

:

2010

**NATIONAL FOOTBALL CENTRE LIMITED**  
**AND**  
**EAST STAFFORDSHIRE BOROUGH COUNCIL**  
**AND**  
**STAFFORDSHIRE COUNTY COUNCIL**

**AGREEMENT**  
**SECTION 106**  
**TOWN AND COUNTRY PLANNING ACT 1990**

**RELATING TO:**  
**LAND AT BYRKLEY PARK, NEEDWOOD, NEAR BURTON UPON TRENT,**  
**STAFFORDSHIRE**

File Ref. DE05/913

Planning Application Ref P/2010/00255/CLF

**DRAFT**

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**THIS AGREEMENT** is made as a deed the                      day of                      2010

## **1 PARTIES**

1.1 **NATIONAL FOOTBALL CENTRE LIMITED** of 25 Soho Square, London W1D 4FA (Company Registration Number 2523346) ("**the Owner**").

1.2 **EAST STAFFORDSHIRE BOROUGH COUNCIL** whose principal office is at Town Hall Burton upon Trent Staffordshire ("**the Council**").

1.3 **STAFFORDSHIRE COUNTY COUNCIL** whose principal office is at County Buildings, Martin Street, Stafford ("**the County**").

## **2 DEFINITIONS**

In this Agreement (except where the context otherwise requires):

2.1 "**the Act**" means the Town and Country Planning Act 1990 (as amended).

2.2 "**Annual Performance Report**" shall mean the annual reports to be submitted indicating how the Travel Plan has been performing and if appropriate the proposals and remedies to improve performance of the Travel Plan to meet the agreed objectives and targets described in the Travel Plan.

2.3 "**the Application**" means planning application number P/2010/00255/CLF.

2.4 "**Application Site**" means land at Byrkley Park, Needwood, near Burton-upon-Trent, Staffordshire shown for identification purposes on Plan 01 annexed to this Agreement.

2.5 "**the Approved Routes**" means the Blue Route and the Red Route.

2.6 "**the Blue Route**" means between the site entrance to the Development on the Land along the B5234 to its junction with the A515 coloured blue on Drawing AEcoms106-002 annexed hereto.

- 2.7 **“Changing Facilities”** means the changing facilities that are to be constructed and made available to local football teams in accordance with the terms in Schedule 7 of this Agreement as delineated on Drawing 00255/02 and Drawing IL40509/041 annexed to this Agreement.
- 2.8 **“Community Use Framework Plan”** means the framework to be approved by the Council for the provision and use of football pitches and Changing Facilities for the Community.
- 2.9 **“Commencement of the Development”** means the earliest date upon which any material operations are begun in accordance with the provisions of Section 56(4) of the Act save for the purposes of this Agreement none of the following operations shall constitute a material operation:
- 2.9.1 site preparation works including demolition;
- 2.9.2 archaeological investigations;
- 2.9.3 site investigation works (including environmental investigations);
- and **“Commence the Development”** shall be construed accordingly.
- 2.10 **“the Chief Planning Officer”** means the person the Council shall appoint as the Head of the Department responsible for Planning Services for the time being.
- 2.11 **“the County’s Monitoring Fee”** means the monitoring fee of £286.00 (two hundred and eighty six pounds) payable to the County towards the costs of administering and monitoring the obligations contained within this Agreement.
- 2.12 **“the Development”** means the development authorised by the Planning Permission.
- 2.13 **“the Hotel”** means the hotel to be constructed as part of the Development.
- 2.14 **“the Index”** means the All Items Group (item reference CHAW) of the Retail Prices Index published by H M Government Office for National Statistics provided that during any period where no such index exists, the index which replaces the same or is the nearest equivalent thereto (which shall be agreed by the parties

or, in default of agreement, fixed by the President for the time being of the Law Society on the application of any party) shall be used.

- 2.15 **“Index Linked”** means increased (if applicable) in proportion to movements in the Index between the date of this Agreement and the date the particular payment is made.
- 2.16 **“the Land”** means the land shown for the purposes of identification only edged red on Plan01 annexed to this agreement known as land at Byrkley Park, Needwood, Near Burton-upon-Trent, Staffordshire.
- 2.17 **“Occupation of the Development”** means beneficial occupation of any part of the Development for its intended purpose other than the carrying out of the Development, fitting out, marketing, staff training or site security and **“Occupy the Development”** shall be construed accordingly.
- 2.18 **“Planning Permission”** means the planning permission to be granted by the Council pursuant to the Application in substantially the form of the draft annexed to this Agreement
- 2.19 **‘Previous Planning Permission’** means Planning Permission Number PA/16753/010 annexed to this agreement.
- 2.20 **“the Red Route”** means between the site entrance to the Development on the Land along the B5234 B5017 and A5121 onto the A38 at the Branston Interchange as shown coloured red on Drawing AECOMS106-001 annexed hereto.
- 2.21 **“Satisfaction of the Council”** means to the normal standards of the Council applied elsewhere within their administrative area in respect of similar matters.
- 2.22 **“Satisfaction of the County”** means to the normal standards of the County applied elsewhere within their administrative area in respect of similar matters
- 2.23 **“Signage Scheme”** means a scheme approved by the Council and the County for the provision and installation of road directional signs directing traffic to and

from the site entrance to the Development on the Land on the B5234 and broadly indicated on Drawing AECOMS106-001 annexed hereto.

2.24 **“Travel Plan”** shall mean the Travel Plan appended to this Agreement

2.25 **“Travel Plan Sum”** means the sum of £6,070.00 (six thousand and seventy pounds) Index Linked to be paid for the monitoring and review of the Travel Plan.

### **3 INTERPRETATION**

3.1 References to the masculine, feminine and neuter genders shall include the other genders.

3.2 References to the singular include the plural and vice versa unless the contrary intention is expressed.

3.3 References to natural persons are to include corporations and vice versa.

3.4 Headings in this Agreement are for reference purposes only and shall not be taken into account in its construction or interpretation.

3.5 The expressions “the Owner”, shall include its respective successors in title and assigns, and the expressions “the County” and “the Council” shall include any successors to their functions as local highway authority and local planning authority respectively.

3.6 A reference to a Clause, Paragraph or Schedule is (unless the context otherwise requires) a reference to a Clause, Paragraph or Schedule of this Agreement.

3.7 Words denoting an obligation on a party to do any act or thing include an obligation to procure that it be done and words placing a party under a restriction include an obligation not to cause, permit or suffer any infringement of such restriction.

3.8 Where in this Agreement a party includes more than one person any obligations of that party shall be joint and several.

3.9 Any reference in this Agreement to any statute, or to any section of a statute, includes any statutory re-enactment or modification of it and any reference to any statutory instrument includes any amendment or consolidation of it from time to time and for the time being in force.

#### **4 INFORMATION**

4.1 The Owner owns the freehold interest in the Land and is registered as proprietor of it with Title Absolute at H M Land Registry free from incumbrances other than those matters contained or referred to in the Property and Charges Registers of Title Number SF316296 at the date of this Agreement.

4.2 The Council is the local planning authority for the purposes of the Act for the Land.

4.3 The County is the local highway authority for the purposes of the Highways Act 1980 (and considers that the Development will necessitate the highway obligations contained in this Agreement).

4.4 The Owner has by the Application applied to the Council for approval to carry out development on the Land.

4.5 The Council is satisfied that the Development is such as may be approved by the Council under the Act and planning permission granted (subject to conditions) subject to the Owner covenanting in the terms of this Agreement.

#### **5 STATUTORY AUTHORITY AND LEGAL EFFECT**

5.1 This Agreement is made pursuant to:

5.1.1 Section 106 of the Act; and

5.1.2 Section 111 of the Local Government Act 1972

and all other enabling powers and enactments which may be relevant for the purpose of giving validity to this Agreement.

- 5.2 The obligations of the Owner in this Agreement are planning obligations for the purposes of Section 106 of the Act and are enforceable by the Council as local planning authority.
- 5.3 Subject to clause 5.4, the Owner covenants with the Council to the intent that this Agreement shall be enforceable without limit of time (other than as expressly mentioned in this Agreement) against the Owner and any person deriving title through or under it to the Land or any part or parts of it as if that person had also been an original covenanting party in respect of the interest or estate for the time being held by that person.
- 5.4 No person shall be bound by any obligations, rights and duties contained in this Agreement and/or be liable for any breach of a covenant and/or obligation contained in this Agreement after they shall have parted with all interest in the Land or the part in respect of which such obligation relates or such breach occurs PROVIDED THAT they shall remain liable for any subsisting breach of covenant prior to parting with their interest.
- 5.5 No statutory undertaker shall be bound by any obligations, rights and duties contained in this Agreement and/or be liable for any breach of a covenant and/or obligation contained in this Agreement in respect of any site used only as an electricity substation, gas governor or pumping station.
- 5.6 If the Planning Permission expires (within the meaning of Sections 91, 92 or 93 of the Act) or is revoked or is quashed following a successful legal challenge or otherwise withdrawn this Agreement shall forthwith determine and cease to have effect.
- 5.7 Nothing in this Agreement shall be construed as prohibiting or limiting any right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Agreement.



5.8 Nothing in this Agreement shall be construed as restricting the exercise by the Council or the County of any powers exercisable by them under the Act or under any other Act or any statutory instrument, order or byelaw in the exercise of their functions as a local authority.

## **6 CONDITION PRECEDENT**

The planning obligations contained in this Agreement shall not be enforceable by the Council until the grant of the Planning Permission by the Council.

## **7 OBLIGATIONS**

7.1 The Owner, the County and the Council further covenant, agree and declare in respect of the Land as set out in the Schedules.

7.2 The Council agrees with the Owner to grant the Planning Permission as soon as is reasonably practicable after completion of this Agreement.

## **8 COSTS**

8.1 The Owner agrees to pay to the Council and the County on the signing of this Agreement their reasonable costs and disbursements of and incidental to the preparation and execution of this Agreement.

8.2 The Owner agrees to pay to the County on the signing of this Agreement the County's Monitoring Fee.

## **9 INVALIDITY**

It is agreed and declared that if any clause or sub-clause of this Agreement shall be deemed to be unenforceable or ultra vires the remainder of this Agreement shall remain in full force and effect provided severance from this Agreement is possible.

## **10 CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999**

Nothing contained in this Agreement shall give, or be construed as giving, any rights, privileges, powers or enforceability other than to the Council, the County and to the specific person executing this Agreement as the Owner and its successors (if any) as defined in this Agreement and the provisions of the Contracts (Rights of Third Parties) Act 1999 and any benefits or rights which could arise from it are expressly excluded to the intent that no other third party within the meaning of that Act shall have any rights of enforcement in respect of any matter contained in this Agreement.

## **11 OTHER MATTERS**

11.1 The Owner shall indemnify the Council and the County for any expenses or liability arising to them in respect of breach by the Owner of any obligations contained in this Agreement.

11.2 The provisions of Section 196 of the Law of Property Act 1925 (as amended) shall apply to any notice or approval to be served under or in connection with this Agreement and any such notice or approval shall be in writing and shall specifically refer to the name, date and parties to this Agreement and shall cite the number and clause of this Agreement to which it relates.

11.3 Payment of any money under this Agreement shall be made by the Owner sending the full amount payable in the form of a Banker's Draft or Solicitors' client account cheque within the time specified in this Agreement together with a letter specifically referring the name, date and parties to this Agreement and citing the number and clause of this Agreement to which the relevant sum relates and identifying which portion of the amount relates to any sum calculated to take account of Index Linking.

11.4 This Agreement shall be registered as a Local Land Charge.

**IN WITNESS** of which the Parties have executed this Agreement as a deed and have delivered it upon dating the day and year first before written.

**SCHEDULE 1**  
**General Obligations**

The Owner covenants with the Council and the County with the intent that these are planning obligations for the purposes of Section 106 of the Act:

1. To permit the Chief Planning Officer and any person or persons authorised by him access to the Land or any part of it at all reasonable times, on reasonable notice and in compliance with the Owner's reasonable requirements, and to permit him or them to inspect the Development and all materials intended for use in it.
2. To give the Council and the County notice in writing no later than 7 days prior to the anticipated Commencement of the Development.
3. To give the Council and the County notice in writing of the Commencement of the Development within 7 days of Commencement of the Development.
4. To give the Council and the County notice in writing no later than 7 days prior to the anticipated Occupation of the Development.
5. To give the Council and the County notice in writing of the Occupation of the Development within 7 days of Occupation of the Development.

