



Appeal Decision

Hearing held on 25 March 2025

Site visit made on 25 March 2025

by Mr W Johnson BA(Hons) DipTP DipUDR MRTPI

an Inspector appointed by the Secretary of State

Decision date: 12 June 2025

Appeal Ref: APP/X4725/W/24/3352319

Southdale Playing Fields, Lime Street, Ossett, Wakefield, WF5 0AQ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Accord Multi Academy Trust against the decision of Wakefield Metropolitan District Council (the Council).
 - The application Ref is 22/01698/FUL.
 - The development proposed is for a fenced and floodlit artificial grass pitch and changing pavilion development with access and parking.
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Decision

1. The appeal is allowed, and planning permission is granted for proposed fenced and floodlit artificial grass pitch and changing pavilion development with access and parking at Southdale Playing Fields, Ossett, WF5 0AQ in accordance with the terms of the application, Ref 22/01698/FUL, subject to the conditions in the attached schedule.

Application for costs

2. An application for costs was made by Accord Multi Academy Trust against Wakefield Metropolitan District Council. This application is the subject of a separate Decision.

Preliminary Matters

3. The Government published the revised National Planning Policy Framework on 12 December 2024 (the Framework). The main parties have had an opportunity to comment on the Framework and the further revisions that took place on 7 February 2025 during the course of the appeal. Consequently, no party has been prejudiced by taking this approach.
4. An executed unilateral undertaking (UU), made under the provisions of section 106 of the Town and Country Planning Act 1990, has been submitted in support of this appeal by the appellant. However, it was agreed at the event that a revised version should be submitted as the second page was undated. A deadline of 8 April 2025 was set at the event for its submission and a revised UU dated 27 March 2025 was received by this date. I return to the UU later in my decision.

Main Issues

5. The main issues of this appeal are:
 - The effects of the proposed development on highway and/or pedestrian safety;

- The effect of the proposed development on the living conditions of existing neighbouring occupiers on Lime Street and Station Road, with particular regard to noise and disturbance; and,
- The effect of the proposed development on the character and appearance of the appeal site and surrounding area.

Reasons

Background

6. The application site currently comprises of existing playing fields which are currently accessed from Lime Street and are used by Ossett Academy and members of the public for recreation. Planning permission is sought for a proposed fenced and 2no. floodlight artificial grass pitches; a pavilion building for changing; formation of a new vehicular access off Lime Street, utilising an existing point of access and associated parking.
7. The site is located within the Ossett Urban Area as defined in the Wakefield Local Plan (2036) (the Local Plan), adopted on 24th January 2024. There is no dispute between the parties that there is demand in the northwest of the district for such facilities and that the proposed development meets an identified strategic need as identified in the emerging updated Wakefield Council Playing Pitch Strategy, which has also been identified for funding in the Local Football Facilities (investment) Plan.

Highways and pedestrian safety

8. The proposed development would require a new access to be created off Lime Street, utilising the existing point of access to the playing fields, opposite Belgrave Street. It is evident that the appellant has explored other options, such as creating a point of access off Station Road, but this had to be discounted due to visibility issues and existing parking restrictions. However, this itself does not make the proposed access off Lime Street acceptable.
9. Nonetheless, the appellant has submitted technical data in support of the application, including a Transport Assessment (the TA), utilising the TRICS¹ database, which is an industry standard database of trips generated by different land uses. Whilst noting that it was established that no full size pitches are included within the TRICS database, I agree that the surveys for 5-a-side pitches are comparable to the proposed development. Based on TRICS data, it is predicted that maximum number of vehicle trips, during the peak hours, as a result of the proposed development would occur during the Saturday peak hour (11:00-12:00) and during the football season. The TA also recognises that the site is sustainably located, where it can be accessed by modes of transport other than the car.
10. I also note that the TA considers the maximum number of players that would be present at the site, at any one time to be 164, where the parking requirement for players/coaches and officials is 55 spaces, which is below the 76 spaces proposed as part of the proposed development. In any event, the Council's Highways Development Management found the findings within the TA to be satisfactory. In addition to these findings, Highways Development Management requested a

¹ Trip Rate Information Computer System

revised vehicle tracking plan showing access for minibuses to an amended parking layout. The revisions to the layout also included the proposed realignment of the boundary wall to the east of Lime Street and Station Road to provide sufficient visibility splays and tactile paving and dropped kerbs across Lime Street to accommodate pedestrian movement.

