

ASHFIELDS GRANGE, HALL STREET, NEWCASTLE
ASPIRE HOUSING

19/00614/FUL

The application is for full planning permission for the demolition of all existing buildings, containing 72 flats, and the development of a building containing 89 supported living apartments (C3 use class), along with communal facilities, car parking, landscaping and amenity space.

Vehicle access to the site is off Hall Street.

The site lies within the Urban area of Newcastle as designated on the Local Development Framework Proposals Map. The Newcastle Town Centre Supplementary Planning Document identifies the site as adjoining the Northern Gateway. The site area is approximately 0.96 hectares.

The 13 week period for the determination of this application expires on the 8th November 2019.

RECOMMENDATION

- A. Subject to the applicant first entering into a Section 106 agreement by the 30th January 2020 to secure a travel plan monitoring fee of £2,407 (index linked) and a review mechanism of the scheme's ability to make a policy compliant financial contribution of £83,861 (index linked) towards public open space at Wilson Street or the Mineral Line and, if the development is not substantially commenced within 12 months from the date of the grant of the planning permission, and the payment of such contribution if then found financially viable,

PERMIT the application subject to conditions relating to the following matters:-

1. Standard Time limit for commencement of development
2. Approved Plans
3. Development to be occupied by those aged 55 and over
4. Prior approval of a scheme for the provision of 5 affordable housing units within the development. The scheme shall include the timing of the construction for the affordable housing, arrangements to ensure that such provision is affordable for both initial and subsequent occupiers and the occupancy criteria to be used for determining the identity of prospective and successive occupiers of such units and the means by which such occupancy will be enforced.
5. Facing and roofing materials
6. Boundary treatments
7. Detailed design of waste bin storage compound
8. Full landscaping scheme to include specimen replacement trees (larger and longer term type species)
9. Tree and landscaping management plan
10. Tree protection and retention proposals plan
11. Schedule of works to retained trees
12. Provision of access, parking, turning and servicing areas
13. Surfacing materials, means of surface water drainage and delineation of the parking bays
14. Car park management scheme
15. Construction of a turning head including a Traffic Regulation Order for double yellow lines
16. Off-site footpath widening works
17. The access shall remain un-gated
18. Secure weatherproof cycle parking facility
19. Revised Travel Plan Framework
20. Highway & Environmental Construction and Demolition Management Plan (CMP)
21. Surface water drainage scheme
22. Prior approval of external lighting,
23. Electric vehicle charging provision,
24. Design measures to restrict impact on noise levels,
25. Prior approval of noise impacts from building plant and machinery,
26. Prior approval of overheating and cooling assessment,
27. Assessment of emissions from combustion plant,
28. Land contamination investigations and mitigation measures
29. Construction and demolition hours

B. Failing completion of the above planning obligation by the date referred to in the above recommendation, that the Head of Development Management either refuse the application on the grounds that without the obligation being secured, there would be no provision made to take into account a change in financial circumstances in the event of the development not proceeding promptly and the potential payment of an appropriate policy compliant contribution for off-site open space should financial circumstances then permit; or, if he considers it appropriate, to extend the period of time within which the obligation can be secured.

Reason for Recommendation

The redevelopment of this prominent gateway site into the town centre, which would provide seventeen additional affordable residential units within a high sustainable location, accords with local and national planning policy. The scheme represents a high quality design that would significantly enhance the appearance of the townscape and it has been demonstrated that the proposed development would not cause highway safety implications. Subject to a number of conditions, the development represents a sustainable form of development and should be supported. It is also accepted, following the obtaining of independent financial advice, that the scheme is not viable if policy compliant financial contributions towards public open space are required. Whilst it is recommended that these policy compliant requirements are not sought, given the contribution the development makes to housing supply, particularly to affordable housing, and the benefits arising from the regeneration of this gateway site into the town centre and given the high quality design of the proposals, a Section 106 agreement required to secure a review mechanism should substantial commencement not be achieved promptly.

Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application

Extensive pre application discussions have informed the scheme proposed and information has been submitted during the planning application to address any concerns raised. The development is considered to be a highly sustainable form of development in accordance with the National Planning Policy Framework.