**SCHEDULE 2**  
**TRAVEL PLAN**

**2. PLANNING OBLIGATIONS**

2.1 The Owner covenants with the Council and the County with the intent that these are planning obligations for the purposes of Section 106 of the Act:

- (i) Not to Commence any part of the Development until the Travel Plan Sum has been paid to the County and further, to notify the Council that such payment has been made within 14 days of such payment.
- (ii) Not to Commence any part of the Development until a suitably qualified travel plan co-ordinator with the responsibilities and duties set out in the Travel Plan has been appointed in accordance with the Travel Plan.
- (iii) To implement the Travel Plan in accordance with the proposals, the targets, measures and programme of implementation set out within it.
- (iv) Ensure that the Travel Plan Co-ordinator is identified to the County immediately following their nomination and that any changes in this nomination or responsibilities are notified to the County.
- (v) Produce and submit to the County an Annual Performance Report, (which shall include, as appropriate, the remedies required as set out in the Travel Plan) for approval in writing in respect of all, or each part of, the Development in accordance with the Travel Plan. In the event that the Annual Performance Report is submitted, which does not in the opinion of the County achieve the objectives and or targets of the Travel Plan, to submit revised proposals and or remedies in accordance with the Travel Plan to the County for its approval in writing. This process shall be repeated as often as necessary until such revised proposals and or remedies to the Travel Plan are approved in writing by the County.
- (vi) Implement the Travel Plan and any modifications arising from the Annual Performance Report approved by the County.

- (vii) Meet with the County on request and within three weeks of the request being made.

#### **4 THE COUNTY'S OBLIGATIONS**

- 4.1 To undertake with the travel plan co-ordinator the on-going monitoring and review of the Travel Plan in accordance with the requirements therein
- 4.2 To provide support and advice to the travel plan co-ordinator in implementing the Travel Plan.
- 4.3 To use the Travel Plan Sum solely in connection with review and monitoring of the Travel Plan.
- 4.4 To respond to the Owner's Annual Performance Reports within three weeks of receipt with either written approval, or in the event that the Annual Performance Report being unacceptable to the County the reasons (which shall be reasonable) to explain to the Owner why revised proposals and or remedies will need to be submitted for approval in writing by the County for the approval of the Annual Performance Reports in accordance with the Travel Plan.
- 4.5 Advise the Council of instances where the Owner has not complied with the Travel Plan (following Annual Performance Reports or otherwise) in order for the Council to consider whether enforcement proceedings are necessary.
- 4.6 Submit a copy of any revisions to the measures and or remedies contained within the Travel Plan (following Annual Performance Report or otherwise), approved by the County, to the Council.

**SCHEDULE 3**  
**SIGNAGE SCHEME**

- 3.1 The Owner covenants with the Council and the County not to commence any part of the Development without implementing the Signage Scheme at the expense of the Owner to the Satisfaction of the County which shall be provided by the Owner entering into an agreement with the County under section 278 of the Highways Act 1980 and any agreement with the Highways Agency in respect of signs to be provided on a trunk road.
- 3.2 The Owner further covenants to include in the Signage Scheme (along with any other signs the County consider necessary) the following:
- 3.2.1 signs south of Barton-under-Needwood for northbound traffic to leave the A38 from the Branston Interchange;
  - 3.2.2 signs at the Branston Interchange to direct northbound traffic onto the A5121;
  - 3.2.3 signs at the Branston Interchange to direct southbound traffic onto the A5121;
  - 3.2.4 signs to direct traffic from the A5121 onto the B5017 and then onto the B5234;
  - 3.2.5 signs at the A515/B5017 junction to direct southbound traffic to leave the A515 from the A515/B5234 junction;
  - 3.2.6 signs at the A50/A515 junction to direct traffic onto the A515; and
  - 3.2.7 a sign at the site entrance to the Development on the Land to direct traffic to leave from the Approved Routes and any reciprocal signs in accordance with the above to ensure the Approved Routes are followed.

**SCHEDULE 4**  
**GENERAL SITE SIGNAGE**

The Owner covenants with the Council not to display or allow the display of directional and general signage that does not require express advertisement consent on the land edged blue on Drawing IL40509/40 without having first obtained the prior approval of the Council (such consent not to be unreasonably withheld or delayed).

**SCHEDULE 5**  
**ROUTING OF CONSTRUCTION TRAFFIC**

- 5.1 The Owner covenants with the Council and the County with the intent that these are planning obligations for the purposes of section 106 of the Act:
- (i) not to permit or allow service vehicles accessing to and egressing from the Development other than by use of the Approved Routes; and
  - (ii) to instruct all drivers for service vehicles of itself or of any associated subsidiary or contractor or driver accessing and/or egressing the Development to use the Approved Routes only; and
  - (iii) to instruct all new drivers of service vehicles accessing and egressing the Development before they commence work and to continue to remind them at regular intervals to use the Approved Routes; and
  - (iv) to take (in so far as the law permits) disciplinary measures against anybody shown to have disregarded the instructions in paragraph 5.1 (ii) and 5.1 (iii) above; and
  - (v) to include a condition in contracts with service vehicles to access and egress the Development by the Approved Routes only; and
  - (vi) to display notices on the Development showing the Approved Routes; and
  - (vii) to ban any driver of service vehicles who is found not to be complying with the Approved Routes from the Development.

**SCHEDULE 6**  
**BIODIVERSITY ACTION PLAN**

- 6.1 The Owner covenants with the Council to submit for approval in writing prior to the Commencement of the Development a Biodiversity Action Plan in accordance with the Biodiversity Action Plan annexed to this Agreement detailing the short and long term objectives for the preservation, enhancement and management of biodiversity to be carried out on the Application Site and adjoining land owned by the Owner delineated on Drawing 100B and a programme for implementing the measures contained herein.
- 6.2 In the event that the Biodiversity Action Plan is submitted, which does not in the reasonable opinion of the Council achieve the management of biodiversity at the Application Site and adjoining land in accordance with the Biodiversity Action Plan, the Owner covenants to submit revised plans and or remedies to the Council for its approval in writing. This process shall be repeated as often as necessary until such revised plans and or remedies to the Biodiversity Action Plan are approved in writing by the Council.
- 6.3 Meet with the Council on request and within three weeks of the request being made (or such other time agreed between the Council and the Owner) to discuss the Biodiversity Action Plan.



## **SCHEDULE 7**

### **COMMUNITY USE OF PITCHES AND CHANGING FACILITIES**

7.1 The Owner covenants with the Council not to occupy or permit the occupation of any part of the Development without having first submitted for approval in writing a Community Use Framework Plan to secure from the first operation of the sports facilities development for the life of the sports facilities development the following:

(i) the making available of three full size pitches and the Community Changing Facilities for use by local football club teams for:

- (a) league fixtures throughout the football season on Saturdays and Sundays (and at such other times as the Owner may reasonably consider appropriate);
- (b) the staging of an 11 a side cup semi finals around March/early April each year the precise date to be agreed with the Owner;
- (c) the staging of an 11 a side cup final game in May each year the precise date to be agreed with the Owner;
- (d) the staging of a Mini Soccer cup final game in May over one weekend each year the precise date to be agreed with the Owner.

Provided That it is hereby acknowledged that:

- (A) at all times the Council shall in managing the use of the three pitches have regard to the need to rest and manage the pitches to ensure that they can be maintained to appropriate playing standards without due maintenance;
- (B ) use by local football clubs and the events listed in (b) to (d) inclusive will not be permitted during International Squad training weeks details of which shall be provided to the Council at the start of the football season.

(C ) three full size pitches to be made available in accordance with this paragraph 7.1 could be any pitches that are situated at the National Football Centre and shall be allocated by the Owner, in agreement with the Council, on a fixture by fixture basis;

(D) the Council will ensure that the local football clubs using the three pitches will not exploit or display any commercial branding on the Land other than on football shirt; and

(ii) arrangements for the transfer of the management of the pitches to the Council on the days upon which league fixtures and the events listed in (b) and (d) inclusive are to be held:

7.2 The Owner covenants with the Council to comply with the terms of the Community Use Framework Plan approved by the Council referred to in paragraph 7.1.

7.3 In the event that the Community Use Framework Plan is submitted, which does not in the opinion of the Council provide sufficient use of the football pitches and Changing Facilities for the Community or sufficient management of the same by the Council the Owner covenants to submit revised plans and or remedies to the Council for its approval in writing. This process shall be repeated as often as necessary until such revised frameworks and or remedies to the Community Use Framework Plan are approved in writing by the Council.

7.4 Meet with the Council on request and within three weeks of the request being made (or such other time agreed between the Council and the Owner) to discuss the Community Use Framework Plan.

7.5 The Owner covenants with the Council to maintain the three pitches and the changing facilities at the Owner's expense for the period of use by the Community for the life of the sports facility development.

## **SCHEDULE 8**

### **HOTEL**

The Owner covenants with the Council not to occupy or permit the Occupation of the completed Hotel without the sports facilities development granted by the Planning Permission being brought into operational use.

**SCHEDULE 9**  
**PREVIOUS PLANNING PERMISSION**

**PLANNING OBLIGATIONS**

The owners covenant with the Council not to construct any further development save for the development that has already been implemented in accordance with the Previous Planning Permission.

EXECUTED as a deed by )  
**NATIONAL FOOTBALL CENTRE**)  
**LIMITED** acting by )  
)

Director

Director / Secretary

THE COMMON SEAL of **EAST** )  
**STAFFORDSHIRE BOROUGH** )  
**COUNCIL** was affixed to this )  
deed in the presence of: )

Authorised Signatory

THE COMMON SEAL of )  
**STAFFORDSHIRE COUNTY** )  
**COUNCIL** was affixed to this )  
deed in the presence of: )

Authorised Signatory



1. To be used with CAD (AutoCAD) software.  
2. To be used with the latest version of AutoCAD.  
3. To be used with the latest version of AutoCAD.  
4. To be used with the latest version of AutoCAD.



