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Leekbrook Junction Revised Planning Application  
Planning Statement February 2015

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Leekbrook, Staffordshire  
Revised Planning Application  
Planning Statement  
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## Quality Management

<b>Job No</b>	UV/004521-04		
<b>Project</b>	Leekbrook Junction Revised Planning Application		
<b>Location</b>	Leekbrook, Leek, Staffordshire		
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**Executive Summary**

This is an outline planning application seeking permission for residential development on land at Leekbrook Junction, Leekbrook, Leek, Staffordshire. All detailed matters are reserved.

The sale of the site for housing development will facilitate the eventual re-instatement of the existing disused railway line that forms the western boundary of the application site and extends northwards to Leek and connects to the Churnet Valley Heritage Railway line to the south.

The proposed development will fulfil a crucial enabling role in providing funding to help realise a key strategic policy objective of both Staffordshire County Council and Staffordshire Moorlands District Council - the ability to re-instate and bring back into operation a part of the former railway network in the County as part of a phased process.

The proposed development will unleash the opportunity to fund the reinstatement of the former railway into Leek and in so doing, will provide a major boost to the town's role as the main service and employment centre for the district and to its visitor economy.

The railway reinstatement will greatly assist in boosting the economic contribution from sustainable tourism that the Council's strategy for the Churnet Valley seeks to achieve; this will bring significant commercial benefits in terms of the expansion of CVR as a major tourism enterprise and the propensity to boost jobs and net expenditure in Leek and the surrounding area.

The proposal has been subject to significant public consultation and the feedback obtained has formed a key element of the evolving design process for the development.

The proposed development is aligned with national guidance, the relevant saved policies set out within the Staffordshire Moorlands Plan and the policies within the Adopted Core Strategy (2014).

## **1. Introduction**

### **1.1 Purpose**

This Planning Statement has been prepared on behalf of Moorland and City Railways in support of an outline planning application (MCR) for residential development on land at Leekbrook Junction, Leekbrook, Leek, Staffordshire. All matters are reserved.

The sale of the site for housing development will facilitate the eventual re-instatement of the existing disused railway line that forms the western boundary of the application site and extends northwards to Leek and connects to the Churnet Valley Heritage Railway line to the south.

The application is a resubmission of application SMD/2014/0090, which was formally withdrawn on 1st October 2014 following discussion with SMDC planning officers. The original application sought permission for 89 dwellings together with a railway station and integral retail outlet. The revised proposals are for a considerably reduced scheme of 37 dwellings only; the railway station and retail outlet no longer form a part of this project.

The resubmission application is accompanied by a series of revised drawings and a comprehensive suite of supporting technical reports. These include documents submitted with the previous application that have been amended in light of the revised proposals as well as additional new material.

#### **Drawings**

- M1021-P1 Topographic Survey
- M1021-P2 Existing Site Layout Plan
- M1021-P3 Site Location Plan
- M1021-P4 Rev A Master Plan
- M1021-P5 Rev A - Proposed Site Layout Plan
- M1021-P6 Rev A Railway Bridge Entrance
- M1021-P8 - Site Sections A&B
- M1021-P9 - Site Sections C&D

#### **Documents**

- Planning Statement (this document);
- Design and Access Statement;
- Transport Statement and Appendices;

- Updated Preliminary Ecological Appraisal;
- Bat Survey Report;
- Otter Survey Report;
- Invertebrate Survey Report;
- Reptile Survey Report;
- Arboricultural Report;
- Flood Risk Assessment and Drainage Report;
- Public Consultation Statement;
- Marketing and Tourism Report ;
- Topographical Survey;
- Preliminary Sources Study and Ground Risk Assessment and Addendum;
- Noise Impact Assessment Report;
- Air Quality Monitoring and Odour Survey Report;
- Heritage Information;
- Draft Section 106 Agreement;
- Leekbrook to Leek Track Estimate.

## 1.2 Document Structure

This Planning Statement provides an explanation of, and justification for, the proposals. It is structured into the following sections:

- **Section Two** provides background and context to this application. It provides a detailed description of the proposed development and outlines the current uses of the site and surrounding area. It then explains the key drivers behind the project and details of pre-application advice from Staffordshire Moorlands Council officers.
- **Section Three** sets out the planning history of the proposed development site.
- **Section Four** refers to public consultation that has taken place regarding the proposed development and the outcomes of this process.
- **Section Five** sets out, in detail, the national and local planning policy framework affecting the site and includes an appraisal of the development proposals within this context, based around specific issues to which the site gives rise. This section cross refers to, and is underpinned by, a series of individual technical reports that collectively form part of the overall application package
- **Section Six** sets out the conclusions on the proposed development and the benefits it will bring.

### 1.3 The Proposed Development

The planning application is submitted in outline with all matters reserved for future approval and seeks permission for:

- a) A high density residential development scheme of 37 units comprising the following dwelling types:
- 3no. 5 bed detached houses with detached double garage
  - 6no. 4 bed detached houses with integrated single garage
  - 16no. 3 bed detached, 3-storey town houses
  - 12no. 2 bed terraced town houses in 3 blocks

The application site boundary incorporates the routes of the original railway lines within the site comprising part of the through Churnet valley route and the former north curve. In so far as this is located within land in the ownership of Moorland and City Railways, this railway infrastructure will be reinstated using the original statutory powers conferred by the North Staffordshire Railway (Churnet Valley Line) Act 1846. The proposed development is bordered by the routes of the original railway

An indicative layout for the proposed development is shown on the accompanying Masterplan for the site. The Masterplan demonstrates how the site could be developed and shows that the site is capable of delivering a range of house types and sizes of up to three storeys in height.

Whilst the presented layout represents a likely form of development, this does not preclude an alternative form of development being delivered. The final scheme will be determined by the developer of the site.

A more detailed description of the indicative layout and its evolution is provided within the Design and Access Statement that forms a part of this application.

Access to the site from the A520 is proposed via a new link road between Leekbrook Way industrial estate and the existing access track (known as Leekbrook Junction). The access track will then be upgraded to a single two-lane carriageway between the new link and the railway bridge at the western end of Leekbrook Junction which gives access into the site. Details regarding access arrangements are explained in the Transport Assessment that accompanies this application.

The proposed development will fulfil a crucial enabling role in providing funding to help realise a key strategic policy objective of both Staffordshire County Council and Staffordshire Moorlands District Council - the ability to re-instate and bring back into operation a part of the

former railway network in the County as part of a phased process. Further details regarding the underlying drivers for these proposals are provided in the following sections of this Planning Statement.

## **2. Background and Context**

### **2.1 Site and Surroundings**

The application site is approximately 3.86 hectares in size and forms a western extension to the built up form of Leekbrook, an amorphous settlement which lies approximately 1 mile south of Leek, the principle town within the District. The site is currently accessed via Leekbrook Junction, an existing single-track road which provides access to a number of existing properties and small industrial units. Leekbrook Junction itself is accessed from Cheadle Road (A520) which links Leek to Stoke-on-Trent and Stone.

Leekbrook has seen substantial residential development in recent years and has a sizeable industrial presence, with industrial estate development extending on either side of Cheadle Road. The application site is located in close proximity to Leekbrook Industrial Estate and to Wardle Gardens, a housing estate built in recent years by Wainhomes who have now submitted a further application to extend the site for housing (Ref☺). This application has yet to be determined. There are also current proposals for further industrial development on the east side of Cheadle Road. The type and mix of existing development within Leekbrook and its close proximity to Leek confers an urban character that is at odds with its definition as a small village in the adopted Core Strategy. In size, it cannot be described objectively as 'small'.

The application site occupies a triangular area of former railway land that was previously occupied by an engine shed and other associated plant for locomotives. These structures were demolished in 1946 and all rail activity ceased on site in 1990, since when the site has undergone natural succession.

The site is bordered to the west and to the north east by the routes of dismantled former railway lines and to the south east/south by the Cauldon branch line, which was re-opened in 2010 following refurbishment to heritage standard. The line is currently operational to Ipstones to the east and connects with the existing Churnet Valley Railway to the south; this has enabled CVR's existing heritage railway services linking Cheddleton, Consall and Froghall to be extended by a further 5 miles, enabling a round trip of 20 miles.

## 2.2 Context

The proposed development forms a crucial initial first stage of a larger project - 'Reconnecting Leek' that seeks to extend the Moorland and City Railways (MCR) and Churnet Valley Railway (CVR) line from Leekbrook to Leek, as shown on the accompanying Leek Railway Masterplan (drawing ref. M1021-P4). This project, in turn, forms a key element of broader aspirations for the reinstatement of the remaining MCR network to enable commercial services to operate between Leek, Stoke-on-Trent and Alton Towers, as part of a phased approach.

### Phases 1 and 2:

This current application constitutes **Phase 1** of the 'Reconnecting Leek' Project and has a critical enabling role in securing the delivery of subsequent phases. It is intended that the revenue from the sale of land for residential development will be used, in **Phase 2**, to contribute towards the cost of the single-track infrastructure required to reinstate the railway line into Leek and connect it into the existing Churnet Valley heritage railway line at Leekbrook Junction. The contribution will be in the order of £300,000. Without this, the railway cannot be extended to Leek.

This planning application is accompanied by a draft document (Section 106 agreement Operative Clauses), prepared by the applicant, which sets out proposals for the funding and delivery mechanisms for the new railway. This document has been prepared as a basis for discussion with the Council, during the determination of the application. It refers to the scope for other sources of funding that could be accessed in order to bridge the gap between the funding that will be made available on the sale of the site to a developer and the overall costs of reinstating the railway line from Leekbrook to Leek. The document also seeks co-operation from the Council to achieve this aspiration.

