

Dear Members

Special Planning Committee (Large Scale Major Application)

A special meeting of the Planning Committee will be held in the **Craddock Room, Civic Suite, Civic Centre, Riverside, Stafford** on **Monday 6 June 2022** to deal with the business as set out on the agenda.

Please note that this meeting will be recorded.

The Committee will meet at the rear of the Civic Centre and depart at **9.30am** to visit the site(s) as set out in the agenda and re-convene at the Civic Centre at approximately **10.45am** to determine the application(s).

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

**SPECIAL PLANNING COMMITTEE
(LARGE SCALE MAJOR APPLICATION)**

6 JUNE 2022

**Chairman - Councillor E G R Jones
Vice-Chairman - Councillor P W Jones**

A G E N D A

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MEMBERSHIP

Chairman - Councillor E G R Jones

F Beatty	P W Jones
A G Cooper	B McKeown
A P Edgeller	A Nixon
A D Hobbs	G P K Pardesi
J Hood	C V Trowbridge
E G R Jones	

SPECIAL PLANNING COMMITTEE - 6 JUNE 2022

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:-**

		Page Nos
21/34752/COU	Land at Jasper Way, Walton, Stone, Staffordshire	4 - 13
	This application has been referred to the Planning Committee because the development is a large scale major application	
	Officer Contact - Richard Wood, Development Lead Telephone 01785 619324	
22/35554/FUL	Unit 1 Pets At Home, Stafford North Business Park, Stone Road, Redhill, Stafford	14 - 34
	This application has been referred to the Planning Committee because the development is a large scale major application	
	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.

Application:	21/34752/COU
Case Officer:	Vanessa Blake
Date Registered:	25 October 2021
Target Decision Date:	24 January 2022
Extended To:	-
Address:	Land at Jasper Way, Walton, Stone, Staffordshire
Ward:	Walton
Parish:	Stone Town
Proposal:	Change of use of part of the site for storage purposes (use class B8)
Applicant:	Jaguar Land Rover
Recommendation:	Approve, subject to conditions

REASON FOR REFERRAL TO COMMITTEE

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

Context

This application relates to the established Jaguar Land Rover (JLR) site within Stone Business Park. The site is located to the west of the A34 and forms the southern extent of the business park. To the north of the site are industrial and commercial buildings within the business park, to the west and south are open fields and the Staffordshire Fire and Rescue Head Quarters. To the east is the A34, beyond which is Aston Village Hall, a cluster of dwellings and two churches and to the southeast is Aston-by-stone. There are three listed buildings to the east: Aston Hall (Grade II), St Michael's Roman Catholic Church (Grade II) and St Saviour's Church (Grade II).

The site is accessed via Jasper Way to the northwest. The JLR site covers 21 hectares and is 'L' shaped. The site comprises of a large parking area for approximately 7,000 vehicles with two buildings located in the western portion of the site and an attenuation pond within the north-eastern portion of the site. Land levels across the site fall by approximately 2m from west to east in the northern part of the site and up to 7.5m from west to east in the southern part of the site. There is a bund along the eastern and southern boundaries and the eastern portion of the site also has a 1.8m high fence above the bund. There is a dense tree belt along the northern boundary of the eastern portion of the site. The entire site is bound by a 3m high mesh security fence.

The site is located within a designated employment strategic development location, a protected employment area and within the settlement boundary of Stone. The site is within 15km of the Cannock Chase Special Area of Conservation (SAC) and within a Site of Special Scientific Interest (SSSI) impact risk zone. The site is within Flood Zone 1. The land subject to this application is outside of the designated Stone Neighbourhood Plan area.

Background

Planning permission was granted for the JLR site in January 2018 (17/27434/FUL). The planning permission was subject to a condition which stated:

“The approved development shall be used only as a vehicle distribution compound and for no other use within Class B8 (Storage and Distribution) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 and as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2015.”

The reason for this condition states: *“To define the permission.”*

Proposal

This application relates to the eastern portion of the site, measuring 2.9 hectares which equates to approximately 14% of the total site. The application seeks the change of use of this land to allow for the storage of crates which contain vehicle parts, Use Class B8. The storage of vehicles parts would provide flexibility for the site operations. 900 parking spaces would be utilised by the crate storage and would revert back to vehicle storage when required.

The proposal does not seek any alterations to the site and the crates would not be fixed. The submission states that the crates would vary in size due to the car parts they contain. The maximum and minimum sizes are as follows:

Minimum height: Circa 0.5m (l) x 1.2m (w) x 0.43m (h),

Maximum height: Circa 2.4m (l)x 1.2m (w) x 1.9m (h).

The submission states that the crates would be stacked up to two high and that the largest crates would not be stacked due to their weight. The submission also states that the crates will be delivered to and removed from the site between 07.00 and 17.00.

Officer Assessment – Key Considerations

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) sets out that the determination of applications must be made in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for this application comprises The Plan for Stafford Borough 2011-2031 and The Plan for Stafford Borough Part 2 2011-2031.

1. Principle of Development

1.1 The NPPF sets out a presumption in favour of sustainable development which is echoed in Spatial Principle (SP) 1 of The Plan for Stafford Borough (TPSB). Paragraph 12 of the NPPF states that “the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision

making.” However, paragraph 182 states that “the presumption in favour of sustainable development does not apply where development requiring appropriate assessment because of its potential impact on a habitats site is being planned or determined.” In this case the site falls within the catchment of the Cannock Chase SAC, therefore it is necessary for the development to demonstrate it has satisfied the Habitats and Species Regulations in that the integrity of the Cannock Chase SAC will not be adversely affected, having regard to avoidance or mitigation measures. This issue is addressed later under section 5 of this report.

1.2 SP7 supports suitable development within settlement boundaries. Policy SB3 designates protected employment areas and that only employment uses consistent with Policies Stone 1 and 2 will be permitted. Policy Stone 1 supports the continued retention and growth of existing public and private sector businesses. This is echoed in Policy E1 which also supports the re-use and conversion of sites for current employment uses.

1.3 The proposal would provide operational flexibility within the site and would support the continued use of this site by JLR and as such retaining this employment use. The scheme is considered to comply with the Development Plan and NPPF and is acceptable in principle.

Polices and Guidance: -
National Planning Policy Framework (NPPF)
Paragraphs 8, 11, 182
Section 6

The Plan for Stafford Borough (TPSB) 2011-2031
Policies SP1 (Presumption in Favour of Sustainable Development), SP2 (Stafford Borough Housing and Employment Requirements), SP3 (Sustainable Settlement Hierarchy), SP5 (Stafford Borough Employment Growth Distribution), SP7 (Supporting the Location of New Development), Stone 1 (Stone Town), Stone 2 (West and South of Stone), E1 (Local Economy)

The Plan for Stafford Borough: Part 2 (TPSB2) 2011-2031
SP3 (Sustainable Settlement Hierarchy), SP7 (Supporting the Location of New Development), SB1 (Settlement Boundaries), SB3 (Stafford and Stone Protected Employment Areas)

2. Layout, Design and Appearance

2.1 TPSB Policy N1 sets out design criteria including the requirement for design and layout to take account of residential amenity and local context and have high design standards. Policy N8 states that new development should respect the character of the landscape setting, through design, layout and materials.

2.2 The eastern and southern boundary of the site are bound by an existing bund and close boarded fence which has a combined maximum height of 3.6m. This boundary treatment was approved under the original planning permission under approved plan ref 14055 P007 P5 (Proposed boundary treatment/fencing sections). This boundary treatment prevents views from the public realm into this portion of the JLR site. The site subject to this application is sited within the lower portion of the JLR site.