SITE BOUNDARY TO APPLICATION SITE  
- 22.5m

SITE BOUNDARY TO LAND IN THE  
POSSESSION OF THE  
FOOTBALL ASSOCIATION

ISSUED FOR PLANNING	DATE	BY

redboxarchitecture

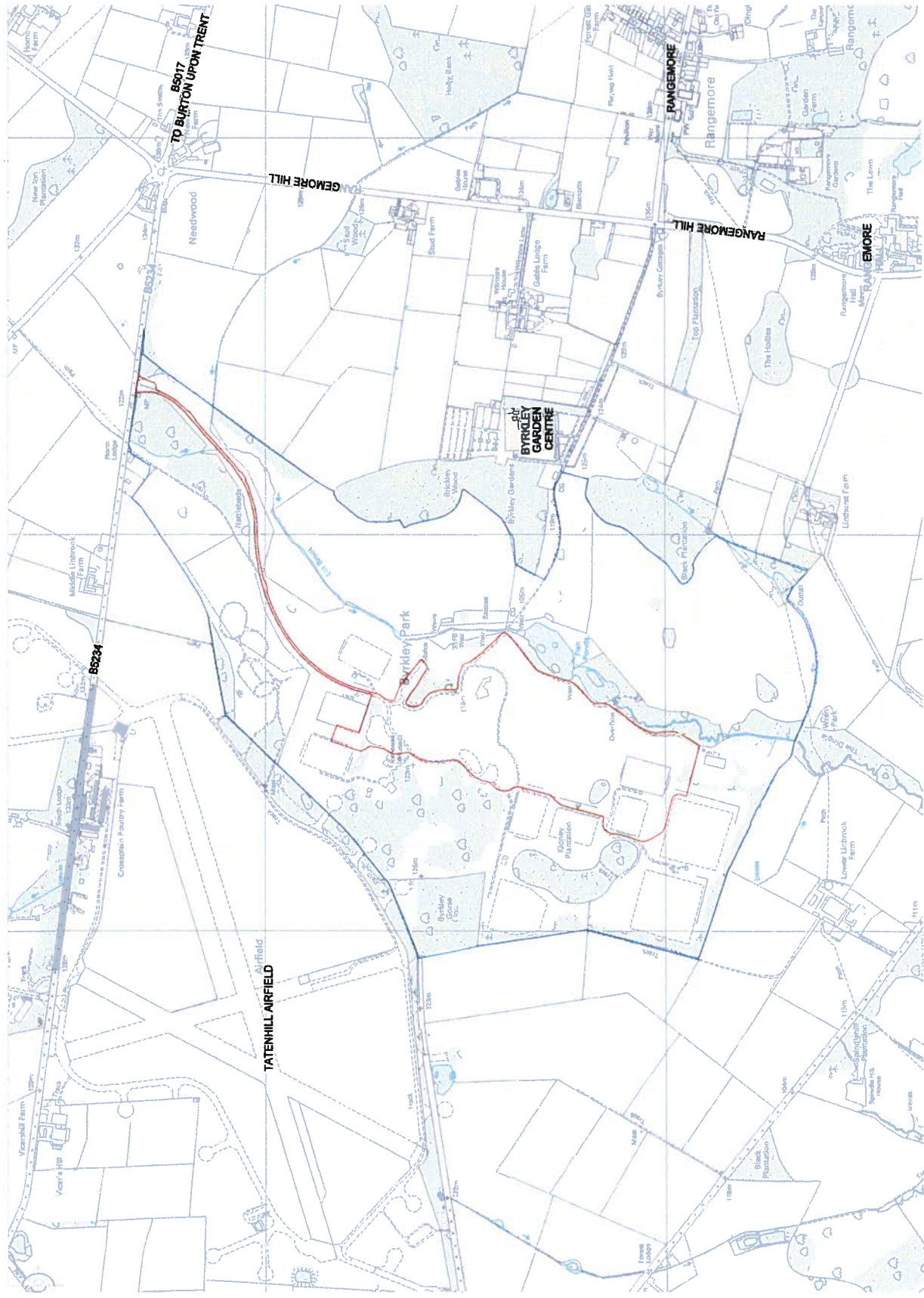
THE NATIONAL FOOTBALL CENTRE  
ST GEORGE'S PARK

LAYOUT PLAN

1:5000	01/03/2011	050
AT	PLANNING	

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PLAN 01

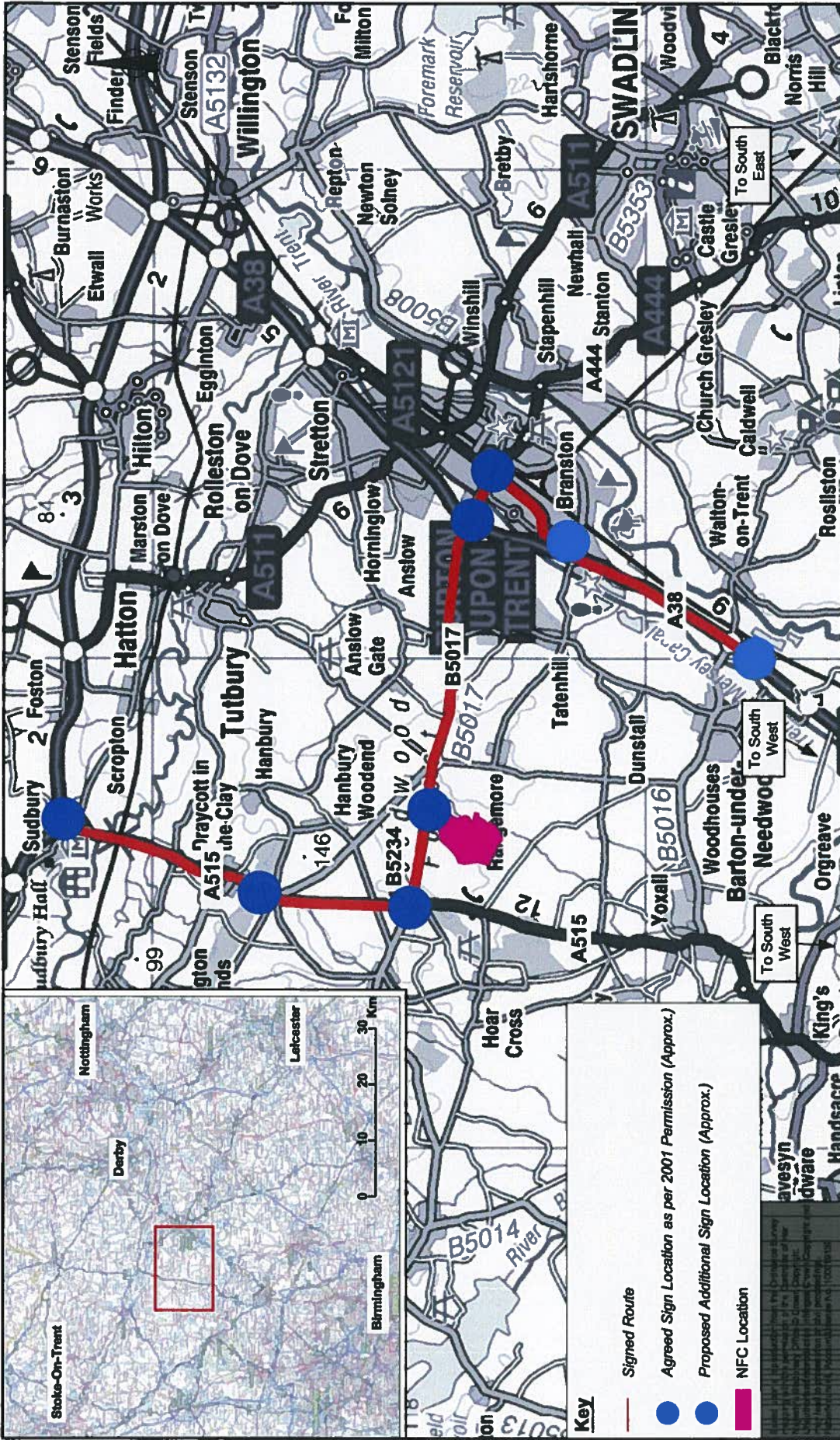


09003-050/01  
LAYOUT PLAN  
SCALE 1:5000





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**Client:** The Football Association  
**Project:** National Football Centre, Burton

**Title:** Signage & Routing Strategy

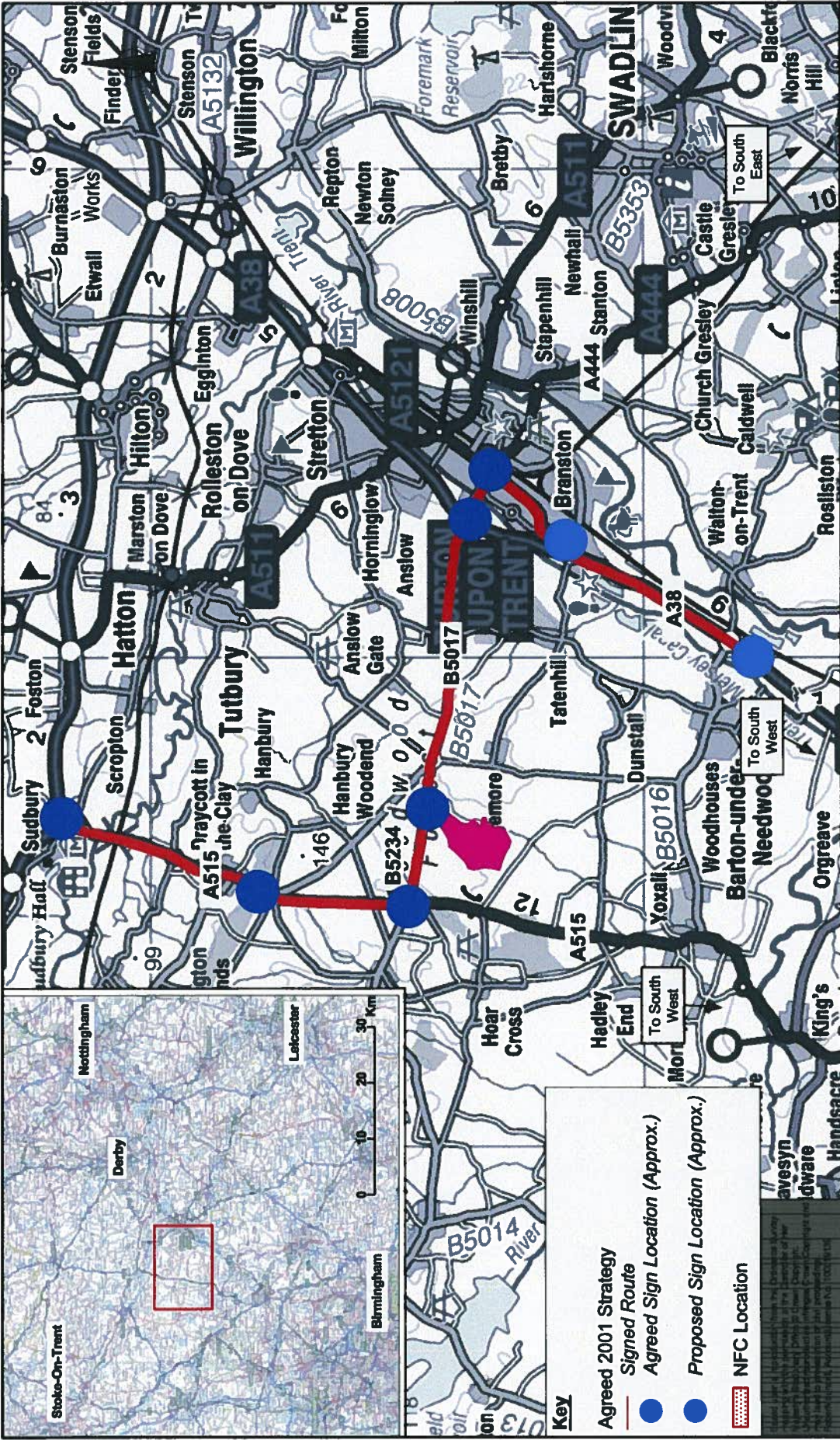
**AECOM**  
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Design: RM	CAD: RM
Chkd: MF	App'd: MF
Date: June 2010	Scale: NTS
Rev:	
No. AECOM S106_001	





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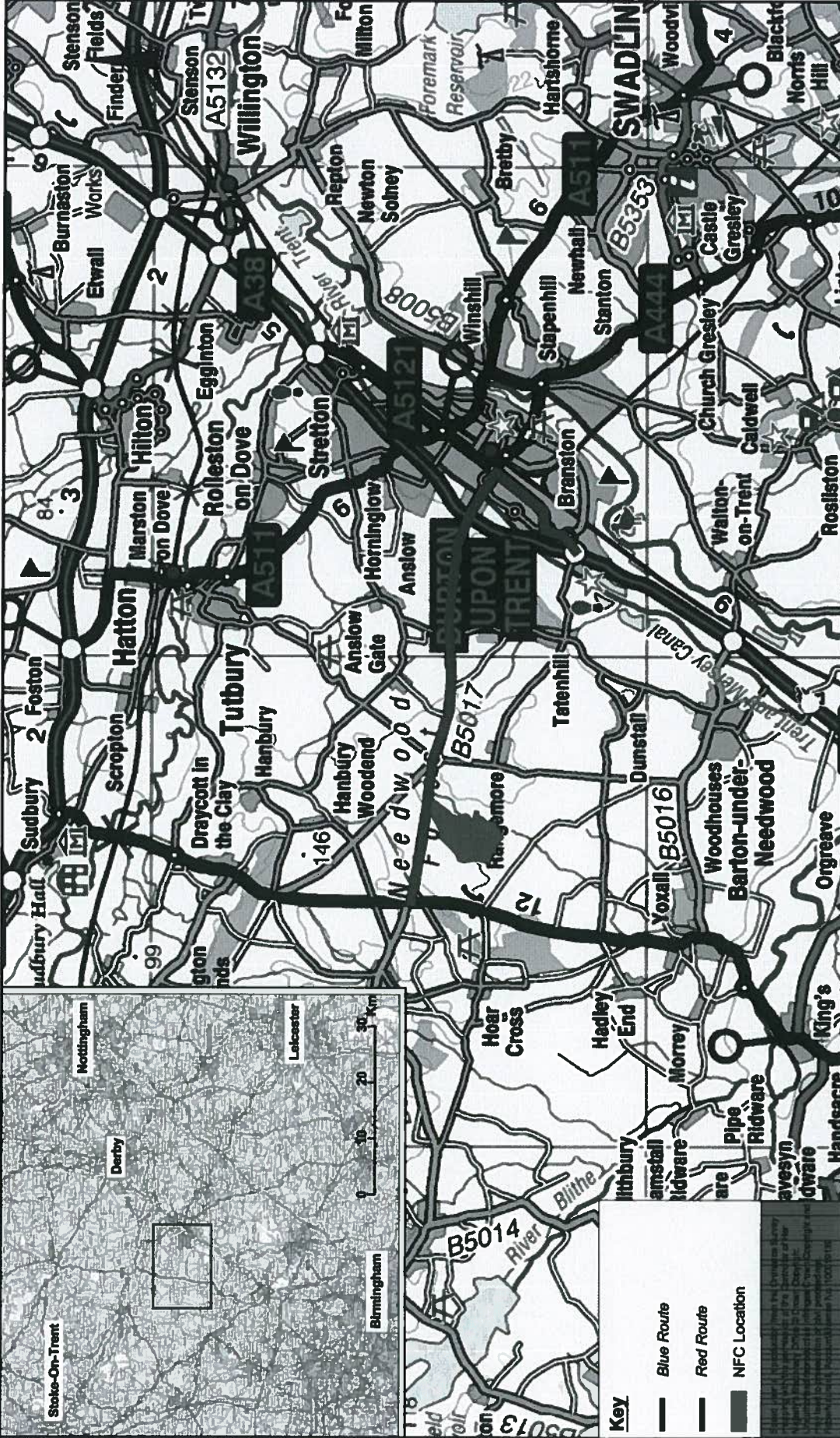
Client: <b>The Football Association</b>	Title: <b>Signage &amp; Routing Strategy</b>	<b>AECOM</b> AECOM House 63-77 Victoria Street St Albans, Herts AL1 3ER www.aecom.com Tel: +44 (0)1727 535000 Fax: +44 (0)1727 535099	
		Design: RM Chkd: MF Date: June 2010	CAD: RM App'd: MF Scale: NTS
Project: <b>National Football Centre, Burton</b>	Rev: <b>No.</b>	No.	
		A4	