MCR has carried out an estimate of the costs of the works involved in re-instating a single track railway from Leekbrook to Leek. The details of this assessment are outlined in the report entitled '*Moorland and City Railways – Leekbrook to Leek Track Estimate Commentary*'. The calculations are based upon the line being suitable for heritage trains operated by CVR and subsequently for commercial DMU operation as well as heritage services. The total cost is assessed to be £567,400. MCR undertakes to contribute £300,000 towards the reinstatement of the railway and the proposed funding arrangements, payment and delivery mechanisms are set out in the draft Section 106 Agreement that accompanies this revised application.

### Subsequent Phases:

The reinstatement of the railway to Leek and introduction of services is dependent upon the development of a new station facility in Leek itself. An appropriate location, acceptable to

MCR and CVR, has now been identified and was recently granted planning consent on 18<sup>th</sup> December 2014 as a component of strategic mixed use development proposals on land at Barnfield Road/Sunnyhills Road, Cornhill (**Application Ref: SMD/2014/0750**). The Cornhill site is approximately 1.5 km to the north of the Leekbrook site and lies just to the south of the town of Leek. The approved development proposals include the reservation of land for a railway station for the Churnet Valley Railway extension and the creation of a high quality visitor space/tourism hub closely linked to a new marina.

The Case Officer's report to Planning Committee specifically acknowledges at para 18 that securing land for a railway station, together with other development components, provides strategic infrastructure benefits that are considered to be 'recognisable economic benefits of the scheme', to be given considerable weight. At paragraph 57 the report goes on to say that

*'...the provision of land for a railway station provides an important element of a strategic aim to bring the railway back to Leek. The scheme has the potential to provide further economic benefits through alternative means of travel and an additional incentive to business to relocate to Leek.'*

At paragraph 58, the report also recognises the contribution of the proposal towards the social dimension of sustainable development through the provision of sustainable and accessible tourism/leisure opportunities.

**Clearly, the ability to secure the acknowledged benefits of providing land for a railway station is dependent upon the reinstatement of the railway line that the revised Leekbrook application seeks to enable.**

The revenue from the Leekbrook site itself will not fund a new station at Leek that will need to be of sufficient substance to reflect its status in the District's major town. Separate proposals will be introduced in the near future to deal with this.

Once the new track and railway infrastructure is complete, CVR heritage steam and diesel services to Leek along the Churnet valley and Cauldon lines will start immediately. Heritage services will use Leek, as the main northern hub for visitors, as this station will have access to multiple facilities and good parking facilities. Once the new Leek station is open, local commercial services will be introduced between Leek and Froghall, as well as the current operational CVR stations of Cheddleton, Consall and Froghall. On later completion of the rest of the MCR network, commercial services will be extended to Stoke on Trent and Alton Towers.

If, in future, a new station is needed at Leekbrook, this facility could be located on land owned by CVR that adjoins the new renovated original Leekbrook platform situated just to the south of the current application site.

### 2.3 Pre-application discussion

From the inception of the project in 2013, the applicant has had constructive/positive discussions with senior personnel in SMDC's Regeneration division regarding MCR's overall objectives and aspirations in bringing back into use the disused lines linking Stoke-on-Trent, Leekbrook Junction, Leek, Cauldon Lowe and Alton Towers. The proposed funding and delivery mechanisms underpinning the current proposals have formed a key part of that dialogue.

Separately, extensive discussions have been held with David Plant at Staffordshire Highways with regard to the proposals of the original application, initially with regard to options for accessing the application site and, subsequently, on the preferred means of access via Leekbrook Way, which currently serves businesses within Leekbrook Industrial Estate. The Transport Assessment (TA) that accompanied the original application provided details as to how identified issues could be resolved.

Prior to the submission of the original planning application, the applicant undertook pre-application discussions with SMDC Planning officers and key stakeholders in order to develop a comprehensive scheme, which would contribute towards the key aspirations and development principles identified in the Core Strategy and Churnet Valley Masterplan. Following submission, but prior to validation, the applicant agreed to being party to a Planning Performance Agreement with the Council, that inter alia, stipulated that ... *'the long stop date for the presentation of the application to the Council's Planning Committee for determination will be no later than 5<sup>th</sup> September 2014...'*

Further dialogue took place during the determination period, albeit sporadically, as the applicant and project team had some difficulty in persuading the case officer and other relevant parties of the merits of negotiation. A draft Section 106 Agreement was sent to the case officer on 16<sup>th</sup> May 2014 providing further details of the applicant's commitment to a defined level of funding for the reinstatement of the railway between Leekbrook and Leek and the mechanism for payment. Additional material was prepared and work undertaken in response to comments from consultees raising specific issues relating to:

- Planning policy regarding settlement hierarchy and associated scale of development;
- Insufficient information provided in relation to air quality and odour assessment
- Insufficient information provided regarding noise assessment;

- Prospective scale of trees/woodland removal and limited scope for vegetation retention;
- Further modelling requirements in respect of flood risk;
- Matters regarding adequacy of the highway network to accommodate estimated traffic movements; adequacy of access road leading to the site including the restricted carriageway width underneath the railway bridge;
- Concerns regarding the availability of land for the construction of an access road between the existing alignment of Leekbrook Way and the application site;
- Proposed density of development provides little scope for compensatory habitat provision.

A constructive meeting took place on 28<sup>th</sup> July 2014 with representatives from SMDC Planning to discuss outstanding concerns and issues of principle regarding the Council's overall position with regard to railway re-instatement and uncertainty pertaining to the location of a railway station terminus at the Leek end of the line. It was suggested by SMDC that the application should be withdrawn on the basis that the scheme should be scaled down in order to assist in meeting consultee concerns and that the Council would work with the applicant to try and find an acceptable way forward that would enable the railway to be built.

The application was formally withdrawn on 1st October 2014. The applicant and project team have subsequently been working on a revised scheme to reduce the scale of development and, in so doing, to address as far as possible the concerns raised with regard to the original proposals, whilst ensuring that the project remains viable and continues to offer scope to make a substantial contribution towards the costs of reinstating the railway. The approval in December of reserve land for a railway station at Cornhill, as part of strategic mixed use proposals, has given the Leekbrook proposals added impetus and justification.

A pre-application meeting took place on 2<sup>nd</sup> February 2015 with SMDC Planning representatives to discuss the amended proposals prior to submission. During the course of discussion, the applicant asked that a corporate view on the merits of the whole project be provided to achieve some clarity of the Council's position having regard to i) the principle/acceptability of enabling development to secure the delivery of railway reinstatement and ii) the attendant social, economic, tourism and sustainability benefits that it will bring to Leek and the surrounding area. Officers have yet to respond.

Dialogue via email and telephone has taken place with the Council's Environmental Health Officer and Noise officer regarding the proposed methodology for undertaking assessments of air quality, odour and noise. Their advice has been observed in preparing for and undertaking the scope of work required to address information requirements that did not form part of the original application.

## 2.4 Benefits of railway re-instatement

The aspiration to secure the reinstatement of the former railway network line to Leek and beyond has had strategic policy support for some considerable time.

- Policy T6 of the old 1998 Adopted Staffordshire Moorlands District Local Plan sought to encourage the re-use of the railway network between Leekbrook, Stoke, Cauldon Lowe and Oakamoor;
- Policy T2 of the adopted Core Strategy seeks to continue to safeguard all existing disused railway lines within the District and support the reuse of these for public or commercial/tourism use.
- Paragraph 8.4 (Development and Management Principles) of the Churnet Valley Masterplan states that:

*'There shall be continued support for the use of the Churnet Valley rail line as a heritage and tourist attraction and support for the re-opening of the rail line into Stoke-on-Trent and into Leek and the line to Caldron Lowe for both light passenger and freight use. There is also support for the phased extension of the Churnet Valley rail line east of Froghall, initially to Moneystone Quarry and Oakamoor.'*

The Churnet Valley Masterplan Transport Study (July 2013), which forms a key part of the underlying evidence base for the Masterplan itself, notes that the proposals for the development of the Moorland and City Railway network will play a key role in improving connectivity between Stoke and the Churnet Valley, by providing an important link to the national main-line railway network and allowing for more sustainable travel into the area. It is anticipated that the railway will also become a catalyst for tourism to other sites in the Churnet Valley – particularly with the opening of subsequent stages.

These policy documents endorse the MCR's own objectives. A more detailed assessment of the proposals in relation to relevant planning policy is set out in Section 6 of this Planning Statement.

The proposed housing development at Leekbrook Junction will play a significant role in the realisation of strategic policy aspirations. Without enabling development, the recognised benefits to be derived from railway re-instatement will not come to fruition.

The benefits of restoring the town's rail connections are considerable, with particular regard to:

- its potential role as a catalyst to stimulate regeneration in the area, especially in respect of mixed use development at Cornhill;
- the broader economic and tourism benefits that could accrue;

- the ability to provide a sustainable transport link between Leek and other settlements and tourism hot spots in the Churnet Valley and beyond;
- the scope to access a number of major opportunity sites, including the Thomas Bolton site and Moneystone Quarry;

A report commissioned by Moorland and City Railways, entitled Heritage Railway Extension into Leek- Summary Report (September 2013), forms one of the supporting documents that accompany this application. It highlights the broader economic benefits that the railway could bring, showing that the re-connection to Leek will have a very positive impact on the town and will assist in developing and reinforcing the important role of the Churnet Valley Railway as a tourist attraction.

