

RELIANCE MEDICAL, LAND OFF WEST AVENUE, KIDSGROVE
RELIANCE MEDICAL HOLDINGS LTD

22/01067/FUL

The application seeks full planning permission for the erection of 55 no. dwellings, including open space, a new vehicular access off West Avenue, and associated infrastructure and earthworks.

The application site, of approximately 1.39 hectares in extent, is within the urban area of the Borough as indicated on the Local Development Framework Proposals Map. The site also falls within a High Coal Risk Area and is classed as brownfield land.

The statutory 13-week determination period for this application expired on the 30th November 2023 and a subsequent extension of time to the statutory determination period has been agreed to the 19th July 2024.

RECOMMENDATIONS

- A) Subject to the applicant entering into a Section 106 obligation by 20th September 2024 to secure 25% affordable housing, financial contributions of £48,303 towards local health services and facilities and £10,000 towards travel plan monitoring and the management of the on-site public open space,**

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

- 1. Standard time limit for commencement of development**
- 2. Approved plans**
- 3. Facing and roofing materials**
- 4. Boundary treatments**
- 5. Hardstandings**
- 6. Provision of access, internal roads, private drives, pedestrian connections and parking areas and improvements on West Avenue and Bowling Street**
- 7. Visibility Splays**
- 8. Private drives to be ungated**
- 9. Residential Travel Plan Framework**
- 10. Secure cycle storage**
- 11. Highway & Environmental Construction Management Plan (CEMP)**
- 12. Electric vehicle charging provision**
- 13. Tree protection measures**
- 14. Hard and soft landscaping scheme**
- 15. Management strategy for open space and play area**
- 16. Arboriculture Impact Assessment and Tree Retention/Removal Plan**
- 17. Contaminated land**
- 18. Detailed drainage and surface water maintenance and management plan**
- 19. Provision of bat, bird boxes, swift bricks and sparrow terraces as per enhancements plan**
- 20. Waste storage and collection arrangements**
- 21. Internal noise levels for dwellings**

B. Should the matters referred to in (A) above not be secured within the above period, then 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 secure sustainable development objectives, or, if he considers it appropriate, to extend the period of time within which the obligation can be secured.

Reason for recommendations

The redevelopment and regeneration of this vacant brownfield site within a sustainable urban location accords with local and national planning policy. The scheme represents a good quality design that would enhance the appearance of the area and it has been demonstrated that the proposed development would not cause highway safety concerns or impact on residential amenity. The site has

no major constraints, and it is considered that subject to conditions, 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 LPA has engaged in pre application discussions with the applicant and officers of the Authority have requested further information throughout the application process and the applicant has subsequently provided amended and additional information.

KEY ISSUES

The application seeks full planning permission for the erection of 55 no. dwellings, including open space, new vehicular access off Bowling Alley Street, and associated infrastructure and earthworks. The application site, of approximately 1.39 hectares in extent, is within the urban area of the Borough as indicated on the Local Development Framework Proposals Map. The site also falls within a High Coal Risk Area and is classed as brownfield land.

The proposed application raises the following key issues:

1. The principle of the development of this site for residential purposes,
2. The design of the development and its impact on the surrounding area,
3. The impact of the development on highway safety,
4. Acceptable standards of residential amenity,
5. The impact on trees and ecology,
6. Flood risk and sustainable drainage,
7. Affordable housing
8. Planning obligations and financial viability
9. Conclusions and planning balance

Is the principle of the development of this site for residential purposes acceptable?

The National Planning Policy Framework (the Framework) 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.

The application site within the Urban area of the Borough within the western area of Kildgrove.

CSS Policy SP1 states that new housing will be primarily directed towards sites within Newcastle Town Centre, neighbourhoods with General Renewal Areas and Areas of Major Intervention, and within the identified significant urban centres. It goes on to say 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.

Paragraph 123 of the Framework states that Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 11 of the Framework states that Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- (Para 11(d))

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Footnote 8 which relates to paragraph 11(d) states that this includes, for applications involving the provision of housing, situations where (a) the local planning authority cannot demonstrate a 5 year supply (or 4 year supply, if applicable as set out in paragraph 226) of deliverable housing sites (with a buffer, if applicable, as set out in paragraph 77 and does not benefit from the provisions of paragraph 76; or (b) where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous 3 years.

