

The application is a hybrid planning application for;

- a) full planning permission for earthworks associated with the re-profiling of the existing site levels and the creation of development plateaus and associated drainage works; and
- b) outline planning permission for the development of 64 residential dwellinghouses and associated new access. Vehicular access from the highway network into and from the site is for consideration as part of this application with all other matters (internal access arrangements, appearance, landscaping, layout and scale) reserved for subsequent approval.

The application site lies within the major urban area of Newcastle, as indicated on the Local Development Framework Proposals Map. The site extends to approximately 1.39 hectares.

Access to the site is proposed off Lamphouse Way.

The 13 week period for the determination of this application expired on the 4th November but the applicant has agreed an extension of time to the statutory determination period to the 13th January 2020.

RECOMMENDATION

A) Subject to the applicant first entering into a Section 106 agreement by the 1st April 2020, or any other legal mechanism as is appropriate, that secures a residential travel plan monitoring fee of £6,895 (index linked) a financial contribution of £189,000 (index linked) towards the improvement and maintenance of the public open space at Bradwell Lodge Park and a review mechanism of the scheme's ability to make a more or fully policy compliant contribution to public open space and/ or affordable housing, if the development is not substantially commenced within 24 months from the date of the decision, and the payment of such a contribution if then found financially viable,

Permit, subject to conditions relating to the following matters:-

- 1. Time limit for the implementation of earthworks, the submission of applications for approval of reserved matters and the commencement of development.**
- 2. Approved plans**
- 3. Construction environmental and traffic management plan for the full and outline applications**
- 4. Provision of access and visibility splays**
- 5. Revised Travel Plan Framework**
- 6. A highway survey and mitigation measures**
- 7. Prior approval of a construction phase tree protection plan**
- 8. Prior approval of an Arboricultural Method statement**
- 9. Reserved matters application to include replacement tree planting**
- 10. Reserved matters application to include Independent Design Review**
- 11. Submission and approval of retaining wall details**
- 12. Submission and approval of a sustainable drainage strategy**
- 13. Prior approval of a foul drainage plan**
- 14. Waste and storage collection arrangements**
- 15. Design measures to restrict impact on noise levels**
- 16. Land contamination investigations and mitigation measures**
- 17. Reserved matters application to include wildlife and habitat enhancements**

B) Should the above Section 106 obligations not be secured within the above period, that the Head of Planning be given delegated authority to refuse the application on the grounds that without such matters being secured, the development would fail to ensure it achieves sustainable development outcomes, the public open space impacts of the development would at least in part not be met, and there would not be an appropriate review mechanism to allow for changed financial circumstance, and, in such circumstances, the potential provision of a policy compliant financial contribution towards public open space, affordable housing and travel plan monitoring; or, if he considers it appropriate, to extend the period of time within which the obligations can be secured.

Reason for Recommendation

The proposed earthworks and re-profiling of the land are considered acceptable subject to conditions and the principle of a residential development on the land in this sustainable location is also considered acceptable. The proposed access arrangements to serve up to 64 dwellings on the site have been demonstrated to be appropriate subject to conditions and other mitigation measures can be secured by condition to ensure that no significant harm is caused to adjacent residential properties and future occupiers of dwellings on the site.

It is accepted, following the obtaining of independent financial advice, that a policy compliant scheme is not viable and that the scheme can only sustain reduced contributions but the benefits of the development are considered to outweigh the harm caused by the additional demand created by the development on the public open space in the area. A Section 106 agreement or other legal mechanism is required to secure those policy compliant contributions which can be afforded and a viability 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

Officers of the Authority have requested further information throughout the application process and the applicant has provided amended and additional information, including independent financial viability appraisal information.

Key Issues

The application is a hybrid application for full planning permission for earthworks associated with the re-profiling of the existing site levels and the creation of development plateaus and associated drainage works; and outline planning permission for 64 residential dwellinghouses and the associated new access. Vehicular access from the highway network into and from the site is for consideration as part of the outline application with all other matters (internal access arrangements, appearance, landscaping, layout and scale) reserved for subsequent approval.

The application site lies within the major urban area of Newcastle, as indicated on the Local Development Framework Proposals Map. The site extends to approximately 1.39 hectares.

Access to the site is proposed off Lamphouse Way.