Key Issues

The application is for full planning permission for the demolition of all existing buildings, which contain 72 flats, and the development of 89 supported living apartments for persons aged 55 and over (C3 use class), along with communal facilities, car parking, landscaping and amenity space.

Vehicle access to the site is off Hall Street which is off Knutton Lane.

The site lies within the Urban area of Newcastle as designated on the Local Development Framework Proposals Map. The Newcastle Town Centre Supplementary Planning Document identifies the site as adjoining the Northern Gateway and adjacent to the A34. The site area is approximately 0.96 hectares in overall size.

The main issues for consideration in the determination of this application are:-

1. The principle of the development in this location,
2. The design and impact on the visual amenity of this gateway site,
3. The impact of the building on neighbouring residential amenity levels,
4. The impact on highway safety and acceptable car parking levels,
5. Planning obligations and financial viability
6. Other matters

1. The principle of the development in this location

1.1 The application site lies within the urban area on the edge but within Newcastle town centre.

1.2 The proposed redevelopment of the site would provide 89 supported living apartments that would be social rented affordable housing. The 89 apartments would replace the existing sheltered housing block consisting of 60 apartments, and a three storey block of flats with 12 residential units. Therefore, the development would provide 17 additional residential units.

1.3 The NPPF seeks to support the Government's objective of significantly boosting the supply of homes. It also sets out that there is a presumption in favour of sustainable development.

1.4 Policy SP1 of the CSS states that new development will be prioritised in favour of previously developed land where it can support sustainable patterns of development and provides access to

services and service centres by foot, public transport and cycling. The CSS goes on to state that sustainable transformation can only be achieved if a brownfield site offers the best overall sustainable solution and its development will work to promote key spatial considerations. Priority will be given to developing sites which are well located in relation to existing neighbourhoods, employment, services and infrastructure and also taking into account how the site connects to and impacts positively on the growth of the locality.

1.5 Policy ASP4 of the CSS seeks to prioritise retail development and create a strong retail offer, a strengthened financial and professional sector, and as a focus for new leisure and residential opportunities, all accommodated within mixed development wherever practicable, within the town centre. However, it also indicates that opportunities will be taken to maximise the potential for Town Centre living.

1.6 The Newcastle Town Centre Supplementary Planning Document (TCSPD) identifies the site as being within one of the "Town Centre Housing Areas" zones and adjoins the 'Northern Gateway'.

1.7 The Council is able to demonstrate a five year supply of specific deliverable housing sites, with the appropriate buffer, with a supply of 5.45 years as at the 1st April 2018. Given this, it is appropriate to consider the proposal in the context of the policies contained within the approved development plan. Local and national planning policy seeks to provide new housing development within existing urban development boundaries on previously developed land.

1.8 As discussed the redevelopment of the site would provide an additional 17 residential units within a highly sustainable town centre location. The principle of the development is therefore in accordance with local and national planning policy and should be supported.

2. The design and impact on the visual amenity of this gateway site

2.1 The NPPF sets out at paragraphs 124 that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. At paragraph 130 it states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

2.2 Paragraph 131 of the NPPF also sets out that great weight should be given to outstanding or innovative designs, which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

2.3 Policy CSP1 of the Core Spatial Strategy seeks to ensure that new development is well designed to respect the character, identity and context of Newcastle's unique townscape. Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document provides further detailed guidance on design matters in tandem with CSP1.

2.4 The application site occupies a prominent gateway location into the town centre on the busy A34 (Lower Street) junction with the ring road around the town centre and Knutton Lane. Existing buildings on the site have a functional and dated appearance that does not enhance the site on this prominent primary approach to the Town Centre.

2.5 The TCSPD identifies the site as being on the edge of the 'Northern Gateway' and indicates that "There is an opportunity here to enhance one of the primary approaches into the Town Centre. Though the scale of existing residential buildings must be respected, there is a potential for striking, contemporary design on the frontages. New development should be seen to create a sense of destination as well as a sense of place."

2.6 The proposed scheme would replace the existing buildings with a new purpose built 4 storey building, with a 5 storey element fronting Knutton Lane (at the junction with Lower Street). The scheme would include car parking to the front and communal garden space to the rear. A roof terrace area is also proposed.