The report indicates that by enabling the CVR heritage steam services to be brought into Leek, the railway for the first time would have a recognisable end destination in an accessible location. This should help the CVR become a more significant 'attractor', potentially widening its catchment area. This in turn, will add to the visitor economy, creating jobs and spend. The Summary Report estimates that a Leek base for the CVR could:

- Lead to an increase in visitor numbers to the railway of approximately 30,000 per annum, bringing the total to between 95 – 100,000 per annum;
- Support additional employment at the railway and its supply chain in the order of 13 (FTE) jobs;
- Create additional gross tourist spend, predominantly focused in Leek, of £950,000 per annum;
- Inject £577,600 net additional expenditure into the local economy.

Please refer to the Summary Report for further information.

A Tourism Study commissioned by Staffordshire Moorlands District Council in 2011 similarly supports the reinstatement of the line and states that enhancement of the Churnet Valley Railway can be seen as a key project for Staffordshire Moorlands' visitor economy.

### 3.0 Relevant Planning History

An earlier outline application was submitted on 17<sup>th</sup> February 2014 by Moorland and City Railways for 89 dwellings on this site (**Ref: SMD/2014/0090**) as outlined in the previous section of this Planning Statement, That application was withdrawn on 1st October 2014.

During the period since the withdrawal of the original application on the Leekbrook site, an outline application was approved on 18<sup>th</sup> December 2014 for strategic mixed use development on land at Cornhill (**Ref: SMD/2014/0750**). The approved scheme includes, inter alia, residential development (up to 175 dwellings), employment use, tourism and leisure uses including marina and reserve land for a future railway station with associated heritage/railway activities building and tourism facilities. The Committee report acknowledged the economic and social benefits that the proposed development will bring.

A full application for 48 dwellings was submitted on 29<sup>th</sup> August 2014 by Wainhomes (**Ref:SMD/2014/0544**) on land immediately to the north of the existing Wardle Gardens housing estate. The existing development was built by the same company following outline planning consent (**Refs SMD/2003/0957**) and subsequent reserved matters approval (**SMD/2004/0209**). The latest application for housing relates to land originally identified for employment development under the original outline consent.

## 4.0 Public Consultation

Active engagement with key stakeholders and the local community has formed a key element of the evolving design process for the development.

Prior to the submission of the original application, a pre-application public consultation event was held at the Foxlowe Gallery, Leek. The event took place from 10am until 4pm on the 14<sup>th</sup>, 15<sup>th</sup> and 16<sup>th</sup> of November 2013 to allow as many members of the public to attend as possible.

The exhibition, entitled "Reconnect Leek", provided details by way of visual display panels about the proposed development at Leekbrook Junction, its enabling role in facilitating the re-instatement of the railway connection to Leek, and the benefits expected to materialise as a consequence. This, together with the indicative Masterplan, proposed site layout and elevational drawings formed a basis for seeking public comment.

The feedback received is documented within the report on Public Consultation submitted as part of the application package and has been taken into account as part of the design process. The responses received covered a broad range of issues including:

- Vehicle access to the site;
- Creation of footpaths;
- Creation of links from new Leek station to the town centre;
- Benefits to Leek in terms of improved travel links, tourism, regeneration and economic growth;
- Railway safety; and
- Need for high quality design.

For further information on the outcome of the public consultation events, please refer to the report on Public Consultation.

No further public consultation has taken place in respect of this latest application. The revised proposals have been reduced in scale and address the key issues raised during earlier consultation, the primary one being that respondents did not want to see access taken through the adjoining Wardle Gardens housing development. There was no other matter of major concern.

### The Design Response

In light of feedback from the above consultation event, a number of changes were incorporated into the design proposals to reflect some of the key points that were made. The

Design and Access Statement provides a more comprehensive explanation of the principles underlying the design proposals and the ways in which feedback from community and stakeholder engagement has influenced the design development process. For further information, please refer to the Design and Access Statement.

## 5.0 Planning Policy Appraisal

### 5.1 Context – Legislative Requirements

Development proposals are required to have close regard to relevant national and local planning policies.

#### National Planning Policy

The National Planning Policy Framework (NPPF) was published on the 27<sup>th</sup> of March 2012 and forms the overriding policy framework against which proposed developments should be assessed.

#### Local Planning Policy

The development plan comprises the Staffordshire Moorlands Core Strategy Development Plan Document adopted in March 2014.

Paragraph 1.59 of the Core Strategy indicates that:

*'In order to ensure that the Core Strategy takes account of the longer term requirements of the District, the Council will undertake an early and comprehensive review. This will incorporate work currently underway on the Site Allocations DPD in the form of a single comprehensive Local Plan for the plan period 2016 to 2031.'*

In addition, there are a number of **Supplementary Planning Documents** and **Planning Guidance Documents** that the Council have prepared to supplement the Local Plan Policies and provide further detail regarding their implementation. These provide non-statutory guidance regarding the application of adopted planning policy and constitute important material considerations in the determination of planning applications.

The following sub-sections provide an assessment of the development proposals against relevant national and local planning policies. This is structured around the specific issues to which the proposals give rise and makes reference to, and is underpinned by a series of technical reports that collectively form part of the overall application package

## 5.2 Spatial Strategy

The Adopted Core Strategy (March 2014), indicates at paragraph 7.2 that:

*“The driving force behind the proposed spatial strategy is the need to make the District an exceptional place in which to live and work and to visit”.*

To achieve this, a suite of policies (**SA1 – SA4**) seeks to focus on four strategic aims: delivering sustainable and self-supporting settlements; meeting the needs of local communities; encouraging a strong, prosperous and diverse economy; and maintaining a quality environment and special places. Strengthening the role of tourism within Staffordshire Moorlands is recognised as a key underlying element. **Paragraph 7.2** continues:

*‘This will mean ensuring that new development and regeneration is targeted to locations and sites which support the overall strategy and that the necessary infrastructure is in place and that initiatives and actions are delivered in a complementary and integrated way’.*

**Policies SA1 –SA4** are further underpinned by a series of policies that establish a hierarchy of settlements reflecting the roles, function and capacity of individual settlements.

The following sections identify those aspects of the above policies that have particular relevance in relation to the proposed development at Leekbrook.

**Policies SA1 and SS5** direct the bulk of development for employment and housing towards the three market towns of Leek, Cheadle and Biddulph.

At **paragraph 7.5**, the reasoned justification to Policy SA1 indicates that Leek, as the largest town in the District and its administrative centre, will be promoted as the principal service centre and market town. As part of this offer, it is acknowledged that Leek has good transport links with the rest of the District and has a major role to play in the development of the tourist offer and as a service and employment base to support the rural economy of the sub-region.

The town is recognised as a highly sustainable settlement that has the capacity to take further housing and employment growth of an appropriate scale and nature and in locations which do not undermine its distinctive character. Its role will also be reinforced by strengthening its function as a principal service and retailing centre for the District and by promoting and investing in Leek’s special character and heritage and strengthening its role as a visitor destination.

**Paragraph 7.7** notes that land at Cornhill is a key opportunity site for mixed-use regeneration that will be a major driver for urban renaissance and change. However, its development will

depend upon the provision of critical transport infrastructure works and other public transport improvements.

Beyond the market towns, the strategy for the rural areas is based on ensuring that villages continue to be vibrant and sustainable communities, providing opportunities for people of all ages. The Core Strategy Local Plan recognises that the rural areas will maintain an important role within the District in terms of providing homes and jobs to meet local needs with better links with services and facilities in the larger villages and towns in order to address the decline in the rural economy and tackle social exclusion.

Whilst the priority will be on using brownfield and underused sites within the built-up areas of the District, the spatial strategy recognises the need to allow for development of some greenfield sites and also peripheral expansion in order to enable the housing and employment requirements to be met. **Paragraph 7.17** notes that peripheral expansion will only be expected to come forward where it will bring infrastructure benefits, can be properly assimilated into the landscape and well related to existing urban areas.

**Paragraph 7.29** states that managing the housing supply will be crucial to the successful delivery of the strategy. Inter alia, it will be controlled to ensure that it is distributed appropriately across the District and that preference is given to urban, brownfield sites or sites delivering essential infrastructure needs. **Paragraph 7.30** goes on to state that an allowance will be made for windfall sites, on top of identified requirements. These are sites that have not previously been identified that come forward for development. The Council propose that any such development will be managed to ensure that development rates are not excessively exceeded.

### ***Infrastructure***

The implementation of social, physical and green infrastructure improvements to support future development requirements is recognised as a major factor in achieving the strategy both within existing urban areas as well as in new areas of development (**paragraph 7.31**). This is seen to be dependent on the successful delivery of physical development and regeneration schemes through developer funding and the plans and programmes of other service providers. Developers promoting development and regeneration schemes will be expected to contribute towards strategic and local infrastructure requirements, through both on-site facilities and financial contributions for off-site works and facilities.

### ***Employment and Tourism***

**Policy SA3** seeks to encourage a strong, prosperous and diverse economy and to meet local employment needs in the towns and villages by distributing employment growth and change across the District.

In **Leek** the priority will be to intensify employment development to the south of the town where the potential for expansion and good road communications and accessibility are greatest. However, as well as requiring the provision of a new road link between the A53 and A520 to serve existing and future employment areas, measures are also needed to secure better public transport access, if the strategy is to succeed.