The proposed earthworks would allow plateaus to be created on the site which would enable a residential development to proceed on the land. The re-profiling of the land via a cut and fill balance should result in no material being removed from the site. Various technical reports have been submitted to support the application, including a Phase 2 Site Investigation, which conclude that there are no fundamental concerns associated with contaminated land, coal mining legacy or land stability, subject to conditions. In light of the above, the main issues for consideration in the determination of this application are:-

1. The principle of residential development on the site,
2. The impact of the development on highway safety,
3. The design and impact of the development on the visual amenity of the area,
4. The impact of the development on existing and proposed residential amenity levels,
5. Planning obligations and financial viability
6. Other matters

1. The principle of residential development on the site

1.1 The application site is a vacant piece of land within the urban area of Wolstanton and the proposed residential development would extend an existing residential development off Lamphouse Way, previously known as Wulstan Grange.

1.2 The land was previously set aside as school playing field for Ellison Primary school but the school has expanded on its exiting site.

1.3 Sport England do not object to the application and the land is not recognised as an area of public open space. The land is overgrown private land which is fenced off and has very limited public amenity value.

1.4 NLP Policy H1 supports new housing in the urban area of Newcastle and Kidsgrove with Policy ASP5 of the Core Spatial Strategy (CSS) setting a requirement for at least 4,800 net additional dwellings in the urban area of Newcastle-under-Lyme by 2026.

1.5 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.

1.6 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.

1.7 Local and national planning policy seeks to provide new housing development within existing urban development boundaries on previously developed land. The NPPF also 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.

1.8 This site is located in the urban area and it is considered to represent a sustainable location for housing development by virtue of its close proximity to services, amenities, public transport and employment opportunities. On this basis, whilst it does not meet the definition of previously developed land, the starting point must be one of a presumption in favour of residential development unless any adverse impacts of the development significantly and demonstrably outweigh the benefits of the proposal.

2. The impact of the development on highway safety

2.1 This hybrid planning application contains two elements a) full planning permission for earthworks associated with the re-profiling of the existing site levels and b) outline planning permission for 64 residential dwellinghouses and its associated new access arrangements.

2.2 Access to the site is via Lamphouse Way which is a single carriageway, residential cul-de-sac that leads off Great Row View and then Grange Lane in Wolstanton.

2.3 A transport statement has been submitted to support the application which identifies that the re-profiling of the existing site levels would require associated HGV vehicles and machinery to be transported to the site. However, the works are self-contained within the site and the delivery of machinery necessary to carry out the works would only occur once. Once the works are completed the machinery will be transported off the site. Therefore, whilst the HGV movements would be required to use the residential streets, the likely impact on the highway network and highway safety would be minimal. A condition to secure an appropriate construction traffic management plan is recommended to further minimise any impact.

2.4 In terms of the outline part of the scheme (for 64 new residential units), access is a matter for approval at this stage and details have been submitted. The submitted details show a single point of access off Lamphouse Way.

2.5 The submitted transport statement concludes that the neighbouring roads are constructed to a design standard and width that would be appropriate to accommodate the additional traffic generated by the proposed scheme. The submitted details also show that the new access point can be constructed to an acceptable standard in terms of its width, swept path and visibility. A residential framework travel plan has been submitted which seeks to demonstrate how car trips can be reduced by supporting more sustainable forms of travel.

2.6 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.

2.7 A number of objections to the application have been received which primarily focus on highway safety concerns, in terms of the design standard of existing roads and the problems that additional vehicles will cause. They also highlight existing car parking problems on neighbouring roads and the impact of construction vehicles, refuse vehicles and emergency vehicles.

2.8 The Highways Authority (HA) has raised no objections to the proposed access arrangements and the level of additional vehicle trips that 64 new residential properties would have on the highway network. Likewise, Highways England have also raised no objections on the grounds that the impact of the development on the nearby A500 would not be significant.

2.9 Whilst the Council's Waste Management Section has raised concerns about the location of bin storage and collections arrangements they have not raised concerns with the design and location of the proposed access arrangements or identified existing issues on the surrounding highway network. Therefore it is assumed that they have no concerns regarding the proposed access arrangements.

2.9 HA has requested a number of conditions which would ensure that the access is constructed to an acceptable standard and to ensure that the impact of the proposed development is mitigated after construction. A construction management plan is necessary in order to mitigate the impact of earthworks and the construction of a residential scheme on the land. In this respect, it is accepted that construction traffic will have to travel through an existing residential estate but this is not an uncommon scenario in an urban location and a management plan will reduce the level of impact.

2.10 The layout and disposition of buildings and car parking is reserved for subsequent approval but the indicative details demonstrate that the level of off street car parking is acceptable for this sustainable urban area. A condition to secure the travel plan and a timetable for its implementation is also requested and supported, along with a travel plan monitoring fee. Civil enforcement would need to be taken regarding any dangerous on street car parking on existing residential roads.

