

Mr Pickering
Rydings Road
Rochdale
OL12 9PS

Application no: SMD/2021/0537

Determined on: 18th November 2024

**Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England) Order 2015**

GRANT OF OUTLINE PLANNING PERMISSION

This permission does not carry any approval or consent which may be required under any enactment, bylaw, order or regulation (e.g. in relation to Building Regulations or the Diversion of Footpaths etc) other than Section 57 of the Town and Country Planning Act, 1990.

Location of Development:

Land at Barnfields Industrial Estate Sunnyhills Road Leek Staffordshire ST13 5RJ

Description of Development:

Variation of conditions 4, 10, 13 and 19 of Planning Permission SMD/2014/0750

In pursuance of their power under the above mentioned Act, Staffordshire Moorlands District Council Planning Authority, **HEREBY GRANT OUTLINE PLANNING PERMISSION** for the development described above subject to the following condition(s):

1. The development hereby permitted shall only be carried out in accordance with the reserved matters approval, SMD/2021/0536

Reason:- For the avoidance of doubt and in the interests of proper planning, in accordance with the National Planning Policy Framework.

2. Each phase of the development hereby permitted (pursuant to the details to be provided for In Condition 5) shall be begun not later than two years from the date of approval of the last of the reserved matters to be approved for that phase.

Reason:- To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (As Amended).

3. The development hereby permitted shall not be carried out except in accordance with the Following approved plans:-

- Boundary Plan (dwg ref. PL1249.M100)
- Site access plan 3454 FO1 Rev 1
- Proposed Junction Improvements: A53 Newcastle Road / Sunnyhills Road (Dwg Ref: CBO-0158-008)
- No more than 175 dwellings shall be developed on the site.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

4. The total gross floorspace of the non-residential elements of the development as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended) hereby permitted shall be limited as follows:-

- Railway activity / museum and tourism convenience local needs building: (A1 local convenience / D2): up to 394sqm (gross);
- Public House / Restaurant (A3 / A4): up to 340sqm;
- Live / Work Units (sui generis): up to 2000sqm, and,
- Employment Units (B1c / B2): up to 1847 sqm.

The development shall be carried out in accordance with the approved details.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

5. No development, with the exception of site clearance and demolition, shall commence until a Phasing Programme has been submitted to and approved in writing by the Local Planning Authority. The Programme shall provide details of the phasing of the development including the extent and composition of the phases and the overall programme for the development. The development shall only be carried out in accordance with the approved Programme.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

6. The Phasing Programme approved pursuant to Condition 5, may be amended from time to time with the written approval of the Local Planning Authority. If the Local Planning Authority considers that such an amended Programme will result in a change to or extension of the development such that the development as changed or extended may have significant adverse effects on the environment for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the Regulations), then the amended Programme shall be accompanied by an appropriate Environmental Statement and the application for the amended Programme shall be determined in accordance with the requirements of the Regulations.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

7. No development except for works of site clearance and demolition shall take place until such time as a phasing plan for the proposed vehicular and pedestrian / cycle path accesses to the site have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained in accordance with the timing / phasing arrangement embodied within the scheme.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

8. No phase of the residential development hereby permitted shall be occupied until the proposed vehicular, pedestrian / cycle path accesses related to that phase (the subject of Condition 5 above) have been laid out and constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The development shall

be carried out in accordance with the approved details.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

9. No work shall commence on the Marina until a structural review and construction methodology has been submitted to and approved in writing by the Local Planning Authority demonstrating the feasibility and method of constructing the link from the proposed marina via the aqueduct to the Caldon Canal. The Marina development shall be carried out thereafter in accordance with the approved details.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

Highways

10. No development within any phase agreed under Condition 5, except for works of site clearance and demolition shall take place until such time as a plan including full details of the following have been submitted to and approved in writing by the Local Planning Authority for that phase including:-

- Layout of site including disposition of buildings and provision of parking, turning and servicing within the site curtilage,
- Means of surface water drainage from all areas intended to remain in private ownership, and,
- Full road construction including street lighting longitudinal sections and a satisfactory means of draining roads to an acceptable drainage outfall on SUDS principles.

