

**19/00993/FUL
NON-MAJOR**

**South Staffordshire Housing
Association/The Housing Plus
Group**

**PENKRIDGE NORTH EAST
& ACTON TRUSSELL
Councillor L Bates
Councillor I Ford**

Land Off Common Lane, Bednall, ST17 0SB

Proposed rural exception site involving the construction of 8No. affordable dwellings, along with new car park, drop-off and pick-up area to serve All Saints C of E Primary School

1. SITE DESCRIPTION AND PLANNING HISTORY

1.1 Site description

1.1.1 The application site consists of an agricultural field located at the western edge, and beyond the Development Boundary, of Bednall and thereby in the Green Belt. The site faces Lower Farmhouse and various agricultural buildings beyond to the north; with open agricultural land to the west and south. To the east, the site shares a boundary with the existing last residential property on the south side of Common Lane.

1.1.2 A demised portion of the field is currently laid out for sport and recreational use in association with the nearby All Saints CE Primary School. The front of the site consists of a hedge, which varies in quality, along the highway edge. A number of significant but unprotected trees are also located the boundary with the highway. Further trees are located within the site.

1.1.3 Bednall itself is a relatively small village and appears to be essentially linear in character and layout. Bednall falls within the Council's Small Service Village category. It is served by the arterial highway that is Common Lane, which runs through the heart of the Village, which is a narrow road with sections devoid of any pavement.

1.1.4 I noted from my visit that there appears to be a predominance of larger detached dwellings within the Village. I noted also that, with the exception of All Saints Church and the adjoining Primary School, there appears to be little in the way of local services and/or facilities. No bus services run through the Village.

1.2 Planning History

1.2.1 There is no previous planning history in relation to this land/site.

2. APPLICATION DETAILS

2.1 The Proposal.

2.1.1 The application consists of several strands, principal of which is the proposed erection of 8no. new build affordable houses (i.e. 100% affordable) accessed via a centrally located new vehicular access.

2.1.2 The new properties would take the form of 4 pairs of semi-detached houses positioned in a courtyard arrangement around a new turning head, with properties either facing or side-on to Common Lane. Each property would have a tandem driveway with space for 2no. cars per dwelling; and private rear gardens.

2.1.3 The proposed housing mix and tenure can be summarised as follows:

- 3 x two-bedroom houses for shared ownership (plots 3, 4 and 8)
- 1 x three-bedroom house for shared ownership (plot 7)
- 4 x three-bedroom houses for affordable or social rent (plots 1, 2, 5 and 6)

2.1.4 The proposed housing layout would encroach slightly into the existing school playing field, and an additional area of land is to be provided in lieu of the area lost. The resulting area of playing field is slightly larger than the current provision. This particular issue has been subject to consultation with, and the agreement of, Sport England who had expressed initial concerns over potential loss/reduction of the playing field.

2.1.5 A further strand to the application is the provision of a new car park located at the east end of the site which would be accessed via the existing, albeit enhanced, vehicular access from Common Lane. The car park is principally to serve the Primary School and to assist with child drop-off and pick-up, to ease the existing on-street parking at such times. The surfacing of the car park is proposed to be of a gravel and reinforced grass finish.

2.1.6 Notwithstanding its intended primary function, I am advised that it is the intention that the car park will be made available for use by the All Saints' Church in respect of weekend services, and its future management and maintenance should, in my opinion, be the subject of a suitable Management Plan. I am advised that the intention would be for the Parish Council to manage the car park going forward. However, I have no formal details or Management Plan before me which confirms this and as such, in the event that the application were to be supported, I consider that to ensure that the delivery, management and long term future retention of the car park that this should be the subject of a legal obligation between the relevant parties, embedded within the S106 Agreement which would accompany any favourable decision.

2.1.7 A new footpath linking the new houses to the village, passing to the side of the proposed car park, is also proposed, as is a new footpath from the car park entrance to the school playing field.

2.1.8 I note that the proposed site layout plans indicate a new field access at the north-west extreme of the agricultural field. However, this lies beyond the application red-line boundary and is not referenced within the application description. It forms no part of the current planning application and I therefore make no further reference to this proposed feature.

2.2 Agent's submission

2.2.1 The application has been accompanied by a full suite of plans and documents, supplemented by subsequent amendments where necessary, and consists of the following specific documents in addition to the usual application forms and plans:

- Design and Access Statement
- Housing Needs Survey and Local Needs Update Report
- Strategic Drainage Layout/Preliminary Calculations
- Conceptual Levels Proposals
- Phase 1 Preliminary Ecological Assessment
- Pre-development Tree Survey
- Geo-environmental Report
- Draft S106 Agreement.

2.3 Pre-Application Submission

2.3.1 The proposed development was the subject of a request for pre-application advice in September 2018 (ref: 18/00170/PREAPP), with the response from the then Case Officer being supportive subject to the submission of necessary detailed information and favourable responses from the relevant statutory consultees.

2.3.2 I understand that the proposals were also the subject of a public consultation event, which I note is referenced in a number of the third party representations I have seen, as well as the response from the consultation Parish Council. I have no further details before me relating to this consultation event/exercise.

3. POLICY CONTEXT

Located within the Green Belt

National Planning Policy Framework (NPPF) taken as whole, in particular Sections 2, 5, 12, 13 and 15.

Adopted Core Strategy

Core Policy 1: The Spatial Strategy for South Staffordshire
GB1: Development in the Green Belt

Core Policy 2: Protecting and Enhancing the Natural and Historic Environment
EQ1: Protecting, Enhancing and Expanding Natural Assets
EQ4: Protecting and Enhancing the Character and Appearance of the Landscape
Core Policy 3: Sustainable development and Climate Change
EQ5: Sustainable Resources and Energy Efficiency
EQ7: Water Quality
EQ9: Protecting Residential Amenity
Core Policy 4: Promoting High Quality Design
EQ11: Wider Design Considerations
EQ12: Landscaping
Core Policy 5: Infrastructure Delivery
EQ13: Development Contributions
Core Policy 6: Housing Delivery
H1: Achieving a Balanced Housing Market
H2: Provision of Affordable Housing
H3: Affordable Housing – Rural Exception Sites
H4: Delivering Affordable Housing
EV9: Provision and Retention of Local Community Facilities and Services
Core Policy 11: Sustainable Transport
EV12: Parking Provision
Core Policy 13: Community Safety
CS1: Designing Out Crime
Core Policy 14: Open Space, Sport and Recreation
HWB1: Protection of Open Space, Sport and Recreation Facilities
HWB2: Green Infrastructure
Core Policy 15: Children and Young People
Appendix 5: Parking Standards
Appendix 6: Space About Dwellings Standards