2.10 The application site represents a sustainable location for new housing with good links to the surrounding area which will encourage walking, cycling and use of public transport. The impact of the development can be mitigated through conditions and the proposed development is unlikely to result in severe highway safety implications. The application could therefore not be said to be contrary to the guidance and requirements of the NPPF or policies of the development plan.

3. The design and impact of the development on the visual amenity of the area

3.1 The application site appears as a vacant piece of land in an otherwise urban residential area.

3.2 The site slopes up from north to south with parts of the site being steeply sloped.

3.3 Full planning permission is sought to re-profile the land and these works involve large areas of cut and fill that seek to soften the slope of the land and create development plateaus so that a residential scheme of 64 dwellings can be proposed.

3.4 The application is supported by plans which demonstrate the existing and proposed levels, site sections and topographical surveys which illustrate the extent of the proposed earthworks and re-profiling of the land.

3.5 There are existing residential properties beyond the southern and western boundaries of the site and the cut and fill works will result in the removal of the steep slope towards the southern boundary of the site. This would result in the site sitting significantly below neighbouring land beyond the southern and western boundaries which is acceptable and in all other respects the slope of the site would be softened.

3.6 The only matter for approval as part of the outline application is access. The appearance, layout, including internal access roads, scale and landscaping of the development are all matters reserved for subsequent approval. However, an illustrative layout plan has been submitted in an attempt to demonstrate that 64 residential units can be proposed on the site. These units would be a mix of 2 storey detached, semi-detached and terrace dwellings, along with a large block of 4 storey apartments shown in the north-eastern corner of the site.

3.7 Paragraph 124 of the NPPF states 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. Furthermore, paragraph 127 of the Framework lists 6 criterion, a) – f) with which planning policies and decisions should accord and details, amongst other things, that developments

should be visually attractive and sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change.

3.8 The illustrative layout demonstrates that the proposed development of 64 residential units can be accommodated on the land. However, the submitted layout shows large areas of frontage car parking which, if approved, would dominate the development and harm its appearance. The 4 storey block of flats are also directly adjacent to the steep slope near to the northern boundary which would not allow circulation around the building or amenity space or its occupants. Your officers consider that significant improvements to the layout are required before it can be accepted as a sustainable design that meets the requirements of the paragraphs 124 and 127 of the NPPF. It is considered that these design improvements can be achieved as part of a reserved matters submission for layout and landscaping. The illustrative scale and appearance of the buildings are considered appropriate and it has been demonstrated that an acceptable design could be achieved in this respect although it is considered that any scheme presented as part of a reserved matters submission for layout, appearance, scale and landscaping should have been the subject of independent design review. This should be secured by an appropriately worded condition.

3.9 The location of the site adjacent to the A500 is likely to result in a 3.5 metre high acoustic fence on the northern and eastern boundaries. However, there is a bank of trees between the site and the A500 and these trees would act as a visual buffer between the development and the wider landscape. Tree protection measures will be necessary to ensure that these trees are not lost during the earthworks. A condition to secure replacement trees is also justified but a soft landscaping scheme is not necessary at this stage because landscaping is a reserved matter.

3.10 The scheme would also need to incorporate an acceptable sustainable urban drainage scheme (SuDS) and the submitted details suggest that this can be accommodated in the northern edge of the site. This part of the site is particularly steep but the LLFA has raised no objections subject to a more detailed scheme being secured by condition.

3.11 In summary, it is accepted that the re-profiling of the land and a subsequent residential development on the land can be proposed without it resulting in a significant harm to the visual amenity of the landscape.

4.0 The impact of the development on existing and proposed residential amenity levels

4.1 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.

4.2 The application site is located on the edge of an urban residential area but directly adjacent to the A500 and West Coast Main Line railway, which are both beyond the eastern boundary.

4.3 The application has been supported by a noise assessment report (NAR) which has been undertaken to identify key noise sources in the vicinity of the site which may have the potential to impact upon the future occupiers of the proposed development.

4.4 As indicated above there is an embankment of trees between the application site and the A500 with the site being significantly elevated above it. The submitted noise report concludes that without noise mitigation measures the impact of noise would be harmful to the future occupiers of the proposed dwellings. The noise mitigation measures are likely to be in the form of a 3.5 metre high acoustic fence on the northern and eastern boundary. On this basis the Environmental Health Division (EHD) advises that a condition which secures appropriate mitigation measures to be implemented is required. A similar condition is also requested from Highways England in order to protect their interests.