2.3 The proposal includes no physical development but would allow crates to be stored on the site. The crates would be stored in accordance with the existing parking layout and as such the layout is considered to be acceptable. The crates are likely to be metal and the submission states that the crates would not be stacked higher than 3m. Due to the topography of the site and the existing boundary treatment the crates would be screened from public view. A condition is recommended in order to ensure that the crates do not exceed 3m in height and as such are below the maximum height of the existing boundary treatment. Subject to adhering to this condition the proposal would not be visible from the public realm and as such is considered to be acceptable with regards to layout, design and appearance.

Policies and Guidance: -

National Planning Policy Framework (NPPF)
Section 12

The Plan for Stafford Borough (TPSB) 2011-2031
Policies N1 (Design), N8 (Landscape Character)

Supplementary Planning Document (SPD) – Design

3. Amenity

3.1 Policy N1 requires the design and layout of development to take account of noise and light implications and the amenity of adjacent residential areas. The Design SPD provides guidance on amenity standards and separation distances.

3.2 Whilst the site is within an established employment area the closest residential property is some 110m to the northeast. It is noted that there is intervening vegetation and the A34 between the site and the nearest dwellings. The proposal is not considered to have any additional impacts upon residential amenity than the existing JLR site. The Council's Environmental Health Officer has made no comments towards the proposal.

3.3 Whilst it is noted that the submission states that the crates will be delivered and removed from the site between 07.00 and 17.00 it is not considered necessary to attach a condition to restrict operating to these hours as the original permission and hence the wider site was not subject to restricted operating hours.

3.4 The development is considered to adhere with the Development Plan and NPPF in this regard and is acceptable with regard to amenity.

Policies and Guidance: -

National Planning Policy Framework (NPPF)
Paragraph 130

The Plan for Stafford Borough (TPSB) 2011-2031
Policy N1 (Design)

Supplementary Planning Document (SPD) - Design

4. Access, Parking and Highway Safety

4.1 Policy T2 states that all new development must have a safe and adequate means of access and internal circulation; not have unacceptable highway safety impacts and provide sufficient parking provision.

4.2 The proposal seeks to utilise the existing site access and would reduce the JLR sites vehicle storage by 900 spaces although 6,217 spaces would be retained for vehicle storage. Should JLR demand for vehicle storage rise then the site would revert back to vehicle storage. The Highways Authority have raised no objections to the scheme as there would be no increase in vehicular movement or changes to the access as a result of the proposals.

4.3 The development is considered to adhere with the Development Plan and NPPF in this regard and is acceptable with regards to parking, access and highway safety.

Policies and Guidance: -

National Planning Policy Framework (NPPF)
Section 9

The Plan for Stafford Borough (TPSB) 2011-2031

Policies T1 (Transport), T2 (Parking and Manoeuvring Facilities), Appendix B - Car Parking Standards

5. Cannock Chase SAC

5.1 Under the provisions of the Conservation of Habitats and Species Regulations 2017, the Local Planning Authority as the competent authority, must have further consideration to the impact of this development, in this case, due to the relative proximity, on the Cannock Chase SAC. The LPA have completed a Habitats Regulation Assessment which concludes that given the nature and scale of the proposal the development is not considered have an adverse effect upon the integrity of the Cannock Chase SAC. On this basis, it is concluded that the LPA have met its requirements as the competent authority, as required by the Regulations and therefore the proposal will comply with the requirements of the Development Plan and the NPPF in this regard.

Policies and Guidance: -

National Planning Policy Framework
Paragraphs 179-182

The Plan for Stafford Borough (TPSB) 2011-2031

N6 (Cannock Chase Special Area of Conservation (SAC))

6. Other matters

- 6.1 With regards to flooding and drainage, the site is located within Flood Zone 1 however therefore would be no changes to the sites surfacing or drainage. The existing site is almost entirely hard surfaced and contains a suitable drainage system, as was approved under the original permission. The proposal is therefore considered to be acceptable with regards to drainage and flooding. The Environment Agency have provided a no comment response on this matter.
- 6.2 Given the nature of the existing site and the proposal the scheme is not considered to impact upon ecological or arboriculture. The proposal, due to its nature, is not considered to have a detrimental impact upon nearby SSSI.
- 6.3 The listed buildings to the east are over 300m from the site and there are intervening areas of vegetation and the A34. Given the nature of the scheme, the existing site and the distance to the listed buildings the proposal is not considered to impact upon the settings of these heritage assets. The Council's Conservation Officer has raised no objection to the scheme as the crates would not be higher than the existing bund and fence boundary treatment. As discussed above this would be ensured by the recommended condition.

Policies and Guidance: -
National Planning Policy Framework
Sections 14, 15, 16

The Plan for Stafford Borough
Policies N1 (Design), N2 (Climate Change), N4 (The Natural Environment and Green Infrastructure), N5 (Sites of European, National and Local Nature Conservation Importance), N9 (Historic Environment)

7. Conclusion

In conclusion, the proposal is considered to be acceptable in principle and would not impact upon highway safety nor residential amenity. The scheme is not considered to impact upon the overall appearance of the site nor the settings of the nearby listed buildings. The proposal is also considered to be acceptable with regards to drainage, impact upon protected species and the Cannock Chase SAC. Overall, the scheme is considered to adhere with the Development Plan and NPPF and is recommended for approval subject to conditions.

Consultations

SCC Highway Authority:

No objections. There will be no increase in vehicular movement or changes to the access as a result of the proposals. (15.12.2021)

SCC Lead Local Flood Authority:

Consultation expired 31.12.2021 - No response received

SBC Conservation Officer:

No objection. The proposed containers would be located within the existing Jaguar Land Rover site, the containers would be at the north-eastern corner of the site and stacked up to a height of 3m which is no higher than the existing bund and fence boundary treatment. As such it is unlikely that the proposed containers would impact on views from the grade II listed Church of St Saviours to the north-east or the grade II listed Aston Hall and grade II listed Church of St Michael to the east. (02.02.2022)

SBC Environmental Health Officer:

No comment response. (23.11.2021)

Environment Agency:

No comment response. (10.12.2021)

Cadent:

No objection, recommend an informative. (08.11.2021)

Stone Town Council:

Objection on the grounds that the applicant is proposing to extend the use of the site beyond the use that was originally agreed. The original planning approval related to the parking of motor vehicles and not for use as a storage area which would be detrimental to neighbourhood amenity and cause harm to the view of the residents of Stone. (08.12.2021)

Stone Rural Parish Council (neighbouring parish):

Objection on the grounds of layout and density. The change to container storage will create a much denser development on an area that is close to the boundary of the industrial area and rural land / village of Aston-By-Stone. The height of the storage containers will be circa 50% higher than the cars currently stored and will be cause a visual intrusion to the neighbouring rural landscape. The area chosen for this change to storage would be the area of the site that is most visible to its neighbours. (23.11.2021)

Neighbours (10 consulted):

No representations received

Site Notice expiry date: 09.12.2021

Newsletter Advert expiry date: 15.01.2022

Relevant Planning History

17/27434/FUL – Vehicle distribution compound comprising 6,189 surfaced standard car parking facilities. 29 surfaced car charging parking spaces, 61 visitor and staff parking spaces. 44 No. surfaced 9 car loading lanes, ancillary operational buildings totalling 1312 sqm (GEA), a jet wash, a substation, access from Jasper Way, a cycle shelter, a drainage attenuation pond, diversion of an existing ditch, external fencing and other security features, and associated screening landscaping. – Approved 05.01.2018

Recommendation

Approve, subject to the following conditions:

Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.
2. The development authorised by this permission shall be carried out in complete accordance with the approved plans and specification listed below, except insofar as may be otherwise required by other conditions to which this permission is subject;
210901JLRZZXXDRA0001 rev A (Location plan),
210901JLRZZXXDRA0002 rev A (Site plan) (received 23/5/22).
3. The external storage of containers shall be restricted to the area hatched orange on drawing 210901JLRZZXXDRA0002 rev A (received 23/5/22).
4. No storage containers shall be stacked within the site to a height exceeding 3m.
5. The use of the site for the external storage of containers shall only be utilised in association with the wider vehicle distribution compound and shall not be used, sold or let as a separate storage unit.
6. The site shall be used only as a vehicle distribution compound and the associated external storage of containers and for no other use within Class B8 (Storage and Distribution) of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).
5. In accordance with the applicant's stated intentions and to ensure the satisfactory operation of the site (Policies E1, Stone 1, T1 and N1 of The Plan for Stafford Borough).