The Spatial Strategy places a strong emphasis on sustainable tourism, as a key driver for diversifying the local economy and strengthening the District's role in the sub-region. **Paragraph 7.44** states that this will be achieved by providing opportunities to increase the length of visitor stays, promoting more sustainable forms of tourism which are compatible with the character of the area, establishing links between existing tourist facilities and enhancing and managing tourism in a way which balances the needs of visitors, residents and the environment. It further notes that delivery will require a partnership approach with key organisations and neighbouring authorities as well as engaging the private sector in identifying opportunities.

The town centres within market towns are expected to play a key role in achieving growth in tourism by offering a range of experiences and attractions for day and long-stay visitors. The strategy envisages that this will be achieved by measures and initiatives to help develop and promote the towns and their rural hinterland as visitor destinations focusing on their unique qualities and heritage.

Beyond the market towns, the Churnet Valley will be promoted as an area for sustainable tourism to support rural regeneration (**Policy SS7** Key aims will be to focus opportunities for further appropriate visitor accommodation and tourist facilities along the corridor and to improve and develop links between existing facilities and activities so that they are benefiting from each other. Measures to improve access are fundamental and the expansion of the Churnet Valley Railway and the continued sensitive growth of Alton Towers phased with measures to improve access will be a key element of this corridor.

**Policy SA4** indicates that a key underlying theme of the strategy is to maintain a quality environment and create special places and that local distinctiveness and protection of landscape and settlement character will be a major consideration in all new development.

### **Settlement Hierarchy**

The Core Strategy defines a hierarchy of settlements reflecting the roles, function and capacity of individual settlements. Separate policies are provided for each of the market towns, for larger and smaller villages, and for other rural areas.

**Policy SS5a** sets out the Leek Area Strategy that provides more detail about the policy approach towards the role of Leek and its hinterland. In due course, the geographical extent

of the Leek Area and the specific locations for development will be defined within a single comprehensive Local Plan for the period 2016-2031 (Paragraph 1.59). This document has yet to be prepared. It is clear that Policy SS5a clearly envisages that Leek Area extends as far as Leekbrook, insofar as it defines the Leekbrook Industrial Estate as a location for new employment development. The Leekbrook application site lies in close proximity to the industrial estate and will be accessed via Leekbrook Way that serves the estate.

**Paragraph 8.1.40** of the reasoned justification to Policy SS5a acknowledges that a range of opportunities in a variety of locations, including greenfield sites, will need to be provided to enable the market to respond to housing targets and to address key infrastructure and regeneration needs. **Paragraph 8.1.43** further indicates that there should be an allowance to enable small urban extensions to come forward to supplement provision within the urban area. This would provide flexibility to ensure that the requirements for Leek are met and provide a more sustainable mix of housing sites.

Notwithstanding the apparent extent of the Leek Area under Policy SS5a, **Policy SS6b** categorises Leekbrook as a smaller village, based upon an assessment of services available within the settlement. Within these settlements, appropriate development is that which enhances community vitality or meets a local social or economic need of the settlement and its hinterland. The policy (indicates that this will be achieved, inter alia, by protecting and enabling services and facilities which are essential to sustain rural living; improving connections by public transport and other transport measures to neighbouring larger villages and market towns and enabling new housing development which meets local needs. Under **Paragraph 8.1.65**: *'housing will be required to meet a local need in terms of their size, type and tenure. This may include both open market and affordable housing'*.

## Commentary

The Council indicated in their e-mail response to our original pre-application request for planning advice in September 2013 that the application site lies in the open countryside and Special Landscape Area as defined in the adopted Local Plan (1998). However, the application site is, in fact, a natural extension to the built up form of Leekbrook.

The site was formerly developed for railway uses and therefore, is technically a brownfield site which has been partially re-colonised by vegetation over time. Photographs showing the extent of former development activity on the site and the surrounding area can be found in the Heritage Information document that accompanied this application. Leekbrook itself is an amorphous settlement with a substantial employment base (including industrial estates on either side of the A520). There is a further outstanding application (**Ref: SMD/2014/0678**) for an eastern extension to the Basford Lane Industrial Estate to provide for a mix of B2 and B8 industrial units. In addition, the settlement has a recent planning history of significant

housing development at Wardle Gardens. Wain Homes, the original developer, have lodged a further application to further extend residential development in a northerly direction to a point that adjoins the Leekbrook site (**Ref:SMD/2014/0544**):. A residual land parcel with planning permission for employment development is now the subject of a planning application for 48 dwellings and has still to be determined. This land lies in close proximity to the south east boundary of our application site.

Leekbrook cannot be objectively described as 'small' in extent, notwithstanding that it is defined in policy terms as a 'Smaller Settlement'. In functional terms, it already forms a part of the Leek Area, to which Policy SS5a refers. The proposed development at Leekbrook Junction would constitute a rational extension to the built form of the settlement and, as enabling development that will make a significant contribution to reinstating the railway into Leek, it will help to bring positive sustainable economic and social benefits to the town.

There are repeated references within the spatial strategy to the intention that the Site Allocations DPD (to be prepared) will define development boundaries around settlements within the district. Existing boundaries, including the boundary around Leekbrook, were defined in the former Staffordshire Moorlands District Local Plan (1998) and are therefore well out of date and in need of review to reflect, inter alia, changes to the character and current extent of the built up form of the settlement and development opportunities that will enable corporate aspirations to be met.

Leekbrook is not remote. It lies less than a mile south of Leek to which it is virtually connected by development extending alongside the A520. The proposed development site would form a western extension to the built form of the settlement. It is considerably closer to Leek within surroundings that are much less rural in character than, for example, the housing development to the west of the A520 at Cheddleton Heath which occupies a rural 'island' location and is virtually surrounded by green field land. More significantly, the proposed development will facilitate the ability to establish a sustainable direct transport link to Leek, to other settlements in the Churnet Valley and ultimately to Stoke. The benefits of re-instating the railway are significant, as outlined earlier in Section 2.4, and amplified below.

At the time the original application was submitted there was some uncertainty regarding the location of a railway station in Leek to serve the reinstated railway line. This uncertainty has now been removed with the approval in December 2014 of strategic mixed use development at Cornhill, that includes the reservation of land for a railway station and associated tourism facilities application for mixed use development at Cornhill. The social and economic benefits that the proposed development will bring was specifically acknowledged in the Case Officer's report to Planning Committee, as summarised earlier in Section 2.2 of this Planning Statement.

The location of the proposed development at Leekbrook will not undermine the spatial strategy for the district; on the contrary, it will lend support by facilitating the realisation of key strategic policy aspirations embodied in the Spatial Strategy of the Core Strategy and the Churnet Valley Masterplan. Specifically:

- The development will assist in injecting vibrancy into Leekbrook by providing homes that will assist in re-vitalising its character and will help to support and enable the provision of better and a wider range of services;
- It will unleash the opportunity to fund the reinstatement of the former railway into Leek and in so doing, will provide a major boost to the town's role as the main service and employment centre for the district and to its visitor economy (please cross refer to Section 2.4 of this statement for further information regarding the projected income the railway could inject into the local economy);
- The reinstatement of the railway network provides the opportunity to create sustainable public transport links between Leek, Leekbrook and other settlements within the Churnet Valley to the south and, ultimately, Stoke on Trent; this will greatly assist in improving the permeability of the local area and the connectivity between places within and beyond it;
- As a particular example, the table below shows the potential value that the completed network, based on Leek, could have in connecting schools and settlements and conveying school children around the district, thereby reducing the reliance upon car journeys that exists at present. In addition, when the link to Stoke is complete, the railway would confer significant benefit in making Staffordshire University accessible from the whole of the Moorlands District, as all the main buildings are in close proximity to Stoke railway station.

Location of Station	School	Distance from Station (miles)	Pupil Numbers
LEEK	All Saints First School	0.4	201
	Woodcroft First School	0.75	208
	St Mary's Primary	0.5	160
	Westwood First School	0.8	302
	St Edwards Middle	0.8	765
	Leek College of Further Education	1.0	
	Leek First School	1.25	185
	Leek High School	1.5	460
	Westwood	1.25	756

	High		
<b>CHEDDLETON</b>	All Saints First School	1.0	201
<b>KINGSLEY &amp; FROGHALL</b>	St Werburgh's Primary	0.6	130
	St Mildred's Primary	0.6	30
<b>OAKAMOOD</b>	Valley Primary School	0.2	38
<b>ALTON</b>	St John's Primary School	0.2	62
	St Peters First School	0.2	47
<b>ENDON</b>	Endon Hall Primary	0.2	227
	St Lukes Primary	0.2	211
	Endon High School	0.3	706
<b>STOCKTON BROOK</b>	Greenways Primary	0.1	177

- The enabling benefits of the Leekbrook development in funding the reinstatement of the railway has fundamental ramifications in assisting in the delivery of significant public transport improvements, required to facilitate mixed use development at Cornhill and secure the major regeneration benefits that this site is expected to bring. The recent planning approval of strategic mixed use development includes land reserved for a railway station to serve the line that the proposed development at Leekbrook application will assist in re-instating. The delivery of essential infrastructure benefits are recognised as being a major factor in achieving the spatial strategy through developer funding required in order to deliver major sustainable regeneration;
- The railway reinstatement will greatly assist in boosting the economic contribution from sustainable tourism that the Council's strategy for the Churnet Valley seeks to achieve; this will bring significant commercial benefits in terms of the expansion of CVR as a major tourism enterprise and the propensity to boost jobs and net expenditure in Leek and the surrounding area.
- Extension of the CVR to Leek will provide the heritage railway with a terminus that, to date, it has never had. This will add to its attraction in providing scope for multiple purpose visits; it will also increase the potential to encourage greater access into the Churnet Valley by public transport and provide enhanced opportunities for people to experience the assets of the valley in a sustainable manner.
- As a former brownfield site, now re-colonised with vegetation, the application site will enable peripheral expansion of the built form of Leekbrook in a manner that can be properly assimilated into the landscape.