4.5 In terms of air quality impact the site is located close to the Porthill/Maybank/Wolstanton air quality management area. However, the submitted Air Quality Impact Assessment concludes that 'negligible' air quality impact is predicted and EHD raises no objections in this respect.

4.6 EHD have also requested the submission and approval of a construction management plan in order to protect residential amenity levels of neighbouring occupiers from impacts of noise, dust and disturbance during construction. This is also considered necessary to make the development acceptable.

4.7 The indicative layout plans demonstrate that 64 dwellings on the site can be proposed which would not result in significant harm to neighbouring residential amenity standards. It is also accepted that the proposed re-profiling works are acceptable. However, it is acknowledged that due to the density of the proposed development the final design and layout will need to be carefully designed in order for a sustainable form of development to be achieved which would comply with the Council's SPG – Space Around Dwellings and the NPPF.

5. Planning obligations and financial viability

5.1 The proposed development is for up to 64 residential units, consisting of a mix of 1 and 2 bed apartments and 2, 3 and 4 bed houses.

5.2 Certain contributions are required to make the development policy compliant and acceptable. These are the provision of 25% on-site affordable housing and a contribution of £353,180 towards off-site public open space. A travel plan monitoring fee of £6,895 is also requested.

5.3 The Education Authority has indicated that there are projected to be a sufficient number of school places in the catchment area to mitigate the impact of this development at both primary and secondary phases of education and a financial contribution towards education provision is not justified.

5.4 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. On this basis the scheme will need to provide 16 affordable housing units within the development.

5.5 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 the refurbishment and improvement of Bradwell Lodge Park, which is approximately 800m away. The overall contribution amount has been reduced to factor in that some of the units will be one bedroom apartments which are not suitable accommodation for families. The requested contribution is the figure set out in paragraph 5.2 above and the 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.

5.6 The applicant has advised that the scheme cannot support the requested policy compliant contributions towards POS and affordable housing and independent financial advice has now been received by the Authority. The report of Butters John Bee (BJB) confirms that the scheme cannot support the policy compliant contributions but that there is a possibility that the scheme could support 15% affordable housing which equates to 10 units or a financial contribution of £189,000 towards POS.

5.7 The NPPF 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, most notably the provision of 64 dwellings in a sustainable urban location. The development would also contribute to housing supply in the Borough and the financial viability appraisal concludes that the scheme can support affordable housing or a financial contribution towards public open space but not both. Therefore, in

this instance the committee will need to decide which of the two requested obligations is necessary to make the development acceptable.

5.8 As advised in paragraph 5.5, LDS has requested a financial contribution towards the refurbishment and improvement of Bradwell Lodge Park which is in need of improvement and these works would include landscaping, resurfacing and the demolition of the existing pavilion. The application site is approximately 800 metres from the park. A contribution towards this POS would mitigate the impact of 64 additional houses on this infrastructure.

5.9 The provision of 10 affordable units would not mitigate the impact of the development but would be a planning gain or benefit to the local area.

5.10 Section 122 of the Community Infrastructure Levy (CIL) Regulations states that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

5.11 In terms of the preference for affordable housing or POS improvements the Council has no agreed formal "hierarchy of need" in its Developer Contributions SPD. The NPPF also offers no such preference.

5.12 In this case, your Officer would suggest that the need for POS improvements would be the priority and following the comments of LDS regarding the existing facilities at Bradwell Lodge Park it is considered that in this case the entire financial contribution that the scheme can support, should be used to improve and maintain this park, instead of providing affordable housing.

5.13 That said, market conditions, and thus viability, can change. On this basis it would be quite reasonable and necessary for the Local Planning Authority to require the independent financial assessment of the scheme to be reviewed if the development has not been substantially commenced within two years, owing to the re-profiling works required, of the grant of the permission, and upward only alterations then made to the contributions if the scheme is then evaluated to be able to support higher contributions. This would need to be also secured via the Section 106 agreement.

6.0 Other matters

6.1 A number of objections have been received on the grounds that the site is popular with wildlife including bats and birds. However, an extended Phase 1 Habitat Survey of the site has been conducted and no protected species were evident on the site. Therefore, it is not considered that an objection on the grounds that the proposed development would have a negative impact on wildlife or protected species could be sustained. A condition which secures appropriate ecological enhancements is considered appropriate.

6.2 Objections have also been raised regarding loss of a view and devaluation of property prices. These are not material planning considerations in the determination of a planning application. Likewise matters of construction standards is covered by building regulations and guidance and it is not appropriate to consider this matter further.

