

PLANNING COMMITTEE

7th December 2021

APPLICATION FOR CONSIDERATION

REPORT OF ASSISTANT DIRECTOR - GROWTH & REGENERATION



Application Number:	0334/2021
Development:	Change of use of existing building to Residential Use for 16 dwellings and the provision of 8 new build dwellings
Location:	Tamworth Day Care Centre, Hockley Road, Wilnecote, Tamworth, B77 5EB

1. Introduction

- 1.1. This is a scheme for the refurbishment and re-use of the former Tamworth Day Centre and its associated grounds for a 100% social housing scheme in association with Tamworth Borough Council. The proposal involves the conversion of the former school building to provide 16 new residential units, comprising of eight, 1-bed suites and eight, 2-bed suites and for the erection of two, three-storey modular units to provide 6 bedsits to the north of the existing building, and for 2 detached, three-storey, four-bed houses on the open frontage off Hockley Road.
- 1.2. The applicant has entered a legal agreement to secure the site from Staffordshire County Council to procure a development that will provide housing for Tamworth Borough Council Housing Department's current needs. The local authority currently has a shortfall of dwelling types within the borough and the applicant has been in close discussions with the Housing Department since late 2019. It has been identified that single parent families or single persons requiring support are predominantly on the authority's current waiting list for accommodation. Both parties have been working closely in developing a brief that endeavours to bridge a shortfall of dwelling types the authority seeks.
- 1.3. The application site is located within a predominantly residential area on the eastern side of Hockley Road, with a secondary frontage to New Road. It is set to the rear of existing residential properties fronting onto Hockley Road and Tinkers Green Road/New Road, with the Wilnecote Youth Centre off New Road lying to the east, and to the north of the site are the playing fields of Wilnecote School. The building which is the subject of this application is the former Tamworth Day Centre, which is one of two former 19th century school buildings which are of some local historic interest. The building is currently vacant and although in a good condition, it is at some risk from vandalism and general deterioration. It is also unlikely to be used again as a school, the purpose for which it was originally built, and is now in need of a sustainable and beneficial new use.
- 1.4. The former Day Centre consists of a single-storey detached building, built of brick with a plain clay tile roof. The building has a roughly H-shaped plan form, its two principal wings being aligned north-south, and internally they are divided into a series of small to medium sized rooms served by an internal corridor with a large hall at the centre of the building reflecting its original use and historic development as a school. Although the historic plan form of the original school is still evident, there appears to be no surviving fixtures and fittings relating to its original use.
- 1.5. The site has a relatively open frontage and principal vehicular access to Hockley Road and this serves the areas of hardstanding (the former schoolyard) that surround the building and which presently serves as car parking. There is also a secondary frontage and access to New Road.
- 1.6. It is proposed to introduce a number of small landscaped amenity areas within the site for the shared use of the occupants of the proposed flats.
- 1.7. A one-way traffic system is was originally proposed within the site, with entry to the site by the access off Hockley Road with an exit onto New Road, however this has been amended in consultation with County Highways, and provision will be made for 35 car parking spaces within the site with cycle and bin storage also being provided.

2. Policies

2.1. National Planning Policy Framework (NPPF)

2.2. Tamworth Local Plan 2006-2031 Adopted February 2016

SS1 -- The Spatial Strategy for Tamworth
SS2 – Presumption in Favour of Sustainable Development
HG1 – Housing
HG2 – Sustainable Urban Extensions
HG4 – Affordable Housing
HG5 – Housing Mix
HG6 – Housing Density
EN4 – Protecting and Enhancing Biodiversity
EN5 – Design and New Development
EN6 - Protecting the Historic Environment
SU1 - Sustainable Transport Network
SU2 – Delivering Sustainable Transport
SU4 - Flood Risk and Water Management
SU5 – Pollution, Ground Conditions and Minerals and Soils
IM1 – Infrastructure and Developer Contributions
Appendix A – Housing Trajectory
Appendix C – Car Parking Standard

3. Relevant Site History

UK	T19323	ERECTION OF VEHICULAR CANOPY TO ENTRANCE
UK	T21467	VEHICULAR ACCESS
UK	T22117	GARAGE AND STORE EXTENSION
F	0047/2002	Palisade fencing and gates 2.1m high to front and side