6. In accordance with the applicant's stated intentions and to ensure the satisfactory operation of the site. (Policies E1, Stone 1, T1 and N1 of The Plan for Stafford Borough).

Informative(s)

- 1 In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) (Order) 2010, as amended, and the National Planning Policy Framework 2021, the Council has worked in a positive and proactive way in determining the application and has granted planning permission.
- 2 The applicants attention is drawn to the comments of Cadent as submitted in response to consultations on this application. All comments can be viewed online through the planning public access pages of the Council's website at (www.staffordbc.gov.uk)
- 3 A developer should be aware that even if the approved development's impact upon protected species was not raised as an issue by the Council when determining the application, there remains the possibility that those species may be encountered once work has commenced. The gaining of planning approval does not permit a developer to act in a manner which would otherwise result in a criminal offence to be caused. Where such species are encountered it is recommended the developer cease work and seek further advice as to how to proceed.

**21/34752/COU
Land At
Jasper Way
Walton**



Application:	22/35554/FUL
Case Officer:	Ed Handley
Date Registered:	14 February 2022
Target Decision Date:	16 May 2022
Extended To:	24 June 2022
Address:	Unit 1 Pets At Home, Stafford North Business Park, Stone Road, Redhill, Stafford
Ward:	Seighford and Church Eaton
Parish:	Creswell
Proposal:	Variation of conditions 2 (plans), 19 (lighting), 22 (access roundabout), 23 (off-site highway works), 26 (travel plan), 27 (landscaping), 28 (enclosure) of permission 20/33137/FUL
Applicant:	Stoford Stafford Unit 1 Ltd and Pets At Home
Recommendation:	Approve, subject to conditions and to the applicant entering into a deed of variation to the s106 unilateral undertaking

REASON FOR REFERRAL TO COMMITTEE

This application has been referred to the planning committee because the development is a large-scale major application which the Council's Constitution specifies is determined by the Planning Committee.

Context

This application seeks to vary a number of conditions of planning permission 20/33137/FUL for the development of a warehouse and distribution facility along with associated infrastructure and outbuildings and the construction of a new roundabout to facilitate vehicular access off the A34.

Prior to the commencement of development the application site comprised an area of agricultural land, a short (275m) stretch of the A34, and a pedestrian access point into the adjacent Redhill Business Park and covers an area measuring 26ha. A significant parcel of land to the east of the A34, which lies outside of the application site, is also under the control of the applicant.

The site is to the west of the A34, north of Stafford and north of the existing Redhill Business Park, separated by the Redhill Farm wet woodland SBI (site of biological importance) – some of which lies within the application site; to the north of the site lies agricultural land and the rural hamlet of Whitgreave, beyond fields to the west is the M6 motorway (325m at

its closest point), and beyond the A34 to the east is further agricultural land, Redhill Farm (under the applicant's control), and two other properties which lie outside of their control – West View and No.74 Holding.

The site itself is within 15km of the Cannock Chase SAC (special area of conservation) and within an area classified by Natural England as being an impact risk zone of SSSIs (sites of special scientific interest). The northern part of the site lies within the consultation zone of a high-pressure pipeline (FM21 Audley to Alrewas). Land to the west (ridge and furrow), northwest (marl pit), and Red Hill Farm to the east are examples of numerous nearby listings from the County Historic Environment Record. There are four grade II listed buildings in the vicinity and to the east of the M6 motorway, however these are not within close proximity of the proposed development – Black and white cottage (Whitgreave); Church of St Leonard (Marston); Creswell Chapel (Creswell) and the milepost on the A34 which is closest to the site over 400m to the south.

This application seeks to vary conditions 2 (plans), 19 (lighting), 22 (access roundabout), 23 (off-site highway works), 26 (travel plan), 27 (landscaping), 28 (enclosure) of permission 20/33137/FUL; condition 2 lists the approved plans and the remaining conditions read as follows:

- 19) *External lighting on the building and within the site shall be erected and thereafter operated in accordance with drawings 1631-ESC-00-ZZ-DR-E-2100 P5, 1631-ESC-00-ZZ-DR-E-2101 P3, and 1631-ESC-00-ZZ-DR-E-2102 P2 and the lighting assessment reference 1631-ESC-00-ZZ-RP-Z-0004 P6. No additional external means of illumination, including security lights, shall be installed on the development hereby permitted without the prior written consent of the Local Planning Authority.*

- 22) *The development hereby permitted shall not be brought into use unless and until the new site access roundabout onto the A34 Stone Road has first been completed within the limits of the public highway broadly in accordance with drawing RP2-BWB-HGN-XX-SK-TR-0100 S2 P4.*

- 23) *The development hereby permitted shall not be brought into use unless and until the proposed off-site highway works, broadly indicated on submitted Plan RP2-BWB-HGN-XX-SK-TR-0100 S2 P4, have been completed within the limits of the public highway or within the areas proposed to be put forward for adoption by the Highway Authority. The off-site highway works shall include:*
 - *A new shared foot/ cycleway on the eastern side of the A34 Stone Road*
 - *A new footway on the western side of the A34 Stone Road*
 - *A new Toucan crossing across the A34 to the south of the proposed roundabout*
 - *Pedestrian crossing facilities across William Bagnall Drive*
 - *A new bus layby on the western side of the A34.*
 - *Improved bus infrastructure at both northbound and southbound bus stops in proximity to the site, including shelters, flags, timetable case, seating, real time passenger information, lighting and bins.*

- 26) *From the date on which the development hereby permitted is first brought into use the Travel Plan dated November 2020 (reference RP2-BWB-ZZ-XX-RP-TR-003_Travel Plan-S2 P04) shall be implemented and monitored in accordance with the targets and timescales contained therein.*
- 27) *Within 12 months of the development first being brought into use the site shall be landscaped in accordance with a detailed landscaping scheme, which aligns with the Landscape Ecological Management Plan to be submitted in pursuance of condition 9 and which is broadly in accordance with drawings 779 P07 Rev C, 779 P08 Rev C and 779 P 09 Rev C. The detailed landscaping scheme shall first be submitted to, and approved in writing by, the local planning authority.
Any plants or trees that are removed or die or become seriously damaged or diseased within a period of 5 years from the date of planting shall be replaced with others of similar size and species in the next planting season unless otherwise approved in writing by the local planning authority.*
- 28) *Within 12 months of the development first being brought into use the site shall be enclosed in accordance with drawing 19-138-SGP-STE-00-DR-A-131002 F.*

The applicant states that development commenced in 2021 and the building is due for completion in mid-2022. The access roundabout that forms part of the development received Section 278 technical approval towards the end of 2021, and it has since become evident that the programme for the highways works agreed with Staffordshire County Council would stretch beyond the date of agreed occupation with the end-user - Pets at Home. As a result of discussion with the local highway authority it is proposed that the access roundabout would operate as a 'left in-left out' access only whilst the eastern side of the carriageway works are completed. To achieve this, the works enclosed within the purple edged line on drawing RP2-BWB-HGN-XX-SK-TR-0100 P5 ('Proposed site access connection and context') would be completed in time for the building being operational and the remainder of the works be completed no later than 18 months following first occupation.