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 CSP3	Sustainability and Climate Change
Policy CSP4	Natural Assets
Policy CSP5	Open Space/Sport/Recreation
Policy CSP6	Affordable Housing
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 N3	Development and Nature Conservation – Protection and Enhancement Measures
Policy N4	Development and Nature Conservation – Use of Local Species
Policy N12	Development and the Protection of Trees
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)

[Affordable Housing SPD](#) (2009)

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

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

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

Relevant Planning History

A hybrid planning application was granted planning permission at appeal in 2001 on the adjacent land, reference 99/00918/FUL, for a new link road and residential development. A subsequent reserved matters application for the residential development (245 units) was permitted in 2002, reference 01/00943/REM. A series of other applications followed for the substitution of house types on certain plots.

Views of Consultees

The **Highways Authority** raises no objections subject to conditions:

Full planning application recommended condition;

- Construction Management Plan

Outline planning application recommended conditions;

- Access and visibility.
- Layout, surfacing and surface water drainage,
- Residential Framework Travel Plan,
- Joint highway survey by the Developer and the Highway Authority before and after construction,
- Construction Management Plan

The **Environmental Health Division** raises no objections subject to conditions related to the following;

- Construction Environmental Management Plan,
- Design measures to achieve internal and external noise levels,
- Waste and storage collections arrangements,
- Contaminated land.

Highways England raises no objections subject to a condition which secures a noise mitigation strategy to reduce the impact on future occupiers of the development from the adjacent A500. They also set out that the impact of the proposed development on the surrounding road network will be minimal.

Staffordshire County Council as the **Mineral and Waste Planning Authority** advises that they have no comments to make on eh application.

Staffordshire County Council as **Lead Local Flood Authority** indicate that they are satisfied that an acceptable SUDS design could be achieved within the proposed development but request a condition which secures a more detailed surface water drainage scheme prior to any works commencing on site.

The **Waste Management Section** raises concerns with the bin storage arrangements for blocks 17-21, 22-24 and 40-45.

The **Staffordshire Police Crime Prevention Design Advisor (SPCPDA)** advises that they have no issues with the broad proposals and the submission recognises the importance of addressing crime, disorder and community safety. Further design advice is set out and can be included as an informative on the decision notice.

Severn Trent Water raises no objections subject to a condition which secures drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority.

The **Housing Strategy Section** reiterate the requirements as set out in our Affordable Housing (Supplementary Planning Documents) SPD which requires 25% on site affordable housing (60% social rented and 40% shared ownership), the type of dwellings will need to be agreed, the standard of construction should be the same as the open market dwellings, the affordable housing should not be clustered together and the provision is subject to financial viability.

Stoke-on-Trent City Council indicates that they have no comments to make on this application.

The **Coal Authority** raises no objections on the basis that the site does not fall within the defined Development High Risk Area and a Coal Mining Risk Assessment does not need to be submitted. Standing Advice is advised.

The **Education Authority** advises that there are projected to be a sufficient number of school places to mitigate the impact of this development at both primary and secondary phases of education.

Sport England raises no objections.

Comments were also invited from the **Environment Agency, Staffordshire Wildlife Trust** and **Newcastle East 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

44 representations have been received raising the following objections and concerns;

- It represents overdevelopment of the site in an over populated area,
- The houses would put additional strain on local amenities such as health services and schools,
- The existing access arrangements on to Grange Lane are poor,
- Existing roads, pavements and drainage are not to an acceptable standard,
- It would cause additional congestion issues on the highway,
- On street car parking already causes an issue,
- The roads on the estate are not wide enough for construction vehicles,
- HGV movements would cause health and safety concerns for residents and children,
- Insufficient car parking provision is shown,
- Concerns over the instability of the land,
- There will be a negative impact on wildlife,
- Residents would suffer noise and air pollution
- Loss of a green space which residents enjoy,
- Loss of a view and sunlight,
- Other land should be built on and money spent to improve existing infrastructure,
- Off site public footpath improvements should be proposed,
- Decrease in property value,
- The area already has too many flats and houses,
- The land should be put to better use,
- The existing park should be upgraded,
- The site was previously earmarked as playing fields for the local primary school,
- Three storey flats would not be in keeping with the area,
- Overshadowing of neighbouring properties,
- Construction activities should be kept to a minimum if the development is approved.

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/19/00301/OUT>

Background papers

Planning files referred to
Planning Documents referred to

Date report prepared

17th December 2019