Supplementary Planning Documents (SPDs) and other relevant guidance

- Green Belt and Open Countryside SPD (2014)
- Design Guide SPD (2018)
- Sustainable Development SPD (2018)
- Cannock Chase SAC – Financial Contributions (2016)
- Affordable Housing and Housing Mix SPD (2014)
- Draft Affordable Housing and Housing Mix SPD (2019)

4. CONSULTATION RESPONSES

Councillor Bates (Ward Councillor) has advised: *“I have been very involved in this project from the pre-application stage to various meetings with both the Parish Council and the Housing Association. The results of a questionnaire to residents showed that there was a need for this type of housing. I believe that it is an excellent scheme and that it has my support.”*

Acton Trussell Bednall with Teddesley Hay Parish Council – Make the following comments (which I have reproduced verbatim for clarity and completeness). *The*

Parish Council supported the initial proposals of the housing association for affordable housing in Bednall on land off Common Lane. However, the actual proposals included in this Planning Application differ significantly from that presented. The Parish Council supports the creation of affordable housing within the Parish where there is a demonstrated need. Its location is never going to be satisfactory for every resident and the Parish Council has been heavily lobbied by some of the established residents in Bednall. Our concerns about this development are:

- 1. Drainage. The drains in Bednall generally lead down through Bednall and along Common Lane. There are continuing problems with blocked drains and these cumulate in flooding beyond BarnCroft. We are concerned that with the land being often saturated in this field, the surface water drainage from these properties will further exacerbate flooding problems. We think a detailed appraisal of this site with regard to drainage should be completed before planning approval.*
- 2. Common Lane is narrow and twisty. Highways should comment on the safety of vehicles entering and emerging from the suggested car park.*
- 3. The suggested street lighting around the car park is inappropriate for this rural location. Most usage of the car park will be during daylight hours with very little usage except on special occasions after 4pm.*
- 4. The car parking proposed during the initial discussion was to have been an area leased to the Parish Council and controlled by them with the intention of its use not only for the School but also the Church and any other permitted users of the playing field. It was intended that a high level barrier be erected to prevent unauthorised access to large vehicles and itinerant groups. There was no suggestion that it would only be used for the School. The Parish Council will like the comments included on the Plans to be amended to reflect this usage.*
- 5. There is no effective footpath from the car park along Common Lane for users who might park with the intention of attending the Church. Provision should be made for a footway to meet this need other than the pathway to the School.*

Regeneration and Housing Strategy – No objection. *Having raised some initial concerns regarding the mix and tenure of the proposed properties and following a series of incremental amendments, the Council's Senior Housing Strategy Officer has subsequently commented that: The relevant changes have been made to the layout as per my previous comments, in order to provide an appropriate mix of property sizes and tenures to reflect the latest housing needs information.*

In terms of the rent levels, given the nature of the scheme, i.e. a small 100% affordable housing site, it is acknowledged that financing the development will be challenging. The applicant has provided further information on a small number of site specific additional costs, and also confirmed that a range of funding streams are having to be accessed to finance the development. This includes Homes England funding, which is currently based on charging affordable rent to tenants. Housing Plus are in discussions with Homes England to ascertain whether funding could be secured for social rent levels instead, however this would require a much higher grant level per property therefore there is currently some uncertainty over whether this will be approved. Letting properties at affordable rent levels may therefore be fundamental to securing Homes England funding and making the scheme viable for

the applicant. Based on all of this, affordable rent levels will be supported for the scheme, capped at Local Housing Allowance levels to safeguard affordability for residents; although the Council would encourage Housing Plus to continue engaging with Homes England to ascertain whether funding for social rent could be secured instead.

Severn Trent Water – No comments received.

Environmental Health Manager – No comments received.

Flood Risk Management Team – No comments received.

County Ecologist – *No objection, subject to conditions. The current proposal would achieve a net gain, given the retention of trees and hedges and replacement planting with ornamental planting designed for wildlife.*

Natural England – *No objection.*

Sport England – *After initial concerns have since confirmed that there would be no objection, subject to a suitable condition relating to phasing and provision of the playing field alterations.*

County Highways – *No objection, subject to conditions.*

Tree Officer – *No objection, subject to conditions.*

County Council School Organisation Team – *No objection and no requirement for financial contribution.*

Coal Authority – *No objection.*

Neighbour and Site Notice Responses –

A single objection letter submitted on behalf of 25 addresses within the village has been submitted, along with a further 13 letters of objection (with some duplication in terms of addresses). Taking the letter on behalf of multiple local residents first, the objections raised are summarised as follows:

- *Need for a detailed site appraisal with regard to drainage due to concerns regarding waterlogging and flooding of the site;*
- *Development would increase the number of existing dwellings in the Village by approximately 10% and the size and scale of the development would not be compatible with Policy H3, criterion c);*
- *Lack of services, shops, facilities and public transport would not be in line with Policy H3, criterion c);*
- *Change of Use of land to proposed car park would not comply with Paragraph 146 of the NPPF;*

- *Unclear as to how the proposed car park would operate and who would be responsible for its management and maintenance;*
- *Adverse impact of proposed street lighting;*
- *Concerns regarding vehicular; pedestrian: and, cycle safety along Common Lane;*
- *Development if approved would pave the way for further development and would change the character of the Village;*

In summarising, the letter claims that the application: “does not meet the criteria for a Rural Exception Site for either the Affordable Houses or the Car Park and must be rejected. The parish consists of three villages and the larger one should not be inflicting a major development on its smaller neighbour when it involves a major incursion on the Green belt. This should be a matter to be resolved by the residents of Bednall alone”.

*The **further 13 objection letters** raise the following further matters in addition to what is listed above:*

- *Further express concerns regarding storm water runoff along Common Lane and the flooding of the development site;*
- *General concerns regarding increased vehicular/pedestrian conflict along Common Lane and associated adverse impact on highway safety;*
- *Light pollution and impact upon local bat population;*
- *Proposal for drainage appear hypothetical; lack detail; and, rely upon third party land;*
- *There is no need for additional housing;*
- *Unclear as to intended user(s) of the car park;*
- *Concern about what might happen to the car park and the land between the car park and the proposed development if the primary school closes;*
- *Lack of sustainable energy proposals.*

*4.4 A single **letter of support** has been received on the grounds that the development would allow those who wanted to become independent and acquire their own home to stay in the village if they so choose; along with what I consider to be a **neutral letter** which makes observations as to the merits and demerits of the proposals rather than what might be viewed as being clear objections.*

5. APPRAISAL

5.1 The application has been called to Committee by Councillor Bates, to enable objectors to speak at the meeting.

5.2 Key Issues

- Principle of Development
- Impact upon the Character of the Area

- Scale, Location and Design of Development
- Mix and Tenure of Houses
- Impact upon neighbouring properties
- Highways/Access
- Other Issues
- Draft S106 Agreement

5.3 Principle of Development

5.3.1 As described above, the application site is located within the Green Belt. Paragraph 143 of the NPPF states that inappropriate development is, by definition harmful to the Green Belt, and should not be approved except in very special circumstances. Paragraph 145 (NPPF) goes on to list exceptions to this rule, which includes, at sub-paragraph 145 f):

“limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites)”.