The development shall be carried out in accordance with the approved details which shall be fully implemented before first occupation of any building or dwelling within that phase and subsequently maintained in accordance with the timing / phasing arrangement embodied within the scheme.

Reason:- In the interests of highway safety.

11. Where any phase of development agreed under Condition 5 includes highway access works requiring the provision of a visibility splay, no dwellings shall be occupied in that phase until details relating to the visibility splay for that phase have been approved in writing by the Local Planning Authority and implemented in accordance with the approved details.

Reason:- In the interests of highway safety.

12. No phase of development agreed under Condition 5 (except for works of site clearance and demolition) containing the proposed new access off Sunnyhills Road and/or the proposed new access points off Barnfields Road shall take place until such time as a Plan including full details of the following have been submitted to and approved in writing by the Local Planning Authority:-

- Location, geometry, construction details, visibility splays, detailed design at proposed junctions and private accesses off Barnfield Road, and,
- Geometry, construction details, detailed design and reconstruction at proposed access off Sunnyhills Road;

which shall all incorporate further two-dimensional and three dimensional revisions as recommended by a Stage 2 Safety Audit and in accordance with engineering details.

The development shall be carried out in accordance with the approved details which shall be fully implemented before first occupation of any building or dwelling within that phase and subsequently maintained in accordance with the timing / phasing arrangement embodied within the Plan.

Reason:- In the interests of highway safety.

13.No development except for works of site clearance and demolition shall take place until such time as detailed plans are provided and approved in writing by the Local Planning Authority for the proposed right turn lane junction improvement on the A53 Newcastle Road. The drawings shall be subject to a Stage 2 Safety Audit in accordance with engineering details, together with construction, surface water drainage and street lighting details. The Safety Audit and detailed design shall confirm the requirements for:-

- Relocation / redesign of bus stop on A53 opposite Sunnyhills Road which will be adversely affected by construction of the right turn lane,
 - Upgrade of stop and shelter, and,
 - Relocation / redesign of safety camera on the A53 opposite the Sunnyhills Road access, which would be adversely affected by the construction of a right turn lane.
- The works shall be carried out in accordance with the approved details and fully implemented before any building or dwelling hereby approved are first occupied and subsequently maintained in accordance with the timing / phasing arrangement embodied within the scheme.

Reason:- In the interests of highway safety.

14.No development except for works of site clearance and demolition shall take place until such time as full details of an off-site traffic management scheme comprising of provision of a Traffic Regulation Order (TRO) to provide parking restrictions around the vicinity of the proposed access off Sunnyhills Road has been submitted to and approved in writing by the Local Planning Authority. The approved traffic management scheme shall thereafter be implemented, if approved, prior to first use of the development.

Reason:- To ensure the proposed development can be adequately accommodated on the existing network and in the interests of highway safety

15.No development except for works of site clearance and demolition shall take place until such time as a phasing plan and full details of the reconstruction of Barnfields Road within the limits of the site defined by the approved application site boundary red line have been submitted to and approved in writing by the Local Planning Authority. The approved highway works shall be fully implemented before first occupation of any building or dwelling hereby approved and subsequently maintained in accordance with the timing / phasing arrangement embodied within the scheme.

Reason:- In the interests of highway safety.

16.No dwelling within any phase of development approved under Condition 5 shall be occupied until a full Travel Plan for that phase, based on the submitted Travel Plan Framework by CBO Transport (January 2014) has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include objectives, targets, mechanisms and measures to achieve the targets, implementation timescales, provisions for monitoring and arrangements for a travel plan coordinator, who shall be in place until 5 years after completion of the final phase of development. The measures set out in the approved plan and any approved modifications shall be implemented in full thereafter. The approved plan shall be audited and updated and

submitted for the approval of the Local Planning Authority at intervals no longer than 18 months starting from the date of first approval.

Reason:- In the interests of promoting sustainable transport.

17. The development hereby permitted shall not be brought into use until visibility splays of 2.4mx90m, or otherwise approved, at each access have been provided in accordance with Proposed Site access Plan, drawing 3454-F01 Rev I. The visibility splay shall thereafter be kept free of all obstructions to visibility over a height of 600 mm above the adjacent carriageway level.