11. Highways Development Management also requested the south side of Lime Street, should be subject of a Traffic Regulation Order to restrict on street parking when matches are taking place. This would require double yellow lines adjacent to the site access and a financial contribution of £10,000. These requirements are to be secured through the submitted UU. In view of this, I consider the obligations set out in the UU to be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind. Therefore, they meet the tests within CIL Regulation 122 and those set out in paragraph 57 of the Framework. As such, I have taken them into account in reaching my decision.
12. The Chair of the Council's Planning & Highways Committee expanded verbally upon refusal reason 1 at the event. This involved a description of the difficulties experienced by the minibus that was used to transport members to the site for their visit, particularly surrounding manoeuvrability. I also note the high level of concern raised by local residents in this regard. However, the lack of an objection from Highways Development Management is a material planning consideration of significant weight. In the absence of substantive evidence to the contrary, I am satisfied that any potential harm from the proposed development can be adequately mitigated through the measures set out as part of the proposed development.
13. For the reasons given, the proposed development would not give rise to any conditions prejudicial to highway and/or pedestrian safety. Consequently, the scheme complies with Local Plan Policies LP27 and LP56, which seek for development proposals to be accessed conveniently and safely, amongst other things. The scheme also accords with the requirements of the Framework, particularly Chapter 9 - Promoting Sustainable Transport.

Living conditions

14. The proposed development would not be operational outside the following hours: 8am to 10pm Mondays to Saturdays and 9am to 9pm Sundays and Bank/Public Holidays. It would appear from the evidence that the proposed development was initially going to be operational on Saturday's from 9am until 9pm. However, at some point this changed during the assessment of the planning application to the hours stated above. As this change was evident in the Officer Report, including the within the suggested conditions, I am satisfied that nobody would have been prejudiced through this change, particularly as it reflects the operating hours during the week. Furthermore, Environmental Protection did not assess the proposed development on the lesser number of hours for which it would operate on Saturday.
15. There is no dispute that there would be residential properties in proximity to the proposed development. To support their application, the appellant submitted a Noise Impact Assessment (the NIA) to support the planning application, which has

been based on Sport England guidance. I note that a later revision² of the NIA was submitted to the Council, to that which Environmental Protection commented upon on 6 October 2022³. However, the later version does not alter the comments received from Environmental Protection and only seeks to provide more information regarding ground levels of the site in relation to the dwellings on Station Road which are on a lower level, and how first floor windows of these properties could be affected by the proposed development.

16. Environmental Protection concluded that the impact from car park activities aligns with the Sport England design criterion (50dB LAeq 1hour) so mitigation is considered not necessary. The NIA predicts without mitigation the impact from the artificial grass pitch (AGP) would exceed the Sports England design criterion of 50dB LAeq 1hour by 1 decibel, at a dwelling located near the junction of Station Road and Queens Drive. This would result in a negligible impact. The NIA predicts a steady increase between in noise between 7pm and 10pm, that would result in a 4dB increase between 9pm and 10pm, which amounts to a minor impact.
17. I note that mitigation in the form of a 3m high acoustic barrier was considered that would have reduced the effect from the AGP by 1 decibel, but this was discounted due to the barriers overall poor acoustic performance and the resultant negligible benefit, and the visual impact of the structure, amongst other matters. The World Health Organisation (the WHO) defines the night-time period as 11pm to 7am in order to assess the potential for sleep disturbance. However, the proposed development would not be operational during these times, so is considered to be limited to the day-time.
18. Whilst recognising all of the written comments submitted by interested parties on this issue and those advanced verbally at the event, including those from the Chair of the Council's Planning & Highways Committee, I am not convinced that the proposed development would result in an unacceptable effect on the living conditions of neighbouring residents. The lack of an objection on this matter from Environmental Protection is a material planning consideration of significant weight. In the absence of substantive evidence to the contrary, I do not consider any harmful effects with regards to noise would occur from the participants and operation of the AGR. Given my findings on the previous main issue, I also find that it is highly unlikely that any notable general disturbance would occur as a result of vehicle movements to and from the site, including the closing of doors and voices, particularly as majority of the vehicles would be contained within the proposed car park.
19. For the reasons given, the proposed development would not harm the living conditions of neighbouring occupiers on Lime Street and Station Road, with particular regard to noise and disturbance. Consequently, the scheme complies with Local Plan Policies LP56 and LP67, which seek no significant detrimental impact on the amenity of neighbouring residents and development proposals which are likely to cause pollution will only be permitted if it can be demonstrated that measures can be implemented to minimise emissions to a satisfactory level that protects health, environmental quality and amenity, amongst other things. The scheme also accords with the requirements of the Framework, particularly Chapter 12 – Achieving well-designed places.

