

LAND OFF CROSS STREET, CHESTERTON
ASPIRE HOUSING GROUP

20/00369/FUL

This is a hybrid application comprising the demolition of all buildings within the site and the following:

- Full planning permission for the construction of 9 bungalows, with associated car parking, landscaping and amenity space (Phase 1) on land off Gibson Grove, adjoining Cross Street and Audley Road.
- Outline planning permission, with all matters reserved except access, for
 - (i) 43 dwellings
 - (ii) 73 supported living apartments for the over 55's and associated communal facilities along with additional car parking, landscaping and amenity space.

The site is within the urban area of Chesterton, as indicated on the Local Development Framework Proposals Map. The site extends to approximately 2.9 hectares

The statutory 13 week determination period for this application expired on the 21st August but the applicant has agreed an extension of time to the 14th October 2020.

RECOMMENDATIONS

- A. Subject to the applicant first entering into a Section 106 agreement by 13th January 2021 to secure a financial contribution of £5,579 for each family home, and £4,933 for each older persons accommodation that is provided (index linked) towards public open space nearby,

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

1. Time limit for the implementation of Phase 1, 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. Prior approval of a scheme for the 25% provision of 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 to be in accordance with approved plans for Phase 1
 6. Boundary treatments to be in accordance with approved plans for Phase 1
 7. Provision of access, parking, turning and servicing areas for Phase 1
 8. Surfacing materials, means of surface water drainage and delineation of the parking bays for Phase 1
 9. Implementation of Travel Plan Framework
 10. Traffic Regulation Order for Audley Road
 11. Prior approval of a tree protection plan
 12. Reserved matters application to include replacement tree planting
 13. Submission and approval of a sustainable drainage strategy
 14. Prior approval of a foul drainage plan
 15. Waste and storage collection arrangements
 16. Sound insulation of facades of properties facing Audley Road.
 17. Noise mitigation measures in accordance with the submitted acoustic report
 18. Overheating mitigation where required.
 19. Assessment of noise from kitchen extraction and other equipment in the supported living apartments
 20. Control of noise and odour from kitchen facilities in the supported living apartments
 21. Submission, with reserved matters application, of an assessment of the impacts of noise arising from the Red Lion public house
 22. Electric vehicle charging
 23. Land contamination conditions
 24. Land contamination investigations and mitigation measures
 25. Reserved matters application to include wildlife and habitat enhancements
- B. Failing completion of the above planning obligation by the date referred to in the above recommendation, that the Head of Planning either refuse the application on the grounds that without the obligation being secured, there would be no provision made in the event of the development not proceeding promptly and the potential payment of an appropriate policy compliant contribution for offsite open space; or, if he considers it appropriate, to extend the period of time within which the obligation can be secured.

Reason for recommendations

The planning application secures the redevelopment of parts of the Cross Street estate which will add to the supply of housing, increase the amount of affordable housing and will create an attractive and sustainable residential community. Such benefits are deemed to outweigh the harm arising from the loss of visually significant trees.

It has been demonstrated, subject to confirmation from the Highway Authority, that the proposed development would not cause highway safety implications. The development would not adversely affect the residential amenity of existing residents and would provide appropriate living conditions for the occupants of the development. In addition it is considered that the development, subject to confirmation from the Lead Local Flood Authority, would not result in flood risk and drainage issues

Subject to a number of conditions and a S106 agreement to secure a contribution to Public Open Space, the development represents a sustainable form of development and should be supported.

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

The Authority has requested additional information during the consideration of the planning application to address specific concerns, and has arranged for an appraisal of the viability of the scheme.

KEY ISSUES

1.1 This is a hybrid application comprising the demolition of all buildings within the site and the following:

- Full planning permission for the construction of 9 bungalows, with associated car parking, landscaping and amenity space (Phase 1) on land off Gibson Grove, adjoining Cross Street and Audley Road.
- Outline planning permission, with all matters reserved except access, for
 - 43 dwellings
 - 73 supported living apartments for the over 55's and associated communal facilities along with additional car parking, landscaping and amenity space.