Reason:- To comply with NPPF Paragraph 111; to comply with SMDC Local Plan Policy DC1 and T1; in the interests of highway safety.

18. The development hereby permitted shall not be brought into use until the existing site accesses, which shall include the access crossing between the site and carriageway edge made redundant as a consequence of the development hereby permitted have been permanently closed and the access crossings reinstated as verge and/or footway in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

Reason:- To comply with NPPF Paragraph 111; to comply with SMDC Local Plan Policy DC1 and T1; in the interests of highway safety and to avoid a proliferation of redundant and overlong accesses.

Design

19. No phase of the development hereby permitted under Condition 5 shall be commenced (except for works of site clearance and demolition), until detailed plans and sections showing existing, proposed site and finished floor levels (finished floor levels set no lower than 145.91m above Ordnance Datum) for that phase and showing the proposed relationship with adjacent phases have been submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be carried out as approved.

Reason:- In the interests of the visual amenities of the area and prevention of flood risk.

20. No work shall commence on the Marina (apart from works of site clearance / demolition) until a detailed scheme has been submitted to and approved in writing by the Local Planning Authority for the design proposals for the marina, including the location and layout of moorings, access, materials and buildings for all ancillary features as appropriate. The Marina development thereafter shall only be carried out as approved.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

Ecology

21. No development (including demolition and site clearance) shall commence until such time that a Construction and Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be based on the Outline Mitigation Strategy dated May 2022 and the Bat report (July 2022), Invertebrate survey (July 2022 and Otter survey (May 2022), updated where necessary. The CEMP shall also consider mitigation for pollution of watercourses. The development shall proceed strictly in accordance with the approved CEMP

Reason:- In the interests of biodiversity and protected species

22. No development (including demolition and site clearance) shall commence until such time

that a Landscape and Ecological Management and Enhancement Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. It shall be based on the Biodiversity Net Gain Assessment (August 2022) and Biodiversity Enhancement Management Plan (August 2022) and provide details for the creation, maintenance, management and development, including timescales and delivery mechanisms for all new landscaping and wildlife enhancements across the site. The development shall be carried out and managed strictly in accordance with the approved LEMP

Reason:- To secure a net gain in biodiversity

Trees

23. No phase of the development hereby permitted under Condition 5 shall take place (except for works of site clearance and demolition), until a detailed Arboricultural Method Statement to include a scheme for the retention and protection of trees and hedges on or adjacent to that phase of the site has been submitted to and approved in writing by the Local Planning Authority. Development of that phase shall be carried out in accordance with the approved Statement and protection scheme and in particular:-

- a) No trees or hedgerows shall be cut down, uprooted or destroyed, cut back in any way or removed without the written approval of the Local Planning Authority;
- b) If any tree, shrub or hedge plant is removed without such approval, or dies or becomes severely damaged or diseased within 5 years from completion of the development hereby permitted, it shall be replaced by another tree, shrub or hedge plant of similar size and species, planted at such time as may be specified in writing by the Local Planning Authority;
- c) No operations shall commence on site (including soil moving, temporary access construction and / or widening or any operation involving the use of motorised vehicles or construction machinery) unless the protection works required by the submitted / approved protection scheme are in place;
- d) No excavation for services, no storage of materials or machinery, no parking of vehicles, no deposit or excavation of soil or rubble, no lighting of fires and no disposal of liquids shall take place on the site within any area designated as being fenced off or otherwise protected in the submitted / approved protection scheme, and,
- e) All protective fencing erected in accordance with the approved scheme shall be retained intact for the full duration of the construction of the development hereby permitted and shall not be moved or repositioned, without the prior written approval of the Local Planning Authority.

Reason:- In the interests of the visual amenities of the area and tree / hedgerow protection.