- The retention of peripheral trees and vegetation within the application site will enable the assimilation of the proposed development within the landscape without prejudicing its overall character or that of the settlement; the site will not be visible from properties or premises located beyond the site boundary; the reduced scale of development means also that the loss of trees and vegetation within the site will be correspondingly less;
- The development of the site will not compromise overall environmental quality.
- The Council does not have an identified five year land supply and this site will make an important contribution towards addressing the shortfall.
- The proposed development comprises of an indicative mix of housing in terms of size and type, consistent with local needs. The proposals do not distinguish between open market and affordable housing; Policy SS6b, as modified, does not specify affordable housing as an essential prerequisite.

For these reasons, it is considered that the proposed development is supportive of the Spatial Strategy policy framework for the district and aligns with the Settlement Hierarchy as defined above.

### 5.3 Housing

#### ***Requirements and Supply***

One of the core planning principles of the **NPPF** is that planning should:

*“proactively drive and support sustainable economic development to deliver the homes ... that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area ... (paragraph 17)”*

**Section 6** of the NPPF sets out the policy on housing which is designed *“to boost significantly the supply of housing”*. Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. It indicates that where the LPA cannot demonstrate a five-year supply of deliverable housing sites, relevant policies for the supply of housing should not be considered up-to-date.

The NPPF requires LPAs to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against housing requirements. An additional buffer of 5% is required to ensure choice and competition in the land market but where there has been persistent under-delivery the buffer should be increased to 20%.

As confirmed in the Council's most recent Housing Land Supply document (31<sup>st</sup> March 2014), the Council can only demonstrate a 2.17 year supply of housing. Whilst it is accepted that there will have been residential consents since then, these are not of a magnitude to bridge this very sizeable shortfall. This means that the relevant housing policies contained in the Development Plan cannot be considered up to date. As a result, when considering the principle of residential development, the policies contained in the NPPF take precedence. The NPPF clearly dictates that the Council should be supportive of applications which will help address this shortfall of housing.

**The adopted Core Strategy Policy SS2** deals with the future provision of housing development. Under Policy SS2 provision will be made for 6000 additional dwellings (net of demolitions) to be completed in Staffordshire Moorlands (excluding the Peak District National Park) during the period 2006 to 2026. The policy states that provision will be phased and that sufficient deliverable land will be identified to provide at least 5 years of development at all times. In relation to the five year period 2011-2016, the policy acknowledges that the impact of past underperformance in dwelling completions means that *'the Council will ensure a supply of deliverable land for 1320 dwellings to provide a 20% buffer supply, added to the 5 year requirement to 2016'*.

Figure 9 and Policy SS5 consequently apportion additional requirements to the sub areas within the district. The requirement for the Leek area has increased by 150 to 1800 dwellings (2006-2026). Meanwhile, within villages and other rural areas, Policy SS6 provides for around 1680 new dwellings between 2006 and 2026, an increase of 140.

**Paragraph 8.1.37** of the reasoned justification to **Policy SS5a (Leek Area Strategy)** acknowledges that a range of opportunities in a variety of locations, including greenfield sites, will need to be provided to enable the market to respond to housing targets and to address key infrastructure and regeneration needs. **Paragraph 8.1.43** further indicates that there should be an allowance of 300 to enable small urban extensions to come forward to supplement provision within the urban area. This would provide flexibility to ensure that the requirements for Leek are met and provide a more sustainable mix of housing sites.

### ***Nature of Supply***

**Paragraph 50** of the NPPF recognises the need to deliver a wider choice of high quality homes and to create *"sustainable, inclusive and mixed communities"*. This requires planning for a mix of housing for the needs of all different groups in the community.

At the district level, the NPPF requirement is encapsulated in **Adopted Core Strategy Policy H1** which indicates that all new housing developments should provide for a mix of housing sizes, types and tenure including a proportion of affordable housing. The policy indicates that

development will be assessed according to the extent to which it provides for high quality, sustainable housing and to which it meets identified local housing market needs and the strategy for the area, having regard to the location of the development, the characteristics of the site and the economics of provision.

Policy H1 goes onto state that:

*'residential development and redevelopment on unidentified (windfall) sites will be permitted up to an indicative maximum scheme size of 5 dwellings within the Infill Development Boundaries of the smaller villages. **Exceptionally, larger windfall schemes may be permitted where it would provide over-riding affordable housing, regeneration, conservation or infrastructure benefits and it would not undermine delivery of the spatial strategy' (our emphasis).***

**Adopted Core Strategy Policy H2- Affordable and Local Needs Housing**, sets a target of 33% affordable housing on-site, unless there are exceptional circumstances which dictate otherwise. The original proposed requirement for all housing in the rest of the rural areas, including small villages, to be either affordable or meet a local need which cannot be met elsewhere, has been removed from the policy. Under Policy SS6b: Smaller Villages and Area Strategy now indicates that the Council will seek to meet local community, social or economic need by *'enabling new housing development which meets a local need, including affordable housing (in accordance with policy H2)'*

### Commentary

Although in outline, the development proposals demonstrate the capability to deliver a well-designed, sustainable, high quality housing development, providing a range of accommodation in terms of type and size that will meet the requirements of all sections of the local housing market.

The application site will form an extension to the built form of Leekbrook. The settlement is semi-urban but is categorised as a smaller settlement under Policy SS6, albeit it is located within the Leek Area, as is apparent from Policy SS5a. The proposed development will contribute to the Leek Area's supply of housing land in an appropriate and acceptable manner, as a small urban extension that can be assimilated within the landscape without undue harm.

At a strategic level the Core Strategy places significant emphasis on delivering an appropriate supply of housing to meet the District's requirements. It is clear that there is an underlying record of underperformance in terms of housing activity. The most recent published housing land supply figures (March 2014) show that the Council has only 2.17 years housing land

supply available, a sizeable shortfall in relation to five year housing land requirements. It is therefore highly unlikely that the Council will be able to achieve the five year target up to 2016. This confirms the pressing need for the Council to grant planning permission for additional residential development within the District, in accordance with the NPPF and the Council's own Core Strategy (2014).

The site has been previously developed for railway related uses and technically therefore is not a greenfield site, albeit it has been re-colonised by vegetation. The proposed development provides a means to regenerate this site through the delivery of high quality homes that will make an important contribution to meeting the housing requirements of the local area and the needs of different groups within the community, including starter homes.

The site is unallocated but presents a significant windfall opportunity that will provide a range of high quality housing to meet the needs of the local housing market. In accordance with Policy H1, it will bring major regeneration, economic and infrastructure benefits to the local area by providing the funding to secure the reinstatement of the railway to Leek, as the first stage towards achieving a key strategic policy commitment to the re-use of the former railway network within the wider district area. The broad range of socio-economic benefits that the railway can bring is considerable, as outlined in earlier sections of this Planning Statement. As such, the development will greatly assist in the delivery of the spatial strategy for the district as well as helping to bridge the shortfall in housing supply. Moreover, it will enable the introduction of a sustainable mode of transport that will significantly improve connectivity within the area.

The ability to make provision for affordable housing will be a matter for discussion with the Council but will need to be evaluated in the context of the applicant's intentions to make available a sum of £300,000 to help fund the reinstatement of the railway between Leekbrook and Leek, as outlined in Section 2 of this Planning Statement and in detail in the draft Section 106 Agreement. The applicant considers that this intention and the economics of provision present the exceptional circumstances that would justify a policy target of 33% affordable housing being rescinded or significantly reduced on this site.

In view of these considerations, it is considered that the proposed development aligns with policies in the adopted Core Strategy and Churnet Valley Masterplan as outlined above and with the emphasis that NPPF places upon boosting significantly the supply of housing. Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development and the applicant considers that the development proposals are fully in keeping with this.

## 5.4 Transport and Highway Safety

The **NPPF** recognises that transport policies have an important role to play in contributing to wider sustainability and health objectives. The **NPPF** supports development proposals that secure opportunities for sustainable patterns of movement and ensure that sufficient capacity exists in the local highway network to meet the arising traffic generation.

**Local Plan Policy T6** deals with Railways and seeks to encourage the future re-use of the following railway lines:

- Stoke to Leekbrook
- Leekbrook to Cauldon Lowe
- Leekbrook to Oakamoor
- Cheadle Branch Line

The District Council will support the retention of the lines by encouraging their maintenance and continuity.

**Adopted Core Strategy Policy T1- Development and Sustainable Transport** identifies specific development measures which reduce reliance on the car and reduce the need to travel.

**Adopted Core Strategy Policy T2- Other Sustainable Transport Measures** seeks to continue to safeguard all existing disused railway lines within the District and support the reuse of these for public or commercial/tourism use.

**The Churnet Valley Masterplan ( March 2014)** states that all proposals should aim to support more sustainable means of transport within and into the Churnet Valley and seek to change visitor perceptions of how they can travel around the Churnet Valley by increasing transport choices for those wishing to visit attractions and facilities.