4. Consultation Responses

- 4.1. Whilst every effort has been made to accurately summarise the responses received, full copies of the representations received are available to view at <http://planning.tamworth.gov.uk/northgate/planningexplorer/generalsearch.aspx>
- 4.2. The consultation responses comments are précised if conditions are proposed these are included within the conditions at the end of the report unless stated otherwise.
- 4.3. TBC Strategic Planning and Development
No objections
- 4.4. Joint Waste Services
Details of requirements provided – note added
- 4.5. Staffordshire County Council (Local Lead Flood Authority)
Require further details – condition added
- 4.6. Staffordshire County Council (Highways)
No objection subject to condition

4.7. TBC Conservation Officer

No objection subject to conditions

4.8. Staffordshire Police Architectural Liaison Officer

No objection

4.9. Staffordshire Fire And Rescue

4.10. No Objection

4.11. TBC Environmental Protection Officer

No objection subject to conditions

4.12. The consultation responses comments are précised in the report and if conditions are proposed these are included within the conditions at the end of the report unless stated otherwise.

5. Additional Representations

- 5.1. As part of the consultation process adjacent residents were notified and a press notice and site notices were erected. Whilst every effort has been made to accurately summarise the responses received, full copies of the representations received are available to view at www.tamworth.gov.uk.
- 5.2. Neighbours were notified and site and press notices displayed. 5 letters were received regarding requests for further details. One respondent questions what provision has been made for car-parking for residents and visitors in view of the existing parking problems seen on Hockley Road?
- 5.3. Other matters raised were general parking issues, retention of heritage, overlooking, design of new buildings.
- 5.4. In addition comments were received from Tamworth and District Civic Society requiring retention of the adjacent school which is to remain but not part of this scheme.

6. Equality and Human Rights Implications

- 6.1. Due regard, where relevant, has been taken to the Tamworth Borough Council's equality duty as contained within the Equalities Act 2010. The authority has had due regard to the public sector equality duty (PSED). Under section 149 of the Equality Act 2010, a public authority must in the exercised of its functions, have due regard to the interests and needs of those sharing the protected characteristics under the Act, such as age, gender, disability and race. This proposal has no impact on such protected characteristics.
- 6.2. There may be implications under Article 8 and Article 1 of the First Protocol of the Human Rights Act, regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions. However, these issues have been taken into account in the determination of this application.

7. Planning Considerations

- 7.1. These proposals seek to promote a positive re-use of the former school building, a building with some local historic interest, and to build new residential development units within its grounds to maximise the use of the site. Having regard to the planning policies set out above the main issues in this case are considered to be:
 - Principle
 - Housing – density, mix and affordable housing provision
 - Design and Character
 - Heritage - impact on the setting of the Manor House, a Grade II listed building

- Highways and parking
- Trees and ecology

- **Principle**

- 7.2. The Tamworth Local Plan 2006-2031 (LP) was adopted in February 2016. As well as the local plan there is guidance within the National Planning Policy Framework (NPPF).
- 7.3. The most relevant local planning policies are:
- Policy SS1: The Spatial Strategy for Tamworth – this policy seeks to direct development to the most accessible and sustainable locations to meet housing and employment needs whilst safeguarding natural and built assets.
 - Policy SS2: Presumption in Favour of Sustainable Development - this policy notes that any proposals that demonstrate that they are in accordance with the plan and are sustainable will be approved without delay.
- NPPF paragraph 118 supports the development of under-used buildings, especially if this would help to meet identified housing needs, and these proposals are supported by a number of local planning policies.
- 7.4. The site is situated within Wilnecote close to a local neighbourhood centre, is in a sustainable location for new development with convenient access to a range of community facilities, and has been allocated for housing development by Policy HG1. It is therefore considered that these proposals are, in principle, an acceptable and sustainable form of development that relates to the development of an allocated housing site, providing new housing development within a sustainable location (as required by Policy SS1). Furthermore, the proposed development also makes use of a redundant brownfield site and as such is consistent with the advice in NPPF, which supports amongst other things the Government's aims to boost the supply of housing (paragraph 59) and expects applications to be determined in accordance with the Development Plan (paragraph 47).