In practice, traffic traveling north along the A34, would be able to continue straight ahead or turn left into the site and traffic leaving the site would only be able to turn left. Vehicles wishing to travel south on the A34 from the application site would need to travel north to the A51 roundabout junction to turn there. The remainder of the roundabout and other off-site highways works would be completed no later than 18 months after the first occupation of the development.

This amendment necessitates the variation of condition 22 and 23. Conditions 2 and 19 list approved plans which would be amended by virtue of the proposed alterations to these drawings.

Since permission 20/33137/FUL was granted the Section 278 process for the highways works has given rise to a small number of detailed changes; such amendments are commonplace and were foreseen at that time, hence the wording of conditions requiring the completion of the highways works 'broadly in accordance' with the approved drawings. To ensure that consistency is achieved between the Section 278 technical drawings approved by Staffordshire County Council and the planning permission, where the base layer has changed, this application also seeks to substitute drawings too.

As mitigation for the delay in completing the off-site highways works an alternative pedestrian and cycle route to the site would be provided from Harry Kerr Drive. Further significant changes include the relocation of the employee picnic area, the reorientation of the eastern cycle link where it enters the Pets at Home site in accordance with the drawings approved under the s278 application to the local highway authority, and the amendment of landscaping proposals in line with these changes.

The amendments to drawings are set out as follows:

- Site plan drawings are amended to reflect changes to the base layer resulting from the s278 approval, the amended footpath and cycleway links, and the relocation of the picnic area.
- The site access connection and context drawing is amended to reflect the s278 approval and denotes the extent of works which would be completed upon occupation.
- A new cycle and footway arrangement drawing is provided to detail the plan and sections for the alternative links from Harry Kerr Drive.
- Updated lighting plans are provided to reflect the new footpath and cycleway connections.
- Updated landscaping proposals reflect the approved s278 works.
- The site fencing plan is updated to reflect base layer changes resulting from the s278 approval, the amended footpath and cycle links, and the relocated picnic area.
- The access plan is updated to show the works to be completed prior to occupation (edged in purple) and to reflect the approved s278 drawings.

Finally, a revised Travel Plan (dated April 2022, reference RP2-BWB-ZZ-XX-RP-TR-003_Travel Plan-S2 P06) is submitted which takes into account the other proposed amendments to the scheme.

A further application, reference 22/35516/FUL, has been submitted under s73 to vary condition 2 with regard to the provision of screen planting on the building. This application is currently pending consideration.

Officer Assessment – Key Considerations

1. Principle of development

The conditions which the applicant seeks to vary, and the reasoning for the proposed variations relate to the timing of works secured by condition and involve minor amendments to layout, landscaping, and lighting. The proposed amendments result in no impact upon the principle of development.

It is not considered that there has been any material change to the planning policies relevant to the proposed development since the approval of permission 20/33137/FUL. The principle of development is therefore considered to be acceptable on this basis and in light of the extant permission.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 7, 8, 10, 11, 12, 87, 88

The Plan for Stafford Borough

Policies: SP1 Presumption in favour of sustainable development; SP2 Stafford Borough housing and employment requirements; SP3 Stafford Borough sustainable settlement hierarchy; SP5 Stafford Borough employment growth distribution; SP6 Achieving rural sustainability; SP7 Supporting the location of new development; Stafford 2 North of Stafford; E1 Local economy; E2 Sustainable rural development

The Plan for Stafford Borough: Part 2

Policies: SB1 Settlement boundaries

2. Environmental Impact Assessment

The development proposed under 20/33137/FUL fell under Schedule 2, Part 10a (industrial estate development projects) of the Environmental Impact Assessment (EIA) Regulations 2017 (as amended) and exceeded the applicable thresholds and criteria within Column 2 of Schedule 2 (i.e., the proposed development area exceeded 5 hectares). As such, an Environmental Statement was required as part of the application submission to evaluate the sensitivity of the site and the surrounding area and to assist in determining whether the development would be likely to have potentially significant effects by virtue of its characteristics, location, and the nature of the potential effects. The applicant has provided a supplementary EIA technical note in support of this application.

The proposed amendments would result in a scheme which remains in substantial compliance with the earlier approval and consequently it is not considered that the environmental impacts resulting from the proposed amendments would be significant with regard to the size and design of the scheme as a whole, or the absorption capacity of the natural environment.

Policies and Guidance:-

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

3. Character and appearance

It is not considered that the proposed amendments would result in any undue harm with regard to character and appearance. The re-siting of the picnic area and provision of an additional pedestrian route/cycleway are considered to be acceptable revisions to the wider scheme. The picnic area would be situated further, and in a better screened location, from public vantage points.

The proposed amendments would result in a revised landscaping scheme which is broadly the same as that which was approved due to the reorientation of features within the site and the need to ensure appropriate visibility for users of the new access and roundabout. Furthermore, new tree planting would still greatly outnumber those which are to be or

already have been lost within the application site. The Council's Tree Officer and Biodiversity Officer raise no objection to the detailed landscaping scheme submitted.

It is not considered that the proposed amendments would result in any undue harm with regard to heritage conservation.

Policies and Guidance:-

National Planning Policy Framework

Paragraphs: 126, 130, 132, 134, 189, 192, 194, 195, 199, 200, 202, 203, 205

The Plan for Stafford Borough

Policies: N1 Design; N8 Landscape character; N9 Historic environment

Supplementary Planning Document (SPD) – Design

4. Residential amenity

The Council's Environmental Health Officer raises no concern with regard to the proposed amendments to the scheme.

It is not considered that the proposals would result in any undue harm with regard to residential amenity.

Policies and Guidance:-

National Planning Policy Framework

Paragraphs: 130

The Plan for Stafford Borough

Policies: N1 Design

Supplementary Planning Document (SPD) - Design

5. Access and parking

With regard to highways matters the proposed amendments relate to the timescale for full build-out of the proposed roundabout access from the A34 and the delivery of the pedestrian/cycle infrastructure along the A34 between William Bagnall Drive and the new roundabout access.

The highway authority note that the development is due to be operational in October 2022 and, due to external factors, the access roundabout is unlikely to be built out in its entirety prior to first occupation of the site. The construction phasing means that the necessary pedestrian and cycle infrastructure improvements along the A34 would also be unavailable prior to completion of the new roundabout, and it is anticipated that both elements secured under permission 20/33137/FUL would be completed within 18 months of first occupation and likely to be sooner.

Furthermore, it is noted that the western arm of the roundabout would be in place prior to first occupation and a left in/left out vehicular access would be provided. The existing pedestrian and cycle infrastructure along the A34 and through Redhill Business Park would

provide users of the site with an alternative means of access whilst new facilities are being constructed and, on the basis that the majority of trips by foot or cycle would originate from Stafford, it is considered that this alternative provision in the temporary absence of the improvements secured under permission 20/33137/FUL is considered to be acceptable.

The sustainable travel commitment is supported by a travel plan which has been updated to reflect the alternative pedestrian/cycle route to ensure that sustainable modes of transport would be available and promoted in the interim period prior to completion of the off-site highway works.

The highway authority raise no objection to the proposed amendments as access to the site by all modes of transport has been taken into account. Support of the application is subject to a number of recommended conditions, to cover the following matters, which are considered to be appropriate and necessary:

- Completion of sectional completion works prior to first occupation.
- Completion of the new site access within 18 months of first occupation.
- Completion of off-site highway works within 18 months of first occupation.
- Provision of parking and turning areas prior to first occupation.
- Implementation and monitoring of the travel plan from first occupation.