5.3.2 The Council’s adopted Core Strategy, which forms part of the Development Plan for the District, echoes the exception listed at Paragraph 145 f) of the NPPF and provides support under Policy GB1- Part A c), for:

“affordable housing where there is a proven local need in accordance with Policy H2”.

5.3.3 Policy H2 (Provision of Affordable Housing), amongst other things, sets out the Council’s affordable housing thresholds, depending on site location and also states that:

“The Council will support the delivery of schemes for the provision of 100% affordable housing rural exception sites at the service and other villages and hamlets where a need has been demonstrated in accordance with Policy H3 Affordable Housing – Rural Exception Sites” (my emphasis).

5.3.4 Policy H3 restates the Council’s support for affordable housing rural exception sites and sets out the criteria against which any such proposal will be assessed, these being:

a) the site lies immediately adjacent to the existing village development boundary;

b) a housing need has been identified in the parish, or in one or more of the adjacent parishes for the type and scale of development proposed;

c) the proposed development is considered suitable by virtue of its size, scale in relation to an existing village and its services, and its proximity to public transport links and key infrastructure and services;

d) the initial and subsequent occupancy is controlled through planning conditions and legal agreements as appropriate to ensure that the accommodation remains available in perpetuity to local people in need of affordable housing;

e) the development is in accordance with design principles set out in the adopted Village Design Guide Supplementary Planning Document (or subsequent revisions) or other local design documents, and respects the scale, character and local distinctiveness of its surroundings.

Policy H3 concludes by confirming that any development proposals will be expected to be consistent with other local planning policies.

5.3.5 The application site lies immediately adjacent to the existing Bednall Development Boundary, albeit that the proposed houses will be separated from existing properties by the proposed car park and the northern corner of the playing field. The development, as amended in terms of housing mix and tenure following the comments of the Council's Senior Housing Strategy Officer, is in accordance with an up-to-date Parish Housing Needs Survey. That being the case, the requirements of criteria a) and b) of Policy H3 are met.

5.3.6 Bednall is a small village consisting of approximately 50 houses by my estimation. The provision of the proposed additional 8 no. dwellings would therefore amount to an approximate 16% increase in the size of the Village, which I do not consider to be excessive or disproportionate.

5.3.7 Whilst the Village is served by a primary school and features a church, there appear to be no other services or facilities. There is no shop and no public transport directly serving the Village. The nearest shops, services and facilities appear to be located in Penkridge, which lies some 3 miles (4.8km) to the south-west. Given the distance and lack of pavement and lighting along significant sections of the highway between Bednall and Penkridge, I accept that pedestrian access to Penkridge is highly unlikely save for the hardy. There is a bus stop at Bednall Head, approximately 1 mile (1.6km) away which, I understand, provides a bus service to Stafford and Cannock.

5.3.8 In light of the above, it seems abundantly clear to me that any future occupiers of the development would be likely to be dependent on a private car to meet most of their day-to-day needs, which allied to the absence of other services would appear to call into question compliance with criterion c) of Policy H3.

5.3.9 However, all that said, I am mindful of the observations of the Planning Inspector on the very same subject in determining the recent Appeal within the District at Shop Lane, Oaken (PINs Ref: APP/C3430/W/19/3237890) who stated:

".... rural exception sites are by their very nature, found in places that would not normally be considered suitable as a location for housing, and where reliance on a car is likely to be necessary. Whilst some of the other settlements in the (Council's)

“other villages and hamlet” category may at least have some services, by virtue of being in this category these would clearly not be sufficient to meet most day to day needs and so residents would still be heavily reliant on the private car.” (my emphasis).

5.3.10 The Inspector went on to comment that:

“whilst living in a small rural settlement (with a lack of services) may not suit everybody, the evidence of the housing need survey is that there are people who would like to”.

5.3.11 The number of dwellings proposed can to my mind be satisfactorily accommodated adjacent to the existing defined settlement. Thus, and with the aforementioned Inspector’s comments on the matter very much in mind, the size and scale of the proposed development and its relationship to existing services and facilities would in my opinion be acceptable. As such, and consistent with the Appeal decision at Oaken, notwithstanding the above summarised third party objections raised, I find that the requirement of criterion c) of Policy H3 is met.

5.3.12 A draft S106 agreement was submitted to accompany the application before me and will form the basis of the final legal agreement between the parties, and I am satisfied that this is so worded as to ensure the long-term affordability of the scheme for local people, and as such criterion d) of Policy H3 is satisfied.

5.3.13 Bednall comprises a varied mix of house types and during my visit I saw little consistency or evidence of an over-riding predominance of any particular house design. The proposed development comprises of 4 pairs of traditional two storey semi-detached houses and whilst these will be smaller than the majority of other properties within the Village these do accord with the findings of the Housing Needs Survey which highlighted a need for smaller (2 and 3 bedroom) dwellings.

5.3.14 Whilst located beyond the existing Development Boundary for Bednall, the proposal would, to my mind appear, as a logical extension of the existing built form, opposite existing established development, and would not result in a significant incursion into the surrounding countryside.

5.3.15 The Council’s adopted South Staffordshire Design Guide SPD includes, at Appendix 1, a summary of Design Context on a village by village basis. I address this in greater detail elsewhere in this report when considering the design and layout of the development, but at this juncture and for the purposes of criterion e) of Policy H3, I am satisfied that the development respects the scale, character and characteristics of its surroundings.

5.3.16 In light of the above, I take the view, notwithstanding the objections received on this very matter, that the proposed development does accord with Policy H3 of the Core Strategy and as such would legitimately be a rural exception site.

5.3.17 That being the case, the development of new houses would not therefore amount to inappropriate development in the Green Belt and meets the requirements of Paragraph 145 f) of the NPPF, along with Policy GB1 of the adopted Core Strategy. Any devil, therefore, lies in the detail in terms of the scale, location and design of the development proposed.

5.3.18 Furthermore, having come to this conclusion on the principle and appropriateness of the development, as was stated by the Inspector in the above-mentioned appeal decision (PINs Ref: APP/C3430/W/19/3237890):

“... as the effect of development on openness is not expressly stated as a determinative factor in gauging inappropriateness for proposals that fall under paragraph 145 (f) of the Framework (NPPF), there is no requirement for me to separately assess the impact of the development on the openness of the Green Belt”.
(my emphasis)

5.3.19 I concur with the Inspector’s comments in this regard, and no consideration and/or examination of any potential impact upon openness is therefore deemed necessary in this case.