DRG Path: F:\projects\Development - National Football Centre, Burton\CAD\Site Location.dwg User: keena Plot time: 08-06-10 @ 9:50am





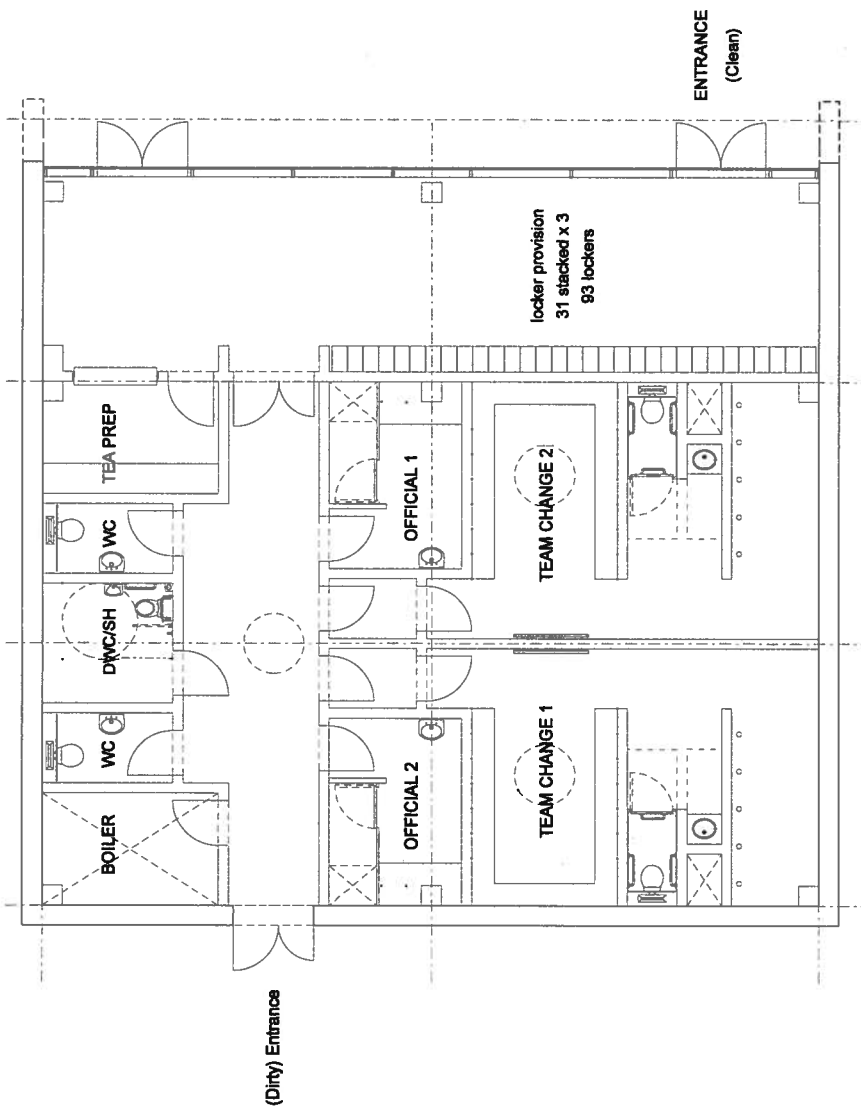
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DRG Path: F:\projects\Development - National Football Centre, Burton\CAD\Signage Strategy.dwg User: keenea Plot time: 10-06-10 @ 10:25am

<b>Client:</b> The Football Association  <b>Project:</b> National Football Centre, Burton	<b>Title:</b> Routing of Construction Traffic		<b>AECOM</b>  AECOM House 63-77 Victoria Street St Albans, Herts AL1 3ER Tel: +44 (0)1727 535000 Fax: +44 (0)1727 535099 www.aecom.com	Design: RM Chkd: MF Date: June 2010	CAD: RM Appd: MF Scale: NTS	Rev: <b>No. AECOM S106_002</b>
	<b>Key</b> — Blue Route - - - Red Route ■ NFC Location			CM	A4	

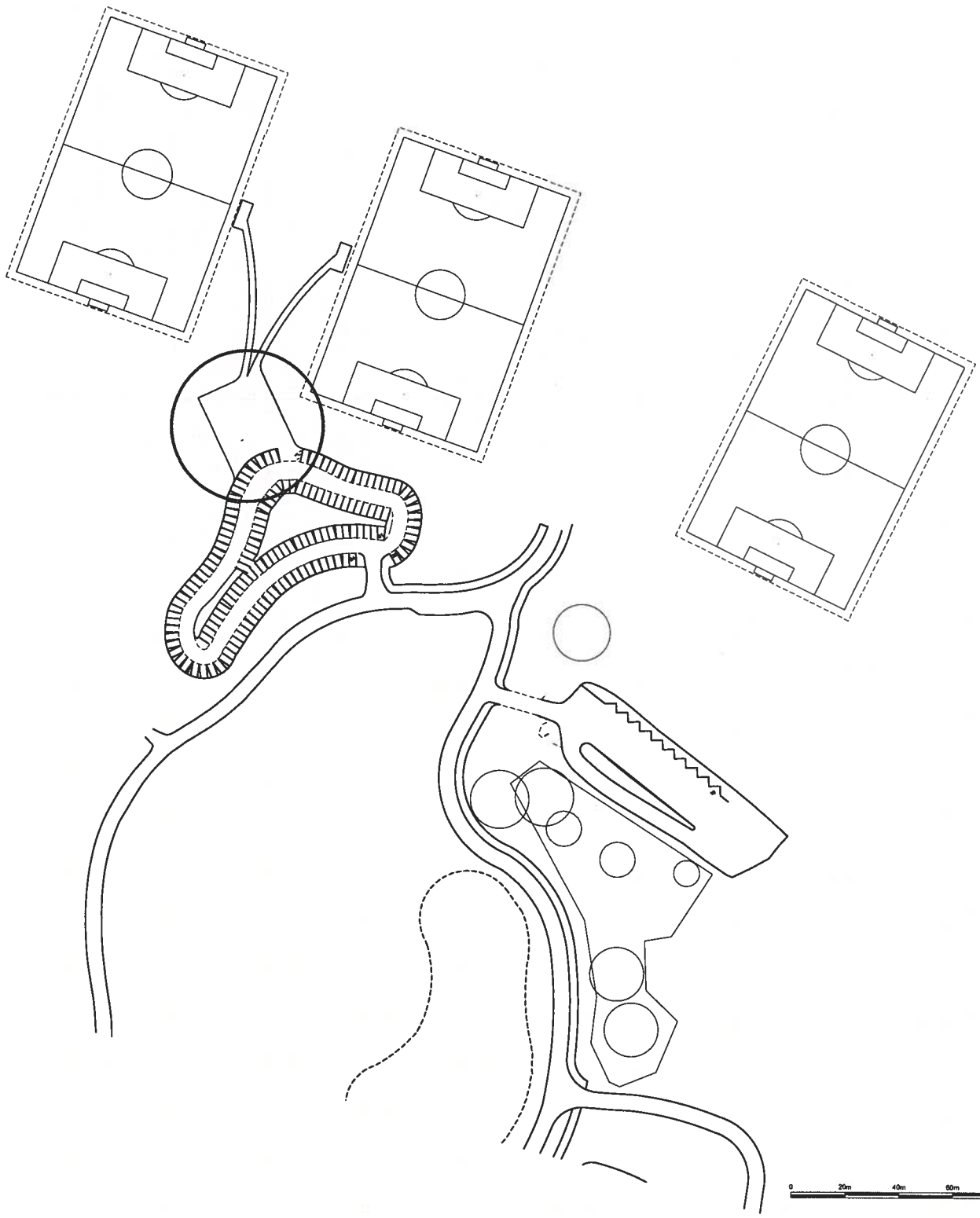




PLAN 00255102







**KEY**

Community Changing Facility



**nlp** Nathaniel Lichfield and Partners

Project National Football Centre

Title **Plan 4**  
**Community Changing Facility**  
**Location Plan**

Client National Football Centre Ltd

Date June 2010

Scale 1:2000 @ A4

Drawn by SW

Dwg No IL40509/041







**KEY**

Boundary of area where signage is to be agreed with East Staffordshire Borough Council



**nlp** Nathaniel Lichfield and Partners

Project National Football Centre

Title **Plan 02**  
Signage Boundary Plan

Client National Football Centre Ltd

Date May 2010

Scale NTS

Drawn by SW

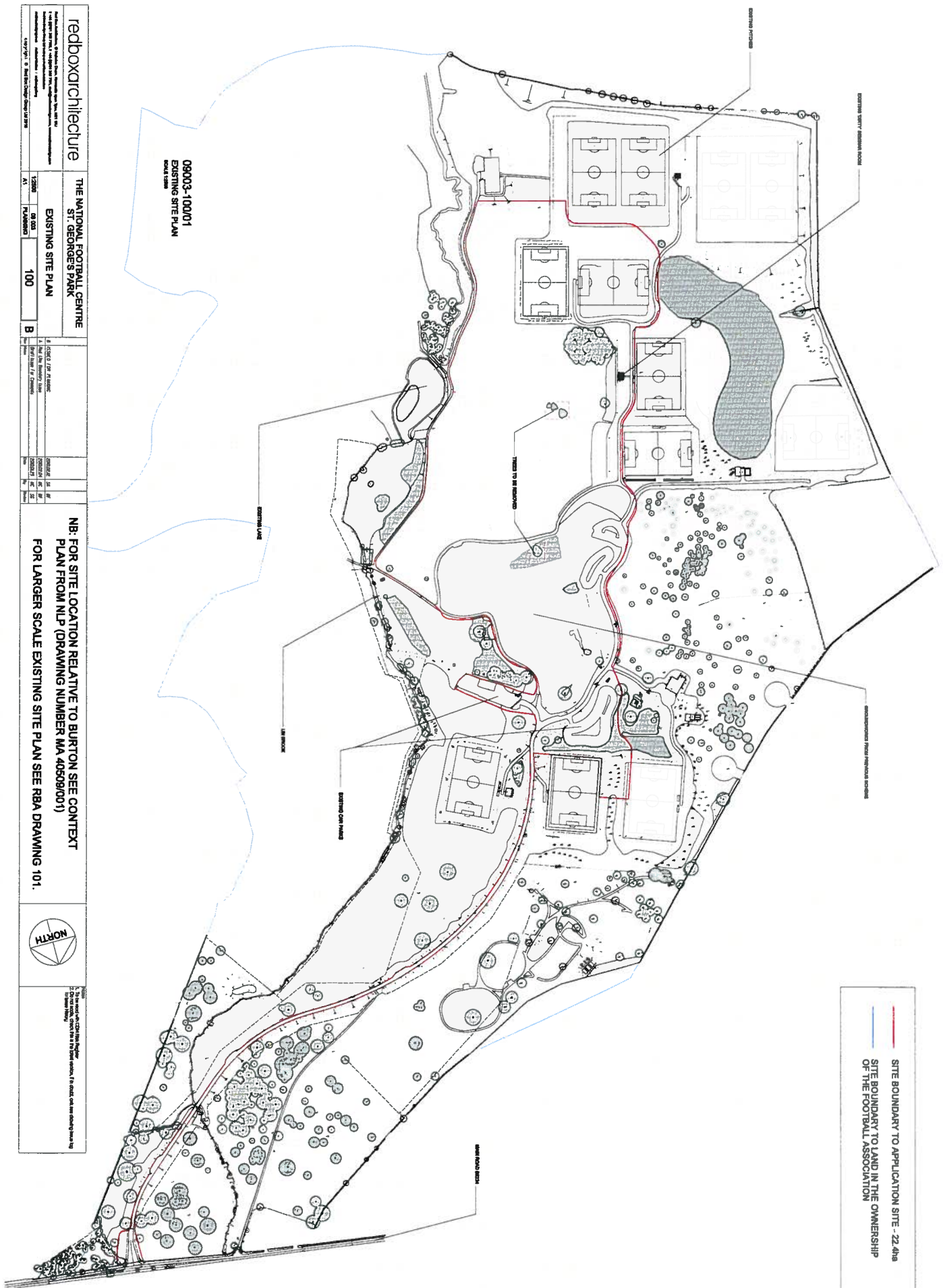
Dwg No IL40509/040



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— SITE BOUNDARY TO APPLICATION SITE - 22.4ha  
— SITE BOUNDARY TO LAND IN THE OWNERSHIP OF THE FOOTBALL ASSOCIATION