Further to this, the highway authority raise no objection with regard to the proposed means of external illumination, subject to installation and maintenance in accordance with the application submission. It is considered appropriate for condition 19 to be reworded to refer to the amended drawings. Other comments made by the highway authority with regard to illumination were not raised during consideration of application 20/33137/FUL and, consequently, it is not considered appropriate to seek amendments to the lighting scheme at this stage. The lighting drawings indicate that there would be no spill above and beyond that previously approved with regard to ecologically sensitive areas and, furthermore, no night-time dimming was previously recommended on the basis that the site would operate with shift patterns during hours of darkness.

It is recommended that an informative is attached to any approval to bring the comments of the highway authority to the attention of the applicant.

Policies and Guidance:-

National Planning Policy Framework
Paragraphs: 107 and 108

The Plan for Stafford Borough

Policies: T1 Transport; T2 Parking and manoeuvring facilities; Appendix B – Car parking standards

6. Ecology and biodiversity

The amended lighting proposals along the pedestrian and cycle link adjacent to the Redhill Farm Wet Woodland SBI (site of biological important) would result in no greater light spill into areas of ecological sensitivity. The applicant has advised that the lighting proposed along the additional footpath/cycleway would be directed to the path surface and it would be this area specifically which would be lit more brightly; the lighting which would spill onto

the adjacent ecologically sensitive areas would not exceed that which was previously approved due to the use of directional lighting and cowls around the light fittings. Following initial reservations the Council's Biodiversity Officer raises no objection, provided that the brighter lights are directed down on the path/cycleway only. It is considered that condition 19, reworded to refer to the amended drawings, would continue to ensure that there is no additional light spill beyond that which was previously approved. The approved lighting assessment states that this area was been highlighted as an area important to the Ecology of the existing site and as part of the external lighting design back shield mitigation measures were applied and no greater spill than 1 Lux extends into the area.

The site is within 15km of the Cannock Chase Special Area of Conservation; however, due to the nature of the proposal it is not considered that the development would result in any impact on the reasons for the designation of the SAC. The Council is, therefore, not required to carry out an appropriate assessment in this regard. Furthermore, the site is approximately 8.1km from the Pasturefields Salt Marsh which is designated due to the presence of an annex 1 habitat (inland salt meadows) which is sensitive to emissions of nitrous oxides. Natural England provided comment, during consideration of application 20/33137/FUL, with regard to the potential impacts upon these designated sites and advised that the proposed development could be screened out of the Habitat Regulations Assessment. It is not considered that the proposed amendments would result in any material change in this regard.

It is noted that Creswell Parish raise concern regarding biodiversity net gain. Permission 20/33137/FUL is subject to three conditions (9, 15, and 21) to ensure that the development achieves a net gain and it is not considered that the nature of the amendments sought would result in these objectives not being met. Condition 9 requires that the development is carried out in accordance with a Landscaping Environmental Management Plan (LEMP) to be submitted within six months of the commencement of development. Application 22/35864/DCON was submitted in April 2022 seeking discharge of this condition; that application remains pending consideration and, consequently, it is considered that the wording of condition 9 should remain. Condition 15 requires that development is carried out in accordance with the approved Biodiversity Mitigation and Management Plan; and condition 21 requires that an Ecology Monitoring and Reporting Plan is in place for the site for the first 15 years of operation. These conditions should be carried over onto any approval.

The proposed amendments would result in some additional trees of moderate quality being removed to facilitate highways works as approved under s278. Following clarification of the nature of the application the Council's Tree Officer has withdrawn earlier comments and raises no objection.

Policies and Guidance: -

National Planning Policy Framework

Paragraphs: 8, 120, 153, 154, 174, 179, 180, 181 and 182

The Plan for Stafford Borough

Policies: Stafford 2 North of Stafford; N4 The natural environment and green infrastructure; N5 Sites of European, national and local nature conservation importance; N6 Cannock Chase special area of conservation

7. Other

Permission 20/33137/FUL is subject to a s106 unilateral undertaking which secures the implementation of a travel plan and contribution of £7,000 as a travel plan monitoring fee. Any approval should be subject to a deed to variation to this agreement to ensure that these obligations are carried forward.

Creswell Parish Council make comment that the carbon footprint of the development should be offset in some form. It should, however, be acknowledged that in considering application 20/33137/FUL the Officer noted that the proposed development includes numerous measures to secure low carbon energy solutions including energy conservation; energy efficient building fabric, plant, and controls; waste recycling; microgeneration; and that the development is designed in such a way as to facilitate future installation of further microgeneration equipment. It is not considered that the proposed amendments would result in any downgrading of the sustainability of the development and, consequently, it is not considered that any further measures relating to energy efficiency or carbon offsetting should be secured.

It is not considered that the proposed amendments would result in any implications with regard to flood risk or drainage.

Policies and Guidance: -

National Planning Policy Framework

Paragraphs: 2, 8, 45, 97, 152, 159, 161, 163, 164, 167, 168

The Plan for Stafford Borough

Policies: Stafford 2 North of Stafford; N2 Climate change; N4 The natural environment and green infrastructure; N5 Sites of European, national and local nature conservation importance

8. Conclusion

The application predominantly seeks to vary conditions relating to highways matters, some of which would have a knock-on effect on other considerations, including tree retention/planting, and the protection of the ecological value of the site.

The local highway authority raise no objection to the proposed amendments on the basis that they would continue to secure the provision of the highways improvements in a realistic timeframe and consideration has been given to sustainable travel in the interim period.

It is not considered that the implications arising from the proposed amendments would result in any undue harm with regard to the ecological interest of the site, subject to conditions. Furthermore, the proposed development would remain acceptable with regard to other material considerations.

It is considered that the application should be approved, subject to conditions and subject to the applicant entering into a deed of variation to the s106 unilateral undertaking. It should be acknowledged that the applicant has discharged a number of conditions and, consequently, any approval should refer to the approved details where these conditions remain necessary.

Consultations

Highways England:

Do not wish to comment.

Highway Authority:

(Comments dated 12 April 2022):

No objection, subject to conditions.

- The A34 in this location is an unlit two-lane dual carriageway limited to 60mph. To the north is a four-arm non-signalised roundabout with the A51 and the south is a signalised junction with William Bagnall Drive which has consent to be upgraded to a four-arm signalised crossroad.
- The site is sustainably located, close to bus stops and within walking and cycling distance of Stafford. A shared foot/cycle way is provided on both the western and eastern sides of the A34 between Redhill roundabout and William Bagnall Drive; a footway is provided on the eastern side of the A34 between William Bagnall Drive and Stone.
- The significant amendments proposed within this s73 application, with regard to highways matters, relate to the timescale for the full build-out of the new roundabout access from the A34 and delivery of the pedestrian/cycle infrastructure along the A34 between William Bagnall Drive and the new roundabout access.
- It is anticipated that the development would be operational from October 2022, however due to external factors the access roundabout is not likely to be fully built-out prior to first occupation of the building. Construction phasing means that the consented pedestrian and cycle infrastructure improvements along the A34 would also be unviable prior to completion of the new roundabout and it is anticipated that both the roundabout and off-site highway improvements secured under 20/33137/FUL would be completed within 18 months of site occupation, although it is likely to be sooner, subject to resourcing and external factors such as the availability of materials.
- Notwithstanding this, the western arm of the roundabout would be in place prior to the site becoming operational and would provide a left in left out access to the site. The existing pedestrian and cycle infrastructure along the A34 and through Redhill Business Park would provide future users of the site with an alternative means of access while the new facilities are being built.
- It is anticipated that the majority of trips by foot or cycle would originate from Stafford and therefore the alternative pedestrian/cycle route to the site is considered to be acceptable.
- The travel plan has been updated to reflect the alternative route to the site prior to the delivery of the improved pedestrian/cycle infrastructure and this will enable sustainable modes of transport to still be available and promoted in the interim via the travel plan.
- Conditions are recommended to secure the following:
 - o Works indicated on drawing RP2-BWB-HGN-XX-SK-TR-0100 S2 Rev P5 to be completed prior to first occupation.
 - o New site access roundabout to be provided within 18 months of first occupation.
 - o Off-site highway works to be completed within 18 months of first occupation.
 - o Parking and turning areas to be provided prior to first occupation.
 - o Travel plan to be implemented and monitored from occupation.
- The proposed works require agreement with the County Council.
- The applicant is required to enter into a s106 agreement to secure the travel plan monitoring fee of £7,000.

