

Dear Members

Special Planning Committee (Large Scale Major Application)

A special meeting of the Planning Committee will be held in the **Craddock Room, Civic Suite, Civic Centre, Riverside, Stafford** on **Monday 23 August 2022** to deal with the business as set out on the agenda.

Please note that this meeting will be recorded.

The Committee will meet at the rear of the Civic Centre and depart at **9.30 am** to visit the site(s) as set out in the agenda and re-convene at the Civic Centre at approximately **11.00 am** to determine the application(s).

Members are reminded that contact officers are shown in each report and members are welcome to raise questions etc in advance of the meeting with the appropriate officer.



Head of Law and Administration

**SPECIAL PLANNING COMMITTEE
(LARGE SCALE MAJOR APPLICATION)**

23 AUGUST 2022

Chairman - Councillor E G R Jones

Vice-Chairman - Councillor P W Jones

AGENDA

1	Apologies	
2	Declaration of Member's Interests/Lobbying	
3	Planning Applications	Page Nos 3 - 26

MEMBERSHIP

Chairman - Councillor E G R Jones

F Beatty
A G Cooper
A P Edgeller
A D Hobbs
J Hood
E G R Jones

P W Jones
B McKeown
A Nixon
G P K Pardesi
C V Trowbridge

ITEM NO 3

ITEM NO 3

SPECIAL PLANNING COMMITTEE - 23 AUGUST 2022

Ward Interest - Nil

Planning Applications

Report of Head of Development

Purpose of Report

To consider the following planning applications, the reports for which are set out in the attached **APPENDIX**:-

		Page Nos
22/35631/FUL	Data Centre, Stone Business Park, Brooms Road, Stone, Staffordshire ST15 0TD	? - ??
	This application has been referred to the Planning Committee because the development is a large scale major application	
	Officer Contact - Richard Wood, Development Lead Telephone 01785 619324	

Previous Consideration

Nil

Background Papers

Planning application files are available for Members to inspect, by prior arrangement, in the Development Management Section. The applications including the background papers, information and correspondence received during the consideration of the application, consultation replies, neighbour representations are scanned and are available to view on the Council website.

Application:	22/35631/FUL
Case Officer:	Vanessa Blake
Date Registered:	14 March 2022
Target Decision Date:	13 June 2022
Extended To:	-
Address:	Data Centre, Stone Business Park, Brooms Road, Stone, Staffordshire ST15 0TE
Ward:	Walton
Parish:	Stone Town
Proposal:	Full planning permission for the erection of a building for B2/B8 use with ancillary offices, hub office, gatehouse, service yards, parking and circulation routes, together with new access off Brooms Road, associated hardstanding, landscaping, substation, gas housing, ring main unit, smoking and cycle shelters, transformer and ancillary works
Applicant:	PLP
Recommendation:	Approve, subject to conditions and the applicant entering into a legal agreement to secure off-site biodiversity net gain and a travel plan monitoring fee

REASON FOR REFERRAL TO COMMITTEE

This is a large scale major development which is excluded from the scheme of delegation and therefore needs to be determined by Planning Committee.

Context

This application relates to a site located south of Brooms Road and west of Stone Road (A34) in Stone Town Parish. The site is accessed from Brooms Road to the north. The 7.2ha site is bound by a post and wire fence beyond which to the north, east and south are densely vegetated areas. To the northwest, west and south of the site are industrial/commercial buildings, to the east of the A34 are open fields and a cluster of dwellings and Aston Village Hall. The closest dwelling is approximately 80m from the site. To the north across the A34/A51 roundabout is Stone cemetery beyond which are residential properties.

The site is located within the designated Stone settlement boundary and within a protected employment area. The site is within Flood Zone 1 and within 15km of the Cannock Chase Special Area of Conservation (SAC).

Background

The site was previously occupied by a data centre. Demolition consent was granted in April 2022 for the demolition of all the buildings on this site (22/35620/PDEM). The demolition has now commenced.

Proposal

This application seeks permission for the erection of a building for B2 (general industrial) and B8 (storage/distribution) use with ancillary offices. The building would measure 155m in max width, 217.6m in depth with a maximum height of 21.5m. The warehouse would have a floor area of 29,980m² and the offices across three floors would have a floor area of 1,782m². The building's external cladding would have vertical banding of four shades of grey and the office section would be a block grey colour with feature vertical dark grey panels and blue flashing. The development also includes a new HGV access from Brooms Road with associated gate house to serve the service yard within the western portion of the site. The service yard would have 28no loading docks, 4no level access points and parking for 70no trailers. The existing access from Brooms Road would be utilised to serve a parking area to the north, providing a total of 312no vehicle spaces and 100no bicycle spaces, 16no of the spaces would have electric vehicle charging. The site would be levelled to allow for a finished floor level of 87.945m, retaining walls of 1-2.1m high would be required at various points on the perimeter of the development. Landscaping would be provided to the perimeter of the site.

The submission includes:

- Planning Statement,
- Design and Access Statement,
- Transport Assessment,
- Framework Travel Plan,
- Flood Risk Assessment,
- Drainage Management Strategy,
- Ground Conditions Desk Study Report,
- Air Quality Assessment,
- Noise Assessment,
- Ecological Assessment,
- Tree Survey,
- Arboricultural Impact Assessment,
- Landscape Maintenance and Management Plan ,
- Landscape Design Statement,
- External Lighting Report,
- Sustainability Statement,
- Biodiversity Net Gain note,
- Biodiversity Net Gain metric.

Officer Assessment

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) sets out that the determination of applications must be made in accordance with the development plan, unless material considerations indicate otherwise. The development plan comprises of The Plan for Stafford Borough 2011-2031, The Plan for Stafford Borough Part 2 2011-2031, and the Stone Neighbourhood Plan.

1. Principle of Development

1.1 The NPPF sets out a presumption in favour of sustainable development, this is echoed in Spatial Principle 1 of The Plan for Stafford Borough (TPSB). Paragraph 12 of the NPPF states that:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making...”

However, paragraph 182 states:

“The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.”

In this case the site falls within the catchment of a number of Special Areas of Conservation, therefore it is necessary for the development to demonstrate it has satisfied the Habitats and Species Regulations in that the integrity of the SACs will not be adversely affected, having regard to avoidance or mitigation measures. This issue is addressed later under section 7 of this report.