08003-100/01  
 EXISTING SITE PLAN  
 ROAD 100

**redboxarchitecture**

**THE NATIONAL FOOTBALL CENTRE  
ST. GEORGE'S PARK**

**EXISTING SITE PLAN**

100

**B**

**NB: FOR SITE LOCATION RELATIVE TO BURTON SEE CONTEXT PLAN FROM NLP (DRAWING NUMBER MA 40509/001) FOR LARGER SCALE EXISTING SITE PLAN SEE RBA DRAWING 101.**

**NORTH**

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# National Football Centre, Burton

## Travel Plan (Rev A)









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Rev No	Comments	Checked by	Approved by	Date
A	Revised Travel Plan	MSF	MSF	10.06.10

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# **1 Introduction**



Capabilities on project:  
Transportation

# 1 Travel Plan

## 1.1 Introduction

A travel plan is a package of measures designed to encourage a sustainable approach to transport for a defined site or area. This will typically look to encourage a mode shift from private car use to alternative forms of transport, such as public transport, walking or cycling. It may also look to improve the sustainability of the transport behaviour of the site through reducing the number and length of trips that are made or through encouraging car sharing to reduce the number of single occupancy car trips that are made.

The measures that are employed are traditionally split into two groups; 'hard' measures which include infrastructural improvements such as cycle parking racks, new footways and constrained parking provision, and 'soft' measures which focus on improving the availability of information and encourage the use of alternative forms of transport through incentives and the promotion of initiatives to encourage more sustainable transport behaviour, for instance car sharing.

A travel plan is a requisite as part of planning applications for larger schemes and those that are identified as potentially having a significant impact on the transport network. This requirement is set out in national policy guidance in the form of PPS13, as well as in local planning guidance. Staffordshire County Council, the local highway authority for the proposed site, provide information relating to the content of travel plans within "Guidelines for Transport Assessments and Travel Plans", which was published in January 2008.

Travel plans have the potential to provide significant benefits if successfully implemented. These include:

- Increasing a site's attractiveness through improving the range and quality of transport options available to staff and visitors;
- Lower car use reduces the likelihood of congestion and the costs associated with it;
- Minimising unnecessary journeys and the costs associated with them;
- Cost savings to individuals through reduced car ownership dependency;
- Contributing to a healthier and more active community through reduced air pollution associated with car use and encouraging walking and cycling;
- Benefits to employees, with a more motivated, healthier workforce as well as the potential for a reduced vehicle fleet;
- Can provide a positive green image to a development;
- Reduced loss of potentially developable land given over to car parking; and
- Compliance with national and local policy.

## 1.2 Existing Conditions

The site is located at St. George's Park (formerly Byrkley Park), near Needwood, East Staffordshire. The site, which has been partially developed in line with the planning permission secured in 2001, is bordered to the west by Tatenhill Airfield and to the south and east by farm land. The site's northern boundary is formed by the B5234, which runs west-east. Burton-on-Trent, the principal settlement in East Staffordshire, is approximately 7km to the east of the site.

Given its rural location, there is a very limited public transport to the site. The nearest railway station to the site is in Burton-on-Trent managed by East Midlands Trains and is served by routes operated by Cross Country Trains. Regular services operate between Nottingham and Birmingham New Street, with approximately one train every 20 minutes during the weekday peaks. Less frequent services extend between York, via Leeds, and Newcastle to the north, and Plymouth, via Bristol Temple Meads to the south.

Vehicular access to the site is via a junction on the B5234, between the airfield and Five Lanes Junction. This junction, which has sufficient space to accommodate two adjacent vehicles at the give-way line on exit from the site and a right turn ghost island, was part of the 2001 consented scheme improvements.

## 1.3 Management and Implementation

It is important that the Travel Plan is suitably managed and implemented to maximise its impact. A Travel Plan Co-ordinator will be appointed to manage the day-to-day running of the Travel Plan. Their role will include:





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- The ongoing delivery of the Travel Plan;
- The implementation of the measures and initiatives identified in the Travel Plan;
- Ensuring information contained within the Travel Plan is relevant and up-to-date;
- Identifying and investigating potential new measures and initiatives;
- Acting as a first point of contact for Travel Plan queries and advice;
- Liaising with the local authorities and other transport bodies as well as other relevant groups and organisations; and
- Responsibility for the monitoring, review and reporting of the Travel Plan.

The FA will be responsible for ensuring that the role of the Travel Plan Co-ordinator is suitably funded. The Travel Plan Co-ordinator will report directly to senior management at the National Football Centre, and the co-ordinator, in conjunction with senior management, will be responsible for the review and updating of the Travel Plan, in consultation with the local authorities and Staffordshire County Council.

It is important to try to influence travel behaviour at the earliest possible opportunity, before behaviour is established. It is therefore proposed that the Travel Plan is implemented as soon as the site is operational, and that as well as the infrastructural features that form part of the site layout and design, as many of the 'soft' measures are available to all users. It will therefore be important to ensure that all relevant information is available on the National Football Centre's website at opening.

It will also be important to ensure that the Travel Plan is not seen to be 'inflicted' on people travelling to the site. There needs to be active involvement and a sense of ownership of the Travel Plan amongst those it is targeted towards. Ideas from regular users of the site should be sought, particularly from staff from the different facilities, to identify which measures are perceived as successful and whether there are feasible alternative initiatives that could be introduced. This sense of ownership may lead to increased, and more enthusiastic, participation in schemes. Feedback may be obtained through regular meetings between the Travel Plan Co-ordinator and representatives of the various user groups at the National Football Centre while staff and visitors will be kept up to date with the Travel Plan through the National Football Centre's website and notice boards.

#### 1.4 Objectives

Travel Plans are a means of promoting sustainable travel to a place or building, for its occupiers and visitors. Travel Plans can encompass information strategies to enhance awareness of alternatives to the car and with the local authority may help promote public transport improvements, cycle routes and other transport facilities or lead to environmental improvements that benefit both the development and local area. Travel Plans are consistent with national initiatives to reduce car use.

The key objectives of a Travel Plan are to achieve a reduction in potential car-borne traffic generation by encouraging use of sustainable modes. The Travel Plan seeks to encompass the following wider objectives;

- Reduce traffic / Encourage more walking and cycling to and from the site;
- Improve road safety;
- Achieve wider environmental benefits; and
- Reduce congestion and pollution.

A successful Travel Plan is likely to encompass the following;

- Clear aims and objectives;
- Assessment of current situation and travel patterns;
- Identification of key targets;
- Identification of measures and initiatives to encourage walking and cycling, public transport use, car sharing and flexible working;
- Infrastructure improvements;
- Raising awareness, marketing and maximising the impact of the Plan



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The site has been identified as the proposed location for the new National Football Centre for The Football Association. In this role it will have multiple uses, including:

- Providing a base for England's International Squads for training prior to international matches;
- Coaching and sports education courses;
- Community and other sports facility provision;
- Administration and analysis offices; and
- Hotel and conferencing facilities.

The Travel Plan will aim to encourage more sustainable transport behaviour by all potential users of the site, encompassing staff based full-time at the site and those who may be required to attend occasionally, visitors linked to its principal use, e.g. footballers, coaching staff / lecturers, media, as well as general public visitors using the hotel or community facilities. To this end, the travel plan's main objectives are to:

- Minimise single occupancy car travel to the site;
- Encourage the use of car sharing and dedicated minibus / coach services;
- Ensure that up-to-date information is provided for alternative travel modes around the site.

As identified in the Transport Assessment, the various facilities will have different travel profiles associated with them. Different travel plan measures will have different impacts upon each group and it is considered that in some cases there will only be a very limited impact in terms of mode splits.

## **1.5 Measures to Persuade Employees and Visitors to Change their Travel Patterns**

### **1.5.1 Approach**

This Travel Plan has been developed in coordination with the Transport Assessment. This ensures that sustainable travel options have been considered during the development of the site layout. At a basic level, the range of facilities provided means that the needs of the majority of staff and visitors to the site during a typical day can be catered for on site, minimising the number of trips that need to be made beyond the boundaries of the site. This includes the provision of the hotel for those required to stay overnight. Food and recreation facilities are also provided on site.

### **1.5.2 Cycling Initiatives**

Cycling may be a viable mode of transport to the site for those employees / visitors who live in relatively close proximity. Specific measures that the FA will introduce to encourage cycling, to the site amongst employees and visitors will include:

- The provision of information on local cycling routes in the form of travel information packs and green travel notice boards in the main entrance / reception area;
- Website announcements / advertisements on promotional events such as cycle to work days, in conjunction with national initiatives and adjacent uses;
- Investigation into the availability of, and demand for, cycle safety training;
- The provision of interest free loans to all staff for the purchase of bicycles and negotiation of potential discounts for the purchase of bicycles, accessories, clothing and repairs with local suppliers; and
- The provision of shower and changing facilities on-site available to all staff and visitors;
- Some 20 cycle parking spaces shared with the hotel uses.

### **1.5.3 Public Transport and Shuttle Bus Initiatives**

In order to encourage the use of coaches and minibuses / shuttle buses in preference to individual car use, the development's design includes the provision of coach and minibus spaces on site with drop off facilities provided in front of the hotel.

It is proposed to provide a dedicated shuttle bus service to Burton. It is envisaged that this will serve the railway station but will also be available to staff living in this area. The frequency of the service and the drop off / pick up points will be



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based upon demand, although it is anticipated that services will be designed to correlate with the train services arriving / departing from Burton.

Where a significant number of people are due to travel from a single destination, in particular for training courses, as well as junior international teams and other sports clubs, the potential for using a coach / minibus will be investigated. Where this isn't practical, staff and visitors will also be encouraged to car share to minimise the number of single occupancy car trips to the site. The travel plan co-ordinator will also investigate the potential for providing incentives to staff to cycle or use bus transport to access the site. This may include financial incentives through links with local shops and organisations to provide discounted cycle equipment or the provision of cycling proficiency training. The Travel Plan Co-ordinator's role includes encouraging participation in local and national events, such as Bike Week.

Specific measures to encourage increased public transport usage, in the context of the development site will include:

- To liaise with the rail industry, bus operators and key relevant bodies to seek improved rail and bus services to the Burton area and interchange improvements at Burton station;
- Provision of a shuttle bus service from the development, subject to demand. It is proposed that the shuttle bus service could provide a service between the development and Burton train station. The frequency, staffing and hours of operation of a potential shuttle bus service are yet to be agreed, but it is assumed that the service would be scheduled to target times of peak demand. Assuming a 1-2 mini buses with a passenger capacity of 15 persons, an average speed of 20-30mph and a 3 minute allowance at either end for loading / unloading, it is estimated that the service could provide a potential maximum capacity of up to 30-60 passengers per hour at times of peak demand at a maximum frequency of 15-30 minutes.

Specific measures that the FA will introduce to encourage public transport / shuttle bus usage to the site amongst employees and visitors will include:

- To provide a mini van / driver to be made available to transport staff to and from the station to supplement the shuttle bus and to undertake local pick ups / deliveries.
- The provision of information about shuttle bus and public transport services to all staff and visitors. This will take the form of displays or leaflets positioned at appropriate locations (ie reception areas or intranet/website);

#### 1.5.3.1 Car Sharing Initiatives

For staff and locally based visitors to the site, the use of Staffordshire Share a Lift ([www.share-a-lift.com](http://www.share-a-lift.com)) will be encouraged. This is a free service to enable employees to access a database of other people looking to share a journey to work. The National Football Centre will be registered with this service to ensure access for employees on the site. As identified in the Transport Assessment, it is considered that staff and members of the senior international team are most likely to travel by private car. Where possible, players will be encouraged to car share where there are a number of people travelling from the same club, with an emphasis on having a role in being sustainable and having an impact on climate change.