² 10078.1, Rev K, dated 22nd February 2024

³ 10078.1- Rev D, dated 20 July 2022

Character and appearance

20. Contrary to the Officer Report, Members of the Planning and Highways Committee concluded that the proposed development would result in a harmful impact on visual amenity and character of the area, through the creation of a visually incongruous feature in the currently open area. The new lighting was of particular concern, as it was considered that it would be apparent and very perceptible when in use, particularly at nighttime, diminishing the environmental qualities of the application site. This view is shared by many interested parties, as expressed in their written submissions and orally at the event.
21. Whilst recognising the site is located within the Ossett Urban Area and that it is not protected or allocated, the principle of development is accepted. The site is predominantly a greenfield site with very little built development. The development that does exist on the site, is largely on its boundaries, in the form of walls and the tall fence facing Station Road. Consequently, majority of the site is currently grass playing/recreational fields. However, a large section of the existing playing fields would remain unaltered, as part of the scheme.
22. There is no doubt that the proposed development would result in a significant change to the land. However, given the nature of the proposed use, it would be complimentary to the existing sport/recreational use of the playing fields. Whilst the proposed development would introduce hard and artificial surfacing to the site, along with buildings and structures, I am satisfied that these have been designed to integrate within the wider surroundings, particularly through the materials proposed. I accept that external lighting will be introduced, in the form of floodlights to an area that is largely unlit, but given the existing level of street lighting in the surrounding area, particularly on Lime Street and Station Road, this would not form an incongruous feature.
23. I have also considered that the proposed development would only be illuminated, when the facility is operational. It has been demonstrated by the Appellant and accepted by the Council that no harm would occur to neighbouring occupiers from the proposed external lighting. However, to prevent any excessive hours of illumination, I am satisfied that through a suitably worded planning condition any otherwise unacceptable development could be made acceptable.
24. For the reasons given, the proposed development would not create any harm to the character and appearance of the appeal site and surrounding area. Consequently, the scheme complies with Local Plan Policies LP56, which seeks to respect, and where appropriate enhance the character, function and overall quality of the locality in terms of design, scale, massing, height, density, layout, materials and colour over the lifetime of the development, amongst other things. The scheme also accords with the requirements of the Framework, particularly Chapters 12 – Achieving well-designed places and 15 – Conserving and enhancing the natural environment.

Other Matters

25. I have had regard to the considerable number of objections received from interested parties, as part of the original planning application, expressing a wide range of concerns. I also note the views expressed by the large number of interested parties who made submissions on this appeal either in writing or orally at the event, including, but not limited to the following: Ecology, including protected

species; Climate change, Other similar facilities in the area; A lack of engagement within the community, No replacement safety fencing planned, after the removal of the existing fencing; Future maintenance; Public Rights of Way (PROW); ,amongst other things.

26. The evidence indicates that no harm would occur in respect of ecology or protected species. There is no substantive evidence to outweigh the Council's position with regard to need or any significant harm to the climate would result as a direct consequence of the development. Access to PROW would still be possible, as part of the proposed development. New safety fencing similar to that already in existence is not necessary as part of the design. Future maintenance could be adequately controlled through the imposition of suitably worded condition.
27. There has also been concerns raised about the environmental impact of the AGPs, particularly surrounding microplastics getting into the ecosystem and the need for greater focus on the end-of-life recycling of AGPs. This has resulted in the European Commission confirming an eight-year transition period before the new restriction becomes effective and from October 2031. Within the European Union (EU) rubber crumb for AGPs will no longer be available for purchase. However, given the UK is no longer part of the EU, these restrictions do not currently affect the proposed development. I have had regard to all of the points raised against the proposed development, but none of these would lead me to a different overall conclusion.

Planning Balance

28. It is a requirement for this appeal to be determined in accordance with the development plan unless material considerations indicate otherwise. The site is located within the Ossett Urban Area as defined in the Local Plan, Policy SP3 of the Local Plan, which sets out that most new development will take place within the urban areas taking advantage of existing services and high levels of accessibility.
29. Furthermore, Local Plan Policy LP50 confirms new and improved sports facilities will be supported providing the intensity of uses will not have a significant detrimental impact on amenity and highway safety; and, facilities and ancillary buildings are of appropriate scale and design which respect the character of the surrounding area.
30. As I have found that the proposed development would not result in harmful conditions prejudicial to Highway and/or pedestrian safety; Living conditions of neighbouring occupiers or character and appearance, the scheme complies with Local Plan Policy LP50. Whilst the proposed development will change the site, the change itself would not be harmful. Due to my findings, I am also satisfied that the proposed development would not constitute over intensification of the site. Therefore, the proposed development is suitable for the site and would provide a much needed and identified facility for the local community.