(Comments dated 17 March 2022):

- There is no objection to the proposed lighting with regard to highways matters, subject to a condition to ensure that all illumination is installed and maintained in accordance with the application submission.
- The colour temperature proposed is surprising.
- No baffles are proposed on areas abutting areas of ecological interest.
- No nighttime dimming appears to be proposed.
- Stafford Borough Council should employ a suitably qualified and competent lighting design engineer to review the design to ensure that the proposals comply with the Council's guidance.

Biodiversity Officer:

(Comments dated 6 April 2022):

No objection, provided that the brighter lights are directed down on the path/cycleway only.

(Comments dated 29 March 2022):

Objection.

- The lighting scheme should be referred back to the applicant's ecologist for comment.
- Any lighting on the ecological mitigation areas should be controlled to avoid light spill and have a lower colour temperature.
- Strong white light emitting from the building would result in an adverse landscape impact.

Tree Officer:

(Comments dated 6 April 2022):

Objection.

- Objection on the basis of the loss of A category rated trees.
- Concerns are raised regarding the removal of trees adjacent to the A34 which are B quality status. These have high amenity value and form a prominent feature against the highway.
- The tree report identifies impact assessment plans but it would be preferable if tree removal and protection plans are submitted which clearly show the locations of tree protection fencing, removals, etc.
- If the development is to go ahead compensatory planting must be robust with extra heavy standard planting and improved landscaping.
- Should the application be approved, conditions relating to the following are recommended:
 - o Protection of nesting birds.
 - o Provision of a tree retention and protection plan.
 - o Provision of a tree pruning and removal schedule.
 - o Retention and replacement of trees lost within 5 years.

Environmental Health Officer:

No objection.

Creswell Parish Council:

- The proposal should result in biodiversity net gain and mitigate loss of habitat.
- Some form of offsetting the carbon footprint should be secured.

Neighbours (30 consulted):

No representations received.

Site notice expiry date: 8 April 2022

Newsletter advert expiry date: 6 April 2022

Relevant Planning History

20/33137/FUL - Development of warehouse and distribution facility (Use Class B8) (including ancillary offices), parking and servicing; ancillary outbuildings (gatehouse, fuelling facility, vehicle wash, weigh station, tote store, smoking shelter, cycle shelters) and plant including external generator; associated infrastructure works; provision of new access road and access roundabout with the A34 Stone Road; and associated circulation space, landscaping and other ancillary works – Approved 22 January 2021

20/33565/FUL - Engineering operation to deposit topsoil from within the Pets at Home warehouse and distribution facility application site (ref 20/33137) to land within the northern part of that application site – Approved 14 October 2021

21/33786/FUL - Construction of a temporary access from Harry Kerr Drive to facilitate the construction of a consented warehouse and distribution facility at Stafford North Business Park (ref 20/33137) – Approved 14 October 2021

21/34208/AMN - Non Material Amendment to application 20/33137/FUL - Approved 28 April 2021

21/34262/DCON - Discharge of condition 27 of 20/33137/FUL - Pending consideration

21/34424/DCON - Discharge of conditions 3, 4, 5, 7, 8 and 18 of 20/33137/FUL - Discharged 22 September 2021

21/34502/DCON - Discharge of condition 6 of 20/33137/FUL - Discharged 6 July 2021

21/35234/DCON - Discharge of conditions 4 and 10 of 20/33137/FUL - Pending decision

21/35287/DCON - Discharge of conditions 6b and 6c of 20/33137/FUL - Discharged 21 December 2021

22/35502/AMN - Non material amendment on 20/33137/FUL to external personnel door locations, loading door specification, canopy position and fenestration details because of the internal fit-out – Approved 17 February 2022

22/35516/FUL - Variation of condition 2 of 20/33137/FUL - Pending consideration

22/35632/DCON - Discharge of conditions 11, 12, 13 and 20 of 20/33137/FUL - Pending consideration

22/35864/DCON - Discharge of condition 9 of 20/33137/FUL - Pending consideration

Recommendation

Approve, subject to the following conditions:

Conditions:

1. The office space hereby permitted shall be occupied and operated by the occupiers of the warehouse building and shall not be sold off or sub-let as a separate business.
2. This permission relates to the originally submitted details and specification and to the following drawings, except where indicated otherwise by a condition attached to this consent, in which case the condition shall take precedence: -
 - 19-138-SGP-STE-00-DR-A-130000 C 'Location plan'
 - 19-138-SGP-STE-00-DR-A-131000 K 'Proposed site plan 670k unit'
 - 19-138-SGP-STE-00-DR-A-131001 L 'Proposed site plan 770k unit'
 - 19-138-SGP-STE-00-DR-A-131002 H 'Proposed fencing plan'
 - 19138-SGP-ZZ-ZZ-DR-A-131304-P2 'Warehouse elevations east' (670k unit)
 - 19138-SGP-ZZ-ZZ-DR-A-131305-P3 'Warehouse elevations north' (670k unit)
 - 19138-SGP-ZZ-ZZ-DR-A-131306-P3 'Warehouse elevations south' (670k unit)
 - 19138-SGP-ZZ-ZZ-DR-A-131307-P2 'Warehouse elevations west' (670k unit)
 - 19-138-SGP-B01-ZZ-DR-A-131301 F 'Proposed base 770k unit' ----- NEED AMENDED ELEVATIONS TO CORRELATE WITH 22/35502/AMN
 - 19-138-001-SGP-ZZ-WH-DR-A-201100-P7 'Warehouse GA Plan' (670k unit)
 - 19-138-001-SGP-ZZ-OF-DR-A-201101-P10 'Office GA Plans (670k unit)
 - 19-138-SGP-B01-ZZ-DR-A-131102 A 'Proposed roof plan 670k unit'
 - 19-138-SGP-B01-ZZ-DR-A-131103 E 'Proposed warehouse GA plan 770k unit' -- NEED AMENDED ELEVATIONS TO CORRELATE WITH 22/35502/AMN
 - 19-138-SGP-B01-ZZ-DR-A-131104 A 'Proposed office GA plans 770k unit' -- NEED AMENDED ELEVATIONS TO CORRELATE WITH 22/35502/AMN
 - 19-138-SGP-B01-ZZ-DR-A-131105 A 'Proposed roof plan 770k unit'
 - 19-138-SGP-ZZ-ZZ-DR-A-131106 A 'Recycling and tote store'
 - 19-138-SGP-ZZ-ZZ-DR-A-131107 A 'Gatehouse'
 - 19-138-SGP-STE-00-DR-A-131200 A 'Proposed typical site sections'
 - 19-138-SGP-B01-ZZ-DR-A-131200 ' Proposed typical warehouse sections'
 - 19-138-SGP-ZZ-ZZ-IE-A-131700 B 'Proposed materials'
 - 1631-ESC-00-ZZ-DR-E-2100 T3 'External lighting layout 670k unit'
 - 1631-ESC-00-ZZ-DR-E-2101 P3 'External lighting layout roundabout'
 - 1631-ESC-00-ZZ-DR-E-2102 P4 'External lighting layout 770k unit'
 - RP2-BWB-HGN-XX-SK-TR-0100 P5 'Proposed site access connection and context'
 - RP2-BWB-HGN-XX-SK-TR_0102 P2 'Potential temporary construction access'
 - 136318/2011 E 'Proposed stormwater drainage'
 - 136318/2012 C 'Existing catchment plan'
 - 136318/2013 D 'Flood exceedance plan'
 - 827-P06 C 'Detailed landscape scheme masterplan'
 - 827-P01 C 'Detailed landscape scheme 1 of 5'
 - 827-P02 C 'Detailed landscape scheme 2 of 5'
 - 827-P03 C 'Detailed landscape scheme 3 of 5'
 - 827-P04 C 'Detailed landscape scheme 4 of 5'
 - 827-P05 C 'Detailed landscape scheme 5 of 5'