Amenity

24. No phase of the residential development hereby permitted under Condition 5 shall take place except for works of site clearance and demolition until a site specific noise assessment and scheme for protecting the proposed residential units for that phase of the site from external noise has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall have due regard for the British Standard 8233:2014 (Sound insulation and noise reduction for buildings) or prevailing standard and shall be so designed to achieve noise levels of less than 35 dB LAeq in bedrooms, less than 40 dBLAeq in living areas and less than 55 dB LAeq in outdoor living areas. Pre-completion tests shall be carried out to verify compliance with this condition. A report containing all raw data and showing how calculations have been made shall be submitted to and approved in writing by the Local Planning Authority. No dwelling within that phase hereby permitted shall be occupied until the works to that dwelling have been completed in accordance with the approved details.

Reason:- In the interests of the general amenities of the area.

25. The design and construction criteria of the non-residential development hereby approved shall have regard to BS 8233:2014 (British Standard 8233:2014 Sound insulation and noise reduction for buildings). The design criteria shall achieve sufficient noise reduction to ensure that the noise from the activities generated inside the fabric of the relevant buildings / premises shall not increase the background noise levels during day time expressed as LA90 [1hour] (day time 07:00-23:00 hours) and / or (b) LA90 [15 mins] during night time (night time 23:00-07:00 hours) at any adjoining noise sensitive locations or premises in separate occupation. Noise measurements for the purpose of this condition shall be pursuant to BS 4142:2014.

Reason:- In the interests of the general amenities of the area.

26. For the non-residential floorspace hereby approved, the machinery, plant or equipment ("machinery") installed or operated in connection with the carrying out of this permission shall be so enclosed and / or attenuated that the noise generated by the operation of the machinery shall not increase the background noise levels during day time expressed as LA90 [1hour] (day time 07:00-23:00 hours) and / or (b) LA90 [15 mins] during night time (night time 23:00-07:00 hours) at any adjoining noise sensitive locations or premises in separate occupation above that prevailing when the machinery is not operating in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority. Noise measurements for the purpose of this condition shall be pursuant to BS 4142:2014. The plant and machinery shall not be operated until any approved soundproofing scheme has been implemented in accordance with the approved details.

Reason:- In the interests of the general amenities of the area.

27. Prior to the commencement of development of any phase of the residential development hereby permitted adjoining the area reserved for the approved railway station and associated infrastructure (including railway platform and railway line), an Air Quality (AQ) Assessment shall be submitted to and approved in writing by the Local Planning Authority. The AQ Assessment shall, using relevant emission factors and an appropriate air quality model which has been previously agreed in writing by the Local Planning Authority, determine the likely concentrations of nitrogen dioxide (NO₂), sulphur dioxide (SO₄) and particulate matter [PM₁₀ & PM_{2.5}] (pollutants) emitted from the transport associated with the railway station and associated infrastructure. The results of the assessment shall be used to determine the minimum distance that the proposed residential properties must be located away from the railway station and associated infrastructure (an appropriate buffer) in order to ensure the adequate dispersion of pollutants is achieved and local AQ objectives are unlikely to be breached at any building line of such residential dwellings. Thereafter, the layout of the development shall ensure that no residential dwellings are constructed within the buffer zone as determined by the approved AQ assessment.

Reason:- In the interests of the general amenities of the area.

28. Prior to the occupation of any phase of the non-residential development hereby approved, details of the hours of operation and delivery hours for that phase shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained in accordance with the timing arrangement embodied within the scheme.

Reason:- In the interests of the general amenities of the area.

29. No development of any phase agreed under Condition 5 shall take place, until a Construction and Environmental Method Statement for that phase of the site has been submitted to and approved in writing by the Local Planning Authority, which shall include the following details:-

- I. the method and duration of any pile driving operations (expected starting date and completion date);
- II. the hours of work, which shall not exceed the following: Construction and associated deliveries to the site shall not take place outside 07:00 to 19:00 hours Mondays to Fridays, and 08:00 to 16:00 hours on Saturdays, nor at any time on Sundays or Bank Holiday;
- III. pile driving shall not take place outside 09:00 to 16:00 hours Mondays to Fridays, nor at any time on Saturdays, Sundays or Bank Holidays;
- IV. the arrangements for prior notification to the occupiers of potentially affected properties;
- V. the responsible person (e.g. site manager / office) who could be contacted in the event of complaint;
- VI. a scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development. The approved dust suppression measures shall be maintained in a fully functional condition for the duration of the construction phase;
- VII. details of wheel washing facilities. All construction vehicles shall have their wheels cleaned before leaving the site;
- VIII. a scheme for recycling/disposal of waste resulting from the construction works;
- IX. the parking of vehicles of site operatives and visitors;
- X. the loading and unloading of plant and materials;
- XI. the storage of plant and materials used in constructing the development;
- XII. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- XIII. installation and maintenance of wheel washing facilities, and,
- XIV. details of measures to protect the public footpaths and amenity of users of the public footpaths crossing the site during the construction works.