5.3.20 That said, I am, however, still required to consider separately the issue of the proposed car park in this Green Belt location. Paragraph 146 of the NPPF identifies forms of development which are not considered to be inappropriate forms of development in the Green Belt. This includes material changes of use provided that they preserve the openness and do not conflict with the purposes of including land within the Green Belt.

5.3.21 The proposed surfacing of the car park is indicated as being in the form of reinforced grass (grasscrete or similar) and gravel rather than a conventional tarmac “black-top” finish. This allied with the enhancement of existing boundary hedges and supplemental landscape planting will assist in assimilating the car park into its surroundings, without detriment to the openness. I accept that when fully occupied by parked vehicles, the impact will be somewhat different and arguably less open, but as the vehicles would not be permanent fixtures or structures, I find that the impact would be acceptable and the car park would satisfy the requirements of both the NPPF and Policy GB1 (sub-section C) in this regard.

5.3.22 All that said, I do have a concern regarding the potential impact of lighting proposals for the car park and proposed footpaths. I noted from my visit to the site and the characteristics of the wider Village that there is little in the way of conventional street lighting, although I did note streetlights within Kenderdine Close (off School Lane). To all intents and purposes, Bednall appears to me to be a “Dark Sky” Village. The plans before me suggest new street lighting but provide no detail as to what form this might take.

5.3.23 In my opinion, the use of conventional lampposts in this location would appear rather alien and should be resisted, with my preference being for lower level bollard style lights which would be more in keeping and less stark at this gateway to

the Village. However, I am acutely aware that others, including County Highways, may have a role to play and/or intervene on such matters. I suggest, therefore, that a suitably worded planning condition be imposed in the event that the application were to be Approved requiring submission of all lighting details.

5.4 Impact upon the Character of the Area

5.4.1 I appreciate that for some the introduction of new buildings, be they houses or otherwise, in this location will be of some concern in terms of visual impact. However, I have already concluded that the development of this site is acceptable in principle and is on all fours with national and local Green Belt policy, as well as Policy H3 of the Core Strategy.

5.4.2 That being the case, I must consider whether the nature, form and appearance of the development is out of character with the area. In this regard, Policy EQ11 of the Core Strategy requires, amongst other things, development proposals to:

“respect local character and distinctiveness including that of the surrounding development and landscape, in accordance with Policy EQ4, by enhancing the positive attributes whilst mitigating the negative aspects”, and that: “in terms of scale, volume, massing and materials, development should contribute positively to the streetscene and surrounding buildings, whilst respecting the scale of spaces and buildings in the local area.”

5.4.3 Further guidance can be found within the adopted Design Guide SPD which includes within the Appendices, a summary of each Village, including Bednall, to assist in understanding matters of design context and to inform future development proposals. Whilst the application site lies beyond the existing settlement boundary the guidance is no less applicable given the proximity of the site to the Village.

5.4.4 It is stated that for Bednall the following matters are of particular relevance when considering design proposals, under Paragraph 2.8:

- a. *Maintain the narrow, linear character of the village* - which includes avoiding any development in depth.
- b. *Maintain the village entrances* - which calls for entry to the village to remain low key and for new development on the village edge to enhance this modest statement and ensure that properties and structures remain set back from the road frontage.
- c. *Ensure a modest scale and mass of the built stock* - which includes the use of common, high quality, materials and maintaining the vernacular domestic scale of the village.
- d. *Focus on boundary treatment and green edges* – requiring the retention and creation of soft edges and the avoidance of suburban style fencing.

- e. *Ensure visual connections with the countryside are maintained* – encouraging physical connections remain apparent and that buildings do not become divorced from their agricultural setting.
- f. *Enhance the green edges* – seeks for additional planting to supplement and strengthen the green edges of the Village.
- g. *Enhance green space networks* – by incorporating existing and new planting.
- h. *Adopt appropriate colours and textures* – by using darker earthy colours.

5.4.5 In my opinion, the proposed housing scheme fairs well when assessed against the above listed criteria, and the scheme's ability to rely upon existing mature landscape features to help integrate the development into its rural surroundings is clearly of great assistance.

5.4.6 Furthermore, in terms of the layout, the Applicants have avoided the trap of seeking to have all properties facing onto the highway which whilst it would have been of a linear form it would have resulted in the decimation of the mature front hedgerow and trees to the detriment of the development, and would have been at odds with b, d, e and f above.

5.4.7 I am satisfied that the development respects the local character and distinctiveness of the area and the surrounding landscape and takes every opportunity to enhance the positive attributes of the proposed scheme. The development, to my mind, utilises suitable materials and is of a mass and volume which is appropriate in this location. In this regard, I find that the development meets the requirements of Policies EQ11 and EQ4 of the Core Strategy.

5.5 Scale, Location and Design of Development

5.5.1 As I have already identified, the layout is of a courtyard style and the relationship to the adjacent highway is understated and not at all imposing or overly dominant.

5.5.2 For those approaching Bednall from the north-west along Common Road, these new properties would be their first sight of houses on the approach to the Village. Whilst they would be somewhat off-set from the existing built development on the south side of Common Lane, due to the proposed intervening car park, I do not see this as being to such an extent as to not make the development feel part of the existing settlement. I am content, therefore, that the location and layout of the development is of a form that satisfies the requirements of Policy EQ11.

5.5.3 In general terms I find that the scale of these modest two storey dwellings, taken both individually, and as a whole, to be acceptable in this location. They are of a simple, traditional, brick and tile finish, with well-proportioned and appropriate fenestration details. Whilst not being of exceptional design, they are by no means

unattractive or displeasing. Rather, they are of a form and appearance which is familiar and comfortable. Tried and tested if you will.

5.5.4 The internal layouts ensure a good level of accommodation, with appropriate and genuinely useable rooms sizes. The position of habitable rooms and their associated windows has been carefully thought out to ensure that the relationships within and beyond the development are acceptable in terms of preserving the privacy and amenity of future and existing residents. I find that in this regard the proposed development meets and exceeds the requirements of Internal Space, as set out in the Space About Dwellings Standards (Appendix 6 of the Core Strategy). In addition, the room sizes and standard of accommodation has been subject to detailed scrutiny by the Senior Housing Strategy Officer who, following some subsequent amendments, has confirmed that they are content with the proposed development.

5.5.5 Each property features its own private rear garden, which in terms of layout are in accordance with the Council's Garden space requirements, as set out within the Space About Dwellings Standards (Appendix 6 of the Core Strategy) and ensure a suitable and useable area of private amenity space. Each property also features suitable cycle and bin storage facilities. Landscaped fore gardens and associated communal landscaping are proposed also.

5.5.6 I have considered the layout and design of development as whole in terms of Policies EQ4, EQ11 and EQ12 in particular, along with the Council's Design Guide and Section 12 of the NPPF.

5.5.7 There is no doubt in my mind that the ability of the proposed development to take advantage and maximise the retention of existing mature hedgerows, trees, and other landscape features greatly assists in the assimilation of the development into its surroundings. The proposed additional supplemental landscape planting is also to be welcomed.