Conditions

31. I have considered what planning conditions would be appropriate in light of the discussions at the event, making amendments and minor corrections, where necessary, to ensure clarity and compliance with the tests contained within Paragraph 56 of the Framework and the Planning Practice Guidance. In addition to

conditions relating to the time limit for implementation, for reasons of certainty a condition requiring the development to be undertaken in accordance with approved plans/documents is necessary.

32. Pre-commencement conditions for foul and surface water drainage; Construction Environmental Method Statement and soil conservation survey are all reasonable and necessary in the interest of the living conditions of existing and future occupiers, highway safety and the environment.
33. These pre-commencement conditions are agreed between the Council and appellant for the purposes of section 100ZA and regulation 2 of the Town and Country Planning (Pre-commencement Conditions) Regulations 2018. In each case they are required pre-commencement as they are fundamental to the acceptability of the proposed development.
34. Pre-occupation conditions for vehicular parking and turning; perimeter boundary treatments, flood lighting columns and cycle parking; construction of vehicular access; off-site highway improvement works; bat boxes; landscaping; radon gas; a management and maintenance scheme for the site; a scheme to minimise the risk of crime and the removal of the existing fence along the Station Road boundary are reasonable and necessary in the interest of highway safety, character and appearance, sustainable travel, ecology, the health and safety of future users and the environment.
35. Other conditions relating to the external walling and roofing materials; Preliminary Ecological Appraisal; Opening hours (including hours when the floodlighting would operate); Contamination; Tree protection; Washing equipment for cleaning the wheels and undersides of vehicles; Use classes restriction and foul and surface water are all reasonable and necessary in the interest of character and appearance, ecology, living conditions of existing and future occupiers, the environment and to define the permission/ensure the site is used for sporting purposes.

Conclusion

36. The proposed development would accord with the development plan, and there are no material considerations that indicate that a decision should be made other than in accordance with it.
37. For the reasons given above, the appeal should be allowed.

W Johnson

INSPECTOR

SCHEDULE OF CONDITIONS

Time limit

- 1) The development hereby permitted shall be begun within three years of the date of this permission.

Approved drawings

- 2) The development hereby approved shall be carried out strictly in accordance with the following approved plans/documents: Vehicle Tracking 21040-ZZ-ZZ-DR-D-0001 Rev P02; Topographical Survey OAGP-01; Traffic Regulation Order 21040-ZZ-ZZ-DR-D-0100 P01; Site Location Plan 205-082-1001 Rev A; Existing Site Plan 205-082-1002 Rev A; Proposed Site Plan 205-082-1002 Rev I; Proposed Site Plan 205-082-1004 Rev D; Proposed Floor Plan 205-082-1005 Rev A; Proposed Site Drainage Layout 205-082-1006 Rev D; Proposed Access and Entrance Improvements 205-082-1007 Rev D; Proposed AGP details 205-082-1008 Rev B; Proposed Elevations/Proposed Sections 205-082-1009 Rev A; Proposed Visuals 205-082-1011 Rev A; Proposed Site Plan (Landscape Layout) 205-082-1012 Rev A; Tree Protection Plan 1409 002 Rev B; Proposed Floodlighting Horizontal and Vertical Spill HLS4490 Rev 8. Transport Assessment P2044_20231128_AGP Rev 3; Road Safety Audit – Stage 1 2022-07 Ossett RSA1-Rev 1; Road Safety Audit - Stage 1 Designer's Response 28.11.2023; Light Impact Assessment 4490; Noise Impact Assessment 10078.1 Rev K; Preliminary Ecological Appraisal (PEA) Rev C; Flood Risk Assessment and Drainage Strategy Report 22040-LE-ZZ-05-RP-D-0001 Rev P06.