The Council has now updated its five-year housing land supply position and has demonstrated a housing land supply of 5.26 years. Therefore, the Council is currently able to demonstrate an appropriate supply of specific, deliverable housing sites.

CSS Policies SP1 and ASP5, and Local Plan Policy H1 are concerned with meeting housing requirements and given that these policies do not reflect an up-to-date assessment of housing needs, they are considered to be out of date in respect of detailed housing requirements by virtue of the evidence base upon which they are based.

Therefore, notwithstanding the five-year housing land supply position, it is considered that the test in paragraph 11(d) has to be applied to this application given the lack of up-to-date policies in relation to the provision of housing. Therefore, the tilted balance outlined within Paragraph 11(d) of the framework is considered to be engaged and an assessment of whether any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole is required.

The site is located in the urban area of the Borough adjacent to an established residential area and is therefore considered to represent a sustainable location for housing development by virtue of its close proximity to services, amenities and employment opportunities. The site has good access to regular bus services to destinations around the borough and beyond.

Subject to any adverse impacts outweighing the benefits it is considered that the proposal is acceptable in principle.

The design of the residential development and its impact on the surrounding area

Paragraph 131 of the National Planning Policy Framework 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 135 of the framework lists 6 criteria, 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.

Section 7 of the adopted Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document (2010) provides residential design guidance. Policy R3 states that new housing must relate well to its surroundings. It should not ignore the existing environment but should respond to and enhance it, exploiting existing site characteristics, such as mature trees, existing buildings or long views and incorporating them into the proposal. In addition, Policy R14 states that developments must provide an appropriate balance of variety and consistency.

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 revised NPPF.

The site is currently open and offers very little in respect of visual quality. The site is also classed as brownfield land and has had previous approvals for residential development, although these permissions have now lapsed.

A total of 55 dwellings are proposed on the site which will be comprised of a mixture of detached, semi-detached, terraced and apartments that will range from 2 to 3 bedrooomed properties.

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Existing residential development can be found to the north, west and east of the site, whilst a commercial unit is located to the south. The majority of nearby dwellings are two-storey however there are some three storey apartments located to the northeast of the site along West Avenue Grove, and the nearby commercial units are similar in height to a 4-storey building.

The proposed development has been presented to a Design Review Panel (DRP) at an early stage in the process, as encouraged by the NPPF, and a number of amendments and enhancements have been made to the scheme at the request of the case officer to ensure that the scheme demonstrates a high-quality design. The site has been designed to include a good number of varied house types with the chosen designs being considered to be acceptable additions to the local design vernacular. The inclusion of the apartment buildings within the scheme will provide a staggered height frontage along West Avenue which will help to soften visual impacts of the neighbouring commercial unit of Reliance Medical which lies to the south of the site.

The proposed materials for the properties are to be a mixture of red facing brick and white render with the majority of detailing also being completed in a darker red brick. Window cills are to be constructed of stone with windows to be white uPVC. The material choice is considered to be appropriate given the local design character. A number of landscaped areas and new planting will also help to break up new built-up frontages and soften the overall visual impact of the development. Boundary treatments for rear garden areas are to be 1.8 vertical close boarded timber fencing, whilst a mixture of 1.2m high metal railings and fencing will be used for more prominent positions within the site. The boundary treatments proposed are typical of a residential scheme of this type and are considered to be appropriate in general, however it is considered necessary to use a condition to control the final boundary scheme for the site.

To conclude, the proposal will help to remove what is currently a vacant brownfield site in the area and replace this with a high-quality residential development which will integrate well with surrounding land uses. It is therefore considered that the design of the proposed development is acceptable and subject to conditions, it will comply with design principles and policies of the Council's Urban Design Guidance, Policy CSP1 of the CSS and the guidance and requirements of the NPPF.

The impact of the development on highway safety

Paragraph 114 of the NPPF states that sustainable modes of transport are prompted and seeks to ensure that safe and suitable access to a development site can be achieved for all users. Paragraph 115 highlights that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Saved Policy T16 of the Newcastle-under-Lyme Local Plan (NLP) states that development which provides significantly less parking than the maximum specified levels will not be permitted if this would create or aggravate a local on-street parking or traffic problem, and furthermore that development may be permitted where local on-street problems can be overcome by measures to improve non-car modes of travel to the site and/or measures to control parking and waiting in nearby streets. Such a policy is, however, of limited weight as it is not in fully consistent with the Framework given it reference to maximum parking levels.