1.2 An extensive review of the applicant's existing housing stock has been carried out and a strategy for meeting the future accommodation requirements of its existing and future tenants has been devised. This has led to the applicant identifying several issues regarding the condition of a number of its properties in the Cross Street estate. Many are deemed to be poorly designed and laid out, perform poorly in energy efficiency terms, do not relate well in terms of their proximity to shared communal services for the elderly and, in particular the accommodation within the blocks of flats, are beyond reasonable economic repair and no longer fit for purpose. In addition the applicant has a new 'Older Persons Strategy' which includes an aim to redevelop a proportion of its existing housing stock into accommodation for older persons, in light of a national need to provide additional facilities to support the requirements of an increasingly elderly population.

1.3 The application is supported by an Archaeology and Cultural Heritage Assessment which correctly indicates that there are no designated heritage assets within the boundary of the site and anticipates that no harm to the significance of designated heritage assets within the vicinity of the site would arise from the proposed development. In addition it states that the site has been subject to extensive post medieval and modern disturbance and development such that, in all likelihood, earlier archaeological remains will have likely been truncated, if not removed. The Assessment concludes that there is no evidence to reasonably indicate the potential for the presence of archaeological remains which would preclude development and no further work is required. Such conclusions are accepted.

1.4 No ecological issues have been identified that would constrain development on the site.

1.5 The main issues for consideration for both the full and outline planning application are therefore:-

- The principle of residential development
- The design and impact on the character and appearance of the area including loss of trees
- Residential amenity
- Car parking and highway safety
- Flooding and drainage issues
- Planning obligation considerations

2.0 The principle of residential development

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

2.2 Saved Newcastle Local Plan (NLP) policy H1 supports new housing in the urban area of Newcastle and Kidsgrove with policy ASP5 of the Core Spatial Strategy (CSS) – the most up-to-date and relevant part of the development plan - setting a requirement for at least 4,800 net additional dwellings in the urban area of Newcastle-under-Lyme by 2026.

2.3 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.

2.4 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.

2.5 The land is located in an urban residential area, which is considered to represent a sustainable location for housing development by virtue of its close proximity to services, amenities and employment opportunities.

2.6 The Council is able to demonstrate a five year supply of specific deliverable housing sites, with the appropriate buffer, with a supply of 7.3 years as at the 31st March 2019. Given this, it is appropriate to consider the proposal in the context of the policies contained within the approved development plan.

2.7 The proposed development complies with local and national planning policy. The construction of new dwellings resulting in a net gain of 47 units would contribute to the area's housing supply and the principle of residential development on this site is therefore considered acceptable.

3.0 Design and impact on the character and appearance of the area, including loss of trees

3.1 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.

3.2 Policy CSP1 of the Core Spatial Strategy (CSS) lists a series of criteria against which proposals are to be judged including contributing positively to an area's identity in terms of scale, density, layout and use of materials. This policy is considered to be consistent with the NPPF.

3.3 Section 7 of the adopted Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document (2010) provides residential design guidance. R3 of that document states that new development must relate well to its surroundings. It should not ignore the existing environment but should respond to and enhance it.

3.4 Saved policy N12 of the adopted Local Plan 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, exceptionally, permission can be given and trees are

to be lost through development, replacement planting will be required on an appropriate scale and in accordance with a landscaping scheme.

Full application

3.5 The application seeks full planning permission for the construction of 9 older person's bungalows on a parcel of land off Gibson Grove, adjoining Audley Road and Cross Street (Phase 1). The site currently contains a block of 9 flats and is an open, grassed area. The site contains 19 mature trees, comprising a group of 11 trees on the northern part of the site, and 8 individual trees, mainly situated around the flats on the southern part of the site. The apartments are to be demolished and the majority of the trees on the parcel of land would be removed to accommodate the development, with just 4 trees retained.

