Further Proposed Changes to:

- Inset Map 14 – Area of Search - West of A38, along Trent Valley – development considerations

15 April 2016
The Appendix to new Minerals Local Plan for Staffordshire 2015 to 2030
Further Proposed Changes to: Inset Map 14 – development considerations

Introduction
When the Final Draft – June 2015 version of our new Plan was submitted for Examination in January 2016, ‘proposed changes’ were also submitted for consideration by the Inspector.

In response to discussions at the Examination hearings, which started on 30 March 2016 and end on 13 April 2016, we now wish to make ‘further proposed changes’. The ‘proposed changes’ already submitted, together with the ‘further proposed changes’ taken together will represent the ‘main modifications’ and ‘additional modifications’ to the new Plan.

Main modifications are being made to address soundness issues, i.e. to ensure that the new Plan is ‘positively prepared’, ‘justified’, ‘effective’ and ‘consistent with national policy’ (ref. National Planning Policy Framework – paragraph 182).

Additional modifications are being made to improve the new Plan e.g. to provide further clarification or to update the new Plan.

A schedule of main and additional modifications will be prepared and made available for public comment before the Examination closes and the Inspector completes his report, albeit that the Inspector will only consider representations on the main modifications at this stage (ref. Planning Practice Guidance – Local Plans – paragraph 024).

The further proposed changes
We discussed the Inset Map 14 - ‘development considerations’, including the proposed changes, on Day 9 of the Examination and we now wish to make further proposed changes for the reasons set out below:

1. To clarify that the interested developer is now Tarmac, not Lafarge Tarmac, we wish to make a further proposed change to the ‘general information’.

2. To clarify that development of the Area of Search should begin on land to the south of the A513 and that any subsequent development would need to have regard to the following two considerations, we wish to make further proposed changes to the development considerations – specifically the 4th bullet point and by indenting the 5th and 6th bullet points.

3. To clarify the requirements regarding storage of excavated materials in the floodplain, we wish to make a further proposed change to the development considerations – specifically the 10th bullet point.

4. To clarify the requirement to consider safeguarding its long term potential of best and most versatile land and the conservation of soil resources, we wish to make a further proposed change to the development considerations – specifically the 10th bullet point.
Explanatory note: Extracts from the Final Draft – June 2015 (with tracked proposed changes) version of the new Plan are provided below. The ‘proposed changes’ are shown tracked in red and the ‘further proposed changes’ are shown tracked in blue.
Area of Search – West of the A38, along Trent Valley

<table>
<thead>
<tr>
<th>General Information</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Parish</td>
<td>Kings Bromley, Alrewas, Yoxall, Wychnor, Fradley and Streethay</td>
</tr>
<tr>
<td>Area (hectares)</td>
<td>1519</td>
</tr>
<tr>
<td>Developers</td>
<td>Interest in parts of area of search indicated by Lafarge Tarmac and Cemex</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mineral development details</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mineral type(s)</td>
<td>Sand &amp; Gravel</td>
</tr>
<tr>
<td>Geological association</td>
<td>River gravels</td>
</tr>
<tr>
<td>Intended extension to existing quarry</td>
<td>No</td>
</tr>
</tbody>
</table>

### Development considerations

- This is a large and complex area, so any proposals for quarrying within the Area of Search will need to assess the way in which resources can be quarried without unacceptable adverse impact on local communities and the environment in accordance with the policies in the Plan.
- The prospective developers have identified a potential interest in two sites within the Area of Search and it is anticipated that when the Plan is reviewed it will be possible to more clearly define these two sites as ‘preferred areas’.
- The prospective developers will need to engage with key stakeholders – land owners, local residents, the Parish, District and County Councils and their representatives, the Environment Agency, the Highway Agency, National Grid and potentially the Central Rivers Initiative when proposing their ‘preferred areas’ for inclusion in the Plan when it is reviewed.
- Proposals within the Area of Search should first be developed. At this time our preference would be the potential sites identified on land to the south of the A513 but in any subsequent event the proposals to the north of the A513 define ‘preferred areas’ within the current Area of Search would need to have regard to the following development considerations: will need detailed assessment.
  - Wychnor Park is an area of high sensitivity to change, so high levels of landscape mitigation would be required to avoid adverse impact.
  - Some areas north of the A513 retain historic field patterns and water meadows, and these should be retained where possible.
- Careful consideration should be given to screening around Kings Bromley to ensure satisfactory visual mitigation. The phasing of any workings between Kings Bromley and Alrewas will need to minimise the erosion of landscape character ensuring that previous mineral workings to the east of Alrewas and west of Kings Bromley are subject to restoration works prior to commencement of development within the area of search.
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Inset Map 14 – development considerations

- Proximity to sensitive properties within and adjacent to the area of search should be considered as well as the canal conservation area including Fradley Junction and the Alrewas and Kings Bromley conservation areas. Appropriate stand offs should be defined to safeguard amenity and structures.
- The presence of the Bourne/Bilson Brook. Should sub-water table working be necessary then evidence will be required that such activities will not impact on flows in the brook.
- The need to ensure that there should be no net loss of floodplain storage as a result of the excavations. Any excavated material should normally be stored outside of the extent of the 1 in 100 year (with climate change) floodplain unless its temporary storage would be acceptable to the Environment Agency. Any ancillary development should be located in areas of lowest risk.
- Proposals may need to consider proximity to the HS2 construction areas for phases 1 and 2 of the route.
- Proposals for mineral working and restoration should take into account the need to safeguard pipelines and associated infrastructure as well as overhead power lines.
- New mineral site infrastructure should be designed to minimise impact on the area and consideration should be given to the most effective use of plant in developing the resource.
- Across the whole area, retention of small woodland blocks, riparian vegetation, hedgerows and trees will help with mitigation of visual impact, and advance planting should also be considered.
- There is a high risk of best & most versatile land being present, so safeguarding its long term potential and conserving soil resources should be considered in designing the restoration of site proposals.
- Consideration should be given to the public rights of way affecting the area.
- Transport Assessment is required and should ensure that HGV traffic does not travel through Kings Bromley village.
- Restoration of mineral workings in this area should contribute where applicable to the Staffordshire Washlands project, the Staffordshire.
- BAP River Gravels Ecosystem Area objectives and to the objectives of the National Forest. There is also the potential to extend the Central Rivers Initiative into this area.