1.2 Paragraph 83 of the NPPF states that *“decisions should recognise and address the specific locational requirements of different sectors. This includes ... for storage and distribution operations at a variety of scales and in suitably accessible locations”*.

1.3 Policy Stone 1 seeks to create employment growth and diversification in Stone by supporting existing business expansion and targeting new businesses through the provision of a range of business premises. The policy also recognises the importance of good transport links for new employment sites.

1.4 Policy E1 supports the diversity and intensity of new economic development and promotes the re-use of sites for future employment uses. The policy also states that within existing employment areas new enterprises will be encouraged to be located in more modern, accessible or other suitably designed and landscaped developments.

1.5 The site is located within Stone Business Park which is allocated as a protected employment area within the settlement of Stone. The previous data centre has recently been demolished and the proposal would redevelop this brownfield site with a modern employment facility. The proposed B2/B8 use is considered to be wholly appropriate within this location. It is also noted that this site, due to its location adjacent to the A34, has good transport links which are essential for such uses.

1.6 The Council's Enterprise Growth Manager (EGM) is fully in support of the proposal and has advised that the development would provide an estimated 500 new jobs when operational alongside jobs during the construction phase. The EGM has also advised that the development would represent a £50million plus investment into the borough and that there is currently a demand for logistics units.

1.7 The proposal is therefore considered to be acceptable in principle and accords with the Development Plan and NPPF in this regard.

Polices and Guidance:-

National Planning Policy Framework (NPPF)

Paragraphs 8, 11, 182, Section 6

The Plan for Stafford Borough (TPSB) 2011-2031

Policies SP1 (Presumption in Favour of Sustainable Development), SP2 (Stafford Borough Housing and Employment Requirements), SP3 (Sustainable Settlement Hierarchy), SP5 (Stafford Borough Employment Growth Distribution), SP7 (Supporting the Location of New Development), Stone 1 (Stone Town), E1 (Local Economy)

The Plan for Stafford Borough: Part 2 (TPSB2) 2011-2031

SP3 (Sustainable Settlement Hierarchy), SP7 (Supporting the Location of New Development), SB1 (Settlement Boundaries), SB3 (Stafford and Stone Protected Employment Areas)

Stone Neighbourhood Plan: none relevant

2. Layout, Design and Appearance

2.1 TPSB Policy N1 sets out design criteria including the requirement for design and layout to take account of residential amenity and local context and have high design standards. Policy N8 states that new development should respect the character of the landscape setting, through design, layout and materials.

2.2 With regards to layout, the proposed building would occupy the majority of the site with the north-western portion to be used as a parking area and the south-western portion to be used as a service yard. An additional access would be created to the west off Brooms Road to serve HGV traffic. Existing boundary vegetation would largely be retained and additional planting provided. The proposed layout is considered to be acceptable given the nature of the proposal. The provision of separate parking areas for staff/visitors' vehicles and HGVs is welcomed as this would assist in the safe operation of the site. The proposed building has a significantly larger footprint than the previous building, however given the size of the site the proposal would not appear as overdevelopment.

- 2.3 With regards to design, the proposed building is of an overall standard design for B2/B8 use. The design includes a glazed office section which visually creates an arrival point to the building and breaks up the massing of the northern elevation. The site is within a protected employment area and whilst the proposed building would be of a much larger scale than existing buildings it is not considered to be incongruous in this location. It is noted that the previous building on this site was unusually small given the extent of the site.
- 2.4 The proposed building would have a maximum height of 21.5m, which is significantly higher than the surrounding existing buildings. During the determination of the application the Applicant was requested to consider reducing the ridge height, however the Applicant advised this was not feasible as an internal clearance height of 18m is required to meet future occupants needs and to ensure that the development was comparable to other such development within the midlands. This justification is accepted and it is noted that the building has a series of dual pitched roofs which assists in visually reducing the overall scale of the building. It is also noted that the dense vegetation to the east and south boundaries would be largely retained and that additional planting would be provided to all boundaries. This boundary treatment will assist in softening the appearance of the development and reducing the overall massing of the building. Whilst it is noted that the proposed building would be very large in scale and massing the submission includes visualisations which demonstrate that, during summer months, only a small portion of the building would be visible above the tree line within views from the A34 to the south and A51 to the east.
- 2.5 During the determination of the application amendments were made to the external finishing on the building to respond to the Design Advisors concerns. The external cladding of the building would have vertical banding of four shades of grey and the office section would be a block grey colour with feature vertical dark grey panels and blue flashing. The Design Advisor accepts that this patterning and colouring and advised that it reduces the visually perceived bulk and massing of the building in respect to how it sits within the context of its immediate built environment and its wider landscape setting. The proposed resultant materials are considered to be acceptable.
- 2.6 Policy N9 states that development which affects the significance of a heritage asset will not be accepted, and that development is expected to sustain the significance and setting of a heritage asset. Whilst considering proposals which affect the character of Listed Buildings regard is to be made of S16 (2) and S66 (1) of the Planning (Listed Building and Conservation Area Act) 1990, which requires the Local Planning Authority to *“have special regard to the desirability of preserving the building or its setting or any features of a special architectural or historic interest which it possesses”*.
- 2.7 The Conservation Officer has advised that the proposal is unlikely to cause harm to character and appearance of the setting of the designated heritage assets in the area, due to the topography and the presence of existing mature trees and vegetation in the landscape around the site which would limit the intervisibility between the new building and heritage assets. The Conservation Officer has advised that the most likely place where the site might be visible is from the churchyard of St Michaels Roman Catholic Church, however any impact upon the setting of the listed church would be negligible. The proposal is therefore not considered to impact upon the setting of the nearby listed buildings.

2.8 An informative should be attached to ensure the applicant/developer is aware of the comments received from the Fire Safety Officer and the Crime Prevention Design Advisor which include safety recommendations.

2.9 Overall, whilst the proposal would result in a significant change to the appearance of the site, particularly with regards to scale and massing, the overall layout, design and appearance of the building is considered to be acceptable given the proposed use and the site's context within an established industrial estate. The development is considered to adhere with the development plan and NPPF in this regard and is acceptable with regards to layout and design.