- **Housing**

- 7.5. Paragraph 59 of the NPPF states that it is the Government's objective to boost the supply of housing, and planning policies are expected to identify a sufficient supply and mix of sites (para. 67), recognising that small and medium sized sites can make an important contribution to meeting the housing requirement of an area (para. 68). The NPPF also recognises that planning decisions should promote the effective use of land in meeting the need for new housing (para. 117), by giving substantial weight to the value of using suitable brownfield land within settlements for homes and supporting the development of under-utilised land and buildings [para. 118(c) & (d)].
- 7.6. Policy HG1: Housing - this policy allocates new sites for housing and it includes the former Staffordshire County Council Care Home off New Road (Site Ref. No. 488). In support of the housing allocation the Local Plan notes that:
- the site is located on brownfield land and contains a youth centre and public sector offices, housed in unlisted former school buildings, which are included in the Historic Environment Record.
 - the local area contains a mix of housing styles at low to medium density.
 - the site is near to Grade II listed buildings and the Wilnecote Conservation Area.
 - there is potential for below ground archaeological deposits relating to the Watling Street Roman road and the medieval and later settlement of Wilnecote.
 - the site is adjacent to a school playing field which should be protected.
 - highway access could be taken from New Road or Hockley Road.
 - any development proposal should include a drainage investigation.
- 7.7. Affordable Housing Policy HG4: Affordable Housing - this policy notes that unless it can be shown to be unviable, new residential developments providing 10 or more dwellings should provide 20% of affordable dwellings on site. The scheme proposes 100% affordable units. This would need to be secured via a section 106 agreement to ensure that the dwellings remain affordable in perpetuity. Even though the dwellings would be in control of the Council and partner organisations, there are subsequent mechanisms such as Right to Buy whereby the dwellings would be under separate ownership in due course.

- 7.8. Policy HG5: Housing Mix - this policy requires that new housing development should provide a mix of housing sizes and types, as outlined by the policy, which reflect local needs.
- 7.9. The proposed mix of house type proposed for this site has been determined by the affordable/social housing requirements of Tamworth Borough Council, and whilst these proposals seek to provide a greater proportion of smaller units than is recommended by Policy HG5 the Council's Housing Officers have suggested that there is a higher waiting list demand for one bed properties, hence the bias towards single bed units. It is therefore considered that whilst these proposals are not fully in accordance with the Council's indicative housing mix they will meet an identified local housing need and satisfy the objectives of Policy HG5 & Policy HG4.
- 7.10. Details of the Housing Units within the Proposed Development
 1-bed 4% 14 58%
 2-bed 42% 8 34%
 3-bed 39% 0 0%
 4-bed 15% 2 8%
- 7.11. Policy HG6: Housing Density - this policy requires that new housing residential development within or in close proximity to local and neighbourhood centres and the Wilnecote Regeneration Corridor to achieve a density of 40 dwellings per hectare, although a lower density will be accepted where that would prevent significant negative impacts to the historic environment.
- 7.12. Policy HG1 also supports new development that takes the opportunity to maximise the effective use of brownfield land in sustainable locations and Policy HG6 seeks to secure a density of 40 dwellings per hectare on sites in close proximity to local and neighbourhood centres.
- 7.13. In this case given the overall nature and scope of this development, combining both the conversion of the existing building and erection of new build units will maximise the use of the overall site, resulting in a development of 22 new residential units, which on a site of 3400m² secures a density in excess of 40 dwellings per hectare that will satisfy the objectives of Policy HG1 & Policy HG6.

- **Design and character**

- 7.14. Policy EN5: Design of New Development - this policy seeks to ensure that new development is of a high quality design, and amongst other things it requires new development to:
- respect and where appropriate reflect existing local architectural and historic characteristics.
 - take into account the impact of the proposal on the significance of heritage assets.
 - be of a scale, layout, form and massing which conserves or enhances the setting of the development.
 - utilise materials and overall detailed design which conserves or enhances the context of the development.
 - minimise or mitigate environmental impacts for the benefit of existing and prospective occupants of neighbouring land.
 - incorporate landscaping appropriate to the site, using native species wherever possible.
- 7.15. The main building is existing and there are few external changes, which are acceptable. The new build elements comprise a modern approach to the rear block and more traditional design of 2 detached dwellings to the Hockley Road frontage. This has been altered during the process in consultation with the Council's Conservation Officer who considered a more traditional design to be more suited to the frontage.
- 7.16. The plans endeavour to follow the original floor plan of the school, such that each classroom is to be used as a self-contained suite, and to take advantage of the height of the building it is proposed to insert an internal floor. The proposed internal works will remove modern fittings and fixtures, which are relatively modern they have no historic or