5.5.8 Whilst I find the use of traditional post and rail fencing within the development to be suitable, I do have a degree of disquiet regarding other indicative boundary treatments particularly the close-boarded fences to the domestic gardens. As such, notwithstanding what is shown on the accompanying plans, I propose that a planning condition be imposed with regard to all boundary treatments within the development, as in my experience it can be that such seemingly trivial matters can make all the difference to the final appearance of a development and require further detail and scrutiny.

5.6 Mix and Tenure of Houses

5.6.1 I have summarised the mix and tenure of houses earlier in this report, but I repeat them here for clarity. The development consists of:

- 3 x two bedroom houses for shared ownership

- 1 x three bedroom house for shared ownership
- 4 x three bedroom houses for affordable or social rent

5.6.2 The Council's preference, as is the Applicant's, would be for the rented properties to be provided as social rent as this would be the most affordable for residents. However, it is the case that the Applicants are seeking to secure necessary funding for social rent from Homes England, which is time consuming and has no guarantee of support.

5.6.3 That being the case, despite the aforementioned preference the current position is that those proposed rental properties will be provided as affordable rent, and in this regard the Council's Housing Strategy Officer has confirmed that they are happy that sufficient justification has been provided.

5.6.4 However, I am advised that the Applicants will continue their discussions with Homes England to try to secure funding for social rent if at all possible, but it does seem unlikely that in the current climate in particular that discussions will be concluded in the very near future.

5.6.5 Working on that assumption, it is suggested that some flexibility may be necessary within S106 Agreement to allow for the rented homes to be provided as either affordable or social rent, which would allow social rent to be provided should funding assistance from Homes England be secured.

5.6.6 The application accords fully with the requirements of both the Affordable Housing and Housing Mix SPD (2014) and the emerging replacement Draft Affordable Housing and Housing Mix SPD (2019) in terms of Rural Exception Sites. The development also accurately reflects the District wide, as well as local, need for smaller two- and three-bedroom homes, and I therefore find that the development is in accordance with Core Strategy Policies H2, H3 and H4.

5.7 Impact upon neighbouring properties

5.7.1 The layout of houses is such that they essentially face inwards with the end pairs of properties (Plots 1 and 2; and 7 and 8) presenting their side elevations to the public highway, albeit at a distance of 12m and partly screened by the existing tree and hedgerow. Plots 3 to 6 face out towards Common Lane, via the new access road opening, at a distance of some 26m.

5.7.2 Directly opposite the housing element of the development, on the north side of Common Lane lies Lower Farm, made up of the farmhouse itself and an assortment of sizeable agricultural buildings beyond. In terms of the separation distances between the proposed new dwellings and Lower Farm, I find that these accord with the Council's Standards.

5.7.3 The next nearest residential properties are the pairs of semi-detached houses nos. 1 to 6 Common Lane, which face towards the car park and associated access. I can understand some of the concerns being expressed by some local residents with regard to the proximity of the access, but the fact remains that this is, an admittedly seldom used but, established vehicular access. Whilst I accept that the proposed enhancement of the access and the associated car park will see increased levels of vehicular movements, particularly at school drop-off and collection times given its primary intended function, I find no direct conflict with the users of the highway and the ability of those residents opposite to access and egress to and from their properties.

5.7.4 In any event, it appears to me that the proposed arrangement is more preferable in many ways to what I imagine currently occurs at drop-off/pick-up times, where I expect that, like many primary school locations up and down the UK, indiscriminate parking along the highway and blocking of the footway occurs, which brings with it concerns regarding highway and pedestrian safety, and no doubt some frustration for local residents

5.7.5 Having considered the matters of relevance in terms of relationships to existing development, principally houses, I find no conflict with Policy EQ9.

5.8 Highways/Access

5.8.1 Concerns regarding highway safety and visibility along Common Lane, as well as the absence of a pedestrian footway, have all been cited by third party objectors to the development. At the time of my site visit, I noted the narrowness of the Lane in part and the associated need for vehicles to pull-in to allow others to pass in the opposite direction.

5.8.2 There is no current public footway or refuge alongside the highway between eastern extreme of the site (at the proposed car park entrance) and the proposed houses themselves. However, the development as proposed indicates an extension of the existing footway to sweep around the new car park entrance and allow pedestrian access via new footpath to the redefined School playing field. This to my mind is a positive contribution in terms of pedestrian, and in particular child, safety.

5.8.3 Provision is also made for a new footpath within the site, thereby retaining the boundary hedge and trees and keeping pedestrian users divorced from the public highway. This footpath would link the houses themselves to the car park and beyond into the heart of the Village, including the Primary School.

5.8.4 I view these proposals as a creative response to the need to protect pedestrians along Common Lane, and a positive means of ensuring the protection, retention and enhancement of the existing tree and hedgerow along the back of the existing public highway.

5.8.5 On the matter of vehicular access to both the proposed car park and the housing development itself, the plans as submitted indicate the provision of the

required visibility splays in both directions, which can be secured and protected by suitably worded planning conditions.

5.8.6 Parking provision to serve the proposed houses is at a ratio of 2 no. off-street parking spaces per dwelling, which accords with the Council's adopted Parking Standards.

5.8.7 The use of grasscrete or similar along with gravel in terms of the surfacing of the car park is a welcome feature of the development and avoids the use of the more traditional, but often stark, black-top tarmac finish.

5.8.8 As confirmed elsewhere in this report, County Highways have raised no objection to the application, subject to the imposition of suitable planning conditions relating to the accesses and visibility splays, as well as requirements during the construction phase of the development.

5.8.9 I find, therefore, that the application accords with Policy EV12 and the relevant paragraphs within Section 12 of the NPPF.

5.9 Other Issues

5.9.1 I note that a number of third-party objections make reference to concerns regarding existing on-site drainage and suggest that the land in question has a history of holding water. I have no detailed evidence before me regarding such matters and no comments or objections have been forthcoming from the relevant consultees on such matters.

5.9.2 Concerns have also been expressed about existing and future hard surface water run-off from Common Lane, especially during heavy rainfall. I have not been provided with any evidence in this regard, but I can confirm that at the time of my site visit I did notice that the land was holding some standing water on the site and at the highway edges. My visit was undertaken following a period of prolonged heavy rainfall earlier this year (2020) so perhaps the presence of standing water, given those circumstances, was not a real surprise as many fields on my approach to the site appeared to be partially waterlogged also.

5.9.3 It is the case, however, that despite this and the concerns expressed by third parties the site falls within Flood Zone 1 as defined by the Environment Agency. It is considered to be at low risk of fluvial and pluvial flooding.