This Framework Travel Plan proposes the following measures to achieve a reduction in car use;

- Appointing a Travel Plan coordinator who will assist those wishing to travel by private car, by finding them suitable car sharing partners;
- Provision of a shuttle bus service between the site and Burton Train Station
- Providing a guaranteed ride home in the event of unforeseen problems ; and
- Publicity and other awareness-raising initiatives;
- The provision of preferential car parking spaces for members of Lift Share or Car Share club;
- Consider joining liftshare.com or setting up a site specific car sharing database to give greater opportunities for car sharing.



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The scope for FA staff to car share may be limited by the relatively wide geographical spread of home locations. However the scope to car share with employees of adjacent uses such as the hotel will be investigated. It is considered that a number of employees and visitors who would normally drive could be prepared to take part in a car share scheme, with assistance provided in finding suitable partners. Car sharing involves two or more people using a single car for their journey to and from their destination. This is a popular measure because it does not require people to give up the convenience of a car, but does achieve a significant reduction in traffic generation and travel costs.

The FA are committed to the following to increase to achieve a reduction in car use:

- The nomination of a Travel Plan coordinator who will assist those wishing to travel by private car, by finding them suitable car sharing partners;
- The provision of a limited number of priority car parking spaces reserved specifically for car sharers.

#### 1.5.3.2 Flexible Working Initiatives

Where practicable, it is proposed that a flexible policy with regard to home working would be operated which would help to minimise unnecessary car travel to the site, although given the nature of the developments opportunities for home working will be limited for certain roles. This may mean staff working alternative hours or incorporating current technology to work from home and organising tele / video conferencing to reduce the need for people to travel to meetings. Furthermore the provision of potential on-site catering facilities would reduce the need for employees and visitors to leave the site during meal breaks.

### 1.6 Targets

It will be necessary to set targets and take action as required by managing the process as the travel plan for the site evolves. Hence whilst targets need to be set, it is important that they are not too prescriptive. Occupiers should be allowed to achieve modal splits that best fit their culture, their operational requirements and the requirements of their employees. Accordingly flexibility within the combined target of non car modes and car passenger / occupancy is important for the success of the plan.

The following targets are proposed based on three alternative scenarios;

#### Scenario 1 – Maximise Car Sharing

- To reduce the proportion of employees travelling by private car as a sole occupant to 70%;
- To encourage car sharing and increase car occupancy to 1.30;
- To increase the number of employees and visitors cycling and using public transport / shuttle bus services with a target of 10% travelling by non car modes.

#### Scenario 2 – Combined Approach

- To reduce the proportion of employees travelling by private car as a sole occupant to 70%;
- To encourage car sharing and increase car occupancy to 1.20;
- To increase the number of employees and visitors cycling and using public transport / shuttle bus services with a target of 15% travelling by non car modes.

#### Scenario 3 – Maximise Non Car Modes

- To reduce the proportion of employees travelling by private car as a sole occupant to 70%;
- To encourage car sharing and increase car occupancy to 1.15;
- To increase the number of employees and visitors cycling and using public transport / shuttle bus services with a target of 20% travelling by non car modes.





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Based on Travel Plan scenario 2, it is forecast that the following overall target modals splits could be achieved from the opening of the development ;

Mode	Without Travel Plan	With Travel Plan
Car Driver	76%	69%
Car Share / Drop-off	18%	18%
Academy Minibus	3%	3%
Shuttle Bus / Public Transport	0%	7%
Walking / Cycling	3%	3%
Total	100%	100%

It is anticipated that the initial monitoring will occur approximately six months after development completion. Questionnaire / interview surveys will identify travel patterns and will be supplemented by actual usage surveys where appropriate. This will allow time for measures to become established and for regular employees and visitors to form standard travel patterns. An interim review one year after development completion will give an early indication of the extent to which travel plan targets are being achieved. The aim will be to resubmit the Travel Plan to the local authority on a five yearly basis to ensure that the measures introduced are working as expected.

#### 1.7 Raising Awareness, Marketing and Maximising the Impact of the Plan

Promotion and publicity of the plan should be on-going from the time of the initial introduction - a Travel Plan is a continuing process of implementation and review, rather than a one-off event. Therefore, travel patterns should be monitored regularly to gauge the progress and performance of the implemented initiatives. Employees and visitors should be encouraged to comment on all aspects of the transport plan at any time. In this way, any new ideas or amendments to existing initiatives can be made at the earliest opportunity.

The Travel Plan will be made available via the FA / National Football Centre's website which will also include links to maps identifying how to access the site and will encourage visitors to consider alternative travel modes, such as car sharing, coach and shuttle bus. Links will be provided to timetables for public transport in Burton and around the site. All this information will also be provided on notice boards around the site, to new staff and to participants in training courses at the time of booking.

A travel awareness campaign can be run with quite scarce resources. The main aim is to increase the recognition among employees and visitors that there is a need to reduce car use, and to promote and market the benefits of the Travel Plan.

Supporting measures that The FA will introduce to assist in reducing the reliance on the use of private cars by FA employees and visitors will include:

- Preparation of a public transport pack containing information about fares and routes, and timetables;
- Preparation of similar information packs for cycling and car sharing;
- Preparation of a Green Travel information pack for all visitors ;
- Use of Green Transport notice boards;
- Publishing newsletters, fliers and other informational material;
- Provision of information via company intranet and/or website; and
- Running promotional events and supporting national initiatives such as cycle to work days.



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## **1.8 Implementation Timescales, Monitoring and Review**

### **1.8.1 Roles and Responsibilities**

To ensure that the plan is implemented and monitored efficiently, and that effective communications are maintained with all staff and visitors, the FA will:

- Nominate a member of staff to co-ordinate the implementation and monitoring of the Travel
- Plan and liaise with and appoint external consultants where appropriate;
- Specify the member of staff's duties with regard to the Travel Plan and resource the post in order to achieve this.

The Travel Plan coordinator's specific responsibilities will include the following:

- Acting as a source of information and reference for staff and visitors by providing travel options information to those working at the development;
- Creating and updating the Travel Plan notice board(s) around the development;
- Creating and distributing Travel Plan information packs to employees;
- Marketing and raising awareness of new initiatives relating to the Travel Plan;
- Reviewing the Travel Plan and maintaining appropriate records in order to effectively monitor the effects of the Travel Plan and make adjustments as necessary to achieve the set targets; and
- Liaise with the other operators and users such as the hotel and the enabling residential development and co-ordinate joint Travel Plan initiatives and events;
- Maintain regular contact with the Council.

It is important that all members of staff and visitors to the site are aware of the Travel Plan to ensure a greater level of success. If the Travel Plan is to be a success, it is essential that the views that are expressed about the plan are carefully considered. This consultation procedure will help build a sense of a 'joint ownership' of the Plan.

Where uses are not under the direct control of the FA such as the hotel, operators will be encouraged to sign up to the principles of the Travel Plan and bring forward specific further initiatives where appropriate.

### **1.8.2 Monitoring and Review**

It is anticipated that the initial monitoring will occur approximately six months after development completion. Questionnaire / interview surveys will identify travel patterns and will be supplemented by actual usage surveys where appropriate.

This will allow time for measures to become established and for regular employees and visitors to form standard travel patterns. An interim review one year after development completion will give an early indication of the extent to which travel plan targets are being achieved. The aim will be to resubmit the Travel Plan to the local authority on a five yearly basis to ensure that the measures introduced are working as expected.

As part of the monitoring process, and in addition to these surveys, further information will be collated. This may include undertaking spot counts of the car parking occupancy and cycle parking usage, as well as recording the number of people signed up on the car share database. The uptake of implemented cycle and public transport incentives could be recorded as could representation at meetings and participation in Travel Plan events. Although it is anticipated that this would be picked up within the baseline and annual travel surveys, it will also be important to undertake more regular monitoring of the usage of the proposed shuttle bus in order to establish the demand and therefore a suitable frequency of service.

Following the undertaking of the baseline and annual travel surveys, a monitoring report will be produced by the Travel Plan Co-ordinator, in conjunction with senior management at the National Football Centre. This will identify where targets are being successfully met, where there is a need for improvement as well as any potential new initiatives and



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measures. A copy of this report will be provided to East Staffordshire Borough Council and Staffordshire County Council and will form the basis of discussions to agree changes to the Travel Plan.

A copy of the monitoring report and updated Travel Plan will be provided on the National Football Centre's website and on notice boards around the site in order to ensure that there is awareness of the Travel Plan amongst the different groups using the National Football Centre.

The proposed Implementation timescale is as follows:

Prior to Development

- Framework Travel Plan: February 2010;
- Other Site Occupiers to sign up to Framework Travel Plan: tbc;
- Appoint Travel Plan Coordinator: Summer 2010.

Following Development Completion

- Travel Questionnaire / Interview Surveys: Completion plus 6 months;
- Interim Review of Travel Plan: Completion plus 1 year – mid 2013;
- Review / resubmit Travel Plan to Relevant Authorities: Completion plus 5 years (and 5 yearly thereafter).





**baker  
shepherd  
gillespie**

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ECOLOGICAL CONSULTANTS  
Limited Liability Partnership

**St George's Park, Burton-on-Trent  
Biodiversity Action Plan Summary**

**February 2010**

**Final**



# baker shepherd gillespie

ECOLOGICAL CONSULTANTS  
Limited Liability Partnership

<b>Client</b>	The Football Association
<b>Job Name</b>	St George's Park, Burton upon Trent
<b>Report title</b>	BAP Summary
<b>File reference</b>	3776 11_002_bap_mw_fa_v8.doc

	<b>Signed</b>	<b>Name</b>	<b>Position</b>	<b>Date</b>
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## 1 Introduction

### 1.1 Background

The FA purchased Byrkley Park in 2001 and in the same year secured planning permission for the development of the National Football Centre (NFC). A number of pitches, the access road, internal estate roads and other structures have been constructed; however development was halted in 2004. A S106 Agreement, dated 14<sup>th</sup> September 2001, forms part of the planning permission and requires the implementation of the Landscape and Ecology Management Plan (LEMP) in accordance with its programme of implementation. This LEMP was adopted both during the construction period and for a 20 year period following construction. The LEMP was then to be reviewed three times on a 5 yearly basis, in collaboration with relevant bodies and interested parties, including East Staffordshire Borough Council (ESBC), Staffordshire County Council Ecologist, Natural England, Staffordshire Wildlife Trust (SWT), The Woodland Trust (WT), The National Forest (TNF), The Environment Agency (EA) and the Ancient Trees Forum (ATF).

### 1.2 2010 Approach

A new planning application for development of the NFC at St George's Park (formerly Byrkley Park) is to be submitted in 2010. As part of this new planning application it is proposed that, following consultation with Staffordshire Wildlife Trust, a new approach is taken to protect and enhance biodiversity at the site. It is proposed that a site specific Biodiversity Action Plan (BAP) is developed for the site, in consultation with the parties listed in Section 1.1 above, to produce a new working document that is directly linked to the Staffordshire and National Forest BAP.

The aim of this summary document is to provide an overview of the ecological management strategy and enhancement proposals for inclusion with the planning application, in advance of the preparation of the full and complete document that will be submitted prior to determination. The complete document will set out management prescriptions with annotated plans.

The document provides management proposals for each habitat type and particular species found within the study site, but in some cases, more than one option is suggested, in order to provide a flexible approach to management.

## 2 UK and Local Biodiversity Action Plans

The Government has drawn up a national strategy to conserve our threatened native species and habitats-The UK Biodiversity Action Plan (BAP). By the year 2006, 391 Species Action Plans, 45 Habitat Action Plans and 162 Local Biodiversity Action Plans had been produced with targeted actions. Priority habitats within the UK Biodiversity Action Plan which are of relevance to the site:

1. Hedgerows
2. Lowland mixed deciduous woodland
3. Open mosaic habitats on previously developed land
4. Wood pasture and parkland
5. Ponds
6. Lowland meadows.

Priority species that are of relevance to this site include:

1. Great crested newt
2. Common toad
3. Brown hare
4. Hedgehog
5. Noctule
6. Brown long-eared

7. Soprano pipistrelle
8. Yellowhammer
9. Grey partridge
10. Dunnock
11. Bullfinch
12. Song thrush

At a local level two Biodiversity Action Plans exist for the County of Staffordshire, the Staffordshire and National Forest BAPs. Priority species (in addition to those covered under the UK BAP) which are included in these BAPs and are of relevance to the site include:

1. Farmland seed-eating birds (linnet, reed bunting, tree sparrow, bullfinch);
2. Barn owl.

### 3 Ecological Management & Enhancement Proposals

Refer to Appendix 1 Phase 1 Habitat Plan where appropriate.