779-P11 D 'Landscape cross-sections A and B'
 779-P12 D 'Landscape cross-sections (C and D)'
 136318/2010 E 'Foul drainage plan'
 M1529-FAI-00-XX-DRC-1304 C4 'cycle and footway general arrangement'

3. Unless otherwise approved in writing by the local planning authority the development shall be carried out in accordance with the Construction Environmental Management Plan (CEMP) (contract no. T1625, produced by McLaren, revised August 2021) as approved under application 21/34424/DCON.
4. Unless otherwise approved in writing by the local planning authority the development shall be carried out in accordance with the Construction Management Plan (CMP) (contract no. T1625, by McLaren, dated 4 August) as approved under application 21/34424/DCON.
5. Unless otherwise approved in writing by the local planning authority the development shall be carried out in accordance with the Topsoil Management Plan (contract no. T1625, by McLaren, dated August 2021) as approved under application 21/34424/DCON.
6. Unless otherwise approved in writing by the local planning authority the development shall be carried out in accordance with the 'Written scheme of investigation for an archaeological watching brief' by Foundations Archaeology (dated 1 June 2021) as approved under application 21/34502/DCON and the 'Archaeological watching brief' by Foundations Archaeology (dated 8 November 2021) as approved under application 21/35287/DCON.
7. Unless otherwise approved in writing by the local planning authority the development shall be carried out and thereafter operated in accordance with the following documents approved under application 21/34424/DCON:
 - 136318-302-Iss3-Drainage Condition Clearance Report Pt.1
 - 136318-302-Iss3-Drainage Condition Clearance Report Pt.2
 - 136318-303-Iss2-Drainage Management Plan
 - 136318-1103-A_Eco features details east
 - 136318-1104_A_Eco features west
 - 136318-1105-A_Foul pump station and details
 - 136318-1106-A_Drainage Details sheet 1
 - 136318-1107-B_Drainage details sheet 2
 - 136318-1108-A_Drainage details sheet 3
 - 136318-1109-A_Drainage details sheet 4
 - 136318-1110_Bullockcroft Brook Watercourse Cross Sections
 - 136318-2013-E_Flood exceedance plan
 - 136318-2200-A_Section 104 proposed layout
 - M1529-FAI-00-XX-DRC-1100_Drainage Layout
 - M1529-FAI-00-XX-DRC-1102_Attenuation Pond Layout and Details

8. Unless otherwise approved in writing by the Local Planning Authority the development shall be carried out in accordance with the following documents as approved under application 21/34424/DCON:
 - Fairhurst Proposed Levels drawing M1529-FAI-00-XX-DRC-1300_D
 - SGP Proposed Typical Site Sections drawing 19-138-SGP-STE-00-DR-A-131200 revision B.
9. Within six months of the commencement of development, a revised Landscape Environmental Management Plan (LEMP) shall be submitted to the Local Planning Authority. The revised LEMP shall be in accordance with the principles of the LEMP dated 29 November 2020 and shall include additional details regarding habitat and species management; and details relating to the aims and provisions for the Redhill Wet Woodland SBI. The revised LEMP shall be approved in writing by the Local Planning Authority and the development shall thereafter be carried out and managed in accordance with the approved LEMP.
10. Prior to the commencement of any construction of the new site access roundabout on the A34, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall include details relating to construction access, hours of construction, routing of HGVs, delivery times and the location of the contractor's compounds, cabins, material storage areas and contractors parking and a scheme for the management and suppression of dust and mud from construction activities including the provision of a vehicle wheel wash. It shall also include a method of restoration of the site. All site operations shall then be undertaken strictly in accordance with the approved CEMP for the duration of the construction programme.
11. Prior to the construction of the following associated structures/plant, precise details of their design and appearance shall be submitted to, and approved in writing by, the local planning authority:
 - Fuelling station.
 - Wash station.
 - Weigh station.
 - Pumping station.
 - Generator.
 - Sprinkler system and associated tanks.
 - Electric vehicle charging points; and
 - Smoking shelters.
12. Within six months of the development first being brought into use the external areas of the site shall be surfaced in accordance with details which shall first be submitted to, and approved in writing by, the local planning authority. The hard landscaping details shall include specification of colour finish, size, texture and manufacturer and shall refer to all external hard surfacing, kerbing treatments to the internal parking, access and manoeuvring areas.
13. The gatehouse barrier and gate to the car park shall be provided in accordance with details which shall first be submitted to, and approved in writing by, the local planning authority, and shall include their design, appearance, and means of control.

14. Unless otherwise required by any other condition attached to this permission the development shall be carried out in accordance with the conclusions and recommendations of the Ecological assessment by Ecology Solutions (reference 8522M.EcoAs.vf1, dated September 2020).
15. The development shall be carried out in accordance with the Biodiversity Mitigation and Management Plan (revision B), dated November 2020. Notwithstanding any description/details in the application documents:
 - All bird and bat boxes shall be of a woodcrete design.
 - The road and drainage infrastructure to be provided as part of the development hereby permitted shall include provisions to enable the movement of amphibians within these features;
 - Turf stripping shall be undertaken to ensure the successful establishment of the proposed wildflower meadow.
16. Notwithstanding any description/details in the application documents, if reptiles are found on site they shall be moved to areas of newly created habitat within the application site.
17. The development shall be carried out in accordance with the recommendations and provisions of the Geo-environmental and geo-technical interpretative report by Fairhurst (reference 136318/01, dated July 2020).
18. Unless otherwise approved in writing by the local planning authority the materials to be used in the construction of the external wall(s) and roof(s) of the buildings hereby permitted shall comply with the details approved under application 21/34424/DCON as follows:
 - M1529-SGP-ZZ-GH-DR-A-201100-P4-Gatehouse Plan, Elevations and Sections
 - M1529-SGP-ZZ-RT-DR-A-201100-P4-RRU and Tote Plans
 - M1529-SGP-ZZ-RT-DR-A-201102-P4-RRU and Tote Elevations
 - M1529-SGP-ZZ-ZZ-DR-A-131304-Warehouse Elevations East
 - M1529-SGP-ZZ-ZZ-DR-A-131305-Warehouse Elevations North
 - M1529-SGP-ZZ-ZZ-DR-A-131306-Warehouse Elevations South
 - M1529-SGP-ZZ-ZZ-DR-A-131307-Warehouse Elevations West
 Except where superseded by the following drawings:
 19138-SGP-ZZ-ZZ-DR-A-131304-P2 'Warehouse elevations east' (670k unit)
 19138-SGP-ZZ-ZZ-DR-A-131305-P3 'Warehouse elevations north' (670k unit)
 19138-SGP-ZZ-ZZ-DR-A-131306-P3 'Warehouse elevations south' (670k unit)
 19138-SGP-ZZ-ZZ-DR-A-131307-P2 'Warehouse elevations west' (670k unit)

NEED TO REFER TO 770k DRAWINGS HERE

19. External lighting on the building and within the site shall be erected and thereafter operated in accordance with drawings 1631-ESC-00-ZZ-DR-E-2100 T3, 1631-ESC-00-ZZ-DR-E-2101 P3, and 1631-ESC-00-ZZ-DR-E-2102 P4 and the lighting assessment reference 1631-ESC-00-ZZ-RP-Z-0004 P6. No additional external means of illumination, including security lights, shall be installed on the

development hereby permitted without the prior written consent of the Local Planning Authority.