5.9.4 It is worth noting that it is not at all uncommon when considering planning applications for planning conditions to be imposed requiring the submission of detailed drainage provision. In this case an initial drainage strategy has been submitted but this does not form the final and definitive drainage proposal to serve the site, as further site survey investigation and porosity testing will be necessary, which will help inform the final drainage design (both foul and surface/rain water) to serve the application site. Such an approach is by no means unusual in planning terms.

5.9.5 Furthermore, it is the case that the submitted drainage strategy plan (dwg no. B18357-210 P1) clearly states that it is a: *“Preliminary scheme only for comment and review. Scheme will be subject to full review and amendment as further information becomes available the scheme may require a re-design.”* (my emphasis).

5.9.6 I am satisfied that the imposition of suitable conditions is appropriate and will allow the Council, in further consultation with the key consultees, to ensure that an appropriate and fully functioning drainage scheme (for both foul and surface water) is provided, which whilst serving the site will also protect the wider public interests.

5.9.7 In terms of landscaping, as I have previously highlighted, the proposed development relies upon and utilises the established mature landscape features, particularly the existing hedge and trees species which are evident along the highway frontage of the site.

5.9.8 Whilst some sections of the hedgerow will be lost, to facilitate the vehicular access to the houses and the associated visibility splays in particular, the layout has been carefully designed so as to keep such losses to an absolute minimum.

5.9.9 To compensate for this loss, additional supplemental planting is proposed throughout the development and the full specification of both soft and hard landscaping will be subject to further consideration via a suitably worded planning condition. The submitted Landscape Mitigation Strategy provides the basis for a fully detailed and specified hard and soft landscape scheme, which will be secured and controlled via suitable planning conditions.

5.9.10 From an ecological perspective, the County Ecologist has commented that the proposed development would achieve a net gain in terms of biodiversity thanks in no small part to the retention of the hedgerow and mature trees.

5.9.11 Concerns have been expressed regarding the potential impact of inappropriate lighting. I have previously commented upon the nature of any future lighting, which again can be controlled by condition. In terms of ecological impact in terms of protected bats, the proposed development has been assessed by the County Ecologist who has confirmed that there are no objections, subject to a suitably worded planning condition relating to the nature of lighting to reduce impact upon these protected species.

5.9.12 On the matter of sustainability and energy efficiency, the Design and Access Statement stresses a “fabric first” approach to thermal efficiency. The Statement also highlights energy efficiency measures to reduce energy use and associated utility bills for future occupiers.

5.9.13 Typically, this would include low energy lighting; efficient condensing boilers; and the maximising of natural light and solar heat. That being the case, Policy EQ5 of the Core Strategy has been recognised, with suitable levels of compliance subject to Part L of the Building Regulations.

5.9.14 Having considered those matters I have referred to as “Other Issues”, I find that the development would accord with Policies EQ1, EQ4, EQ5, EQ7 and EQ12 of the Core Strategy.

5.10 Draft S106 Agreement

5.10.1 The application has been accompanied by a draft S106 Agreement which serves two purposes:

- It confirms and fixes the mix and tenure of the proposed Affordable Housing and includes a mechanism for ensuring that the initial and subsequent occupancy of the new homes is controlled to ensure that the accommodation remains available in perpetuity to local people in need of affordable housing;
- A delivery, management, maintenance and future retention agreement for the proposed car park, which will include not only the District Council and Applicants as signatories, but also the Landowner and the Parish Council.

5.10.2 A further separate Unilateral Undertaking will be necessary to secure a financial contribution in line with the Cannock Chase SAC at a tariff of £232 per house (i.e. £1,856, plus an administration fee), as the site falls within the 8km radius of Cannock Chase.

5.10.3 In light of the above, the draft S106 Agreement fully accords with the relevant Policy requirements, and in particular Policies H2, H3 and H4 of the adopted Core Policy, and the Cannock Chase SAC Financial Contributions guidance document.

6. CONCLUSIONS

6.1 The development as proposed, in this Green Belt location, has been found to be acceptable in principle and is not inappropriate when assessed against the relevant national and local Green Belt policies. Furthermore, for the reasons set out above, I find no adverse visual impact on the openness of the Green Belt. I conclude that the application is in accordance with Policy GB1 of the Core Strategy and Paragraphs 143 to 146 of the NPPF.

6.2 The development of 8 no. affordable houses in this location, in close proximity to the existing Bednall Village settlement boundary, has been assessed against the relevant housing policies of the Council. The need, mix and tenure are accepted as being appropriate and supportable in this location. I therefore find the application to be in accordance with Policies H1, H2, H3 and H4 of the Core Strategy.

6.3 The design, siting and layout of the development is considered to be acceptable in this location and I am satisfied that the application meets the requirements of Policies EQ4, EQ11 and EQ12 of the adopted Core Strategy and the Design Guide SPD.

6.4 I have considered the objections raised by third parties in respect of the development. Having established that the principle to be acceptable for the reasons

set out within the main body of the report, I have considered also the various matters of technical detail all of which I consider to have been satisfactorily addressed within the submission and/or capable of being subject to suitable planning conditions.

6.5 Having fully considered the development against national and local planning policy and all other material planning considerations I have concluded that the application should be supported for the reasons I have set out above, subject to planning conditions and the necessary S106 Agreement.

7. RECOMMENDATION - Delegate APPROVAL to the Team Manager to issue the decision on completion of a satisfactory Section 106 agreement and Unilateral Undertaking. If this has not been achieved by 20th September 2020 this application will be referred back to the Planning Committee;

1. The development to which this permission relates must be begun not later than the expiration of 3 years beginning with the date on which this permission is granted.
2. The development shall be carried out in complete accordance with the approved plans and details contained in the application:
 - Proposed Site Layout 1:250 Overall Scheme
(dwg. 1822-102 P5)
 - Proposed Site Layout 1:200 Residential Development
(dwg. 1822-103 P4)
 - Proposed Site Layout 1:200 School Parking
(dwg. 1822-104 P3)
 - Planning Application Red Line Plan
(dwg. 1822-105 P1)
 - Street Scene
(dwg. 1822-106 P3)
 - 2B4P House Type A Floor Plans Plots 3 & 4
(dwg. 1822-110 C)
 - 2B4P House Type A Elevations Plots 3 & 4
(dwg. 1822-111 C)
 - 2B4P House Type A 3D View Plots 3 & 4
(dwg. 1822-112 C)
 - 3B5P House Type B Floor Plans Plots 1 & 2, 5 & 6
(dwg. 1822-114 B)