#### 3.1 Grazed Parkland

##### 3.1.1 Grassland Grazing

It is anticipated that this habitat will continue to be managed by livestock grazing following completion of the proposed development. The existing grazier manages the land under the Countryside Stewardship Scheme (CSS), which has led to a gradual reduction of grazing pressure and applications of herbicide and fertilizer. It is anticipated that following the proposed development, the remaining areas of grazed parkland habitat will be managed by summer grazing with suckler cows at a rate of one cow per hectare, for a period of 24 weeks, as specified by the existing CSS agreement. Furthermore, it is anticipated that financial support for low intensity grazing can be obtained through the Environmental Stewardship, Entry Level Scheme (ELS)<sup>1</sup>, Options EK2 or EK3, and possibly EK5, once the period of CSS support has finished.

Alternatively, following completion of the proposed development, if grazing with suckler cows is no longer feasible, sheep grazing should be considered, at a rate of four sheep per hectare, for a period of 24 weeks.

Combinations or rotations of livestock such as mixed sheep and cattle grazing, or cattle grazing followed by sheep grazing can also be considered, but it is essential to maintain low intensity grazing during summer months. If the grazing period is extended beyond 24 weeks, then the number of livestock should be reduced accordingly. Likewise if the grazing period is reduced below 24 weeks, then the number of livestock should be increased.

The livestock grazing system will follow the CSS guidelines, but the selected system will be determined to some extent by livestock availability and the prevailing weather conditions from year-to-year.

Fertiliser will no longer be applied to the grassland, following completion of the proposed development, because it is anticipated that the grassland will be sufficiently fertile to support the proposed livestock grazing intensity.

Weed control by herbicide application will be required at regular intervals. If the cover of agricultural weeds exceeds 10% of the total area, then herbicide application will be necessary. A broadleaved herbicide can be applied by spot-treatment with a knapsack sprayer, but for larger

<sup>1</sup> Natural England, (2010). Entry Level Stewardship: Environmental Stewardship Scheme (Third Edition). Natural England, Peterborough.

patches of weeds, a tractor-mounted, weed-wipe boom should be used. It is important to avoid the use of boom sprayers, because these may also kill lower-growing, desirable herbs.

### 3.1.2 Grazed Parkland Trees

Given the recommended grazing regime, it is anticipated that the stock of trees will not be adversely affected by the presence of livestock. Although livestock will readily browse leaves and shoots of trees within their reach, at the low grazing intensity that is proposed above, it is likely that the accessible branches will be at worst case, lightly browsed. In addition, the existing tree stock would have developed in the presence of livestock and exclusion of livestock from veteran trees is not considered necessary. This is because most veterans have an open canopy that affords little protection for livestock and it is usually the mature trees with a full canopy that are preferred by livestock. The presence of livestock below mature (non-veteran) trees will compact soils and damage bark and roots, but this can be favourable to promote the onset of tree senescence and the development of features such as stag-heading and limb-loss, which are associated with veteran trees.

The ELS provides financial support for the conservation of trees within grassland – Option EC2 and the HLS provides financial support for maintenance of parkland habitat (Option HC12). To achieve this option it will be necessary to stop fertiliser application below and up to 2m beyond the canopy of the tree and leave fallen timber in-situ. In addition, supplementary feeding sites and stored materials cannot be placed within the protected area.

In order to maintain a supply of mature trees to replace eventual losses, native trees (mostly pedunculate oak *Quercus robur*) will be planted in formal blocks at strategic locations throughout the habitat. Three small blocks of native trees will be planted close to the west side of the Lin Brook. These small plantations will be planted to provide potential terrestrial refuges and stepping stones to enhance dispersal options for the population of great crested newts that will be translocated to receptor sites close to the east bank of the Lin Brook (see Appendix 1). Individual trees will be protected from small mammals and supported and managed annually for a period of five years to ensure successful establishment.

## 4 Parkland Creation

It is anticipated that part of the arable habitat to the east of the Lin Brook will be converted to parkland habitat, in order to mitigate the proposed residential development located within an area of existing parkland, to the north-west of St George's Park. 5.5ha of parkland habitat will be created (see Appendix 2), plus an additional 0.66ha of wetland habitat, which will be created on the north-west side of the Lin Brook. The primary function of the wetland habitats will be to treat surface water drainage from a proposed housing development, but with careful design, there is potential to provide habitat(s) of ecological interest, for example reed bed and marshy grassland. Whilst at this stage there is only a proposal to create 5.5ha of parkland, it is a long-term aspiration to create further parkland habitat to the east of the Lin Brook.

There are no ELS options for the conversion of arable land to parkland habitat, but financial support may be available through the Environmental Stewardship Higher Level Scheme (HLS)<sup>2</sup> – Option HC14 and also funded by a Capital Works Plan. To create parkland, it will be necessary to create species-rich grassland and plant native trees of local provenance. During the first year after sowing, the grassland will require intensive management in order to promote the growth of wildflowers and control the more vigorous grass seeds. After planting, trees will require a period of five years of regular maintenance post-establishment management will follow the same regime as that for the established parkland habitat.

<sup>2</sup> Natural England (2010). Higher Level Stewardship: Environmental Stewardship Scheme (Third Edition). Natural England, Peterborough.



The creation of parkland will be of benefit to a number of species including **brown hare, bats and birds.**

## 5 Wood Pasture

### 5.1 Veteran Trees

This area supports a high number of veteran trees and many mature trees that are approaching veteran status. The condition of veteran and near-veteran trees should be monitored, but intervention is not considered to be necessary. However, mature trees that are diseased, or appear likely to die well-before reaching veteran status, should be felled and the timber removed, to reduce the risk of cross infection.

Fallen branches up to 15cm diameter should be collected annually at the beginning of spring and stacked into cords<sup>3</sup>, which are scattered throughout the pasture. Larger branches, will be left where they fall, but if necessary, they will be moved closer to the tree trunk (to avoid snagging mowing equipment, see section 6.2).

Although there are sufficient mature trees with potential to become veterans in the short-term (<100years), immature and semi-mature trees are not present. In the long-term, this could result in a loss or reduction of the veteran tree resource, because replacements for dead veteran trees are not present. To ensure continuity of veteran and mature trees it is recommended that a programme of natural regeneration is carried out over a twenty year period.

This can be achieved by the creation of enclosures which are left unmanaged for a period of three years. Six enclosures should be located in areas of wood pasture where tree density is lower than average. Each enclosure should be at least 250m<sup>2</sup> and can include existing trees. The enclosure can be created by the erection of temporary post and wire mesh fencing. Following construction, the enclosure should be left unmanaged for three growing seasons and inspected during the autumn of year three. During the inspection of each enclosure, an appropriate number of naturally-regenerated tree seedlings will be selected for retention and 'growing on'. The number of selected seedlings will be 50% greater than the desired total, to allow for future losses. If the density of young trees remains too high selective thinning will be carried out to achieve the desired density. Pedunculate oak seedlings will be favoured, because it is the species that is most likely to achieve veteran status and the species supports more invertebrate species than any other native tree or shrub.

### 5.2 Grassland Management

It is anticipated that management of the grassland by grazing will not be an option for this habitat, because of its location relative to the existing and proposed developments. As a consequence, it will be necessary to implement a cutting regime that promotes the development of a botanically diverse grassland community. In the long-term, it is expected that the management treatment will promote natural colonisation from neighbouring areas of grassland and enhance the botanical diversity of the community.

Wood pasture grassland is traditionally managed by grazing, but there are Scandinavian examples that are managed for hay production, which have produced botanically species-rich sites of significant ecological interest, Peterken 2008<sup>4</sup>. Management of the grassland complies with HLS – Option HC12, if there are no inputs of artificial fertiliser. There is also the HLS hay-making option HK18, which is a discretionary option for high value grassland or grassland with potential ecological interest. Although, hay or silage productivity is likely to be fairly low without fertiliser applications, there should be sufficient material to make hay production a financially

<sup>3</sup> A cord is a rectangular enclosure that is 8' long, 4' wide and 4' high, with posts at each corner, which conforms to approximately two tonnes of cut timber. In this case, cut timber (<8' long) is stacked up to a height of 4' and allowed to decay, with fresh materials placed on top at regular intervals.

<sup>4</sup> Peterken, G. (2008). Woodland origins of meadows. *British Wildlife Vol. 20*, pp161-170.

viable exercise. The grassland will be cut two times each year, the first cut being early to mid-July depending on sward condition and weather conditions, with a follow-up cut during late August or early September to remove any late summer growth and control late-flowering agricultural weeds such as docks. If there is insufficient growth for hay or silage production, clippings will still have to be removed from the grassland. It is important to note that the areas of grassland surrounding the tree trunks are likely to support fallen timber and will have to be avoided by mowing and bailing equipment. Patches of grassland with fallen timber should be marked by using painted wooden fence posts that are clearly visible from a tractor.

It may be necessary to control agricultural weeds by the application of selective herbicides if the cover of weeds exceeds 5% of the grassland area. Section 3.1.1 describes herbicide application options.

## 6 Arable Habitat

In order to enhance the ecological value of arable habitat within the study site it is recommended that the cultivation regime is changed from winter-sown to spring-sown crops with the habitat left uncultivated over the winter period. The ELS provides financial support for a range of options including:

**Provision of buffer strips/beetle banks (6m wide grass strips)** – Option EE3. The 6m strips will be sown with a grass seed mix around the perimeter of the fields and the small islands of plantation woodland scrub, in order to buffer the impacts of arable cultivation from neighbouring semi-natural habitats and to soak up surface water run-off from the field before it drains into the Lin Brook. These will provide suitable habitats for invertebrates such as spiders and ground beetles, and will provide suitable habitat for foraging birds such as barn owl and kestrel and nesting habitat for species such as grey partridge.

**Over-winter stubble** – Option EF6. This option will require a change to spring-sown crops. To comply with the option it is necessary following harvest, to leave the stubble uncultivated until the following spring. In addition, no fertiliser / herbicide application will be carried out over the winter. This would provide suitable habitat for lapwing and skylark, and also habitat for brown hare.

It is anticipated that in the short-term, the tenant farmer will continue with the existing arable cropping system for the duration of the Countryside Stewardship agreement. Thereafter, the tenant farmer will be encouraged to adopt Environmental Stewardship options, but with the eventual aim, after approximately 5 to 15 years, of conversion of up to 16ha arable habitat to parkland habitat.

This will be of benefit for **brown hare, bats, invertebrates and farmland seed-eating birds.**

## 7 Unimproved Neutral Grassland

An extensive area of neglected unimproved neutral grassland is located on the east-facing slopes, to the west of the Lin Brook. Most of the grassland supports an assemblage of species, which indicates damp soils, but the south end of the grassland to the east of the Oak Copse includes an area of grassland that is kept permanently wet by a spring-line. The vegetation is indicative of wet, seasonally inundated soils and includes species such as rushes *Juncus spp.*, ragged robin and creeping bent grass *Agrostis stolonifera*. Despite a period of neglect, the grassland habitat retains a relatively good number of typical grassland plants.

With management, there is potential to restore the neutral grassland to a more species-rich state that would provide suitable forage material for grazing livestock. It is anticipated that restoration will revert the sward from the existing MG1 False-oat grassland community to the MG5 Crested dog's-tail – black knapweed grassland community, which is the characteristic agriculturally-unimproved neutral-grassland community of clay soils in the Midlands.

### **7.1 Restoration of Grassland**

The HLS can provide financial support for the restoration of species-rich grassland (Option HK7), which will require control of bramble scrub, tall-herbs and bulky, tussock-forming grasses. Control can be achieved by mowing the existing sward and removing the clippings, followed by a period of intensive grazing, for example a 12 week period of grazing at 4 cows (or 16 sheep) per hectare. Intensive grazing by cattle will trample and break up the sward to allow regeneration of desirable herbs. It may be necessary to spot-treat grassland weeds and scrub regeneration with a suitable herbicide, following the initial grazing period, if the cover of tall-herbs and scrub occupies more than 5% of the overall grassland resource.

### **7.2 Post-restoration Grassland Management**

The HLS provides financial support for the maintenance of species-rich grassland (Option HK6), which can be managed by cutting (hay making) and/or grazing. It is recommended that the grassland is annually managed by cutting during early July to produce silage or hay, followed by a period of aftermath grazing with sheep from late July to mid October. Aftermath grazing will be implemented at 16 sheep per hectare over a 12 week period.