architectural interest. No significant changes are proposed to the external appearance of the building, although it is proposed to add new rooflights to the principal roof slopes and where necessary replace, and possibly enlarge, existing windows.

- 7.17. The scheme also proposes to build two detached, three-storey, four-bed houses on the open frontage off Hockley Road, having a ground floor plan of some 9.75m max x 12.75m max and roof height of some 9.75m, with private amenity space to the rear of the houses for the use of the future occupiers of the proposed dwellings.
- 7.18. The proposed dwellings will infill the present open break between the existing frontage development and will stand forward of the neighbouring semi-detached houses at nos. 79 & 81, Hockley Road, although consideration has been given to the siting and design of these units in order to preserve most of the existing brick boundary wall across the front of the site and to avoid harming the residential amenities of the neighbouring property. There has been consideration on the proposed building position related to the perceived street building line. Given the stark set back of No's 79/81 compared to No.75 & No.77, it was considered more appropriate to set out the proposed pair of dwellings in a more respectful setting in such close proximity to No.79. In order to give a consistent scale and setting to the street scene, the proposed building is set out approximately 2.5m forward of the street building line of No.79/81.
- 7.19. The final element proposes to build a further two, three-storey modular units of similar size within the grounds to the north of the former school building that will provide 6 self-contained bedsits. The design has altered to comply with suggested changes from the Conservation Officer to be more appropriate to the overall setting and height.
- 7.20. Whilst the overall design and appearance of the proposed modular units has had regard to the objectives of Policy EN5, there is a considerable variety of architectural styles and housing types along Hockley Road, primarily late 20th century housing. Given this lack of uniformity and lack of any locally distinct architectural or historic characteristics, the developers have adopted a contemporary approach to the design and appearance of the proposed residential units utilising a modular build system to be finished in a zinc coated cladding, the specific details of which can be agreed by a condition, to provide a distinctive new development that will contribute positively to the local sense of place.

- **Amenity**

- 7.21. The Environmental Protection Officer has checked the areas that will be allocated for the new build and excavation; and can find no recorded risk of contaminated land at these locations.
- 7.22. Regarding noise; as long as good specification sound insulation is applied to the new build aspect facing Hockley Road and the same with the conversion of the existing building, as in the main this is a residential area with no major heavy traffic using this road, then it should not be necessary to request either contamination or noise reports for this application.
- 7.23. As regards impact on neighbouring amenity the scheme meets with required standards as regards distances between windows and provision of amenity areas in compliance with the SPD Tamworth Design guidance and policy EN5 of the Tamworth Local Plan 2006-2031.

- **Heritage matters**

- 7.24. Policy EN6: Protecting the Historic Environment - this policy requires that new development is supported by an assessment of its impact on heritage assets and their setting, but it also notes that the Council will support proposals that promote the use of vacant and underused historic buildings including necessary and minor changes.
- 7.25. In considering the potential impact of a development on designated heritage assets, the NPPF recognises that the significance of a designated heritage asset (such as a listed building or a conservation area) can be harmed or lost through the alteration or destruction

of the asset, or by development within its setting, and any harm to or loss of significance requires a clear and convincing justification [para. 194].