- 3B5P House Type B Elevations Plots 1 & 2, 5 & 6
(dwg. 1822-115 B)
 - 3B5P House Type B 3D View Plots 1 & 2, 5 & 6
(dwg. 1822-116 B)
 - 2B4P House Type A & 3B5P House Type C Floor Plans Plots 7 & 8 (dwg. 1822-117 B)
 - 2B4P House Type A & 3B5P House Type C Elevations Plots 7 & 8 (dwg. 1822-118 B)
 - 2B4P House Type A & 3B5P House Type C 3D View Plots 7 & 8 (dwg. 1822-119 B)
 - 2B4P House Type A & 3B5P House Type C 3D View 2 Plots 7 & 8 (dwg. 1822-120 B)
 - Landscape Mitigation Strategy
(dwg. 19-146-01 A)
 - Drainage Strategy
(dwg. B18357-210P1)
3. Notwithstanding the details shown on the Drainage Strategy Plan (dwg no. B18357-210P1), before any development takes place a scheme for the provision and implementation of foul drainage works shall be submitted for the approval of the Local Planning Authority. The development shall not be occupied/brought into use until the approved scheme has been completed.
 4. Notwithstanding the details shown on the Drainage Strategy Plan (dwg no. B18357-210P1), before any development takes place, a detailed surface water drainage works design shall be submitted and approved in writing by Local Planning Authority. The design shall be in accordance with the overall strategy and key design parameters set out in the Preliminary Drainage Strategy (Patrick Parsons dwg no: B18357-210P1), albeit that some redesign may be necessary. The development shall not be occupied/brought into use until the approved scheme has been completed in accordance with detailed design and thereafter it shall be maintained in accordance with the timing arrangements embodied within the scheme.
 5. Before development commences details of the finished floor levels of the buildings shall be submitted to the Local Planning Authority for approval. The finished floor levels will be informed by the requirements of the detailed foul and surface water drainage systems, in line with conditions 3 and 4, above. The development shall be carried out to the approved levels.

6. No works above damp-proof level shall take place until details of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
7. Prior to the first use of the car park hereby approved, a future management and maintenance plan for the car park shall be submitted to and approved in writing by the local planning authority. The plan shall include, as a minimum, details as to who will be responsible for managing and maintaining the car park; keyholder responsibilities; and, contact details. Thereafter the plan shall be viewed and updated, as necessary, annually for the life of the development.
8. No works above damp-proof level shall take place until full details and specifications of both hard and soft landscaping works have been submitted to and approved in writing by the local planning authority, in accordance with the Landscape Mitigation Strategy (dwg no. 19-146-01A) and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures; proposed and existing functional services above and below ground (e.g. drainage and sewers, power and communication cables, pipelines etc. indicating lines, manholes supports etc.); retained historic landscaping features and proposals for restoration, where relevant.

Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation program]. 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 the local planning authority gives written consent to any variation.

9. In this condition 'retained tree' means an existing tree, which is to be retained in accordance with the approved plans and particulars; and paragraphs a) and b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.
 - a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard BS 3998:2010 Tree Work.
 - b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and

species, and shall be planted at such time, as may be specified in writing by the local planning authority.

- c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.
- 10. Where the approved plans and particulars indicated that specialized construction work is to take place within the Root Protected Area (RPA) of any retained trees, hedgerows or shrubs, prior to the commencement of any development works, an Arboricultural Method Statement (AMS) detailing how any approved construction works will be carried out shall be submitted and agreed in writing by the local planning authority. The AMS shall include details on when and how the works will be take place and be managed and how the trees etc. will be adequately protected during such a process.
- 11. Notwithstanding the information shown on the plans hereby approved, before the development is first occupied details of all boundary treatment around and within the site shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter be retained in the approved form and position throughout the life of the development.
- 12. Further to condition 11, above, boundary fence details for all domestic gardens shall include gaps of a minimum 130mm square at the base to allow for wildlife to pass unhindered.
- 13. Removal of vegetation shall be undertaken outside of bird nesting season (1st March to end August.) If this is not possible then a suitably qualified ecologist shall check the areas concerned immediately prior to the clearance works to ensure that no nesting or nest-building birds are present. If any nesting birds are present, then the vegetation shall not be removed until the fledglings have left the nest.
- 14. No works above damp-proof level shall take place until details of type and location of biodiversity enhancement measures, including at least 5 no bird boxes (to be installed on north or east faces of new buildings) and 3 no. bat roosting devices (to be installed on mature trees), have been submitted to and approved in writing by the local planning authority. The approved measures shall be incorporated into the scheme and be fully constructed prior to occupation of the approved dwellings and retained as such thereafter.

15. Notwithstanding the plans hereby approved, no dwelling hereby permitted shall be occupied nor the car park as approved brought into use until a scheme for the lighting of the site and associated footpaths has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved scheme and retained as such thereafter. Such a lighting scheme shall be designed in accordance with Bat Conservation Trust / Institution of Lighting Professionals Guidance Note 08/18 Bats and artificial lighting in the UK” and shall include lighting contour plans that demonstrates there will be minimal impact on receptor habitats such as trees and hedges. Additional lighting or alterations to the approved scheme shall not be carried out other than with the express written approval of the Local Planning Authority.
16. All site works including vegetation clearance to comply with measures detailed on page 31 of the Preliminary Ecological Appraisal (S Bodnar, October 2018)
17. The residential development hereby permitted shall not be brought into use until the access to the site within the limits of the public highway has been completed.
18. The car park development hereby permitted shall not be brought into use until the access to the site within the limits of the public highway has been completed.
19. The residential development hereby permitted shall not be brought into use until the access road, parking, servicing and turning areas have been provided in accordance with the approved plans.
20. The car park development hereby permitted shall not be brought into use until the access road, parking and turning areas have been provided in accordance with the approved plans.
21. The development hereby permitted shall not be brought into use until the visibility splays shown on drawing No. 1822-102 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.
22. The development hereby permitted shall not be commenced until an off-site traffic management scheme comprising of:
 - Routing of Construction vehicles.
 - Wheel washing facilities.
 - Measures to remove any mud or other deleterious material deposited on the highway.
 - Constructors compound and car parking facilities for staff and visitors.
 - Timetable for implementation.

has been submitted to and approved in writing by the Local Planning Authority. The approved traffic management scheme shall thereafter be implemented prior to any works commencing on site.

Reasons

1. The reason for the imposition of these time limits is to comply with the requirements of Section 91 of the Town and Country Planning Act 1990.
2. In order to define the permission and for the avoidance of any doubt.
3. To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimize the risk of pollution, in accordance with policy EQ7 of the adopted Core Strategy.
4. To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimize the risk of pollution, in accordance with policy EQ7 of the adopted Core Strategy.
5. To ensure that the development is carried out in a satisfactory manner.
6. To safeguard the amenity of the area in accordance with policy EQ11 of the adopted Core Strategy.
7. To ensure that the development is carried out in a satisfactory manner and to ensure that there is a robust and satisfactory means of managing and controlling the use of the car park and to prevent any abuse and/or unauthorised occupation for the life of the development.
8. In the interests of amenity and to ensure a satisfactory form of development in accordance with policies EQ11 and EQ12 of the adopted Core Strategy.
9. To safeguard and protect the retained natural features that contribute to the amenity of the local area and that are important to the appearance of the development, in accordance with Policy EQ12 of the adopted Core Strategy.
10. To safeguard and protect the retained natural features that contribute to the amenity of the local area and that are important to the appearance of the development, in accordance with Policy EQ12 of the adopted Core Strategy.
11. To safeguard the amenity of the area in accordance with policy EQ11 of the adopted Core Strategy.
12. In the interest of biodiversity and to provide unrestricted access for wildlife in accordance with Policy EQ1 of the adopted Core Strategy.