### Commentary

A Transport Assessment was prepared by Capita in support of the original application to identify and analyse the transport and highway implications of the development proposals and set out any measures to mitigate the impact of the proposals.

The proposed access arrangements were the subject of extensive discussions with SCC's David Plant of Staffordshire County Highways (LHA) that took place both before and after the original application was submitted. A number of issues were raised by LHA including:

- Concerns on the current standard of the existing road providing access into the site;
- Concerns on the restricted carriageway width underneath the railway bridge particularly to fire appliances and refuse vehicle;
- Concerns on the availability of land for the construction of an access road between the existing alignment of Leekbrook Way and the site; and
- Concerns on footpath and connectivity of the site to external footpath network.

The contents of the Transport Assessment have been revised in light of the proposed reduction in the number of dwellings and the decision not to proceed with the original proposal for a railway station with integral retail unit on the application site. The report has been re-issued as a Transport Statement that seeks to address the issues raised by the LHA and provide responses to those issues identified.

The Transport Statement has undertaken an examination of sustainable transport modes and facilities that has shown that sustainable modes of travel can form viable alternatives to car travel to and from the proposed development for short journeys. There are nearby facilities within walking and cycling distance, and while public transport is infrequent the stops are within close proximity and careful planning of journeys to local towns can remove the need for travel by private vehicle.

The trip rates have shown the likely impact of the proposed development on the local highway network and the Leekbrook Way junction is low, and below the threshold at which further assessment is necessary. It was previously demonstrated that the Leekbrook Way / A520 Cheadle Road junction would operate well within capacity and that there would be an imperceptible delay on the approaches to the junction despite the development consisting of more than twice the number of houses and a train station.

The proposals to use Leekbrook Way as the access road to and from the development is considered appropriate given that the number of movements likely to be generated by the development proposals are low and the low number of recorded accidents. A review of the local accident data for the previous three years demonstrates that the surrounding area close to the proposed development does not experience any unusual accident patterns. As such, the analysis of the accident data does not give any cause for concern.

The Transport Statement has demonstrated that the challenges presented by the site's constraints are not insurmountable. It has further been demonstrated that the development proposals will generate a low number of vehicular trips having a negligible impact on the local highway network. Whilst the current levels of accessibility to the site are poor the development proposals will generate the funding required to support sustainable transport measures, improving connectivity and accessibility for the benefit of the Churnet Valley.

These improvements include a new footway/cycleway and the reinstatement of the railway line to Leek.

The development proposals will bring great benefits to the local community through the provision of much needed housing and the significant enabling role that it will fulfil in providing the funding for the reinstatement of the railway to Leek and promoting the means to deliver a highly sustainable form of transport use.

For these reasons, it is considered that the proposed scheme and access arrangements align with relevant planning policies as outlined above. Please refer to the accompanying Transport Statement for further information.

## 5.5 Recreation and Tourism

NPPF places considerable emphasis upon promoting healthy communities and recognises that facilitating access to high quality open spaces and opportunities for recreation can make an important contribution to this core principle.

**Adopted Core Strategy Policy SS7** identifies the Churnet Valley as an area for sustainable tourism and rural regeneration. A number of defined measures will be supported including measures to improve connectivity and accessibility to and within the Churnet Valley by sustainable transport means.

Paragraph 8.1.76 of the adopted Core Strategy notes that the Churnet Valley can provide a strong focus for sustainable rural regeneration as set out within Policy SS7. Key aims will be to focus opportunities for further appropriate visitor accommodation and tourist facilities along the Valley and to improve and develop links between existing facilities and activities so that they are benefiting from each other.

**Spatial Objective SO7** emphasises the need to support and enhance the tourism, cultural recreation and leisure opportunities for the District's residents and visitors. This is recognised as being potentially significant for the District's economy in terms of generating income and providing employment.

**Adopted Core Strategy Policy E3** deals with tourism and cultural development and supports the important role that tourism and culture plays in the economy of the Staffordshire Moorlands and the contribution it makes to increasing physical activity and improving health and well-being. This policy accords with the Spatial Strategy and Policy SS7 (see above) which seek to promote the Churnet Valley as a sustainable tourism and recreation resource.

**The Churnet Valley Masterplan ( March 2014)** provides a comprehensive framework for future development in this area. It identifies opportunities and measures to help regenerate and manage this important rural area based around sustainable tourism in a manner which is sensitive to and enhances its important heritage, landscape and ecology.

### **Commentary**

Measures to improve access to and within the Churnet Valley are fundamental to improving connectivity to existing facilities and activities and providing people with the ability to access tourism and leisure opportunities in a sustainable way.

The proposed development at Leekbrook will provide a significant contribution to the cost of reinstating the railway to Leek. This would enable the extension of Churnet Valley railway (CVR) services into the main town within the district and provide a key sustainable transport artery linking together town and countryside – both of which are tourism assets in their own right. By enabling the CVR heritage steam services to be brought into Leek, the railway for the first time would have a recognisable end destination in an accessible location. This should help the CVR become a more significant ‘attractor’, potentially widening its catchment area and providing a significant boost to the visitor numbers, which in turn would help create jobs and benefit the local economy.

A report commissioned by Moorland and City Railways, entitled Heritage Railway Extension into Leek- Summary Report (September 2013), forms one of the supporting documents that accompany this application. It identifies the broader benefits that the railway would bring, showing that the re-connection to Leek will have a very positive impact on the town and will assist in developing and reinforcing the important role of the Churnet Valley Railway as a tourist attraction.

In granting outline planning consent in December 2014 for strategic mixed use development at Cornhill, including land reserved for a railway station and associated tourism hub, the Council recognised the social and economic benefits that the provision of strategic infrastructure would bring to Leek. These benefits will not materialise without the reinstatement of the railway that the station would serve. Nor will the proposed museum of the North Staffordshire Railway which also forms part of the Cornhill proposals. Instead it will eventually be located elsewhere, probably at Stoke.

### **5.6 Design Principles**

The **NPPF** acknowledges the importance of achieving high quality and inclusive design for all development. **Paragraph 56** advises that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. **Paragraph 58** emphasises that developments should function well

and add to the overall quality of the area; they should also establish a strong sense of place using buildings to create attractive and comfortable places to live, work and visit.

**Local Plan Policy B13** outlines the design standards required for new development. Policy B13 states that development proposals will be expected to demonstrate a good quality of design which takes into account the scale, character, siting, alignment, mass, design, colour and materials of their surroundings.

**Adopted Submission Core Strategy DC1** deals with design considerations and seeks to ensure a high standard of design which is locally distinctive and reinforces the unique character of its individual settlements.

**Adopted Core Strategy DC3** deals with Landscape and Settlement Setting and provides protection for local landscape character which includes features, qualities and views that can make a valuable contribution to the landscape quality.

**Design Principles SPG** has been prepared to illustrate the basic design principles applicable to development primarily within the rural areas of Staffordshire Moorlands. The Document states that all new development should always have regard to its surroundings so that it is appropriate and blends with the scale, proportions, materials and character of the buildings of the area.

## Commentary

Good design, appropriate to its local context has been at the heart of the proposals in this application. Whilst not fixed at this stage, the Design and Access Statement sets out how the scheme may be brought forward in a manner which embraces the objective of achieving good design and which positively responds to the opportunities and constraints presented by the site context. This includes establishment of associated development principles which will provide a guide to inform future reserved matters applications to ensure this is achieved. The full Design and Access Statement is one of the series of documents that has been submitted as part of the overall planning application package.

## 5.7 Ecology

When determining planning applications, the **NPPF** advises that local planning authorities should aim to conserve and enhance biodiversity by, inter alia, refusing applications that would result in significant harm that cannot be avoided, adequately mitigated, or, as a last resort, compensated for.

**Adopted Core Strategy Policy NE1- Biodiversity and Geological Resources** seeks to ensure that the biodiversity and geological resources of the District and neighbouring areas will be protected and enhanced by positive management and strict control of development.

### Commentary

In 1982 the site was surveyed as part of the County Phase 1 Ecological Survey and was designated a Site of Biological Importance (SBI). In 1998 a resurvey of the whole of Staffordshire Moorlands took place, but this site was not revisited at that time. Nevertheless, the site was allocated as a Nature Conservation Site within the 1998 Adopted Local Plan notwithstanding that the survey information underpinning the original basis for the SBI designation was historical and had not been updated. (Confirmation of this historical record can be provided if necessary). Significantly, the Adopted Core Strategy does not carry this allocation forward and the Core Strategy Key Diagram does not show the site as a significant site for nature conservation.

It is important to note that the North Staffordshire Railway ( Churnet Valley Line) 1846 is the first of several Acts of Parliament that remain extant giving powers to the promoter/operator of the railway to clear and develop the land on a continuous basis for a very wide range of uses including these currently proposed. MCR currently has the on-going benefit of these powers.

Nevertheless, in order to comply with the above planning policies, an extended Phase 1 Habitat Survey of the site was undertaken in August 2013. This represented the first survey to have been undertaken since 1982. The Survey consisted of a thorough walkover of the site to map the habitats present and to identify plant species indicative of the habitats present and the potential of the site to support protected species.

Habitats of Principal Importance were present on site and immediately adjacent. These included dry heath scrub, semi natural broadleaved woodland and running water. Scattered trees, semi natural broadleaved woodland and bare earth were also present on site.