2.7 The proposed scheme has been through the process of Design Review prior to the planning application being submitted. This approach is supported by the NPPF at paragraphs 128 and 129. Following Design Review the applicant has made amendments to the scheme now proposed. This has resulted in a design that is bold and animated by areas of texture and pattern of brickwork rather than using a range of contrasting materials. Soft landscaping of the site frontage, in particular the car park, has been enhanced to break up the expanse of the tarmac.

2.8 The proposed building is designed to be a bold development on this gateway site. In particular, the 5 storey element on the corner of Knutton Lane and Lower Street would act as a focal point without appearing over dominant. The use of brickwork and contrasting textures and patterns, along with the fenestration would create a high quality design of development.

2.9 There are a number of trees on the site boundaries and the Landscape Development Section (LDS) has welcomed the retention and protection of trees along the Northern and Eastern site boundaries. The application is supported by a landscape strategy and the LDS indicate that the proposed tree and hedgerow planting throughout the site would soften the appearance of the hardstanding areas, car park and the building. However, they have raised concerns about the loss of existing trees on the Knutton Lane boundary. These trees are classed as category B trees (of high/moderate quality). These category B trees are not covered by a Tree Preservation Order (TPO).

2.10 Saved policy NLP N12 states that the Council will resist development that would involve the removal of any visually significant tree, shrub or hedge, whether mature or not, unless the need for the development is sufficient to warrant the tree loss and the loss cannot be avoided by appropriate siting or design. Where appropriate developers will be expected to set out what measures will be taken during the development to protect trees from damage.

2.11 The proposed building is designed to be a focal point on this gateway site into the town centre and any repositioning of the building to accommodate the trees would move the building further into the site thereby reducing its positive visual impact. In this instance your officer accepts that the loss of the trees is necessary and appropriate for the wider redevelopment of the site and the significant benefits that it would bring. It is also considered that the wider landscape strategy for the site would provide enhancements that would compensate the loss of the two trees on Knutton Lane and the site as a whole and this could be secured by condition. Conditions could also ensure that trees to be retained are protected and secure a long term management plan so as to ensure that the site has an attractive appearance.

2.12 The frontage car parking has the potential to harm the appearance of the development and the visual amenity in general but the proposed landscape strategy would supplement the appearance of the development and result in an overall enhancement. The large scooter/ cycle stores have the potential to harm the appearance of the development also but these have also been sensitively incorporated into the design of the development. Likewise, whilst the final design of the bin store has not been submitted its proposed location and its incorporation into the landscape strategy is acceptable. The final design can be secured by condition.

2.13 Overall, the demolition of the existing buildings is supported and the design of the redevelopment of this important site on the edge of the town centre is of high quality and raises the standard of design. Therefore, subject to conditions which secure the final design, the proposed development accords with policy CSP1 of the CSS, the guidance and requirements of the NPPF and the urban design SPD.

3. The impact of the building on neighbouring residential amenity levels

3.1 Paragraph 127 of the NPPF lists a set of core land-use planning principles that should underpin decision-taking, one of which states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

3.2 The Council's Supplementary Planning Guidance (SPG) - Space Around Dwelling provides more detailed guidance on privacy and daylight standards including separation distances between proposed dwellings and new development in relation to existing dwellings.

3.3 The proposed scheme is primarily for a large 4 storey building with a 5 storey element at the junction of Knutton Lane and Hall Street, which would front Lower Street.

3.4 The gradient of the land slopes down from east to west with existing neighbouring residential flats on Bailey Street being set on a lower level than a majority of the application site. A set of cross sections through the site have been submitted to show the existing and proposed change in levels and the relationship of the development in the street scene and that with the neighbouring flats on Bailey Street. The existing ground level for the site is not proposed to change significantly and the separation distance between the rear elevation of the flats on Bailey Street and the proposed 4 storey building (which would have windows and balconies) would primarily be over 40 metres. This is considered an acceptable separation distance that would comply with the Council's SPG. However, part of the building (adjacent to the boundary with Knutton Lane) is approximately 19.7m from the boundary. No principal windows are proposed in that part of the building, however, with the only windows serving a hallway on each level. Therefore the separate distance is again considered acceptable and in accordance with the Council's SPG. A roof terrace on this element is also proposed which would provide additional outside amenity space for residents. A screen encloses the area (presumably for health and safety purposes) but it would also mitigate any overlooking.