13. In the interest of biodiversity and to protect birdlife from disturbance during the nesting season in accordance with Policy EQ1 of the adopted Core Strategy.
14. In the interest of biodiversity and to provide appropriate enhancements to mitigate for some potential loss of habitat and/or roosts in accordance with Policy EQ1 of the adopted Core Strategy.
15. In order to protect any protected species on the site in accordance with EQ1 of the adopted Core Strategy.
16. In the interest of biodiversity in accordance with Policy EQ1 of the adopted Core Strategy.
17. In the interest of highway safety.
18. In the interest of highway safety and to comply with Staffordshire County Council requirements for a vehicular access crossing.
19. In the interest of highway safety. To comply with the principles set out in the National Planning Policy Framework.
20. In the interest of highway safety. To comply with the principles set out in the National Planning Policy Framework.
21. In the interest of highway safety. To comply with the principles set out in the National Planning Policy Framework.
22. In the interest of highway safety. To comply with the principles set out in the National Planning Policy Framework.

Informatives

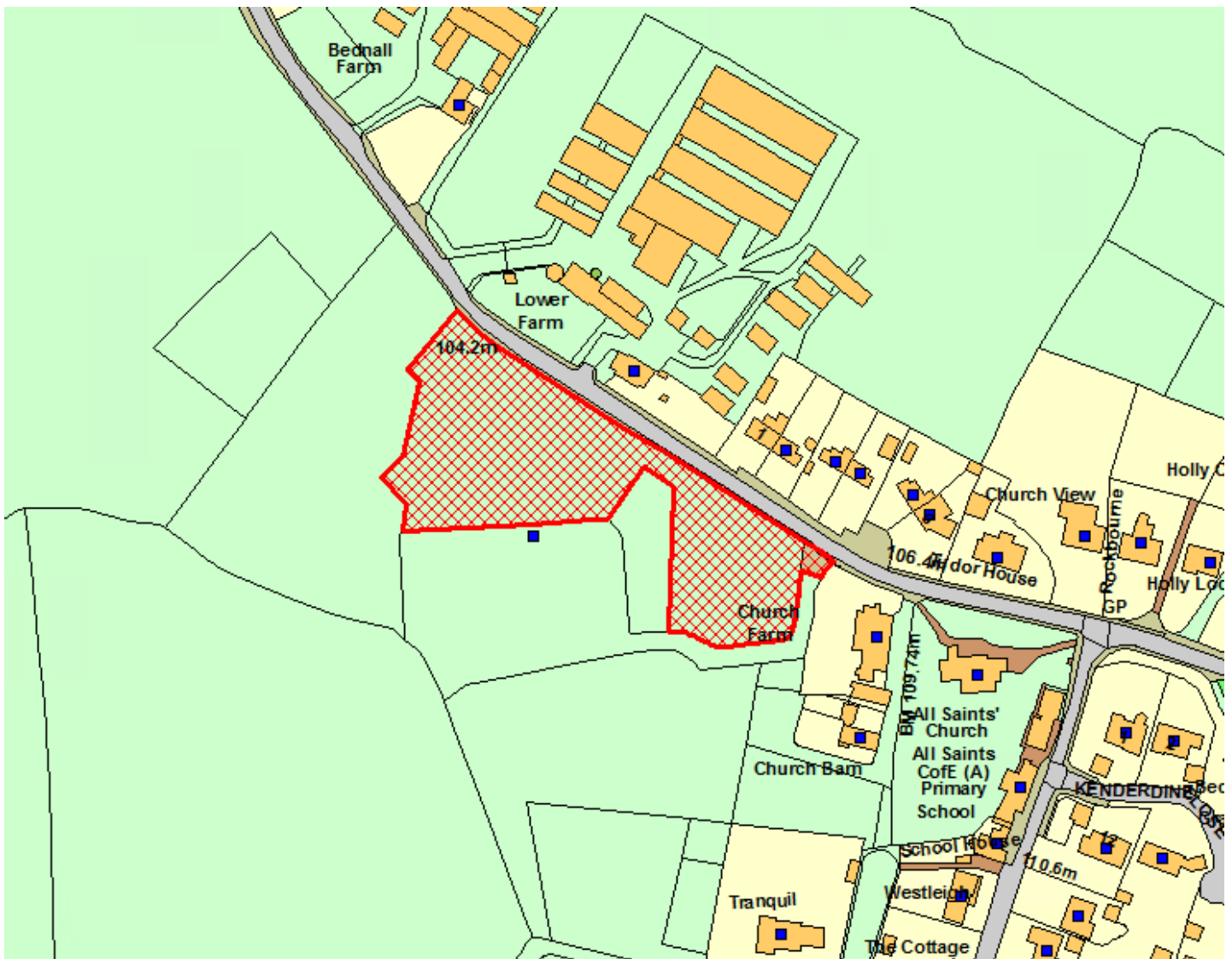
- i. This consent will require approval under Section 7 of the Staffordshire Act 1983 and will require a Section 38 of the Highways Act 1980 for the residential development. Please contact Staffordshire County Council to ensure that approvals and agreements are secured before commencement of works.
- ii. The new access for the car park shall require a Highway Works Agreement with Staffordshire County Council. The applicant is requested to contact Staffordshire County Council in order to secure the Agreement. The link below is to the Highway Works Information Pack including an application Form. Please complete and send to the address indicated on the application Form or email to (nmu@staffordshire.gov.uk). The applicant is advised to begin this process well in advance of any works taking place in order to meet any potential timescales.

<https://www.staffordshire.gov.uk/transport/staffshighways/highwayscontrol/HighwaysWorkAgreements.a.spx>

- iii. This Form X is issued on the understanding that the proposed new car park for the school will not be adopted or maintained by Staffordshire County Council.
- iv. The applicant should be aware that if the start of site works is delayed beyond end 2020 updated surveys for bats and badgers will be required because the submitted ecology report will be out of date.

Positive and Proactive Statement

No problems have arisen in dealing with this application. The application sought an acceptable form of development which has been found to be consistent with the requirements of relevant planning policies and material considerations. However, amendments were required and requested, and in such ways the Local Planning Authority has worked in a positive and proactive way in accordance with Paragraph 38 of the National Planning Policy Framework.



19/00993/FUL - Land Off Common Lane Bednall