Policies and Guidance:-

National Design Guide (NDG)

National Planning Policy Framework (NPPF)
Section 12

The Plan for Stafford Borough (TPSB) 2011-2031
Policies N1 (Design), N8 (Landscape Character)

Stone Neighbourhood Plan:
CAF2 (Green Infrastructure), CAF3 (Protected Views and Vistas)

Supplementary Planning Document (SPD) – Design

3. Amenity

3.1 Policy N1 requires the design and layout of development to take account of noise and light implications and amenity of adjacent residential areas. The Design SPD provides guidance on amenity standards and separation distances.

3.2 The nearest residential property to the development is approximately 80m to the east, across the A34. The Council's Environmental Health Team have raised no objections to the scheme subject to a number of conditions. The conditions to restrict the construction hours and to restrict external equipment are considered to be reasonable and should be attached. The conditions regarding material disposal would be covered under separate environmental health legislation. The conditions regarding dust control and road sweeping are covered under the recommended condition to secure a construction environmental management plan. The condition relating to a demolition method statement (DMS) would not be required as the demolition of the building was agreed under the previous demolition consent, which included a DMS which had been approved by the Environmental Health Team.

3.3 The submission includes an external lighting scheme which has been reviewed by the Environmental Health Team who have subsequently raised no objections. A condition should be attached to ensure compliance with this lighting scheme.

3.4 With regards to contamination, the submission includes a Ground Investigation Report. The Environmental Health Team have advised that they accept the conclusions and recommendations of the report. A condition should be attached to ensure that the required further intrusive investigations are carried out and any remediation secured.

3.5 The development, subject to conditions, is considered to adhere with the development plan and NPPF in this regard and is acceptable with regards to residential amenity.

Policies and Guidance:-

National Planning Policy Framework (NPPF)

Paragraph 130

The Plan for Stafford Borough (TPSB) 2011-2031

Policy N1 (Design)

Stone Neighbourhood Plan: none relevant

Supplementary Planning Document (SPD) - Design

4. Access, Parking and Highway Safety

4.1 Policy T1 seeks to create a sustainable transport system through locating new development in sustainable locations, requiring developments to produce transport assessments and travel plans and encouraging walking and cycling. Policy T2 states that all new development must have a safe and adequate means of access and internal circulation; not have unacceptable highway safety impacts and provide sufficient parking provision. Policy T2 also states that there is scope to reduce parking provision requirements subject to the site being accessible by alternate modes of transport, including public transport, the provisions of a travel plan and the predicted traffic generation.

4.2 With regards to access, the Highways Authority have advised that they are agreeable to the proposed accesses however have recommended a condition to secure a revised design for the HGV access. The revised design would improve highway and pedestrian safety by providing a pedestrian central refuge, tactile paving and appropriate visibility splays. This condition is considered to be reasonable and should be attached. The Highways Authority have also recommended a condition to restrict the location of gates on the HGV access, this should be attached.

4.3 The Highways Authority have advised that they concur with the submitted transport report and consider that the development would not have an impact on the local highway network.

4.4 With regards to parking, Appendix B of TPSB sets different parking standards, with B2 use requiring *"1 space per 25m² gross floor space up to 250m² then 1 space per 50m² thereafter. In cases where ancillary office space does not exceed 100m², no additional provision is necessary, thereafter 1 space per 25m² will be required."* B8 use would require *"1 space per 80m² of gross floor area in the case of large scale storage and distribution facilities."*

- 4.5 This development is speculative and as such the end user's business operation and parking requirements is unknown. The development proposes a B2 and/or a B8 use, as such the parking provision should meet both the above standards. The development would provide 29,980m² of warehouse floor space, 1,782m² of office floor space and additional gate house and hub office. The total development floor space would be 32,003m². If the development were to be used as solely B2 use then 672 spaces would be required. If the development were to be used as solely B8 use then 397 parking spaces would be required.
- 4.6 The proposal would provide 312 vehicle parking spaces, 70 trailer parking spaces and 100 cycle parking spaces. The submission also includes a Framework Travel Plan which identifies alternate sustainable travel methods and the potential to provide an additional 92 parking spaces on site should it be required.
- 4.7 Following various discussions between the Highways Authority and the Applicant, taking into consideration the highly sustainable location of the site and the allowances of Policy T2, the Highways Authority have advised that the 312 parking spaces would be acceptable to accommodate a solely B8 use of the building. As recommended by the Highways Authority a travel plan and subsequent monitoring should be secured via condition and legal agreement to ensure that alternate travel modes are encouraged and that the parking demand is monitored and additional spaces provided within the site should it be required.
- 4.8 With regards to the B2 use, the development would not be able provide sufficient parking should the building be used solely for B2 use. As such, following discussions, the Applicant has agreed to a restriction on the B2 use to 20% of the total floorspace. The Highways Authority have advised that 20% B2 use and 80% B8 use would require 356 parking spaces, which includes a reduction due to the sustainable location and travel plan provisions. The Highways Authority have recommended a condition which would secure an updated parking strategy prior to any B2 use of the building. This condition would ensure that the development would have sufficient parking provision to meet the future occupier. This is considered to be reasonable and necessary and should be attached.
- 4.9 The Highways Authority have recommended that a construction environment management plan (CEMP) is secured prior to commencement of development to secure details of construction and delivery hours, routing of HGVs, location of contractors' compound and parking, material storage and dust and mud suppression. As the site is located within an established employment area with parking restrictions this condition is considered to be reasonable. It is also noted that the CEMP would address the concerns of the Environmental Health Officer regarding dust and road sweeping.
- 4.10 The development, subject to conditions, is considered to be adhere with the development plan and NPPF in this regard and is acceptable with regards to parking, access and highway safety.

Policies and Guidance:-
National Planning Policy Framework (NPPF)
Section 9

The Plan for Stafford Borough (TPSB) 2011-2031
Policies T1 (Transport), T2 (Parking and Manoeuvring Facilities), Appendix B – Car
Parking Standards

Stone Neighbourhood Plan: none relevant

5. Flooding and Drainage

5.1 TPSB Policy N1 states that development should not be located in areas of flooding or contribute to flooding elsewhere. Policy N2 requires developments to provide sustainable drainage systems.