3.5 The proposed development would inevitably result in some loss of amenity to the occupiers of the flats on Bailey Street but the submitted landscape strategy shows planting on the boundary between the flats on Bailey Street and the application site. This will provide some level of screening and soften views between the two. Furthermore, there is already the existing Ashfield Grange building on the land which already results in some level of residential amenity loss.

3.6 The application has been supported by a noise assessment and an air quality impact assessment which have been considered by the Environmental Health Division who have raised no objections to the application subject to a number of conditions. The advised conditions seek to control any noise impact on future residents and to prevent the proposed development from causing unacceptable harm to the residential amenity levels of neighbouring occupiers. The advised conditions will require further more specific noise assessments to be submitted to ensure any plant and machinery does not cause noise and disturbance to the amenity of the area, including future occupiers of the building and neighbouring properties. The exact wording of these conditions is still to be agreed.

3.7 On balance, it is considered that the proposed development would not result in a significant adverse impact to the amenity of the area as a result of loss of light or privacy nor would it cause an overbearing impact. Noise and disturbance on existing residential properties and the future occupiers of the proposed development can be controlled by suitably worded conditions. The proposed development therefore accords with the Council's SPG and the guidance and requirements of the NPPF.

4. The impact on highways safety and acceptable car parking levels

4.1 Paragraph 108 of the NPPF states that safe and suitable access to a site shall be achieved for all users and paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development would be severe.

4.2 The application site is currently occupied by Ashfields Grange, a sheltered housing block consisting of 60 apartments, and a three storey block of flats with 12 residential units. These buildings have associated car parking for approximately 24 cars.

4.3 The proposed redevelopment of the site would result in the existing buildings and car parking spaces being replaced with a purpose built building with 89 supported living apartments (C3 use) and 48 car parking spaces, which includes five disabled spaces, two drop-off spaces and three spaces reserved for staff (staff will visit the site on a flexible basis) and health visitors.

4.4 Access will be achieved using the existing Hall Street and Knutton Lane junction and the planning application seeks changes to Hall Street, via a 'stopping up order'. This will enable Hall Street to be reduced in length and a turning head to be formed to enable refuse collection vehicles to turn and collections from the waste storage area to occur without blocking the carriageway into and out of

the proposed parking area. The stopping up of Hall Street would enable the level of car parking, landscaping and waste storage arrangements for the size of building proposed.

4.5 The level of car parking is considered acceptable for this edge of town centre position, which represents a highly sustainable location. It is acknowledged that the proposed development increases the number of units by 17 but the number of car parking spaces is double that of the existing arrangements. The large scooter and cycle store would encourage non-car mode travel and recent footpath works on Knutton Lane provide enhanced connectivity into the town centre. The application proposes further footpath widening works to connect the development to the existing footpath on Knutton Lane and proposes footpath widening from the pedestrian access (from the building on to Lower Street) to the neighbouring supermarket. A residential travel plan framework has also been submitted for approval which seeks to adopt an appropriate strategy aimed at advertising and encouraging the use of sustainable modes of transport.

4.6 The Highway Authority (HA) has raised no objections to the application on the basis that the submitted Transport Statement which accompanies the application advises that the trip generation and traffic impact of the proposed 89 apartments, when compared to the existing 72 apartments, will result in a negligible increase on vehicle trips at the junction of Hall Street and Knutton Lane. A series of conditions to secure acceptable access and car parking arrangements are recommended, along with the proposed footpath widening details. A construction management plan to ensure that the construction of the large development does not cause significant highway safety implications is advised along with a car parking management scheme for the long term operation of the car parking within the site. A condition requiring a revised residential travel plan framework is also advised and they have requested a travel plan monitoring fee to be secured by a S106 agreement. These are both considered acceptable in order to meet sustainable development objectives.

4.7 The Council's Waste Management Section (WMS) have raised concerns about the design and position of the external waste storage arrangements which is towards the front of the site. This has resulted in further information being submitted by the applicant to demonstrate that an extensive turning head has been provided to accommodate a refuse vehicle which can manoeuvre within the highway; albeit there is some minor body overhang. A tracking plan has also been submitted. HA have raised no objections to the proposed arrangements. The final design and appearance of the bin store will need to be the subject of a condition and the WMS will again be consulted to ensure that it meets the necessary requirements.