20. No external plant or equipment shall be installed unless and until details have been submitted to, and approved in writing by, the Local Planning Authority. Such details shall include the location, design, materials and colour finish of the extract/ventilation system/plant and any associated ducting as well as the potential impacts of any chillers, air conditioning or extraction units and other fixed plant and equipment on the nearest noise sensitive property. The development shall thereafter be carried out in accordance with the approved details.
21. Before the development is first brought into use an Ecology Monitoring and Reporting Plan shall be submitted to, and approved in writing by, the local planning authority. The report shall cover years 1-15 of the LEMP and include the Redhill Wet Woodland SBI, all created and maintained wildlife habitats, and key species (bats, amphibians, birds).
22. The development hereby permitted shall not be brought into use unless and until the works within the purple edge on drawing RP2-BWB-HGN-XX-SK-TR-0100 P5 (Appendix 2 of the Transport Assessment Addendum, reference RP2-BWB-GEN-XX-RP-TR-0008-TA Addendum-S2-P01) have been completed and within 18 months of first occupation the new site access roundabout onto the A34 Stone Road shall be completed within the limits of the public highway broadly in accordance with drawing RP2-BWB-HGN-XX-SK-TR-0100 P5.
23. The proposed off-site highway works, broadly indicated on drawing RP2-BWB-HGN-XX-SK-TR-0100 P5 (Appendix 2 of the Transport Assessment Addendum, reference RP2-BWB-GEN-XX-RP-TR-0008-TA Addendum-S2-P01), shall be completed within the limits of the public highway or within the areas proposed to be put forward for adoption by the Highway Authority within 18 months of the development first being brought into use. The off-site highway works shall include:
 - A new shared foot/ cycleway on the eastern side of the A34 Stone Road
 - A new footway on the western side of the A34 Stone Road
 - A new Toucan crossing across the A34 to the south of the proposed roundabout
 - Pedestrian crossing facilities across William Bagnall Drive
 - A new bus layby on the western side of the A34.
 - Improved bus infrastructure at both northbound and southbound bus stops in proximity to the site, including shelters, flags, timetable case, seating, real time passenger information, lighting and bins.
24. The development hereby permitted shall not be brought into use unless and until the parking and turning areas have been provided in accordance with drawing 19-138-SGP-STE-00-DR-A-131000 K. The car parking, access, servicing and circulation areas as shown on drawing 19-138-SGP-STE-00-DR-A-131000 K shall be sustainably drained, hard surfaced in a bound material and marked out prior to the first occupation of the development hereby permitted and thereafter the parking and servicing areas shall be retained in accordance with the approved plans.

25. Notwithstanding any description/details in the application documents, the development hereby permitted shall not be brought into use until secure and weatherproof cycle parking facilities and shower/locker facilities for staff have been provided in accordance with details which shall first be submitted to, and approved in writing by, the local planning authority. The cycle parking and shower/locker facilities shall thereafter be retained.
26. From the date on which the development hereby permitted is first brought into use the Travel Plan dated April 2022 (reference RP2-BWB-ZZ-XX-RP-TR-003_Travel Plan-S2 P06) shall be implemented and monitored in accordance with the targets and timescales contained therein.
27. Within 12 months of the development first being brought into use the site shall be landscaped in accordance with the detailed landscaping scheme set out on drawings 827-P06 revision C, 827-P01 revision C, 827-P02 revision C, 827-P03 revision C, 827-P04 revision C, 827-P05 revision C, 779-P-11 revision D, and 779-P-12 revision D. Any plants or trees that are removed or die or become seriously damaged or diseased within a period of 5 years from the date of planting shall be replaced with others of similar size and species in the next planting season unless otherwise approved in writing by the local planning authority.
28. Within 12 months of the development first being brought into use the site shall be enclosed in accordance with drawing 19-138-SGP-STE-00-DR-A-131002 revision H.

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

1. To define the permission.
2. To define the permission.
3. To safeguard the amenities of the area and in order to ensure that the development does not result in damage or harm to legally protected species or their habitat/roost. (Policy N1e of The Plan for Stafford Borough and paragraph 170 of the National Planning Policy Framework).
4. In the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).
5. To ensure the prudent use of natural resources, minimise waste and pollution, and help to improve biodiversity (paragraph 8c of the National Planning Policy Framework).
6. In order to afford proper archaeological investigation recording and protection. (Policy N9 of The Plan for Stafford Borough).
7. To prevent the increased risk of flooding both on and off site (Policy N2 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. In order to ensure that the development results in a net gain in biodiversity. (Paragraph 170 of the National Planning Policy Framework).
10. In the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).
11. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).
12. To ensure the satisfactory appearance of the development (Policies N1 g and h 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 ensure that the development does not result in damage or harm to legally protected species or their habitat/roost. (Paragraph 170 of the National Planning Policy Framework).
15. In order to ensure that the development results in a net gain in biodiversity. (Paragraph 170 of the National Planning Policy Framework).
16. In order to ensure that the development does not result in damage or harm to legally protected species or their habitat/roost. (Paragraph 170 of the National Planning Policy Framework).
17. To ensure that no new development takes places in areas where environmental risks cannot be properly managed. (Policy N4e of The Plan for Stafford Borough).
18. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).
19. In order to ensure that the development does not result in damage or harm to legally protected species or their habitat/roost. (Paragraph 170 of the National Planning Policy Framework).
20. To ensure the satisfactory appearance of the development and to safeguard the occupiers of nearby residential properties from undue noise and general disturbance. (Policy N1 e, g, and h of The Plan for Stafford Borough).
21. In order to ensure that the development results in a net gain in biodiversity. (Paragraph 170 of the National Planning Policy Framework).
22. In order to ensure that the road and footway proposals and related drainage are satisfactory to serve the development and to ensure the safety of all road users thereafter (Policies T1c and N1m and N2 of the Plan for Stafford Borough)

23. In order to ensure that the road and footway proposals and related drainage are satisfactory to serve the development and to ensure the safety of all road users thereafter (Policies T1c and N1m and N2 of the Plan for Stafford Borough)
24. To ensure the provision of adequate off-street facilities in the interests of the convenience and safety of users of the highway. (Policy T2d of The Plan for Stafford Borough).
25. In order to encourage the use of sustainable modes of transport. (Policy T1 d of The Plan for Stafford Borough).
26. In order to encourage the use of sustainable transport modes and reduce the impact of traffic from new development on the road network. (Policy T1 (b, d, and g) of The Plan for Stafford Borough).
27. To ensure the satisfactory appearance of the development (Policies N1 g and h of The Plan for Stafford Borough).
28. In order to safeguard the character and appearance of the area and to ensure that the development does not result in damage or harm to legally protected species or their habitat/roost. (Policy N1h of The Plan for Stafford Borough and paragraph 170 of the National Planning Policy Framework).

Informative(s)

- 1 In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) (Order) 2010, as amended, and the National Planning Policy Framework 2021, the Council has worked in a positive and proactive way in determining the application and has granted planning permission.
- 2 The applicant's attention is drawn to the comments of the local highway authority. All comments can be viewed online through the planning public access pages of the Council's website (www.staffordbc.gov.uk).
- 3 The applicant's attention is drawn to the protected status of nesting birds and the requirement that they are not disrupted during the nesting season (March to August).

22/35554/FUL
Unit 1 Pets At Home
Stafford North Business Park
Stone Road