5.2 The site is located within Flood Zone 1 and as such is at the lowest risk of flooding. During the determination of the application additional information was provided to address the LLFA's comments. The LLFA have subsequently raised no objections to the scheme and accept the proposed foul and surface water drainage scheme, subject to a pre-commencement condition to secure confirmation that STW have granted permission for the outfall drainage connection. This condition should be attached. A condition should also be attached to ensure that the drainage is delivered in accordance with the submitted details.

5.3 Severn Trent Water have advised that they have no objections to the scheme subject to securing drainage plans. They have advised that the connection to the public sewerage system would require permission from themselves and have advised they are concerned about the proposed foul sewerage discharge point. The condition suggested by the LLFA would suitably cover STW concerns.

5.4 Subject to adhering to conditions the proposal is considered to be acceptable with regards to flooding and drainage and adheres to the development plan and NPPF in this regard.

Policies and Guidance:-
National Planning Policy Framework
Sections 14 and 15

The Plan for Stafford Borough
Policies N1 (Design), N2 (Climate Change), N4 (The Natural Environment and Green
Infrastructure)

Stone Neighbourhood Plan: none relevant

6. Ecology and Landscaping

- 6.1 TPSB Policy N4 states that the natural environment will be protected and that new development where damage to the natural environment is unavoidable must provide appropriate mitigation. Policy N1 requires development to retain significant biodiversity and landscaping features and create new biodiversity areas. To comply with the guidance contained within the NPPF and the Council's biodiversity duty new development must demonstrate that it will not result in the loss of any biodiversity value of the site.
- 6.2 With regards to ecology, the submission includes an Ecological Appraisal and a Biodiversity Net Gain note. The Ecology Appraisal concludes that there would not be a detrimental impact upon protected species or habitats and recommends methods of working and appropriate mitigation measures. The Council's Biodiversity Officer is satisfied with the submitted documents. During the determination of the application further information was provided to address the concerns of the Newt Officer, who is now satisfied that the proposal would not impact upon Great Crested Newts. A condition should be included to ensure compliance with the recommendations and methods of working stated within the Ecological Appraisal.
- 6.3 With regards to biodiversity net gain (BNG), the scheme would result in the loss of existing grassland, planting, sections of woodland and a small section of hedgerow. Whilst the proposal includes additional landscaping and habitat creation (bat and bird boxes, log piles) the development would result in a net loss of biodiversity units on site. As such, as recommended by the submitted BNG report and the Biodiversity Officer, an off-site BNG is required and should be secured via legal agreement. The Applicant has advised that they are willing to sign such a legal agreement should the application be approved. A condition should also be attached to ensure that the onsite landscaping and habitat creation is provided and retained.
- 6.4 With regards to arboriculture, the site contains dense vegetation to the north, east and south boundaries. The submission includes an Arboricultural Impact Assessment which shows that the majority of the existing vegetation on the east, south and west boundaries would be retained. There would be some removal to facilitate the development, however this would be carried out within the site as such the screening provided by the vegetation belts would be retained. There would be tree and vegetation removal within the northern portion of the site in order to facilitate the car park. The submission includes a detailed landscaping and planting plan which includes additional planting along the northern, eastern and western boundaries. The additional planting to the northern boundary would mitigate the vegetation to be removed and would soften the appearance of the development
- 6.5 The Council's Tree Officer has raised no objection to the proposal and has recommended that the development be carried out in accordance with the submitted tree protection plans and arboricultural information, this should be secured via condition. A condition should also be attached to secure the delivery and retention of the landscaping scheme. The Tree Officer has also recommended a condition relating to bird nesting season, however this would be covered by the recommended condition which requires the development to be carried out in accordance with the methods of working as stated within the submitted ecology report, as discussed above.

6.6 Subject to adhering to conditions the proposal is considered to be acceptable with regards to ecology and landscaping and adheres to the development plan and NPPF in this regard.

Policies and Guidance:-

National Planning Policy Framework
Section 15

The Plan for Stafford Borough
Policies N1 (Design), N2 (Climate Change), N4 (The Natural Environment and Green Infrastructure), N5 (Sites of European, National and Local Nature Conservation Importance)

Stone Neighbourhood Plan:
CAF2 (Green Infrastructure)

7. Special Area of Conservation

7.1 Policy N5 of TPSB seeks to protect designated sites. Policy N6 states that development which had a direct or indirect adverse impact upon the integrity of the Cannock Chase SAC, and the effects cannot be mitigated, will not be supported.

7.2 Under the provisions of the Conservation of Habitats and Species Regulations 2017, the Local Planning Authority as the competent authority, must have further consideration to the impact of this development, in this case, due to the relative proximity and scale of development, on the Cannock Chase SAC, Pasturefields Salt Marsh SAC and West Midlands Mosses SAC. The LPA have completed a Habitats Regulation Assessment which concludes that the development is not considered to have an adverse effect upon the integrity of the SACs. On this basis, it is concluded that the LPA have met its requirements as the competent authority, as required by the Regulations and therefore the proposal will comply with the requirements of the Development Plan and the NPPF in this regard.

Policies and Guidance:-
National Planning Policy Framework
Paragraphs 179-182

The Plan for Stafford Borough (TPSB) 2011-2031
N5 (Sites of European, National and Local Nature Conservation Importance), N6 (Cannock Chase Special Area of Conservation (SAC))

Stone Neighbourhood Plan: none relevant

8. Conclusion

In conclusion the proposal is acceptable in principle and would utilise a brownfield site in a protected employment area. The proposal would support the local economy and provide additional jobs during construction and operation. The design and appearance is considered to be acceptable overall and the additional boundary landscaping would soften the appearance of the development, whilst providing additional habitats. The scheme is considered to be acceptable with regards to residential amenity, flooding, drainage and arboriculture. The development, subject to conditions, would provide sufficient access and parking and would not have a detrimental impact upon highway safety. The scheme would also provide a net gain to biodiversity.

Overall, the proposal is considered to comply with the Development Plan and NPPF and is recommended for approval subject to conditions and the applicant first entering into a legal agreement to secure off-site biodiversity net gain and a travel plan monitoring fee.

Consultations (summarised)

SCC Highway Authority:

25/7/22: No objections, subject to conditions to limit the floor space for B3 use, secure a parking plan should the development be used for B2 use, secure revised HGV access details, final car parking strategy, construction environment management plan, framework travel plan. Also recommend conditions to secure the provision of access, car and cycle parking, servicing and turning areas prior to first use and to restrict the location of any gates. Advise that a travel monitoring fee of £10,000 is required.