- 7.26. The specific policy guidance relating to non-designated heritage assets is set out in paragraph 197 of the NPPF, and this states:
The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 7.27. The submitted heritage assessment has used Historic England's Heritage List and the Staffordshire Historic Environment Record (HER). The Grade II listed building, the Manor House, is situated on the western side of Hockley Road opposite the application site. The list description notes that this property is a house, dated to c1770 with early 19th century alterations, built of brick with tile roofs. The list description notes that the property is now sub-divided into flats, although it would now appear to be used as an adult day care centre.
- 7.28. There are two further Grade II listed buildings off Hockley Road: Manor Farmhouse, a former 17th century farmstead, and no. 139, Hockley Road, a 16th century timber framed house, some 175m to the south of the site. Given the relative distance between these listed buildings and the application site and the intervening development the proposed development will not affect the setting of these two listed buildings
- 7.29. As regards the former schools, although not listed, both of the former school buildings off New Road are recorded on the HER. The HER notes that the building now proposed for re-use is the larger of the two schools and it was built c.1877 as a public elementary school (HER ref. 57860). The school building on the neighbouring site was built c.1877 as a public elementary (infants) school (HER ref. 57861). The HER notes that the schools were designed in the Queen Anne style by the nationally significant architect Basil Champneys who worked in a variety of styles including Arts and Crafts, Gothic and Queen Anne, of which he was a key proponent. The HER also references feature tall mullion and transom windows which rise above the roofline, and also the central, hexagonal bellcote above the hall, which also served as a ventilation shaft. It notes that whilst some of these windows survive intact, others have been partially or fully boarded and some have been replaced with uPVC double-glazing.
- 7.30. The HER also points out that the two school buildings were assessed by Historic England in June 2016 in consideration of whether they would be appropriate for designation as a listed building. The assessment concluded that the schools would not be recommended for listing for the following reasons:
- architectural interest: although originally designed by Basil Champneys, and with a characterful west wing featuring cusped gables with oculi and cupola, it is a modest example of his work and does not exhibit the same level of architectural distinction and quality as his better-known commissions;
 - degree of survival: both the junior and infant school have been considerably extended with alterations to the plan form and historic fabric. It is not considered to be a well-preserved example of a 19th century board school.
- 7.31. In the Assessment of Significance, whilst it has been established that the building lacks the necessary heritage interest to be considered as a listed building, it is of some local architectural and historic interest and can reasonably be regarded as a non-designated heritage asset (NDHA), having an archaeological interest, providing evidence of the historic development of Wilnecote and the provision of new facilities to serve the local community; an architectural interest, particularly in respect of its built fabric and surviving historic plan form; and a local historic interest, given its associations with the architect Basil Champneys. It is therefore considered that the significance of this NDHA lies in its archaeological, architectural and historic interest and in order to protect its heritage interest, and overall significance, any proposals should seek to ensure that these elements are not harmed or lost.
- 7.32. The building is not particularly prominent in the Hockley Road streetscene being screened by the existing frontage development and the surroundings in which it can be experienced

(its setting) are quite limited. However, it is a distinctive building that makes a significant contribution to the local community and the local sense of place. It is considered that as the proposals will have very little impact on the external appearance of the buildings or their site, they will not adversely affect the surroundings in which the building can be experienced.

7.33. Therefore, in weighing this application that directly affects a non-designated heritage assets, a balanced judgement has been made regarding the scale of any harm or loss and the significance of the heritage asset. It is concluded that the harm is limited and the benefits of the re-use would outweigh any harm, in compliance with the NPPF and policy EN6 of the Tamworth Local Plan 2006-2031.

7.34. The Council's Conservation Officer advises that: The changes relate to the two new build blocks and have proposed a more sympathetic design and palette of materials which will sit more comfortably within the surrounding streetscape, particularly the example positioned near the Hockley Road frontage. I would suggest conditions covering facing and roofing materials to ensure that what is selected is reasonable comfortable in its surrounding context but beyond that I would be of the view that these revisions would sit more comfortably alongside the locally listed buildings on the site and within the streetscene of Hockley Road. As such I would not object to the proposals on the basis of the revised plans now submitted. As previously mentioned the site is not near to the conservation area boundary and I am not of the view that there would be any impact on the setting of the conservation area as a heritage asset.

- **Drainage**

7.35. A drainage strategy was requested by the LLFA which requires:

- Surface water drainage system(s) designed in accordance with the Non-technical standards for sustainable drainage systems (DEFRA, March 2015).
- Limiting the discharge rate generated by all rainfall events up to the 100 year plus climate change in accordance with the guidance in the SCC SUDS Handbook.
- Provision of surface water runoff attenuation storage.
- Detailed design (plans, network details and calculations) in support of any surface water drainage scheme, including details on any attenuation system, and the outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations. To include as a minimum, the 1:1, 1:2, 1:30, 1:100 and 1:100+ (40%) climate change return periods.
- Plans illustrating flooded areas and flow paths in the event of exceedance of the drainage system.