3.6 The bungalows are sited facing outwards, towards the road frontages on 3 sides, around a central communal garden area as advocated through independent design review prior to the submission of the application. The bungalows facing towards Audley Road are set back from the pavement by approximately 12m, thereby providing opportunity to provide a landscaped buffer. A communal parking area for a number of the plots is to be sited at the end of Gibson Grove. The bungalows are simple and traditional in appearance, featuring a projecting front gable and recessed front door and constructed in red facing brick and blue/black tile.

3.7 The design and appearance of the bungalows, and their siting, is considered to be suitable in this location and would be a marked improvement on the appearance of the existing block of flats on the site. Notwithstanding this, Phase 1 will result in a significant change in the character of this part of the application site through the loss the open, grassed area and the removal of trees comprising 1 category A tree (of high quality with an estimated remaining life expectancy of at least 40 years); 7 category B trees (of moderate quality with an estimated remaining life expectancy of at least 20 years) and 6 category C trees (of low quality with an estimated remaining life expectancy of at least 10 years).

3.8 The loss of the green space and trees has resulted in objection from local residents and the Landscape Development Section (LDS). In response to such objections a Revised Arboricultural Impact Assessment has been submitted which sets out that there is clear justification for the selective removal of trees, that substantial tree planting will mitigate this loss and that the new tree planting will increase species diversity.

3.9 Adjustments have been made to the proposals for Phase 1, to address other identified issues, however this has not resulted in the retention of more trees and as such it is anticipated that the LDS will maintain their objections. It is therefore necessary to assess the proposal against Policy N12 of the Local Plan. Whilst such loss is unfortunate, in this case it is considered that the need for the development, which will deliver more, and improved, housing, is sufficient to warrant the tree loss. Such loss cannot be avoided by appropriate siting or design as this number of units are necessary to enable the decanting of residents from properties that are scheduled for demolition.

Outline application

3.10 All matters of detail are reserved for subsequent approval, other than access, but the application is nevertheless supported by a number of documents, including indicative layout plans, which seek to demonstrate that up to 116 units can be provided on the remainder of the site. All the existing buildings within those parts of the site for which outline planning permission is being sought will be demolished. None of the buildings have any architectural merit and their loss will not be harmful.

3.11 The indicative details for Phase 2a of the proposal, on Lion Grove and High Street, show two blocks of walk-up apartments that have the external appearance of semi-detached dwellings. Phase 2b is shown on a parcel of land on Church Street and Audley Road, and additional land on Lion Grove. The intention is to construct open market sale family homes within this phase and the indicative plans show the provision of 35 dwellings. The indicative layout for Phase 2b shows primarily semi-detached dwellings and will be of a greater density than what is replaced resulting in the loss of openness. However, the density is comparable with that in the locality and will therefore be in keeping.

3.12 The proposal also includes, in Phase 3, 73 supported living apartments with communal facilities and generous gardens on land adjoining Cross Street and Kent Grove. As there is a culverted watercourse through the site the indicative layout plans show the accommodation provided in two buildings.

3.13 Phase 4 involves the demolition of the existing community building on Kent Grove and provision of parking and landscaping.

3.14 The final layout will need to retain, as far as possible, significant landscape features within and adjoining the site which primarily comprise mature trees and some hedges. The applicant is proposing to supplement that with additional tree planting and areas of landscaping, including large areas of amenity space to assist in the assimilation of the development into its surroundings. Such planting can help to mitigate the impact of tree loss on Phase 1. Such landscaping can be secured through condition.

3.15 Whilst the layout and design of the buildings within Phases 2-4 will need to be carefully considered to ensure that the development is acceptable, the submitted information has demonstrated that the development proposed in outline can be carried out without resulting in harm to the visual amenity of the area.

4.0 Residential amenity matters

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 Supplementary Planning Guidance (SPG) Space Around Dwellings provides guidance on new dwellings, including the need for privacy, daylight standards, and environmental considerations.