Pre-Commencement

- 3) The development shall not commence until a foul and surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must be in accordance with the NPPF Hierarchy of Drainage Options. If infiltration is proved not to be viable the flowrate from the site shall be restricted to 3.5 l/s. Surface water attenuation shall be provided for the minimum 1 in 100 year return period storm, including a 40% allowance for climate change. Calculations for the attenuation scheme must be submitted. The scheme shall include a detailed maintenance and management plan including responsibility for the future maintenance of drainage features and how this is to be guaranteed for the lifetime of the development. No part of the development shall be brought into use until the flow restriction works within the approved scheme have been completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.
- 4) The development shall not commence until a Construction Environmental Method Statement (CMS) has been submitted to, and approved in writing by, the Local Planning Authority. The submitted statement shall include scaled drawings illustrating the provision for:
 1. The parking of site operatives and visitors vehicles;
 2. Loading and unloading of plant and materials;
 3. Measures to manage and minimise dust emissions;

4. Measures to manage and minimise noise emissions;
5. Management of construction traffic and access routes; and,
6. Storage of plant and materials used in constructing the development

All engineering and construction works must be undertaken in accordance with the approved CMS which must be fully implemented and adhered to throughout the construction phase(s) of the development.

- 5) The development shall not commence until a soil conservation survey has been submitted to and approved in writing by the Local Planning Authority. All earthworks shall be carried out in accordance with the approved details.

Pre-Occupation

- 6) Notwithstanding the plans submitted, the development shall not be brought into use until a scheme detailing the perimeter boundary treatments, flood lighting columns and cycle parking provision required within the application site has been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the works comprising the approved scheme have been completed. The scheme shall thereafter be retained for the lifetime of the development.
- 7) The development shall not be brought into use until all areas indicated on the approved plan to be used for vehicular parking and turning have been laid out with a hardened and drained surface and subbase. Such areas shall be retained thereafter.
- 8) The development shall not be brought into use, until the means of vehicular access to the site shall be constructed in accordance with the approved plan (Dwg No. 205-082-1007 Rev C) and no structure, erection or planting exceeding 1.0m in height shall thereafter be placed within the visibility splays shown on the approved plans for the lifetime of the development.
- 9) Notwithstanding the details indicated on the submitted drawings, the development shall not be brought into use until a detailed scheme for the off-site highway improvement works as indicated on drawing ref 205-082-1007 Rev C have been submitted to and approved in writing by the Local Planning Authority. Such works shall be implemented prior to first use of the sports facilities hereby approved and thereafter retained for the lifetime of the development.
- 10) The development shall not be brought into use, until a scheme detailing the location, specification and type of bat boxes to be installed on the pavilion building shall be submitted to and approved in writing by the Local Planning Authority. The development shall incorporate the approved details within the pavilion building hereby approved prior to first occupation and shall be retained for the lifetime of the development.
- 11) Notwithstanding the details indicated on the submitted drawings, the development shall not be brought into use until a scheme detailing the landscaping of the site outlined in red on Dwg. No. 205-082-1001 Rev A has been submitted to and approved in writing by the Local Planning Authority. The

scheme shall include details of the species of trees, hedgerows, grasslands, plants and soils to be used, the phasing of the landscaping and planting and the management of the landscaping. The development and the works comprising the approved scheme shall be implemented and maintained in accordance with the approved phasing and management plan for a period of 30 years. If, within this period, any tree, shrub or hedge shall die, become diseased or be removed, it shall be replaced with others of similar size and species.

- 12) The development shall not be brought into use, until either: [i] a scheme demonstrating how suitable 'basic' radon gas protection measures will be installed has been submitted to and approved in writing by the Local Planning Authority. The approved scheme of radon protection measures shall be installed before the Changing Room Pavilion building is occupied or brought into use, which shall be retained and maintained for the lifetime of the development; or [ii] a Radon Report has been submitted to and approved in writing by the Local Planning Authority which demonstrates that radon protection measures are not required within the Changing Room Pavilion building.
- 13) The development hereby approved shall not be brought into use until a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review has been submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The development shall thereafter be operated in accordance with the approved Management and Maintenance Scheme.
- 14) The development hereby approved shall not be brought into use until a scheme has been submitted to and approved in writing by the Local Planning Authority which sets out all measures to minimise the risk of crime and meet the specific security needs of the application site and the development. The approved scheme shall be implemented before the development is first occupied and retained thereafter.
- 15) The development hereby approved shall not be brought into use until the existing fence along the Station Road boundary of the application site has been dismantled and removed from the land in its entirety.