The application is accompanied by a Transport Statement which outlines that there will be 38 two way trips in the peak am/pm times distributed across routes both north and south on West Avenue, based on 59 units. Amended plans now specify that there will be 55 units, therefore this is expected to generate a maximum of 35 peak time trips. The Highway Authority considers this level would not create any capacity issues and a junction capacity assessment would not be required to support this application.

All dwellings would have a sufficient level of parking as required by saved policy T16.

The scheme will have a lesser traffic impact than that of the previously approved planning application (18/00239/FUL) and the Highway Authority considers that it is unlikely to give rise to any significant operational or highway safety issues.

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The layout of the site and provision of areas of unadopted road would mean that all residents of the two storey dwellings would be able to take bins to the highway directly outside their properties. There is an area of unadopted highway which is the parking area for the apartment buildings. This would mean that a communal bin area would be required, details of which will be secured through a condition. The overall arrangement as proposed is considered to be sufficient and ensures that the amenity level of future occupants is acceptable from a waste collection perspective.

Overall, it is considered that the proposal would not have any significant adverse impact on highway safety and it is considered that the proposal complies with Policy T16 of the Local Plan and the aims and objectives of the Framework.

Acceptable standards of residential amenity

Paragraph 135 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. It further sets out at paragraph 191 that decisions should also ensure that new development reduces potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and quality of life.

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

The site is predominately surrounded by residential properties stretching closely from its northwest perimeter to broadly its southeast boundary. Directly to the south and west are two distribution warehouses utilised by pharmaceuticals companies.

All properties within the development site would achieve acceptable separation distances, in accordance with the Council's SPG and the proposal raises no issues with respect to loss of privacy. All plots will have an acceptable amount of private amenity space. The proposed Locally Equipped Area of Play (LEAP) will also be surrounded by several dwellings which will provide the benefit of providing a good level of surveillance for this part of the site.

The Council's Environmental Health Division have raised concerns regarding the impact of artificial light and potential noise from the adjacent Medical Reliance and have requested that noise and light assessments are submitted as part of the proposal. The adjacent Medical Reliance unit has a noise limit condition set on its permission for all activities at the development, other than HGV movements which are limited, by condition, to a maximum of 6 entering and leaving the site before 6am or after 8pm on any day. Previous permissions on this site have required details of design measures to ensure appropriate levels of internal noise levels by way of a planning condition, and this approach is therefore also considered appropriate in this case.

Regarding impact from light nuisance, there are a number of free-standing lights on the adjacent Medical Reliance site, however these are not dissimilar in scale or illuminance to nearby street lights, and given the separation distance between the proposed dwellings and these lights and the fact that a light assessment has not previously been requested on previous applications, it is not considered reasonable or necessary in this case to request the submission of this assessment.

Conditions relating to land contamination, piling, internal noise levels for dwellings, construction management and hours of construction will however be attached to any permission in order to ensure that these works do not have an unacceptable impact on the amenity of neighbouring properties.

Therefore, subject to the inclusion of appropriate conditions, the development is considered to be in compliance with the provisions of the NPPF.

Impact on Trees and Ecology

Policy CSP4 of the Core Strategy states that "the quality and quantity of the plan area's natural assets will be protected, maintained and enhanced through the following measures ... ensuring that the

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location, scale and nature of all development planned and delivered through this Core Spatial Strategy avoids and mitigates adverse impacts, and wherever possible enhances, the plan area's distinctive natural assets, landscape character".

Paragraphs 180 & 185 of the NPPF set out that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. If development cannot avoid significant harm to biodiversity by adequate mitigation then planning permission should be refused.

Policy N12 of the 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.

The main part of the site is comprised of open grassland and contains no mature or high-quality trees. However, there is a group of existing mature trees located adjacent to the site's eastern boundary on a higher area of ground which make a contribution to the quality of the street scene and overall area. No trees within the site are protected and no trees of any significant value require removal. However, Plots 10 and 11 will encroach within the RPA of tree number 7 by a maximum of 3m and the use of pile and beam foundation to prevent damage to any underlying tree roots if present may be necessary to mitigate this impact.