Following discussions with the applicant it is agreed that 312 parking spaces would be sufficient for B8 use due to the highly sustainable location of the site. Policy T2 supports the reduction of parking standards dependent upon on factors including site accessibility and sustainability credentials as well as sustainable travel measures to be adopted via a Travel Plan. The submitted travel plan demonstrates how sustainable travel methods will be promoted and how additional parking spaces will be secured onsite if required. It is agreed to limit the maximum B2 floor space to 20% (6,401m²) to reduce the total potential parking provision required. As a result of the sustainable location and various sustainable travel measures summarised above, applying the same accepted reduction in parking requirements for the B8 use to the maximum 20% B2, 80% B8 use, the requirement would be 356 spaces. In the event of the future occupier requiring B2 floorspace the parking can be reassessed via a parking strategy prior to occupation.

14/7/22: Objection, the proposal fails to make adequate provision for the parking of vehicles within the site curtilage resulting in an increase in the likelihood of highway danger due to the likelihood of vehicles being parked on the public highway.

Although after discussions the Highways Department, accepted the proposals based on staff and visitor car-parking provision, after further investigation into the calculations used to determine the requirements based on the Borough Councils guidelines, it is considered that the figures and recommendations in the revised response were incorrect.

When applying the parking standards to a type of application the parking numbers required vary depending on the use between B2 and B8. B2 use requires 672 spaces and B8 requires 397 spaces.

6/7/22: No objection subject to conditions to secure details of revised HGV access, final car parking strategy, construction environment management plan, framework travel plan. Also recommend conditions to secure the provision of access, car and cycle parking, servicing and turning areas prior to first use and to restrict the location of any gates. Advise that a travel monitoring fee of £10,000 is required.

The proposed parking would be sufficient for 100% B8 use however if the development was occupied by 100% B2 use the parking would be short 92 spaces. The application does not provide information on the percentage of B2 and B8 use. A framework travel plan has been provided that demonstrates that there are many alternative sustainable modes of travel and includes an alternative parking plan showing an additional 92 parking spaces could be provided on site if required.

The proposed access points are acceptable subject to a revised HGV access which would include a splitter island for pedestrians. The submitted Transport Report demonstrates that the development would not have an impact upon the local highway network.

30/5/22: Maintain objection

16/3/22: Objection, the development provides insufficient onsite parking (92 spaces short) resulting in the likelihood of highway danger due to the likelihood of vehicles being parked on the public highway. The submitted travel plan doesn't resolve the issue. The area already has parking issues as highlighted by the provision of existing parking restrictions within the area. No objections to development in general subject to conditions.

SCC Lead Local Flood Authority:

1/6/22: No objection, satisfied with the proposed drainage scheme and the submitted flood risk assessment and drainage management strategy. Recommend a pre-commencement condition to secure confirmation that STW have granted permission for the outfall drainage connection.

11/4/22: Objection, further information required regarding infiltration, impermeable area calculations, SuDS features, exceedance plan, management and maintenance, and evidence of permission to outfall.

SBC Conservation Officer:

4/4/22: No objections, the proposal is unlikely to cause harm to character and appearance of the setting of the designated heritage assets in the area. There are designated heritage assets within the wider surrounds which might be affected by any large-scale development on the site; Church of St Saviour (Grade II), St Michaels Roman Catholic Church (Grade II), Aston Hall (Grade II) and the Trent and Mersey Canal Conservation Area. Whilst the proposal is significantly larger than the previous development due to the topography and the presence of existing mature trees and vegetation in the landscape around the site there would be very little intervisibility between the new building and heritage assets. The most likely place where the site might be visible is from the churchyard of St Michaels Roman Catholic Church, however any impact upon be negligible. The proposals include a landscaping scheme which shows the existing tree belt will be retained which will aid in mitigating and screening the visual impact of the development in more immediate views.

SBC Tree Officer:

6/4/22: No objections, recommend conditions regarding compliance with AMS and TPP, avoidance of nesting birds, and landscaping retention.

SBC Biodiversity Officer:

6/4/22: No objection subject to a legal agreement to secure offsite provision of 2.5 Biodiversity Units. Recommend conditions regarding external lighting, avoidance of nesting birds, adherence to recommendations of report (including habitat creation).

SBC Environmental Health:

18/7/22: The submitted Ground Investigation Report is satisfactory, accept the conclusions and recommend that further intrusive investigations recommended within the report are carried out. The findings of which along with any remediation proposals should be submitted for our consideration.

12/7/22: No objections on the proposed lighting scheme. The submitted lighting scheme should be adhered to.

21/3/22: No objections recommend conditions regarding construction hours, material disposal, dust control, road sweeping, no external plant or additional openings in building and to secure a demolition statement.

SBC Design Advisor:

14/7/22: The amendments have overcome the previous concerns about the developments visual and transformative impact on the character and quality of its immediate and wider settings. Whilst a reduction in height would still be beneficial it is acknowledged that the level of impact of the building's height would not be so high and/or severely detrimental to the locality to warrant an insistence to the height reduction. This is partially due to the revised approach to the patterning and colouring of the cladding which is now horizontally layered with neutral and more visually recessive colour palette. This patterning and colouring are considered to reduce the visually perceived bulk and massing of the building in respect to how it sits within the context of its immediate built environment and its wider landscape setting.

14/6/22: The building (due to its scale, height, massing) would exert a negatively transformational impact on the underlying character and identity of the locality. Recommend modifications are sought. The provided visuals show when the vegetation is in full leaf, at other times of the year the building would be less screened and the level of visual impact would be greater during these periods. Recommend that the buildings overall height is reduced by a minimum of 4m, colour tones for materials match or are slightly darker than the surrounding landscape and built environment background, patterning of elevations is redesigned. The scheme, with amendments, would still be likely to exert a dominating impact on the site's wider locality.

5/5/22: Request 3D visualisation work to fully assess scheme. Unlikely that the visual impact of the buildings could be sufficiently mitigated through their design/setting without substantially reducing their heights. Recommend consideration of alternate approach to building height, form, mass; colour tones for materials; patterning for elevations; lighting scheme should be kept to a minimum. The scheme if approved is likely to have an urbanising impact.

