Outwoods</td>
<td>Conversion of existing stables into holiday let accommodation, with fully compliant access and facilities for the disabled.</td>
</tr>
<tr>
<td>Delegated Refusal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COND/00277/EN16</td>
<td>The Stables Outwoods Bank Outwoods</td>
<td>Caravan for residential purposes</td>
</tr>
<tr>
<td>Enforcement notice</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19/30594/FUL</td>
<td>Greatwood Farmhouse Offleybrook Road Offleybrook</td>
<td>Replacement dwelling with extension of residential curtilage and retention of temporary caravan</td>
</tr>
<tr>
<td>Delegated Refusal</td>
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</tbody>
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Previous Consideration

Nil

Background Papers

File available in the Development Management Section

Officer Contact

John Holmes, Development Manager Tel 01785 619302