No evidence of protected species or the presence of protected species was found during the survey but due to the suitability of the habitats on site and species records in close proximity the following surveys were completed:

- Reptile
- Otter
- Bats
- Invertebrate

The Extended habitat survey and species surveys were submitted with the previous application. An updated Preliminary Ecological Appraisal (PEA) has been undertaken in February 2015, to ensure the client has addressed their legal obligations with respect to habitats and species that are present and could be affected by the new proposals. The 2015 walkover survey was undertaken on 3<sup>rd</sup> February 2015. The survey has confirmed that the site remains unchanged, and therefore the conclusions and recommendations endorse the findings of the original report and reflect current site conditions.

The PEA shows that habitat and condition on the site remain consistent with the previous finding of the 2013 report. The site's biodiversity value is largely attributed to the close proximity to the River Churnet corridor and the presence of Open Mosaic Habitats on previously developed land (UK Habitat of Principle importance and local Ecosystem Action plan). The reduced scale of the development proposals enables a greater retention of woodland habitat and the creation of edge habitats around the periphery. It also allows an enhancement of the western boundary to ensure that any potential impact upon the future development, visual or otherwise, from the STWA waste treatment plant is minimised.

The updated survey notes that there is still potential for breeding and nesting birds on site due to woodland, scrub mix on site but this can be managed by condition to ensure that development takes place outside the bird nesting season.

### ***Bat Survey***

The original bat survey consisted of a desktop study and on site field studies including an inspection of the structures present (i.e. bridges and trees) for bats, an activity survey, and an emergence survey.

No evidence of bat roosts was observed during the inspection of the structures on site and no bats were recorded emerging from any of the bridges present. However, a number of different bat species were recorded foraging on the proposed development site and commuting through, adjacent to the site boundaries, via the habitat present on site. The original findings noted that although some tree areas will be removed, substantial woodland groups will be retained that will continue to provide foraging corridors linking to trees and other vegetation off site.

The latest assessment confirms that bats are considered only as a receptor with regard to the temporary loss of foraging habitat and that the scale of loss will be much less than previously envisaged.

***Invertebrate Walkover Survey Report***

The site includes a range of habitats capable of supporting invertebrate assemblages and a number of invertebrate species were observed on site during the course of the habitat and invertebrate surveys. Based upon data acquired to date, it is believed that the habitats and species recorded do not constitute a constraint to the development of the site. However, a detailed mitigation strategy for the site will be devised to reduce any adverse impacts upon the invertebrate ecology present on the site. Invertebrates are hard to assess currently based on seasonal constraints ( including low temperature) but it is considered that the previous recommendations remain extant.

***Otter Survey Report***

The habitats present both on site and immediately adjacent to the site have the potential to support otter, which is both a UK and a European Protected Species (EPS), as well as a UK Species of Principal Importance and local BAP Priority Species.

The original otter survey report confirmed that no form of shelter used by otter is present on the site. Therefore no otter habitat used for shelter or protection will be disturbed, damaged or destroyed as a result of construction activity associated with the development. There will also be no obstruction of access to any form of shelter. Therefore, these potential offences would not be a consequence of the development.

However, both otter prints and otter couches were recorded adjacent to the proposed development site during the course of the survey, but there were no holts observed. Therefore, whilst otter utilise the adjacent watercourses and associated riverine habitat, it is believed that they have only a transitory presence.

As a result the report concludes that on site activities associated with construction could have the potential to disturb any otter adjacent to the site. A series of mitigation measures will therefore be put in place to avoid the potential for otters to be harmed on site during works. The update survey continues to support the original assessment that otters are still considered to be transitory within the wider context of the site; Therefore, recommendations are based on precautionary construction practices in relation to this species only; no further constraint to the development is considered at this time.

### ***Reptile Survey Report***

No reptile species were recorded within the study area during the course of the 2013 survey. Whilst it is unlikely that the presence of reptiles will constitute a constraint to the proposed development, there remains a low risk that reptiles are present, albeit in such low numbers that they were not detected by 2013 the survey effort. As such, precautionary working methods will be adopted during any on site clearance activity in order to avoid the intentional killing or injury of reptiles and prevent potential adverse impacts upon any reptiles. The latest ecological update reaffirms the findings and conclusions of the original reptile survey.

The reduced scale of development proposed on site means that a larger area of existing habitat will remain unaffected within the site as well as around the periphery, thus addressing in part the concerns expressed by the Council and consultees. For additional information, please refer to the updated Extended Phase 1 Habitat Survey and accompanying updated reports that are submitted in support of this revised application.

## **5.8 Landscape and Trees**

**Chapter 11** of the NPPF is concerned with conserving and enhancing the natural environment. It requires the planning system to contribute to and enhance the natural and local environment in a number of ways including preventing new development from contributing to unacceptable levels of air and noise pollution.

The site lies within a Special Landscape Area as defined within the Local Plan. **Local Plan Policy N8** states that in the Special Landscape Area, planning permission will not be given for development which would materially detract from the high quality of the landscape because of its siting, scale, design and materials and the associated traffic generation.

**Local Plan Policy N9** states that within the special landscape area the Local Planning Authority will promote and require high standards of design for development.

**Local Plan Policy B13** states that new development proposals should provide design and landscaping of the spaces between and around buildings throughout the whole site which takes account of and enhances the scale and character of their surroundings. Where soft landscaping is appropriate, it should follow ecological principles and incorporate plant species which are indigenous to the locality.

**Adopted Core Strategy Policy DC1** states that all development shall be designed to respect the site and its surroundings and promote a positive sense of place and identity through its scale, density, layout, siting, landscaping, character and appearance.

## Commentary

The proposed layout will incorporate individual garden spaces as well as shared spaces softened with landscaping enhancing the landscaping within the site. Permeability to the site will also be provided with the introduction of footpaths through and around the site linking the site with existing surrounding landscaping. Please refer to the Design and Access Statement for further information in relation to landscaping.

The application site accommodates a number of trees and shrubs both within and along the boundaries of the site. The trees present on site are not covered by a Tree Preservation Order and the application site is not located within a conservation area.

The tree groups consist of small woodland blocks providing ecological habitats and wildlife corridors along the railway embankments. The groups of woodlands have recently, within the last 20 years, established on disused railway sidings.

Although the revised proposals will still involve the removal of defined groups of trees within the site, the reduction in the area to be developed enables more trees and vegetation to be retained. As before, it is also the intention to retain the woodland groups around the edge of the site as this will allow wildlife to migrate around the development to surrounding woodland blocks and riparian sites along the River Churnet. The introduction of the surface water holding pond will provide significant new feature for wildlife diversification on the site.

The retention of the trees along the borders of the site around the railway lines will make a significant contribution towards mitigating the effects of the development by screening the site from the wider environment and providing wildlife corridors to other woodland areas. As these trees continue to grow, the screening of the site to the wider environment will be complete.

Please refer to the updated Arboricultural Appraisal and Impact Assessment which forms part of this submission.

### 5.9 Drainage and Flood Risk

**Chapter 10** of the NPPF deals with flood risk and states that inappropriate development in areas at risk of flooding should be avoided, directing development away from areas at highest risk but, where development is necessary, making it safe without increasing flood risk elsewhere.

**Adopted Core Strategy Policy SD4** deals with pollution and flood risk and states that development proposed within the floodplain will be guided to first make use of areas at no or

low risk of flooding before areas at higher risk, where this is viable or possible and compatible with other policies aimed at achieving a sustainable pattern of development.

Development deemed acceptable within areas at risk of flooding due to national or other policies or other material considerations, must be subject to a flood risk assessment. Additionally, approved schemes must be designed and controlled to mitigate the effects of flooding on the site and the potential impact of the development on flooding elsewhere in the floodplain. In all cases, schemes will be determined after having considered both individual and cumulative impacts.

**Tamworth, Lichfield, Stafford and Staffordshire Moorlands Level 1 Strategic Flood Risk Assessment (January 2008)** – Leekbrook falls within Flood Zones 2 and 3 therefore all development should seek to reduce existing local flooding and not add to them.

### Commentary

The Flood Risk Assessment submitted in support of the original application has been revised to take into account the reduced scale of the development proposals. It also provides details of dialogue with, and further information required by, the Environment Agency in their formal response to the original application and shows that the EA considered the additional material acceptable.

The FRA indicates that the site lies within the Environment Agency's Flood Zone 2 and is therefore considered to be at risk from fluvial flooding in extreme events.

The main source of flood risk affecting the site is the fluvial flood risk posed by the River Churnet, which lies to the west and south-west of the site and which has been known to cause flooding in the local area but not at this site. The site lies outside the area at risk from the River Churnet in a 1% AEP event and remains free from risk in a 1% plus climate change AEP event. No mitigation measures would be required to manage the risk of flooding in either of these events. The site would, however, be affected during a 0.1% AEP flood event and the FRA outlines measures to manage the residual risks of flooding in more extreme events.

The development is considered to be a 'More Vulnerable' development, because of the residential elements, which are considered appropriate in Flood Zone 2 subject to passing the Sequential Test. The development consists of residential property and will fulfil a crucial enabling role in providing funding to help re-instate a part of the former Moorlands and City Railways and Churnet Valley Railway line. The development of the site is intrinsically linked to the restoration of the railway lines and it is unlikely that alternative sites capable of delivering

the same level of funding for the railways in areas of lower flood risk exist. Consequently, the site is expected to pass the Sequential Test.