SBC Enterprise Growth Manager:

14/6/22: Support. Provide £50m+ investment in the borough and deliver hundreds of new permanent jobs as well as jobs within the year-long construction phase. The new employees (~500) would bring benefits to local shops, tourism and hospitality businesses in the area. The site has been obsolete for some time and we have not seen many enquiries for this type of existing building layout. Plans to bring the site back into use and create a brand new development are welcomed. This development includes low carbon construction techniques and renewable energy sources. Logistics is a healthy sector with active requirements from a number of organisations. Supply of this type of facility has fallen across the west midlands, with a vacancy rate of 2.91%. The proposal would be welcomed.

Stone Town Council:

6/4/22: No objections. Request a condition for replacement tree planting to mitigate the loss of trees during development.

Newt Officer:

23/5/22: No objection. Satisfied that the development is unlikely to cause an impact on GCN and/or their habitats.

8/4/22: Objection, further information required.

Severn Trent Water:

28/3/22: No objection subject to a condition to secure drainage plans. Applicant should submit a development enquiry to STW.

Cadent:

21/3/22: No objection, provide an informative.

Health and Safety Executive:

21/3/22: No objection.

Fire Safety Officer:

25/3/22: Provides advice on fire safety requirements.

Crime Prevention Design Advisor (Police):

29/3/22: No objection, advises on security recommendations.

Neighbours (35 consulted):

No representations received

Site Notice expiry date: 08.04.2022

Newsletter Advert expiry date: 13.04.2022

Relevant Planning History

22/35620/PDEM – Demolition of all buildings (nine buildings) present within the site – Prior approval granted 26.04.2022

22/35471/NDEM - Demolition of all buildings (nine buildings) present within the site – Prior approval required 14.02.2022

12/18064/FUL - Development comprising new services gantry adjoining existing building to house replacement chillers – Approved 17.04.2013

10/14011/FUL - Extension to the existing facility to provide the additional storage and plant as well as minor alterations to the existing internal cladding required for the installation of inert gas fire suppression system as part of the upgrade to the existing data hall. – Approved 27.08.2010

10/13768/FUL - Development comprises a new two storey energy centre with external transformer enclosure adjacent to existing building. Buildings are to be linked by an overhang services gantry. Existing generator enclosure to be extended by one structural bay. – Approved 20.07.2010

90/24971/FUL - Erection of 1 no 600 mm diameter communications receiver/transmitter dish – Approved 22.05.1990

88/21906/FUL - Computer centre comprising 2 no halls ancillary workshop offices and service + facilities and car park provision – Approved 23.11.1988

Recommendation

Approve subject to the following conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.
2. The development authorised by this permission shall be carried out in complete accordance with the approved plans and specification, as listed below, except insofar as may be otherwise required by other conditions to which this permission is subject;
 - STA-PHP-00-00-DR-A-4540-001-P16 (Proposed Site Layout),
 - STA-PHP-00-00-DR-A-4540-100-P3 (Application Red Line Plan),
 - STA-PHP-00-00-DR-A-4540-103-P6 (Site Plan External Finishes),
 - STA-PHP-00-00-DR-A-4540-104-P8 (Proposed Site Sections),
 - STA-PHP-00-00-DR-A-4540-105-P2 (Security Gatehouses Typical Details),
 - STA-PHP-00-00-DR-A-4540-106-P1 (Cycle and Smoking Shelters Typical Details),
 - STA-PHP-00-00-DR-A-4540-108-P2 (Transformer and Substation Enclosure),
 - STA-PHP-B1-XX-DR-A-4540-200-P5 (GA Plans),
 - STA-PHP-B1-XX-DR-A-4540-201-P2 (Roof Plan),
 - STA-PHP-B1-XX-DR-A-4540-300-P8 (GA Elevations),
 - STA-PHP-B1-XX-DR-A-4540-301-P5 (GA Elevations and Sections),

STA BCA ELS XX DR L 2229-21-01 S1 P5 (Tree Constraints Plan),
 STA BCA ELS XX DR L 2229-21-02 S5 P7 (Landscape Concept Plan),
 STABCAELSXXDRL2229-21-03 S1 P6 (Tree Retention Removal and Protection Plan),
 STABCAELSXXDRL2229-21-04 S5 P7 (Landscape Concept Sections),
 211151-CPW-XX-XX-DR-E-EXT01-S3-P05 (Proposed External Lighting Layout),
 21434-HYD-XX-XX-SK-D-0105 P1 (Visibility Splays),
 21434-HYD-XX-XX-DR-C-0200-P7 (Proposed Levels),
 21434-HYD-XX-XX-DR-C-0201-P7 (Earthworks Volumes),
 21434-HYD-XX-XX-DR-D-0500-P6 (Drainage Layout).

3. Before the development hereby approved is commenced, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall include details relating to:
 - a) construction access,
 - b) hours of construction (not exceeding those stated in condition 18),
 - c) delivery times (not exceeding those stated in condition 18),
 - d) routing of HGV's,
 - e) the location of the contractors' compounds, cabins, material storage areas and contractors parking,
 - f) a scheme for the management and suppression of dust and mud from construction activities including the provision of a vehicle wheel wash.
 All site operations shall then be undertaken strictly in accordance with the approved CEMP for the duration of the construction programme.

4.
 - a) Before the development hereby approved is commenced, the site shall be subjected to intrusive ground investigation expanding upon the submitted Ground Conditions Desk Study Report (produced by Hydrock, dated 29th March 2022) and a report shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the findings of the investigation and any necessary mitigation measures.
 - b) Any necessary mitigation measures shall thereafter be implemented in full in accordance with the details approved under (A) above.
 - c) Within 1 month of the completion of any necessary mitigation a verification report shall be submitted to and for approval in writing by the Local Planning Authority.

5. Before the development hereby approved is commenced, confirmation of permission to connect to the Severn Trent Water Sewer shall be submitted to, and approved in writing by, the Local Planning Authority.

6. Before the development is commenced, the tree protection measures as shown on plan 'STABCAELSXXDRL2229-21-03 S1 P6', shall be provided. The approved scheme shall be kept in place until all parts of the development have been completed, and all equipment, machinery and surplus materials have been removed. No fires, excavation, change in levels, storage of materials, vehicles or plant, cement or cement mixing, discharge of liquids, site facilities or passage of vehicles, plant or pedestrians, shall occur within the protected areas.