4.8 Subject to the advised conditions by the HA it is accepted that the application has demonstrated that the proposed development is unlikely to lead to severe cumulative impacts on the road network, this being in accordance with the guidance of the NPPF.

5. Planning obligations and financial viability

5.1 CSS Policy CSP6 states that residential development within the urban area, on sites of 15 dwellings or more will be required to contribute towards affordable housing at a rate equivalent to a target of 25% of the total dwellings to be provided. Within the plan area the affordable housing mix will be negotiated on a site by site basis to reflect the nature of development and local needs.

5.2 In this case, irrespective of the planning policy requirements outlined above Aspire as a Registered Social Landlord (RSL) have applied for development where all of the 89 units proposed are to be affordable. As such the policy requirements would be met.

5.3 Affordable Housing is usually secured by a S106 agreement but in the past applications by Aspire (where all units are to be affordable) a condition has been considered acceptable. On the basis of the number of dwellings proposed, the policy compliant affordable housing requirement for this site would be 23 units. However, there are 72 social housing units on the site already and it is considered that these can be discounted from the 89 units proposed which leaves a provision of 17 additional units. Therefore, the policy compliant affordable housing requirement for this site would be 5 units.

5.4 Furthermore, in normal instances a condition to secure the affordable housing provision in perpetuity would be recommended. However, similar planning applications by Aspire Housing have been permitted without the term 'in perpetuity' being included in the relevant condition, due to the

Right to Acquire that exists and how this affects the delivery of the site with grant funding being obtained from Homes England. The planning application confirms that the scheme will be part funded by Homes England. On this basis it is accepted by your officers that in this instance the condition should omit reference to in perpetuity.

5.5 The Education Authority has not requested a financial contribution towards education places in the locality because the education policy does not seek contributions from developments for 1 and 2 bed apartments. Notwithstanding this point the development is for persons aged 55 years and over and so there development would not generate school children anyway.

5.6 LDS have requested a financial contribution of £5,579 per unit towards the improvement and maintenance of public open space (POS). The contribution towards POS is sought for improvements at Wilson Street (290m away), or to improve facilities at the Mineral Line (560m away) or the Wammy (840m away). However, it is appropriate to discount the existing 72 units from the proposed 89 units and to take into account that the units will be for people aged 55 and over and in the past the amount has been reduced to not include the element for play. On this basis it is only considered appropriate to request a financial contribution of £4,933 per unit which amounts to a total request of £83,861. This request is considered to meet the requirements of Section 122 of the CIL Regulations being necessary to make the development acceptable in planning terms, to be directly related to the development and fairly and reasonably related in scale and kind to the development.

5.7 The applicant has advised that the scheme cannot support the requested policy compliant contributions towards POS and independent financial advice has now been received by the Authority. The report of Butters John Bee (BJB) concludes that the scheme is only marginally viable because of grant funding from Homes England and so in reality the scheme is unviable with any level of financial contributions and the deferment of the payments would also not alter this conclusion. BJB have also confirmed that even if the scheme was not proposing 100% affordable housing, and was just proposing the policy complaint 25% provision, then it would not change the conclusions of the financial viability of the scheme.

5.8 The new NPPF marks a significant change in the approach to be adopted to viability in planning decisions. It indicates that where up-to-date policies have set out the contributions expected from the development, planning applications that comply with them should be assumed to be viable, and it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. Policies about contributions and the level of affordable housing need however to be realistic and not undermine the deliverability of the Plan. In the Borough it is not presently the case that up-to-date development plan policies, which have been subject of a viability appraisal at plan-making stage, have set out the contributions expected from development, so the presumption against viability appraisals at application stage does not apply. That will not be the case until the Joint Local Plan is finalised. The scheme does provide benefits, which include the redevelopment of a site with a purpose built development of a high quality design that would replace existing dated buildings. The development would also contribute to housing supply in the Borough and provide 89 affordable houses, exceeding the policy requirements to provide affordable housing thereby making a contribution towards addressing the shortfall in affordable housing provision on other developments within the Borough. These benefits are considered to outweigh the harm caused by the additional demand created by the development on the infrastructure of the area that would be the result were no financial contribution made to adding to that infrastructure.