Other

- 16) Notwithstanding the submitted plans, prior to the changing pavilion building hereby approved being constructed above its foundations, details of the external walling and roofing materials of the building shall be submitted to and approved in writing by the Local Planning Authority. The building shall be constructed using the approved materials which shall be retained and maintained thereafter for the lifetime of the development.
- 17) The development hereby approved shall be carried out in accordance with the recommendations set out in the Preliminary Ecological Appraisal Rev B (dated August 2023).
- 18) The artificial grass pitch, pavilion and associated car park hereby approved shall not operate outside the hours of 08:00 to 22:00 hrs (Monday to Saturday) and

09:00 to 21:00 hrs (Sundays and Bank and Public Holidays). The flood lighting hereby approved, for the artificial grass pitch, shall not be in operation outside the hours of 08:00 to 22:00 hrs (Monday to Saturday) and 09:00 to 21:00 hrs (Sundays and Bank and Public Holidays). A low-level courtesy light attached to the floodlight column nearest the exist to the pitch closest to the pavilion will stay on for no more than 10 minutes after the floodlights have cut out to allow players to exist the site safely. The use of the associated car park hereby approved shall cease and the car park floodlights shall be extinguished no later than 20 minutes after the cessation of the final session/activity at the site each evening.

- 19) If, during development, contamination not previously identified is found to be present at the site then works shall cease and no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy has been submitted to and approved in writing by the Local Planning Authority detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.
- 20) All engineering and construction works must be undertaken in accordance with the approved Tree Protection Plan ref 1409 002 rev B which must be fully implemented and adhered to throughout the construction phase(s) of the development.
- 21) Development (including demolition, construction, engineering and/or other operations) including works for site investigation and site preparation approved by this permission shall not commence until washing equipment for cleaning the wheels and undersides of vehicles has been provided on site to prevent mud and debris being deposited onto the highway. The washing equipment shall be fully operational and shall be used to clean all vehicles to ensure that they are free from mud and debris before they leave the site at all times during the carrying out of such works until its completion. Any mud or debris from the site which is deposited on to the highway during this period of works shall be removed immediately.
- 22) Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (or any order amending, revoking or reenacting that order), the application site, as identified by the red line boundary on the submitted location plan ref 1001 A, shall not be used for any purpose other than for sport.
- 23) Surface water from vehicle parking and hardstanding areas shall be passed through a separator of adequate capacity or equivalent alternative treatment system prior to discharge. The treatment scheme shall be retained, maintained to ensure efficient working and used throughout the lifetime of the development.
- 24) There shall be no piped discharge of surface water from the development prior to the completion of surface water drainage works, details of which will have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include, but not be exclusive to i) evidence that other means of surface water drainage have been properly considered and why they have been discounted; and ii) the means of

discharging to the public sewer network at a rate to be agreed by the Local Planning Authority in consultation with the statutory sewerage undertaker.

- 25) The site shall be developed with separate systems of drainage for foul and surface water on and off site. The separate systems should extend to the points of discharge to be agreed.

****End of Conditions****

APPEARANCES

FOR THE APPELLANT:

Ben Hunt MRTPI, Agent	Senior Associate Planner, Brown Jacobson LLP
Alan Warboys	Chief Executive, Accord Multi Academy Trust
Stephen Wells BA(Hons), DipLD FLI, FCIMSPA, MCIHort	Managing Director, Stephen Wells Associates
John Turner BA(Hons), MSc	Associate Transport Planner, TPS Consultants Ltd.

FOR THE LOCAL PLANNING AUTHORITY:

Cllr Darren Byford	Councillor and Chair of the Planning & Highways Committee at the Council.
Nia Thomas	Principal Planning Officer at the Council
Sarah Peel	Group Engineer, Highways Development Management at the Council.

INTERESTED PARTIES:

Hayley Rees	Local Resident
Liz Oxley	Local Resident
John Oxley	Local Resident
Roderick Bradley	Local Resident
Laura Simpkins	Local Resident
Richard Simpkins	Local Resident
Sarah Wrigglesworth	Local Resident
Janet Jones	Local Resident
Chris Jones	Local Resident

INTERESTED PARTIES Continued:

Russell Long	Local Resident
Helen Ibeson	Local Resident
Pamela Clayton	Local Resident
Ruth Lowe	Local Resident
David Spence	Local Resident
Keith Barker	Local Resident

HEARING DOCUMENTS

- Photographs were submitted at the event by Pamela Clayton showing damage to her property following a vehicle crash. These photographs were circulated at the event so that I and the main parties could view them. Once the Hearing closed, they were returned.