All works shall be carried out in accordance with the approved Method Statement. Any alteration to this Method Statement shall be approved in writing by the Local Planning Authority prior to any deviation from it.

Reason:- In the interests of the general amenities of the area.

Contamination

30. No development (except for works of site clearance and demolition, which shall not involve the break up or removal of any hardstanding or any other excavation) shall take place until such time as a phased remediation strategy that includes the following components to deal with the risks associated with contamination of that particular phase of the site has been submitted to and approved in writing by the Local Planning Authority. Any reference to phases in Conditions 30 to 31 inclusive shall be to the phases set out in the remediation strategy approved pursuant to this condition. The scheme to be submitted shall include:-

- a) A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors,
- and,

- potentially unacceptable risks arising from contamination at the site.
- b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) The results of the site investigation and the detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken including details of any phased works, and,
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works as set out in the remediation strategy in (c) are complete and identify any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The scheme shall be fully implemented as approved before first occupation of any building or dwelling hereby approved and subsequently maintained in accordance with the timing / phasing arrangements embodied within the scheme.

Reason:-In the interests of ensuring that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

31. No dwelling / building shall be occupied in any phase until a verification report demonstrating completion of works as set out in the approved remediation strategy and the effectiveness of the remediation for that phase has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved for all phases of the development.

Reason:-In the interests of ensuring that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Flooding and Drainage

32. The development hereby approved shall only be carried out in accordance with the approved Flood Risk Assessment produced by Flood Risk Consultancy LTD Report No. 2013-069-01 rev C dated 17/01/2014, Addendum 2 letter reference: DM/19031/Leek01 dated 19/03/14 and shall include the following mitigation measures as detailed within these documents:-

- Limiting the surface water run-off to existing greenfield rates for greenfield areas and providing at least a 20% reduction of runoff from existing brownfield areas, and,
- Finished floor levels set no lower than 145.91m above Ordnance Datum (AOD).

Reason:- To reduce the risk of flooding to the proposed development and future occupants.

33. No phase of development (except for works of site clearance and demolition) shall take place until such time as a phasing plan for a detailed surface water drainage scheme (based on

sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development) has been submitted to and approved in writing by the Local Planning Authority. Any reference to phases in Conditions 33 to 35 inclusive shall be to the phases as set out within the phasing plan approved pursuant to this condition. The scheme to be submitted shall:-

- Demonstrate that the surface water drainage system(s) are designed in accordance with CIRIA C697 and C687 or the National SuDS Standards (should the later be in force when the detailed design of the surface water drainage system is undertaken);
- Limit the discharge rate generated by all rainfall events up to and including the 100 year plus 30% (allowance for climate change) critical rain storm to ideally the Greenfield runoff rates for the site. As a minimum, the developed site must not exceed the run-off from the undeveloped site and must not increase the risk of ,flooding off-site;
- Demonstrate the provisions of surface water run-off attenuation storage in accordance with the requirements specified in 'Science Report SC030219 Rainfall Management for Developments';
- Demonstrate detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details of any attenuation system, and outfall arrangements. Calculations shall demonstrate the performance of the designed system for a range of return periods and storm durations inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus climate change return periods, and,
- Confirm how the on-site surface water drainage systems will be adopted and maintained in perpetuity to ensure long term operation at the designed parameters.

The scheme for each phase shall also include:-

- Final drainage calculations for the site taking into account the drainage catchment areas from each phase of the development (determined through Condition 5) as they contribute to the site network;
- Infiltration tests for use of soakaways;
- Final drainage layouts including SuDS;
- Details of how the scheme shall be maintained and managed in perpetuity after completion, and,
- Details of the landscaping and safety features of any balancing ponds.