Full application

4.3 As set out above the bungalows are sited facing towards Audley Road, Cross Street and Gibson Grove and all principal windows are on the front and rear elevations. The dwelling on plot 7 is angled towards the side elevation of 17 Sunningdale Grove but would not overlook the private rear garden area and this, together with the separation distance that is achieved, would ensure that any impact would be limited and acceptable. Two mature trees that are to be retained will filter any views between plot 7 and the boundaries of properties of Sunningdale Grove.

4.4 Whilst the proposed bungalows are closer to dwellings in Sunningdale Grove than the existing block of flats there is sufficient separation between the proposed and existing dwellings to fully comply with the guidance set out in the SPG, particularly when it is noted that the proposed dwellings are single storey.

4.5 A communal parking area, providing parking for plots 6-9 and a bin store for plots 7-9, is proposed within 3m of the side boundary, towards the front, of 17 Sunningdale Road. Whilst there will be some disturbance associated with the vehicular movements this would not be at a level which would be unacceptable.

4.6 The occupants of the proposed bungalows will share a communal central space which will provide adequate amenity space for them to enjoy.

4.7 Plots 7-9 face towards Audley Road and Ibstocks Brick work and as such the occupants will experience noise, however it is considered that this can be addressed through suitable acoustic glazing.

4.8 In conclusion, it is considered that a good standard of amenity for all existing and future occupants of land and buildings, as required by the NPPF, could be achieved.

Outline application

4.8 The indicative layout plans demonstrate that proposed residential units on the site would not result in significant harm to the living conditions of neighbouring properties and would secure a good standard of amenity for the occupants. The final design and layout will need to be carefully considered to achieve a sustainable form of development that would comply with the Council's SPG and the NPPF but it is evident that suitable amenity for the occupiers of the proposed development can be achieved.

5.0 Car parking and highway safety

5.1 Policy T16 of the Local Plan states that development will not be permitted to provide more parking than the maximum levels specified in the Local Plan Table 3.2. The policy goes on to specify that development which provides significantly less parking than the maximum specified standards will not be permitted if this would create or aggravate a local on street parking or traffic problem. Such a policy is however of limited weight as it not in accordance with the Framework. The Framework indicates at paragraph 106 that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In a Ministerial Statement of March 2015 the then Secretary of State indicated that the government is keen to ensure that there is adequate parking provision both in new residential developments and around our town centres and high streets.

5.2 The NPPF, at 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.

Full application

5.3 Plots 1-5 have two on plot parking spaces. The parking spaces for plots 6-7 are within a communal parking area and as there are six spaces each have one space with a further space for visitors. The level of parking provision is considered to be sufficient.

5.4 The Highway Authority have objected to the impact of the development on highway safety due to the inadequate width of Gibson Grove as a consequence of on street parking along one side. The applicant has responded to this objection by increasing the width of Gibson Grove to create a clear, two-way carriageway whilst also providing like-for-like parking arrangements for the existing Gibson Grove residents. Whilst the further comments of the Highway Authority have not as yet been received it is anticipated that they will withdraw their objections to this part of the proposal.

5.5 Representations refer to a preference for the provision of dropped kerbs so as to facilitate parking within the curtilage of the existing dwellings on Gibson Grove, however assuming the Highway Authority do not object then there is no highway safety justification for the Council to require such provision.

5.6 Overall it is considered that the proposals for Phase 1 secure adequate parking provision and would not result in an unacceptable impact on highway safety.

Outline application

5.7 The submitted Transport Statement seeks to demonstrate that access to the proposed development via a network of residential streets including Lion Grove, Kent Grove and High Street, with Cross Street forming the primary distributor road, will not result in highway safety concerns. The Highway Authority (HA) have not disputed such findings. In addition the HA and has not raised objections to the provision of driveways onto Audley Road for dwellings in Phase 2b but has asked that a Traffic Regulation Order is placed on both sides of Audley Road to prevent on street parking which the applicant has agreed to.