5.9 The application will still need to be the subject of a planning obligation which would secure a financial viability reappraisal mechanism, should a substantial commencement of the development not occur within 12 months of the date of any decision on the application, and then payment of an appropriate contribution towards POS, if the site were to be found capable of financially supporting these features.

6. Other matters

6.1 The application is supported, amongst other things, by a contaminated land report and flood risk and drainage strategy.

6.2 The Environmental Health Division (EHD) has advised a number of conditions, additional to the ones set out in paragraph 3.6, which set out the need for contaminated land conditions and electric vehicle charging provision.

6.3 The applicant has detailed within their Transport Statement that five of the car parking spaces will have electric vehicle charging points. However, EHD have requested that each space should have a charging point because this is encouraged by the government. The applicant has raised objection to this level of provision. The NPPF does encourage adequate provision for electric vehicle charging points and five spaces out of 48 is not considered adequate.

6.4 In other similar developments of this scale (Orchard House) the Local Planning Authority has secured electric vehicle charging points at 25% of the car parking spaces with the remaining 75% of the car parking spaces being provided with passive wiring to allow future charging point connection. In this instance it is considered that 25%, which equates to 12 spaces, being fitted with a charging point is reasonable and justified by the guidance and requirements of the NPPF. The 12 spaces should include one of the disabled spaces and one of the staff spaces. This can be secured by condition.

6.5 The submitted flood risk report concludes that flood risk for this site is low. The Lead Local Flood Authority has raised no objection to the application and is satisfied with the main principles of the proposed surface water drainage strategy but request a condition which secures a more detailed surface water drainage scheme prior to any works commencing on site.

APPENDIX

Policies and proposals in the approved development plan relevant to this decision:-

[Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy \(CSS\) 2006-2026](#)

Policy SP1	Spatial Principles of Targeted Regeneration
Policy SP3	Spatial Principles of Movement and Access
Policy ASP5	Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy
Policy CSP1:	Design Quality
Policy CSP2:	Historic Environment
Policy CSP3	Sustainability and Climate Change
Policy CSP5	Open Space/Sport/Recreation
Policy CSP10	Planning Obligations

[Newcastle-under-Lyme Local Plan \(NLP\) 2011](#)

Policy H1	Residential Development: Sustainable Location and Protection of the Countryside
Policy T16	Development – General Parking Requirements
Policy N12	Development and the Protection of Trees
Policy B14:	Development in or Adjoining the Boundary of Conservation Areas
Policy C4	Open Space in New Housing Areas
Policy IM1:	Provision of Essential Supporting Infrastructure and Community Facilities

Other Material Considerations include:

[National Planning Policy Framework](#) (2019)

[Planning Practice Guidance](#) (2018 as updated)

[Supplementary Planning Guidance/Documents](#)

[Community Infrastructure Levy Regulations](#) (2010) as amended and related statutory guidance

[Supplementary Planning Guidance/Documents](#)

[Developer contributions SPD](#) (September 2007)

[Newcastle-under-Lyme Town Centre SPD](#) (2009)

[Newcastle-under-Lyme Open Space Strategy](#) – adopted March 2017

[Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document](#) (2010)

[Space Around Dwellings SPG](#) (SAD) (July 2004)

Relevant Planning History

The site has been used for Sheltered Housing for a number of years and there is no relevant planning history.

Views of Consultees

The **Highways Authority** raises no objections subject to a series of conditions that secure matters relating to the following;

- Access, parking and turning provided prior to occupation of the development,
- Submission and approval of surfacing, surface water drainage and delineation of parking bays,

- Submission and approval of a car park management scheme,
- Construction of a turning head and double yellow lines,
- Submission and approval of a 3 metre footway / cycleway from Hall Street to Lower Street linking through to Sainsburys Supermarket,
- Submission and approval of a 3 metre footway / cycleway from Hall Street linking through to the Puffin Crossing on Knutton Lane,
- The vehicle access shall remain ungated,
- Submission and approval of details for a secure weatherproof cycle parking facility,
- Submission and approval of a revised Travel Plan, and subsequent implementation,
- Submission and approval of a Construction Management Plan (CMP).