The approved scheme shall be fully implemented before first occupation of any building or dwelling hereby approved and subsequently maintained in accordance with the timing / phasing arrangements embodied within the scheme.

Reason:- To reduce the risk of flooding to the proposed development and future occupants.

34. No phase of development hereby permitted shall commence (except for works of site clearance and demolition), until comprehensive details of permanent foul drainage proposals for that phase have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied in any phase until the approved foul drainage scheme for that phase has been implemented in accordance with the approved details.

Reason:- To reduce the risk of flooding to the proposed development and future occupants.

Archaeology

35. No phase of the development hereby permitted under Condition 5 shall take place except for works of site clearance and demolition until a written scheme of archaeological investigation

for that phase has been submitted to and approved in writing by the Local Planning Authority and until any pre-start element has been completed in accordance with the approved scheme.

The scheme shall include an assessment of significance and research questions and:-

- a) The programme and methodology of site investigation and recording;
- b) The programme for post-investigation assessment;
- c) Provision to be made for analysis of the site investigation and recording;
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- e) Provision to be made for archive deposition of the analysis and records of the site investigation, and,
- f) Nomination of a competent person or persons / organisation to undertake the works.

No dwelling or building shall be occupied in any phase until the site investigation and post investigation assessment for that phase has been implemented in accordance with the approved written scheme of investigation and the provision to be made for analysis, publication and dissemination of results and archive deposition have been secured.

Reason:- In the interest of protecting the historic environment.

Live / Work Units

36. The business floorspace of the live / work unit shall be finished ready for occupation before the residential floorspace is occupied and the residential use shall not precede commencement of the business use,

(2) The business floorspace of the live / work unit shall not be used for any purpose other than for purposes within Class [B1] in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as subsequently amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification and,

(3) The residential floorspace of the live / work unit shall not be occupied other than by a person solely or mainly employed, or last employed in the business occupying the business floorspace of that unit, a widow or widower of such a person, or any resident dependants.

Reason:- To ensure that the proposal is carried out in accordance with the approved plans, for clarity and the avoidance of doubt.

Informative

- 1. The Council has sought (negotiated) a sustainable form of development which complies with the provisions of paragraphs 186-187 of the NPPF.
- 2. This permission shall be read in conjunction with the related Section 106 agreement dated the 7th November 2024

Local Highway Authority:

3. The proposed parking restriction requires a Traffic Regulation Order (TRO) to provide safe access / off-site mitigating works. The TRO can be made on behalf of the developer by Staffordshire County Council at the developers expense. This can be secured by way of a legal S111 / S278 Agreement under Major Works Agreement with Staffordshire County Council.

4. This consent will require approval under Section 7 of the Staffordshire Act 1983 and will require a Section 38 of the Highways Act 1980. Please contact Staffordshire County Council to ensure that approvals and agreements are secured before commencement of works.

5. The dropped crossings to the site off Barnfields Road shall be constructed in accordance with Staffordshire County Council requirements and requires details to be submitted and approved. Please note that prior to the access being constructed you require Section 184 Notice of Approval from Staffordshire County Council. The link below provides a link to 'vehicle dropped crossings' which includes a 'vehicle dropped crossing information pack' and an application form for a dropped crossing. Please complete and send to the address indicated on the application form which is Staffordshire County Council at Network Management Unit, Staffordshire Place 1, Wedgwood Building, Tipping Street, STAFFORD, Staffordshire, ST16 2DH (or email to nmu@staffordshire.gov.uk)

<http://www.staffordshire.gov.uk/transport/staffshighways/licences/> All works will be at developers expense.

6. The conditions requiring off-site highway works shall require a Major Works Agreement with Staffordshire County Council and the applicant is therefore requested to contact Staffordshire County Council in respect of securing the Agreement. The link below provides a link to a Major Works Information Pack and an application form for the Major Works Agreement. Please complete and send to the address indicated on the application form which is Staffordshire County Council at Network Management Unit, Staffordshire Place 1, Wedgwood Building, Tipping Street, STAFFORD, Staffordshire ST16 2DH. (or email to nmu@staffordshire.gov.uk) <http://www.staffordshire.gov.uk/transport/staffshighways/licences/> All works will be at developers expense.