Provision of an acceptable management and maintenance plan for surface water drainage to ensure that surface water drainage systems shall be maintained and managed for the lifetime of the development.

- Provision of supporting information to demonstrate that sufficient water quality measures have been incorporated into the design. This should be in accordance with the CIRIA SuDS Manual Simple Index Approach and SuDS treatment design criteria.
- Evidence of compliance with the principles of the drainage hierarchy, as described in Part H of the Building Regulations. If applicable, evidence of infiltration testing in accordance with BRE365 should be provided. If discharge is proposed to a surface water sewer then evidence should be provided regarding permission to connect.
- Finished flood levels need to be set at an appropriate level above ground levels

7.36. Whilst insufficient information was initially submitted, further details have been requested and submitted. It is expected that details can be accepted subject to a condition regarding final details as indicated below.

- **Highways**

7.37. Appendix C sets out local parking standards, and for 4-bed dwellings it recommends 3 spaces per dwelling and for self-contained flats/apartments it recommends 1 space for each flat with 1 space per 4 flats for visitors although there is also an allowance for the standards to be applied in a positive and flexible manner as an aid to development. This proposal makes provision for some 39 communal car parking spaces within the site to

accord with the Local Plan's parking standards. This number has been increased through negotiations and whilst parking standards should be applied flexibly in this case the likely low levels of car ownership of the future occupants of the proposed units is not considered a reason to make an allowance for a reduction in the levels of car parking, as ownership may change in future.

7.38. It is noted that the site is close to a local centre and is well served by public transport and it is therefore considered that the proposed development can provide an acceptable level of parking that will not result in off-site parking to the detriment of local highway safety.

7.39. Amendments regarding access and circulation have been negotiated and are shown on updated drawing 211468-PL08revB, to address highway comments previously raised:

- Omitting the intent for Refuse Vehicles to enter and exit the site in a forward motion gear.
- Bin Store to northern courtyard omitted
- Communal Bin Store to the southern courtyard (off New Street) increased in capacity. (8No. 1100litre Eurobins)
- Cycle Shelter previously shown in southern courtyard, relocated to northern courtyard
- Dedicated Bin Store Area indicated for proposed dwellings off Hockley Road (4No 240litre Wheelie Bins)
- Vehicular access off Hockley Road widened on LHS upon entry to site, to protect existing tree roots on RHS
- Grass verge along Hockley Road altered to tarmacadam finish and dropped kerb length increase by approximately 1.5m
- Kerb Radii as previously shown omitted and splayed crossover shown for the avoidance of doubt
- Incoming gas main housing structure omitted to allow parking space substituted from opposing side
- Tandem parking to dwellings off Hockley Road retained to preserve garden wall for conservation requirements
- White lining shown to Hockley Road access to define 2 way access for the highway safety
- Dropped Kerbs to former access along New Street reduced to 1.8m in length
- Vehicular exit to New Street retained as existing to avoid extending parking restrictions and associated S106's that would be required for such changes
- Tracking layout for cars prepared by JMS to illustrate vehicular egress onto New St. compatible with proposed parking arrangement

7.40. Staffs CC Highways are in agreement with the changes made. The applicant has also provided a track run for a standard car to show two-way movement at the Hockley Road access which is acceptable to the Highway Authority who now recommend approval subject to a condition regarding access and surfacing of parking area as detailed below.

- **Trees and Ecology**

7.41. A tree within the highway fronting Hockley Road is to be retained but has resulted in minor alterations to the access to ensure its roots are protected. A condition is added to that effect.

7.42. Landscaping areas are indicated within the site and a condition requires full details for hard and soft landscaping.

7.43. The applicants have commissioned a preliminary roost assessment of the application site and within the limitations of the building, this initial survey has recorded no evidence of previous bat use, although it has recommended that further (dusk or dawn) bat surveys should be undertaken during the period May-August when bats are active in their summer roosts.