The **Environmental Health Division (EHD)** raises no objections subject to a series of conditions that secure matters relating to the following;

- Submission and approval of a Construction Environmental Management Plan,
- Prior approval of external lighting,
- Electric vehicle charging provision,
- Design measures to restrict impact on noise levels,
- Prior approval noise impacts from building plant and machinery,
- Prior approval of overheating and cooling assessment,
- Assessment of emissions from combustion plant,
- Land contamination investigations and mitigation measures

The **Landscape Development Section (LDS)** advises that the proposed development would result in the loss of 1 category A tree, 6 category B trees and a group of category B trees. In particular there are concerns about the loss of T26 and T27 which are highly visually prominent roadside category B trees on Knutton Lane. The trees on this roadside frontage provide visual softening and are of high amenity value. The loss of T29 which occupies the site is of outstanding value but it is acknowledged that it would be hard to develop the site without its loss. The retention and protection of trees along the Northern and Eastern site boundaries is welcomed. The proposed tree and hedgerow planting throughout the site would soften the appearance of the hardstanding areas, car park and the building.

Conditions that secure matters relating to the following are recommended;

- Trees shown as retained to be retained and protected throughout the construction period,
- Full landscaping proposals to include specimen replacement trees (larger and longer term type species),
- Proposed boundary treatments,
- Arboricultural Method Statement,
- Tree Protection Proposals Plan (to include full RPA and canopy protection),
- Services locations,
- Tree and landscape management plan,
- Schedule of works to retained trees.

A contribution by the developer for capital development/improvement of offsite open space of £4,427 per dwelling in addition to £1,152 per dwelling for 60% of maintenance costs for 10 years. Total contribution £5,579 per dwelling. This could be used to upgrade play equipment at Wilson Street (290m away), or to improve facilities at the Mineral Line (560m away), the Wammy (840m away), or towards improvement to public realm and town centre open space.

The **Waste Management Section** has raised some concerns about how a waste freighter would manoeuvre the site and the bin store.

The **Staffordshire Police Crime Prevention Design Advisor (SPCPDA)** advises that there are a small number of aspects of the proposals that would improve security, crime prevention and/or community safety. Shortcutting through the car park should be discouraged by the perimeter hedging. Access control information to the building is unknown and could present security concerns. Likewise CCTV information is unknown. Emergency exits should be alarmed and the scooter store would also benefit from access control. Windows and doors should be to recognised attack-resistant security

standards. Ensuring access is restricted to what is intended to be the private rear garden is one final area that warrants further attention. An aesthetically attractive but effective boundary treatment would provide considerable peace of mind for residents too.

The **Education Authority** advises that an education contribution is not requested because current policy does not require a contribution from developments purely consisting of 1 or 2 bed apartments.

The Council's **Urban Design and Conservation Officer** advise that the proposed development is unlikely to harm the character and appearance of the Town Centre Conservation Area due to its distance away from the boundary. The development has the potential to enhance this corner of the ring road.

The **Conservation Advisory Working Party (CAWP)** do not object to the proposed development due to its location but request a landscaping scheme to screen views of the car park.

Staffordshire County Council Flood Risk Team indicate that they are satisfied with the main principles of the proposed surface water drainage strategy but request a condition which secures a more detailed surface water drainage scheme prior to any works commencing on site.

The **Housing Strategy Section** is supportive of the development for social rented accommodation. A condition, which secures 25% affordable housing, is required, notwithstanding that the whole development is for affordable housing.

The **Economic Regeneration Section** supports the application.

Cadent Gas advises that operational gas apparatus is located within the application site boundary. The applicant is therefore advised to contact them about the matter.

Comments were also invited from the **Newcastle South Locality Action Partnership** but in the absence of any comments from them by the due date it must be assumed that they have no observations to make upon the application.

Representations

No letters of representation have been received.

Applicant's/Agent's submission

All of the application documents can be viewed on the Council's website using the following link: <http://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/19/00614/FUL>

Background papers

Planning files referred to
Planning Documents referred to

Date report prepared

25th October 2019