5.8 The application is supported by a Framework Travel Plan which includes measures aimed at reducing single occupancy private car trips to and from the site. The HA has suggested some amendments to the Travel Plan which has resulted in the submission of an updated version.

5.9 Lion Grove is currently a cul-de-sac off Cross Street. The Transport Statement and submitted indicative plans show the intention to extend the vehicular carriageway on Lion Grove and the formation of a new junction onto High Street through a former garage site, to create a through route. No objections are raised by the HA to such a proposal.

5.10 Taking all of the above into consideration in addition to the fact that the site is within walking distance of various amenities and opportunities within Chesterton local centre, it is considered that the development will have no material impact upon the operation, or safety, of the local highway network.

6. Flooding and Drainage Issues

6.1 The Lead Local Flood Authority have indicated that the submitted flood risk assessment (FRA) and drainage strategy does not provide sufficient information to fully demonstrate that the proposed development will meet the technical standards for SuDS. The applicant's flood risk and drainage advisors have held discussions with the LLFA to address such concerns and have produced a revised drainage strategy. Whilst the views of the LLFA have not been received in response to the revised information, it is anticipated that they will conclude that they have no objections to the proposed drainage strategy subject to conditions.

7.0 Planning obligation considerations

7.1 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.

7.2 In this case Aspire as a Registered Social Landlord (RSL) have applied for development which involves the demolition of 78 residential units, all of which are affordable, and construction of up to 90 affordable units and an additional 35 open market family homes.

7.3 The calculation of what level of affordable housing should be based upon the net increase in housing numbers which is up to 47. Of those 47 units, 12 are to be affordable which is 25% and as such is policy compliant.

7.4 Affordable housing is usually secured by a S106 agreement but in the past for applications by Aspire a condition has been considered acceptable. In this case there are no objections to the use of an appropriately worded condition, rather than a S106 planning obligation to secure the affordable housing provision given the difficulties in the Registered Provider obtaining funding from the Homes England arising from planning obligations.

7.5 The Education Authority has not requested a financial contribution towards education places in the locality because there is existing capacity. However, a financial contribution towards public open space is required for improvements nearby as the 47 additional units in this location would put additional pressure on the infrastructure of the area. The contribution would secure improvements to a specified project and its longer term maintenance to mitigate the impact. Such a contribution is considered to meet the requirements 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.

7.6 The level of financial contribution as set within the adopted Open Space Strategy is £5,579 per dwelling. It has been the practice of this Authority to adjust the contribution to £4,933 where the accommodation provided is not for families and such an adjustment should be made in this case for any additional units that are for the over 55s.

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 N17	Landscape Character – General Considerations
Policy C4	Open Space in New Housing Areas
Policy IM1	Provision of Essential Supporting Infrastructure and Community Facilities
Policy IM2	Compliance with Policy Concerns

Other material considerations include:

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

[Planning Practice Guidance](#) (March 2014, as updated)

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

Supplementary Planning Guidance/Documents

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

[Affordable Housing SPD](#) (2009)

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

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

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

Relevant Planning History

None of relevance to this application.

Views of Consultees

The **Education Authority** states that the proposed development falls within the catchments of Crackley Bank Primary School and Chesterton Community Sports College. A development of this size would require 1 primary school place and 5 secondary school places. 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.

The **Highway Authority** considers that the application should be refused for the following reasons;

- Gibson Grove is of inadequate width to allow two vehicles to pass due to parked vehicles on the eastern side of the carriageway and the increased use of Gibson Grove would result in the likelihood of highway danger to all road users.
- The proposed development will result in an increase in the likelihood of highway danger to road users, owing to vehicles waiting on Cross Street as a result of Gibson Grove being too narrow to accommodate passing vehicles as the junction with Cross Street.

They further comment that the Traffic Regulation Order is proposed only on the eastern side of Audley Road and is required on both sides to restrict street parking. In addition they require amendments to the submitted Travel Plan.