7.44. The report also noted that that there was no evidence of any other protected species within the site. It is therefore considered that with further assessments and a suitable mitigation strategy as recommended by the Ecolocation report, which can be agreed by condition, these proposals will not result in a net loss of biodiversity and consequently can accord with the objectives of Local Plan Policy EN4.

8. Conclusion

- 8.1. The site is situated within Wilnecote close to a local neighbourhood centre, is in a sustainable location for new development with convenient access to a range of community facilities, and has been allocated for housing development by Policy HG1. It is therefore considered that these proposals are, in principle, an acceptable and sustainable form of development that relates to the development of an allocated housing site, providing new housing development within a sustainable location (as required by Policy SS1). Furthermore, the proposed development also makes use of a redundant brownfield site and as such is consistent with the advice in NPPF, which supports amongst other things the Government's aims to boost the supply of housing (paragraph 59) and expects applications to be determined in accordance with the Development Plan (paragraph 47).
- 8.2. Heritage issues have been addressed and the scheme is considered to create no harm to the significance of the heritage assets on the site and in the surrounding area. The design in relation to the existing building involves minimal changes that are acceptable and the new buildings have been subject to amendments as suggested by the Conservation Officer and now considered to provide high quality design as required by policy EN5 of the Tamworth Local Plan.
- 8.3. Highways and drainage matters have been addressed and are acceptable subject to final agreement of conditions, and other conditions relate to tree protection and ecology.
- 8.4. Therefore the scheme complies with the policies above of Tamworth Local Plan 2006-2031 and NPPF.

8 Recommendation

1. Approval subject to the delivery of affordable housing in perpetuity in accordance with policy (HG4), either via a section 106 obligation or by a planning condition should this be deemed by the Assistant Director – Regeneration and Growth to be more appropriate (delegated authority to Assistant Director _ Regeneration and Growth to be granted for the wording of any affordable housing condition) and the following conditions

Conditions / Reasons

1. The development shall be started within three years of the date of this permission. Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. The development hereby approved shall only be carried out in accordance with the application form, the supporting letter, site location plan:

211468-PL03 – Ground Floor Plan as Existing

211468-PL04 – Roof Plan as Existing

211468-PL05 – Elevations_Sections as Existing 1 of 3

211468-PL06 – Elevations_Sections as Existing 2 of 3

211468-PL07 – Elevations_Sections as Existing 3 of 3

211468-PL08 – Site Plan as Proposed

211468-PL08C – Site Plan as Proposed

211468-PL9A – Ground Floor Plan as Proposed

211468-PL010A – First Floor Plan as Proposed

211468-PL011A – Roof Plan as Proposed

211468-PL012 – Elevations_Sections as Proposed 1 of 3

211468-PL013A – Elevations_Sections as Proposed 2 of 3

211468-PL014 – Elevations_Sections as Proposed 3 of 3

211468-PL015A – Proposed Plans_ Elevations to New Units along Hockley Road

211468-PL016A – Street Scene to Hockley Road

211468-PL017A – Proposed Plans_ Elevations to New Units adjacent to School Access Lane

211468-PL018A – Street Scene along School Access Lane

JMS CO2133808-101 P3

21-4232 Outline Drainage Scheme - Former Day Care Centre - Tamworth

21-4232 SK01 Outline Drainage Scheme

unless otherwise agreed in writing by the Local Planning Authority.

Reason: To define the approval.

3. Prior to the commencement of the development hereby approved details of all materials to be used in the construction of the external surfaces of the development shall be submitted to and approved by the Local Planning Authority in writing and the development shall be carried out in accordance with the approved details.

4.

Reason: To ensure a satisfactory external appearance to the development in accordance with policy EN5: Design of New Development as set out in the Tamworth Local Plan 2006-2031.

5. The proposed car and cycle parking, accesses and circulation areas as shown on the approved plan Drawing Number 211468 Revision B shall be sustainably drained, hard surfaced in a bound material and marked out prior to the first occupation of the building hereby permitted. Thereafter these parking and circulation areas shall be retained in accordance with the approved plans for the lifetime of the development.
6. Reason: In the interests of highway safety and in accordance with the objectives and policies contained within the NPPF and policy SU2: of the Tamworth Local Plan 2006-

2031.