7. The safety camera affected by the proposed right turn lane is operated by Staffordshire Safety Camera Partnership. It will need to be relocated. No works shall take place to or near it without their express approval. All works will be at developers' expense.

Environment Agency

8. As the documents acknowledge, the Canals and Rivers Trust (CRT) will need to agree the marina proposals to ensure that there is sufficient water to accommodate the marina and that the technical specifications of the marina are adequate to protect the integrity of the waterway.

9. Water efficiency is briefly mentioned in the Design and Access Statement, however, no specific measures to minimise water consumption are mentioned. We recommend fittings are installed that will minimise water usage such as low or dual flush WC's, urinals with flush control systems (e.g. infra-red sensors), spray taps and economical shower-heads in the bathroom. Power showers are not recommended as they can consume more water than an average bath. Water efficient versions of appliances such as washing machines and dishwashers are also recommended. In the gardens, water butts should be installed to provide a natural supply of water for plants. Any landscaping as part of the development should incorporate planting during autumn or spring to encourage deep rooting. Dry weather tolerant plant species should be chosen and water-retaining granules or mulches used.

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of Staffordshire Moorlands District Council

NOTES

1. Approval under the Building Regulations may also be required. Advice in this respect can be obtained by contacting DBCP Limited, Web: dbcp.co.uk; Email: info@dbcp.co.uk ; Tel: 0333 880 2000.
1. Where a vehicle is often driven across a grass verge or kerbed footway to and from premises adjoining a highway, the occupier of the premises may, be required to pay the cost of construction of a crossing, and/or may be required to comply with conditions, imposed by the Authority. You should contact the Highway Authority at Staffordshire County Council.
2. This consent is granted subject to conditions and it is the owner(s) and the person(s) responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond. An application will need to be made to discharge conditions and a fee is payable with the application. For more details please refer to our web site: www.staffsmoorlands.gov.uk If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development this is called a "condition precedent". The following should be noted with regards to conditions precedent:
 - (a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.
 - (b) Where a condition precedent is breached and the development is unauthorised, the only way to rectify the development is the submission of a new application.
3. Other conditions on this permission must also be complied with. Failure to comply with any condition may render the owner(s) and the person(s) responsible for the implementation of the development liable to enforcement action.
4. The permission is granted in strict accordance with the approved plans. It should be noted however that:
 - (a) Any variation from the approved plans following commencement of the development irrespective of the degree of variation will constitute unauthorised development and may be liable to enforcement action.
 - (b) Variation to the approved plans will require the submission of a new planning application.
5. If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
6. If the decision to refuse planning permission is for a householder application, and you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.
7. If this is a decision to refuse planning permission for a minor commercial application, and you

want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

8. If this is a decision to refuse express consent for the display of an advertisement, if you want to appeal against your local planning authority's decision then you must do so within 8 weeks of the date of receipt of this notice.
9. If you want to appeal against your local planning authority's decision for any other type of development, including listed building consents then you must do so within 6 months of the date of this notice. Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <https://acp.planninginspectorate.gov.uk>
10. The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
11. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
12. Domestic sprinklers
Fire sprinklers operate automatically even if you are not at home releasing water directly over the source of the fire and sounding the alarm, they are unobtrusive and easy to install. Sprinklers are NOT expensive; normally costing around 1-2% of the cost of construction of a new building. The use of sprinklers will usually allow design freedoms as well, which can reduce construction costs and improve usability and design freedoms of the building. The chance of an accidental discharge is 16,000,000:1
If you would like further advice please contact Staffordshire Fire and Rescue Service (www.staffordshirefire.gov.uk)
13. Working smoke alarms correctly positioned in your home can save your life.
The Fire Service recommends you have smoke alarms on every floor of your home, including in each bedroom, and make sure you test your smoke alarms at least once a month. Although the application of approved guidance and enforcement of regulations will give buildings the legally required baseline of fire protection, the Fire Service's viewpoint is many of these fall short of what we would consider adequate. This is why we campaign for the inclusion of sprinklers.