The development proposal has considered flood risk throughout the development of the scheme and flood risk constraints have been taken into account within the design such that the masterplan reflects the flood risk constraints and the need to manage, and where possible reduce, flood risk in compliance with the guidance in the NPPF and the SFRA.

This FRA demonstrates that the proposed development is not in an area with a high risk of flooding, though there is a residual risk of flooding in extreme events. The development proposes measures to manage as far as practicable the residual risks to the site and it will not increase the risk of flooding to others.

For further details please refer to the updated Flood Risk assessment (February 2015).

## **5.10 Noise and Air Quality**

**The NPPF** indicates that decisions should aim to avoid the prospect of noise giving rise to significant or other adverse impacts on health and quality of life, as a result of new development.

In relation to Air Quality, the NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

**Local Plan Policy B13** states that development proposals should mitigate adverse environmental effects including noise as far as possible.

**Local Plan Policy N28** deals with contaminated land and states that the Council will encourage and where possible assist proposals which will result in the reclamation and appropriate redevelopment of contaminated land.

**Adopted Core Strategy Policy SD1** supports and promotes proposals that remediate brownfield sites affected by contamination.

**Adopted Core Strategy Policy SD4** deals with pollution and states that the Council will ensure that the effects of pollution (air, noise, water, light) are avoided or mitigated by refusing schemes which are deemed to be (individually or cumulatively) environmentally unacceptable and by avoiding unacceptable amenity impacts by refusing schemes which are

pollution-sensitive adjacent to polluting developments, or polluting schemes adjacent to pollution sensitive areas, in accordance with national guidance.

### Commentary

An Environment Report was issued with the original application that addressed issues relating to noise and air. The Council's Environmental Protection team considered that the report incorporated insufficient information relating to actual air quality assessment and that potential sources of air pollution had not adequately been considered. There was additional concern that a desktop rather than an actual quantitative odour quality assessment had been undertaken which provided insufficient evidence to demonstrate that no odour issues are likely to occur.

Dialogue via email and telephone has taken place with the Council's Environmental Health Officer and Noise officer regarding the proposed methodology for undertaking assessments of air quality, odour and noise. Their advice has been observed in preparing for and undertaking the scope of work required to address information requirements that did not form part of the original application.

In order to address these concerns comprehensively, the following assessments are being submitted in support of the application:

- **Noise Impact Assessment**, based upon day and night time measurements taken during the week commencing 2<sup>nd</sup> February 2015. The Assessment will also refer to the earlier noise assessment submitted with the previous application.
- **Air Quality Monitoring** - Air Quality Diffusion Tube Survey is currently being undertaken in five locations for the purpose of NO<sub>2</sub> monitoring. These include two locations at the site boundary, one location at the current closest residential property and 2 locations along the access road. The data will be examined together with any available traffic data to help to verify the relationship between traffic flow and pollution levels. In addition, further diffusion tubes will be deployed in appropriate locations on the operational railway line to the south of the application site. The tubes will be installed from 22<sup>nd</sup> March 2015 when the CVR's heritage train services commence for the 2015 season. This will allow the measurement of actual emissions from the types of train and engine size that, in future, are likely to operate on the lines around the Leekbrook site. The data will assist in understanding the possible effects from future train movements around the proposed development and provide further guidance on the minimum distance that dwellings would need to be set back from the track. The diffusion tubes will be in place for one month in all locations.

- **Odour Survey** – This will be undertaken imminently to establish the position with regard to Leek Sewage Treatment Works. The technical approach being deployed is in accordance with the DEFRA Odour Guidance for Local Authorities (2010) and Institute of Air Quality Management (IAQM) Guidance on the Assessment of Odour for Planning. The survey preferably will be undertaken on a day when there are north-westerly winds, to represent a worst case scenario. Information has also been obtained from the Environment Agency, under the Freedom of Information Act 2000 and Environmental Information Regulations 2004, relating to the permit and modification to discharge to water that underpins the operation of Leek Sewage Treatment Works. The EA has indicated that any odour management issue would fall to the Council's Environmental Health Team although the EHO has indicated that the Council does not hold data about odour emission.

Further details will follow shortly on the scope and findings of these Assessments.

## 5.11 Ground Conditions

A Preliminary Sources (desk) Study and Ground Risk Assessment was undertaken in support of the original application and remains extant, albeit that an Addendum (February 2015) has been prepared in respect of the revised application. The Assessment has shown the site is likely to be suitable for the proposed development.

Please refer to the full Assessment for further detail on ground contamination, together with the Addendum.

## 5.12 Planning Obligations

**Local Plan Policy A1** seeks contributions from developers towards the provision of community facilities and environmental and infrastructure improvements when there are directly related to the development or the use of land after development and are reasonably related in scale and kind to the development.

**Developer/Landowner Contributions Supplementary Planning Guidance** assists those wishing to develop in the District in terms of what contributions are normally required in relation to service infrastructure.

It is not the intention of the SPG to compromise regeneration or sustainability in any parts of the District. Therefore the requirement for transportation, affordable and local needs housing, public open space, nature conservation, recycling, town centre enhancement, public art and community safety may be waived in exceptional circumstances, i.e.

- where the building and/or vicinity is in a poor or derelict condition AND
- the development would result in substantial improvements to the local environment AND
- it can be demonstrated to the Council's satisfaction that the requirement would render the redevelopment financially non-viable. OR
- the proposal involves the redevelopment of a listed building AND
- it can be demonstrated to the Council's satisfaction that the requirement would render the redevelopment financially non-viable.

## Commentary

The financial details and proposed payment mechanisms of the project are outlined in the draft Section 106 Agreement which accompanies this application. This shows that Moorland and City Railways will undertake to make a major contribution of £300,000 towards the costs of reinstatement of the railway line from Leekbrook to Leek. The overall costs have been independently assessed at £567,400, as set out in the Leekbrook to Leek Track Estimate.

As outlined above, the railway will bring with it large scale public benefits for the whole district in terms of environmental improvements, increased connectivity, carbon reduction, economic regeneration and tourism. Therefore, in the context of the aims of the project and the benefits that the railway will provide, MCR consider that exceptional circumstances exist to justify no additional planning obligations being imposed for service infrastructure, other than its commitment to providing £300,000 for the reinstatement of the railway.

For further information, please refer to the draft Section 106 Agreement and the Leekbrook to Leek Track Estimate, submitted in support of the application.

## 6.0 Conclusion

This report clearly demonstrates that the proposed development is aligned with national policy and the relevant saved policies set out within the Staffordshire Moorlands District Local Plan Adopted 1998 and the policies within the Adopted Core Strategy,

The proposal has been subject to public consultations and discussion with officers of the Council and key stakeholders.

Crucially, the proposed development will help to address a significant shortfall in relation to five year land supply within the District. In so doing, it will also fulfil a crucial enabling role in providing funding to help realise a key strategic policy objective of both Staffordshire County

Council and Staffordshire Moorlands District Council - the ability to re-instate and bring back into operation a part of the former railway network in the County as part of a phased process.

Furthermore, the location of the proposed development at Leekbrook will not undermine the spatial strategy for the district; on the contrary, it will lend support by facilitating the realisation of key strategic policy aspirations embodied in the Spatial Strategy of the Core Strategy and the Churnet Valley Masterplan. Specifically:

- The development will assist in injecting vibrancy into Leekbrook by providing homes that will assist in re-vitalising its character and will help to support and enable the provision of better and a wider range of services;
- It will unleash the opportunity to fund the reinstatement of the former railway into Leek and in so doing, will provide a major boost to the town's role as the main service and employment centre for the district and to its visitor economy (please cross refer to Section 2.4 of this statement for further information regarding the projected income the railway could inject into the local economy);
- The reinstatement of the railway network provides the opportunity to create sustainable public transport links between Leek, Leekbrook and other settlements within the Churnet Valley to the south and, ultimately, Stoke on Trent; this will greatly assist in improving the permeability of the local area and the connectivity between places within and beyond it;
- The enabling benefits of the Leekbrook development in funding the reinstatement of the railway has fundamental ramifications in assisting in the delivery of significant public transport improvements, required to facilitate mixed use development at Cornhill and secure the major regeneration benefits that this site is expected to bring;
- The delivery of essential infrastructure benefits are recognised as being a major factor in achieving the spatial strategy through developer funding required in order to deliver major sustainable regeneration;
- The railway reinstatement will greatly assist in boosting the economic contribution from sustainable tourism that the Council's strategy for the Churnet Valley seeks to achieve; this will bring significant commercial benefits in terms of the expansion of CVR as a major tourism enterprise and the propensity to boost jobs and net expenditure in Leek and the surrounding area.
- Extension of the CVR to Leek will provide the heritage railway with a terminus that, to date, it has never had. This will add to its attraction in providing scope for multiple purpose visits; it will also increase the potential to encourage greater access into the Churnet Valley by public transport and provide enhanced opportunities for people to experience the assets of the valley in a sustainable manner.

- As a former brownfield site, now re-colonised, the application site will enable peripheral expansion of the built form of Leekbrook in a manner that can be properly assimilated into the landscape.
- The retention of trees and vegetation within and around the periphery of the application site will enable the assimilation of the proposed development within the landscape without prejudicing its overall character or that of the settlement; the site will not be visible from properties or premises located beyond the site boundary;
- The development of the site will not compromise overall environmental quality.
- The proposed development comprises of an indicative mix of housing in terms of size and type, consistent with local needs.

It is therefore considered that the proposed development should be approved.