7. Prior to the commencement of development, drainage plans for the disposal of foul and surface water flows will be submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Lead Flood Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution in accordance with the NPPF and Policy SU4 of the Tamworth Local Plan 2006 – 2031.

8. Prior to the commencement of development, a detailed tree survey report, showing root protection areas, no dig zones and no parking/vehicle zones will be submitted to and approved in writing by the Local Planning Authority. The scheme shall indicate all existing trees and hedgerows on the site and indicate those to be retained, together with the measures to be adopted to protect them during the course of the development and that the development shall be implemented in accordance with the approved landscaping scheme and retained thereafter throughout the life of the development.
- 9.

Reason: In the interests of the setting and visual appearance of the development and in accordance with policy EN4: Protecting and Enhancing Biodiversity of the Tamworth Local Plan 2006-2031.

10. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of the setting and visual appearance of the development, and in compliance with policies EN4: Protecting and Enhancing Biodiversity and EN5: Design of New development as set out in the Tamworth Local Plan 2006-2031.

11. No development falling within Part 1 Class A to E of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) shall be carried out.

Reason: In order for the Local Planning Authority to consider future proposals in the interests of the character and appearance of the area in accordance with policy EN5: Design of New developments as set out in the Tamworth Local Plan 2006-2031.

Notes

Please note that prior to the access off Hockley Road being widened you require Section 184 Notice of Approval from Staffordshire County Council. The link below provides a further 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) Vehicle access crossing (dropped kerb) - Staffordshire County Council The works required to reduce the access off New Road will require the relevant permit from our Network Management Section. Please note that prior to the reinstatement works taking place you require a Permit to Dig. Please contact Staffordshire County Council at Network Management Unit, Staffordshire Place 1, Wedgwood Building, Tipping Street, Stafford,

Staffordshire ST16 2DH or email nmu@staffordshire.gov.uk.

The following link provides an overview of the permissions and licences required for undertaking work on or adjacent to the adopted highway:

<https://www.staffordshire.gov.uk/Highways/licences/Overview.aspx>.

Staffordshire County Council as Highway Authority would not formally adopt the proposed development, however, the development will require approval under Section 7 of the Staffordshire Act 1983. This Form X does not constitute a detailed design check. The applicant is requested to contact Staffordshire County Council to ensure that approvals and agreements are secured before commencement of works.

It will, therefore, be necessary for maintenance/management arrangements for the access road and internal layout to be submitted to the Highway Authority with a view to securing an exemption under Section 219 of the Highways Act 1980. Although the road layout will not be to adoptable standard, the roadways within the site will still need to be constructed to be 'fit for purpose'.

Waste:

Developments of individual houses must include unobtrusive areas suitable to accommodating at least 3 x 240l wheeled bins.

The Joint Waste Service provides a kerbside collection service, therefore residents will be expected to present their bins at the nearest appropriate highway on collection days.

Unadopted roads/drives cannot be accessed by a collection vehicle if they are not constructed to an adoptable standard.

For each 6 apartments a bin store would be required to hold 1 x 1100l bins (or 3 x 360l bins) for refuse and the same amount for recycling as well as allowing space for any bulky items that residents may have booked in for collection. Bin capacity is increased incrementally as the number of apartments increases. A bin store should be positioned within a reasonable walking distance from the further apartment it serves and within 10m of the nearest kerbside or stopping point of the collection vehicle. Bin stores must allow room for filling and emptying and provide a clear space of 150mm between and around the containers. The minimum bin store area for 6 apartments would be 12 square metres and this would need to be increased on a pro rata basis for the 12 apartments. The bin store must be of adequate height to permit container lids to be fully opened and have lockable doors which are wide enough to allow easy manoeuvring of the bins when emptied and returned. Access to the bin store should be clear of obstructions and any paths to the collection point be free from kerbs, with dropped kerbs used at all points, and allow smooth passage for the container, with no steps or inclines more than 1:12. The path should be non-slip and wide enough to accommodate the bins and be of a hard-wearing surface to withstand the loading imposed. Where the bin store is off road, the drive must have a radius sufficient to turn into and out of the road and be capable of safely accommodating a refuse vehicle.

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