The **Environmental Health Division** raises no objections subject conditions relating to the following:

- Sound insulation of facades of properties facing Audley Road.
- Noise mitigation measures in accordance with the submitted acoustic report
- Overheating mitigation where required
- Construction Environmental Management Plan
- Assessment of noise from kitchen extraction and other equipment
- Control of noise and odour from kitchen facilities
- Submission, with reserved matters application, of an assessment of the impacts of noise arising from the Red Lion public house
- Electric vehicle charging
- Land contamination conditions

The **Landscape Development Section** do not support this development which will result in the loss of a significant number of the most visually important trees on the site. The trees on site would meet the criteria for protection through a Tree Preservation Order. Whilst the loss of some of the smaller, poorer quality and less visually prominent trees on this site could be accepted, the loss of such visually significant trees and groups that provide such an asset to the locality is not accepted. In addition there are concerns about the impact of paving/structures within the root protection areas of trees and the impact of levels alterations upon retained trees does not appear to have been addressed.

Staffordshire County Council Flood Risk Team (LLFA) states that the submitted information is not sufficient to fully demonstrate that the proposed development will meet the technical standards for SuDS and recommend that planning permission is not granted until this has been adequately addressed.

The **Mineral and Waste Planning Authority** has no comments on this application.

The **Staffordshire Police Crime Prevention Design Advisor (SPCPDA)** comments on the two elements of the application, the main points are summarised as follows

Full planning application

- Should create a safe and secure community for older people.
- The cycle store should be repositioned.
- The boundary treatment and design of gates should be carefully considered.

Outline planning application

- Where alleys are necessary the opportunity should be taken to improve security by providing a lockable, visually permeable gate.
- It is wise to avoid creation of new pedestrian routes through phase 2b due to the problems with anti-social behaviour (ASB) in the area.
- Careful consideration should be given to the treatment of the service road between Lion Grove and Audley Road.

- Where rear gardens are next to roads they should be designed to reduce vulnerability to burglary etc.
- A fundamental requirement of the supported living development in phase 3 will be deterring negative interaction within the site, particularly ASB and nuisance behaviour.
- How other local residents will access the communal facilities in phase 3 will need to be carefully thought through to avoid security being compromised.
- Planting/railings in front of ground floor apartments in phase 3 to create defensible space.

Cadent (National Grid) advises that searches have identified that there is apparatus in the vicinity of the site which may be affected by the activities specified. They therefore provide a number of advisory notes/ recommendations prior to works commencing on site.

Comments were also invited from the **Housing Strategy Section, Waste Management Section** and **Greater Chesterton Locality Action Partnership** and 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

12 objections have been received raising the following concerns:

- The additional traffic on Gibson Grove would result in parking issues for the existing residents. Provision of dropped kerbs and driveways would address the concern.
- The proposed alteration to Gibson Grove could disrupt telephone lines due to the existing telegraph pole on the corner.
- The loss of trees on Phase 1 and the impact this would have on wildlife and wellbeing is unacceptable. The trees help to absorb noise, including that arising from Ibstock brickworks, and carbon dioxide.
- The loss of green space will be detrimental to the environment and the lives of local people.
- It would appear that construction has commenced before planning permission has been granted.
- The development on Phase 1 will result in loss of privacy.
- The layout and density proposed will result in over development and will be oppressive and will not be as pleasant as it is now.
- The proximity of parking to residents will result in an increase in noise and exhaust fumes.

Applicant/agent's submission

The application is supported by the following documents:

- Planning Statement
- Design and Access Statement
- Statement of Community Involvement
- Transport Statement
- Noise and Vibration Assessment
- Landscape and Visual Appraisal
- Archaeological and Cultural Heritage Statement
- Phase 1 Geo-environmental Desk Study
- Air Quality Assessment
- Noise and Vibration Assessment
- Utilities Assessment
- Site Waste Management Plan

All of the application documents can be viewed on the Councils website using the following link.

<http://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/20/00369/FUL>

Background Papers

Planning File

Development Plan

Date report prepared

1st October 2020