7. Before the first use of the development hereby approved, revised HGV access details shall be submitted to, and approved in writing by, the Local Planning Authority. The revised HGV access details shall include:
 - a) The width of the proposed access,
 - b) The position of a central pedestrian splitter island,
 - c) Radius of kerbs each side of the site access,
 - d) Tactile Paving,
 - e) Visibility Splays for vehicles and Pedestrians an access.The access shall be constructed in accordance with the approved details and be completed prior to first use of the development. The access shall thereafter be retained as such for the lifetime of the development. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 600 mm above the adjacent carriageway level.
8. Before the first use of the development hereby approved, details of the ecological mitigation and enhancements to be provided on site, expanding upon the recommendations within the Ecological Assessment (ref 10260.EcoAss.VF, produced by Ecology Solutions) shall be submitted to, and approved in writing by, the Local Planning Authority. The ecological mitigation and enhancements shall thereafter be provided in accordance with the approved details before the first use of the development and shall thereafter be retained for the life of the development.
9. Before the development is first brought into use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be in broad accordance with the submitted Framework Travel Plan. The Travel Plan shall be implemented in accordance with the timetable set out in the approved Travel Plan.
10. Before the use of the development hereby approved for purposes within Use Class B2, a parking strategy to demonstrate the parking requirement for the end-user shall be submitted to, and approved in writing by, the Local Planning Authority. The Parking Strategy shall include details relating to the end-user's approach and measures to promote sustainable travel, the number of staff to be employed on-site, typical shift patterns and anticipated travel modes of employees. In the event that additional parking provision is required then a scheme identifying the additional parking provision and its location within the site will be submitted to and approved in writing by the Local Planning Authority and the additional parking provided prior to the first use for purposes within Use Class B2 and retained thereafter for the occupation of that end-user.
11. Before the first use of the development hereby approved, the access, parking, cycle storage, servicing and turning areas shall be provided in accordance with the approved plans or as approved under other conditions.
12. Before the development hereby approved is first brought into use, the lighting scheme shall be provided in complete accordance with the details as shown on drawing '211151-CPW-XX-XX-DR-E-EXT01-S3-P05' and the External Lighting Report, ref 211155-P05. The lighting scheme shall be retained as such for the life of the development and shall not be amended or altered without the prior written approval on application to the Local Planning Authority.

13. Before the development hereby approved is first brought into use, the drainage shall be provided in accordance with the Flood Risk Assessment, reference 21434-HYD-XX-XX-RP-FR-0001 P02, and Drainage Management Strategy, reference 21434-HYD-XX-XX-RP-D-0001 P6, both produced by Hydrock Consultants Ltd. The drainage shall thereafter be retained as such for the lifetime of the development.
14. Within eight months of the development being first brought into use the landscaping as shown on approved plan 'STA BCA ELS XX DR L 2229-21-02 S5 P7' shall be implemented. The landscaping shall be maintained in accordance with the details within the 'Proposed Soft Landscape: Landscape Maintenance and Management Plan', produced by Barry Chin Associates, dated 24/03/22.
15. Before the installation of any external plant, full details of any external plant at the site shall be submitted to and approved in writing by the Local Planning Authority. The approved external plant shall thereafter be provided in accordance with the approved details and retained as such for the life of the development.
16. The development hereby approved shall be carried out in strict accordance with the recommendations and methods of working, which are detailed within:
 - Arboricultural Impact Assessment, reference '651-21 (AIA), Revision 0', produced by BB Trees,
 - Ecological Assessment, ref 10260.EcoAss.VF, produced by Ecology Solutions.
17. Any gates to the goods yard shall be located a minimum of 12m rear of the carriageway boundary and shall open away from the highway.
18. All works, site works and construction associated with the construction phase shall only take place between the hours of 08:00 and 18:00 Monday to Friday; 08:00 to 14:00 Saturdays and not at all on Sundays or bank holidays.
19. The maximum floor space to be for a use falling within the Use Class B2 (General Industrial) of the Town and Country Planning (Use Classes) Order 1987 (or any subsequent amendment to that order) within the hereby approved buildings shall not exceed 6,401 square metres.
20. The premises shall only be used for uses within class B8 of the schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (as amended) and, subject to the floorspace limit in condition 19, uses within class B2 of the schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (as amended).
21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), (or any Order revoking and re-enacting the Order with or without modification), there shall be no increase in floor space or provision of a mezzanine floor without the prior written permission, on application, to the Local Planning Authority.

The reasons for the Council's decision to approve the development subject to the above conditions are:

1. To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To define the permission.
3. In the interests of the safety and convenience of users of the highway and to safeguard the occupiers of nearby residential properties from undue noise and general disturbance. (Policies T1c and N1e of The Plan for Stafford Borough).
4. To ensure that all contaminated land issues on the site have been adequately addressed. (Paragraph 183 of the National Planning Policy Framework).
5. To confirm the outfall of surface water from the development at the point and rate proposed in the submitted documents and drawings, to ensure the provision of adequate drainage facilities. (Policy N2 of The Plan for Stafford Borough).
6. To protect the trees and vegetation to be retained. (Policies N1 f and N5 of The Plan for Stafford Borough).
7. In order to ensure that the access arrangements are satisfactory to serve the development and to ensure the safety of all road users thereafter (Policy T1 of the Plan for Stafford Borough).
8. To safeguard existing habitats and biodiversity and to encourage enhancements in biodiversity and habitat. (Policies N1 f, g and N4 of The Plan for Stafford Borough).
9. To promote sustainable travel and in the interests of highway safety. (Policy T1 of The Plan for Stafford Borough).
10. To ensure the provision of adequate off-street facilities in the interests of the convenience and safety of users of the highway. (Policy T2d of The Plan for Stafford Borough).
11. In order to ensure that the adequate access arrangements and off-street facilities are provided in the interests of the convenience and safety of users of the highway. (Policy T2d of The Plan for Stafford Borough).
12. To safeguard the amenities of the area (Policy N1e of The Plan for Stafford Borough).
13. To ensure the provision of adequate drainage facilities and to prevent the pollution of any adjacent watercourses, wells and aquifers. (Policy N2 of The Plan for Stafford Borough).