Overall, the proposed landscaping and planting scheme will result in a net gain in the number of trees within the site and the removal of areas of hardstanding would also create some additional opportunities for biodiversity.

The Preliminary Ecological Appraisal submitted in support of the application notes that the site principally comprises a large, open grassland field, which was created following the clearance of a large industrial unit and areas of hardstanding from the site in the early 2010s. The grassland is considered to represent a species-poor, neutral grassland habitat. Species present comprise of frequent common bent with occasional false oat-grass, tufted hair-grass, perennial rye grass, red fescue, cock's foot and Yorkshire fog. The cluster of trees along the sites eastern boundary was recognised as providing a suitable nesting bird habitat and would be used as a foraging area for common bat species and hedgehogs. Given the proposal does not seek to remove the adjacent area of woodland, the impact of proposal on ecology is limited.

A number of enhancement measures are outlined within this appraisal, which include the provision of bird and bat boxes. Subject to suitably worded planning conditions which would tie in the recommendations of the appraisal, it is considered that the application has demonstrated that the impact and loss of wildlife and biodiversity can be suitably mitigated, in accordance with the provisions of the NPPF.

Flood Risk and sustainable drainage

The application has been accompanied by a Flood Risk Assessment (FRA), which includes a drainage strategy. The drainage strategy incorporates a sustainable urban drainage strategy scheme (SuDS) in the form of permeable paving where feasible, filtration trenches and an attenuation pond with aquatic planting and low flow channels with permanent wet area.

The FRA identifies that the site is within Flood Zone 1, being an area of low probability (of flooding). Development within Flood Zone 1 is the preferable option when considered in the context of the sequential test found in the NPPF. The Lead Local Flood Authority (LLFA) have been consulted on the application.

The Lead Local Flood Authority originally raised concerns with the proposed drainage strategy due to the lack of a swale and/or attenuation pond. To address this concern a revised drainage scheme was submitted in support of the proposal, which saw the alteration of the site layout to allow the inclusion of an attenuation pond at the northern part of the site. The LLFA have considered the revised drainage strategy and have confirmed that they have no objections to the proposal subject to a condition which would require the submission of a detailed drainage and surface water maintenance and management

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plan. Subject to conditions, the development would be acceptable in drainage terms and would minimise flood risk, in accordance with local and national planning policy.

Affordable Housing

Policy CSP6 of the CSS states that residential development within the urban areas will be required to contribute towards affordable housing at a rate equivalent to a target of 25% of the total dwellings to be provided. This application proposes 25% affordable housing and therefore meets the requirements of policy CSP6.

It is generally accepted that affordable housing can be either secured by planning condition or by a S106 agreement, in this case the council would control the affordable housing element of the scheme through a S106 agreement.

Planning obligations and financial viability

Any developer contribution to be sought must be both lawful, having regard to the statutory tests set out in Regulation 122 and 123 of the CIL Regulations, and take into account guidance. It must be: -

- 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.

Public open space is to be provided within the site and therefore no contribution to off-site provision is required. The open space should be maintained by a management company which can be secured by a Section 106 Agreement.

The Education Authority note that there are projected to be a sufficient number of school places at both primary and secondary phases of education to mitigate the impact of this development and therefore no financial contribution is required.

The Integrated Care Board (NHS) have requested a total some of £48,303 towards health and care facilities.

The Highway Authority have requested a contribution of £10,000 toward travel plan monitoring which will be secured by a S106 agreement.

Conclusions and planning balance

The proposal would provide various social and economic benefits, most notably the construction of 55 new houses in a sustainable location within the urban area, which will increase the housing mix and make a contribution to boosting housing supply in the Borough. It has also been demonstrated that the design and appearance of the scheme would be of an appropriate quality and would not harm the visual amenity of the area. Onsite replanting and biodiversity enhancements have been proposed and other environmental objectives will be secured. Therefore, the three overarching objectives of sustainable development will be achieved.

On this basis planning permission should be granted provided the required S106 obligations are secured to address infrastructure requirements, alongside appropriate planning conditions, as recommended.

Reducing Inequalities

The Equality Act 2010 says public authorities must comply with the public sector equality duty in addition to the duty not to discriminate. The **public sector equality duty** requires **public authorities** to consider or think about how their policies or decisions affect people who are **protected** under the Equality Act. If a public authority hasn't properly considered its public sector equality duty it can be challenged in the courts.

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The duty aims to make sure public authorities think about things like discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions. People are protected under the Act if they have protected characteristics. The characteristics that are protected in relation to the public sector equality duty are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

When public authorities carry out their functions the Equality Act says they must have due regard or think about the need to:

- Eliminate unlawful discrimination
- Advance equality of opportunity between people who share a protected characteristic and those who don't
- Foster or encourage good relations between people who share a protected characteristic and those who don't

With regard to this proposal it is considered that it will not have a differential impact on those with protected characteristics

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 C4:	Open Space in New Housing Areas
Policy N12:	Development and the Protection of Trees
Policy N13:	Felling and Pruning of Trees
Policy N17:	Landscape Character – general Considerations
Policy IM1:	Provision of essential supporting infrastructure and community facilities.

Other material considerations include:

National Planning Policy Framework (2023)

Planning Practice Guidance (March 2019, 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)

Waste Management and Recycling Planning Practice Guidance Note approved in 2003 and last updated in February 2016

Relevant Planning History

05/00551/OUT - Mixed employment and housing development – refused

06/00777/OUT - Mixed employment and housing development – refused, allowed at appeal.

08/00691/REM - Erection of 87 dwellings – refused, appeal dismissed

10/00244/REM - Erection of 81 dwellings - access, appearance, layout and scale – permitted

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15/00368/OUT - Outline planning application for residential development for 44 dwellings at West Avenue, Kidsgrove (Phase 4) – permitted

18/00239/FUL - Erection of 63 dwellings, associated landscaping and access works – refused

Views of Consultees

The **Education Authority** notes that there are projected to be a sufficient number of school places at both primary and secondary phases of education to mitigate the impact of this development and therefore no financial contribution is required.

The **Highway Authority** raise no objection to the proposal subject to the following conditions and S.106 financial contributions being secured:

- Provision of access, internal roads, pedestrian connections, private drives and parking areas,
- Visibility splays provided,
- Surfacing materials and surface water drainage of private drives, and parking areas,
- Private drives remain ungated,
- Residential Travel Plan Framework,
- Waterproof cycle storage,
- Construction Environmental Management Plan (CEMP)

A travel plan monitoring fee of £10,000 is requested and secured via a S106 Agreement.

The **Lead Local Flood Authority (LLFA)** have confirmed that they raise no objections to the proposals subject to a condition which would require the submission of a detailed drainage and surface water maintenance and management plan.

United Utilities raises no objection to the proposal but request that a drainage condition is attached to any subsequent approval.

The **Environmental Health Division** objects to the proposals because the application has failed to demonstrate that residential amenity will not be adversely affected by noise or artificial light associated with activities from the adjacent industrial building. Further, it is also considered that the existing industrial use could be placed at risk of complaint and the applicant must demonstrate that their proposal will not affect this activity.

The **Landscape Development Section (LDS)** note concerns for trees on and adjacent to the development site and request the submission of a revised Arboriculture Impact Assessment and Tree Retention/Removal Plan. They outline that permission should be subject to the submission of a landscaping scheme and they seek a condition that safeguards open space and play area provision through a management strategy.

The **Police Crime Prevention Design Advisor** recognises that the proposals appear generally well considered with regard to addressing the potential for crime and anti-social behaviour. A number of crime prevention measures are advised, with main design vulnerabilities mentioned being in relation to ungated communal access.

The **Coal Authority** raises no objection to the proposal but recognises that the legacy of coal mining in the area potentially poses a risk to the proposed development and that a condition should be used to ensure that intrusive site investigation works be undertaken prior to development in order to establish the exact situation.

Severn Trent Water considered the development site outside their wastewater area and thus had no comment to make.

The **Integrated Care Board (NHS)** have requested a contribution of £48,303 towards health and care facilities.

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No comments have been received from the Council's **Waste Section, Manchester Airport and Kidsgrove Town Council** 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

One letter in support of the application and one objection letter have been received. The concerns set out in the objection letter are summarised below:

- Inaccuracies within the submitted Design and Access Statement
- Impacts of construction on nearby residents
- Traffic impacts
- Highway safety
- Street lighting should be limited

Applicant/agent's submission

All of the application documents can be viewed on the Council's website using the following link.

<https://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/22/01067/FUL>

Background Papers

Planning File
Development Plan

Date report prepared

28th June 2024

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