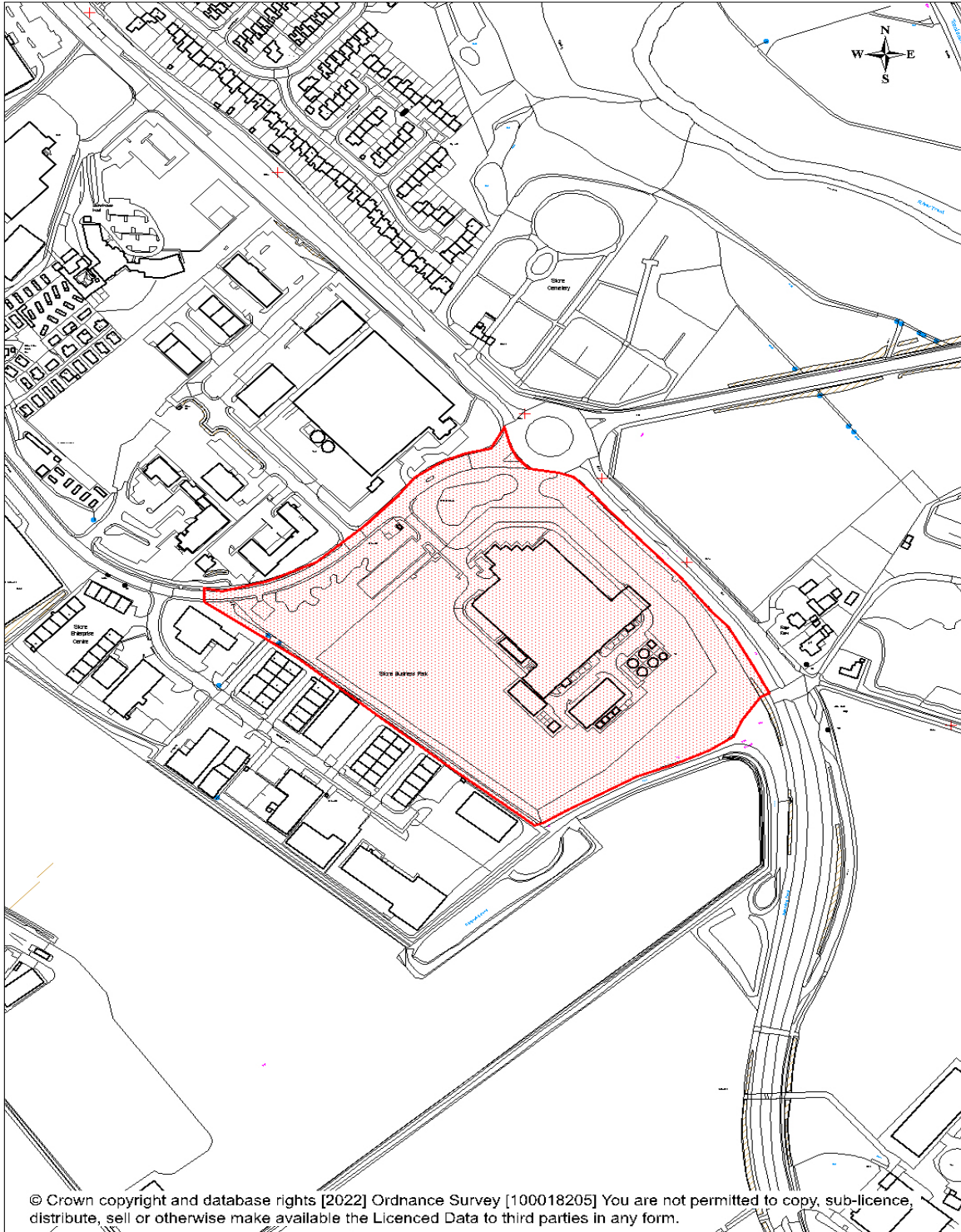
14. To ensure the satisfactory appearance of the development and to encourage enhancements in biodiversity and habitat, to ensure that any initial plant losses are overcome in order to secure enhancements in biodiversity and habitat. (Policies N1 f, g, h and N4 of The Plan for Stafford Borough).
15. In accordance with the applicants stated intentions and to safeguard the occupiers of nearby residential properties from undue noise and general disturbance. (Policy N1e of The Plan for Stafford Borough).
16. To ensure a satisfactory form of development, to safeguard existing habitats and biodiversity and to protect the trees and vegetation to be retained. (Policies N1 f, g, N4 and N5 of The Plan for Stafford Borough).
17. In the interests of the safety and convenience of users of the highway. (Policy T1c of The Plan for Stafford Borough).
18. To safeguard the occupiers of nearby residential properties from undue noise and general disturbance. (Policy N1e of The Plan for Stafford Borough).
19. To ensure the provision of adequate off-street facilities in the interests of the convenience and safety of users of the highway. (Policy T2d of The Plan for Stafford Borough).
20. In accordance with the applicant's stated intentions and to ensure a suitable use within this designated employment area (Policies Stone 1, E1 and E8 of The Plan for Stafford Borough).
21. In accordance with the applicant's stated intentions and to ensure that there is sufficient onsite parking provision (Policies T2 and E8 of The Plan for Stafford Borough).

Informative(s)

- 1 In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) (Order) 2010, as amended, and the National Planning Policy Framework 2021, the Council has worked in a positive and proactive way in determining the application and has granted planning permission.
- 2 The Applicant/Developer is advised to take note of the legal agreement signed in relation to this planning permission.
- 3 This permission does not grant or imply consent for any signs or advertisements, illuminated or non-illuminated. A separate application may be required under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, or subsequent legislation.
- 4 The applicant is advised to note and act upon as necessary the comments of Cadent dated 21/3/22, the Fire Safety Officer dated 25/3/22 and the Crime Prevention Design Advisor (Police) dated 29/3/22. Where there is any conflict between these comments and the terms of the planning permission, the latter takes precedence.

- 5 The conditions requiring off-site highway works shall require a 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 further link to Works Information Pack and an application form for 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). The applicant is advised to begin this process well in advance of any works taking place in order to meet any potential timescales.

**22/35631/FUL
Data Centre
Stone Business Park
Brooms Road**



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Economic Development & Planning

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Not to Scale