To comply with HLS option HK6, the application of artificial fertilisers will not be permitted, but light applications of organic manure could be considered in future years. However, there should be no fertiliser application for a period of five years following initial restoration work, in order to reduce soil-nutrient levels and promote botanical diversity.

Option HK6 will permit control of agricultural weeds by herbicide application. Application of herbicides will follow the recommendations provided in section 2.1.

### **7.3 Management of Trees**

The management of trees and shrubs within the grassland will follow the same recommendations as those for the parkland trees. There is no requirement for specific protection of existing trees and shrubs, because the proposed livestock grazing intensity is considered to be low enough, to not cause any significant or cumulative damage to the trees and shrubs. Further planting is not considered to be necessary, because parkland trees are plentiful elsewhere within the study site.

### **7.4 Sub-surface Drainage Structures**

Below ground, the grassland supports a field drainage system that consists of culverts with inspection pits covered by cast-iron covers. The grassland will be surveyed to locate all of the inspection hatches and missing covers will be replaced before grassland management begins.

### **7.5 Swale Construction and Grassland Translocation**

The proposed development requires the construction of swales to collect and treat surface drainage water before it is discharged to the Lin Brook. The swales will be located within the neutral grassland between the development and the Lin Brook and will consist of four shallow, vegetated depressions designed to intercept surface water run-off and discharge from sub-surface field drains.

The proposed development will result in the loss of a small area of marshy grassland. This grassland supports plant species that are not located elsewhere within the grassland habitat and is therefore, of ecological interest. The construction of swales will provide the opportunity to re-locate the wet grassland community prior to the proposed development. Although the swales may become dry for short periods, given the surface drainage area, it is anticipated that soils within the swales will remain moist during summer months, and wet to inundated, during winter months, which will be suitable for wet grassland vegetation. Therefore, the wet grassland vegetation will be transferred as vegetation turfs, which will be laid at the base of the swales.



## 8 Wetland Habitats

### 8.1 Lin Brook

The north section of the Lin Brook above the vehicular crossing is a small stream with pool and riffle sequences, supplemented by sand and silt bars. The banks of the brook are generally steep and prone to undercutting and slumping. In places cattle have caused soil disturbance and loss of vegetation alongside the brook, but these areas are localised and not extensive. A lack of water in the north section of the brook during extended periods of drought is unlikely to have a long-term detrimental impact on its ecological interest, unless extensive sections of the brook run dry. Short periods of low (or no) flow can expose substrates, which are colonised by annual plants and specialist invertebrates. The features described above are all commonly associated with natural streams and enhance the overall ecological value. Therefore, it is considered that non-intervention is the most appropriate management option for this section of the brook. At the south end of this section of the Lin Brook, the banks and land adjacent to the brook supports unmanaged, species-poor neutral grassland with patches of scrub and scattered individual shrubs and trees, which are generally immature. The shrubs and trees should be left to grow towards maturity, but in order to arrest the spread of further scrub development it is recommended that the grassland habitat is rotationally topped<sup>5</sup> at a height of 10cm. No cutting should be carried out within 2m of the bank-top and only one side of the brook should be cut in any year. Topping should be made carried out every three years and removal of cuttings is not considered to be necessary.

Although there are no proposals to modify the brook itself, native trees (of local provenance) will be planted at intervals on the banks of the brook between OS grid reference locations SK 168 238 to SK 170 239. Tree species will include holly, small-leaved lime, oak and ash. Tree planting is proposed to enhance the ecological interest of this section of the brook and to provide great crested newts with better quality dispersal and commuting routes. See Appendix 2 for the location of this planting.

### 8.2 Lin Brook Ponds

The south section of the Lin Brook supports two large ponds which have been formed by the construction of a series of weirs. The weirs are now in a poor state and are in need of major repair works. HLS – Option HD9 (inspection and maintenance of designed / engineered water-bodies) provides financial support for repairs to the infrastructure associated with the ponds.

Earlier versions of the LEMP included proposals for restoring the infrastructure associated with the ponds and de-silting of the pond-beds. Whilst it is recognised that de-silting can bring some ecological benefits such as improved water clarity, there is also a risk that disturbing long-established sediments can cause adverse changes to the physical structure of the ponds, the water quality and the assemblage of aquatic fauna. Given the potential for such an adverse impact, it is recommended that no action is taken to remove silts from the bed of each pond. If there are other non-ecological reasons for undertaking the work, then a more detailed study will be required, in order to fully determine the impacts of de-silting work.

The two ponds (referred to as the north and south ponds) are largely surrounded by trees and shrubs, which have developed as a consequence of a lack of bank-side management. The north pond supports a near continuous and dense strip of woodland on the west bank, which shades the shoreline and probably suppresses the growth of emergent vegetation such as reed-swamp. Selective thinning (40% removal of the existing trees and shrubs) to create gaps would enhance the structural diversity of the woodland habitat, promote the growth of aquatic marginal vegetation and provide views of the ponds from the proposed development. It is important to retain 50% of the existing trees and shrubs so that the east shore-line of the pond continues to receive some shelter from the prevailing winds. Following initial thinning and clearance work, a

<sup>5</sup> Topping is a method of cutting that promotes fresh growth of grass from existing tussocks.



programme of rotational coppicing and pollarding will be carried out in order to maintain the structural diversity of the habitat and to maintain views of the lake. The east bank of the pond supports occasional trees and shrubs, which would benefit from a programme of rotational coppicing, in order to maintain the existing gaps between trees and shrubs. It is considered that the growth of aquatic marginal plants along the east shore is unlikely to occur because of wave erosion, caused by the direction of the prevailing wind relative to the east and northeast shoreline.

The south pond is virtually surrounded by broadleaved woodland with the largest area occurring on the east bank. The west bank woodland is of a similar composition to the woodland that occupies the west bank of the north pond. As a consequence, it is recommended that the woodland is managed in the same way as the north pond west-bank woodland. The larger area of broadleaved woodland on the east bank of the pond should be managed by limited intervention. The woodland habitat located within 15m of the pond margins should be managed by rotational coppicing of shrubs and trees. All trees and shrubs will be coppiced over a four year period (25% per year) and then each block will be allowed to develop for period of five years, before re-cutting. Thereafter, the coppicing work will be repeated in perpetuity. Approximately 10-15 mature, native standard trees (such as alder *Alnus glutinosa* and pedunculate oak *Quercus robur*) will be retained within the coppice strip. The retention of standards will promote structural diversity and provide habitat for species that are not generally associated with coppiced woodland stands. It is anticipated that the programme of woodland management will create a dense block of 'scrubby' woodland on the east bank of the pond, but regular cutting of this area will ensure that the margins of the pond are kept open. The removal of shading trees from the margins of the lake is likely to promote the growth of aquatic marginal vegetation along the east bank of the lake.

### 8.3 Lin Brook Carr Woodland

The south section of the Lin Brook flows through mature plantation woodland, which contains a range of mature native and non-native broadleaved trees and shrubs. Although the woodland has a diverse structure, it would benefit from a light thinning of non-native trees and shrubs, which cast a heavy shade and suppress the development of field layer vegetation, particularly rhododendron. However, the actual species of rhododendron have yet to be identified and before implementing any control measures, it will be necessary to determine the exact species. If the rhododendron plants are the more common species including *Rhododendron ponticum*, and *Rhododendron luteum* and the hybrid *Rhododendron ponticum* x *Rhododendron maximum*, then the control measures should aim to eradicate the species. However, if the plants are identified as rare species, hybrids or cultivars, then it will be necessary to transplant the plants to formal landscape areas within the proposed development. Thereafter all plants will be felled, and cut materials removed off-site. Regeneration will be controlled by herbicide treatment (such as ammonium sulphonate) of cut stems and follow-up treatments at regular intervals for five years.

The Lin Brook is heavily shaded by the adjacent trees and shrubs throughout this section and although some shading of water-courses and input of fallen timber and dead leaves is beneficial for wildlife, too much shade suppresses aquatic and marginal vegetation. In addition, too many fallen leaves entering the stream can raise the acidity of the water and have a detrimental impact on water quality. Therefore, a strip of four metres either side of the stream should be cleared of trees and shrubs, with the exception of selected specimens, which will be coppiced or pollarded to reduce shading of the stream. After the initial clearance, the corridor should be managed annually to maintain open conditions. Soft vegetation should be cut during late summer/early autumn and all clippings should be removed and composted (off-site or on-site). Retained, streamside trees or shrubs should be rotationally coppiced or pollarded every five to seven years depending on the extent of re-growth from cut stems.

Clearance of deadwood from the stream should be avoided unless there are flooding issues, because the pools formed by log-jams are important for specialist invertebrates. Felled timber,

should be retained within the woodland wherever possible, in order to maximise the deadwood resource, which will provide opportunities for a wide range of invertebrate species.

#### **8.4 Lin Brook-Off-line Pond Restoration**

A pond located on the east side of the Lin Brook at the north end of the site will be restored, in order to enhance its suitability for breeding amphibians and invertebrates. See Appendix 2 for the location of the restored pond.

#### **8.5 Pond Creation**

Two sites, located to the east of the Lin Brook at OS grid references SK 168 233 and SK 168 234 have been selected as receptor sites for the transfer of great crested newts and other amphibians from existing ponds, which will be destroyed as part of the proposed development of the study site. The two sites support three ponds each (each pond having a minimum area of 100m<sup>2</sup>) and will be surrounded by suitable terrestrial habitat for great crested newts including new hedgerows, scrub planting, grassland creation and tree planting (see Appendix 2).

#### **8.6 Wetland Habitat Creation**

An area of wetland habitat will be created to the north of the new hotel facility. This will include a shingle beach which will be of value to invertebrates and ground nesting birds. The new open area of water will provide suitable habitat for dragonflies and damselflies, breeding opportunities for amphibians and foraging habitat for bats. The margins of the open water will be planted with native species such as sweet flag and common reed and other aquatic species will be included. Public access will be controlled to prevent disturbance to ground nesting birds.

### **9 Hedgerows**

The 2008 habitat survey identified six hedgerows.

A section of species-poor hedgerow with trees is located on the west boundary at the north end of the site between OS grid references SK 168 242 to SK 171 243.

Similarly, a species-poor hedgerow with trees is located on the east boundary at the north end of the site between OS grid references SK 171 238 and SK 174 242. The south end of the hedgerow connects to mature broadleaved woodland and the north end is connected to a mature oak plantation (TN7) that is next to the site entrance.

The north boundary of the site, either side of the entrance gate, supports species-poor hawthorn hedgerows between OS grid references SK 172 243 and SK 174 243. The hedgerows have been planted within the last 10 years and the plastic spiral guards have yet to be removed. The hedgerow is intact and bushy, but has been regularly trimmed.

A species-poor hedgerow occupies the west boundary at the south end of the site between OS grid references SK 159 234 to SK 159 229. The hedgerow is managed by trimming and is located alongside an immature broadleaved plantation (see section 10.9).

A species-rich hedgerow with trees and dry drainage ditch occupy the south boundary between OS grid references SK 159 229 and SK 164 226. The hedgerow appears to be managed by annual trimming.

The hedgerows should be managed by trimming every two or three years, in order to promote the production of fruits and thereby provide a winter food source for birds. The ELS offers financial support for the management of hedgerows and associated features (Options EB2, EB3, EB6 and EB7).

New hedgerows will be planted to the east of the Lin Brook as part of the terrestrial habitat creation for great crested newts. This will measure approximately 280 metres in length and consist of hawthorn, blackthorn, buckthorn, field maple, crab apple, holly, hazel, and pedunculate oak (see Appendix 2 for the location of the hedgerows).

## 10 Woodland Habitats

There is potential for financial support for woodland management work within the study site through national schemes such as the Forestry Commission's Woodland Grant Schemes (WGS). There could also be potential for financial support through local schemes administered by the Forestry Commission or local organisations such as the National Forest Company. Further consultation with the relevant organisations will be investigated before implementing the management proposal provided below.

### 10.1 Kidney Plantation (TN3)

The plantation is semi-mature (<100 years old) and consists of a mix native broadleaved and non-native broadleaved and conifer trees. The shrub layer consists of a mix of planted and regenerating rhododendron, and self-sown stands of dense bramble. Both the canopy and shrub layer cast a dense shade on the field layer and consequently botanical diversity is poor. Management of the woodland can enhance its ecological value, but in the short-term (50-100 years) is unlikely to promote the development of a desirable botanical field-layer community with typical woodland herbs such as bluebell.

However, without management, self-thinning of canopy trees will occur. Although gaps and structural diversity are of ecological benefit, in this case any gaps are likely to be colonised by the most competitive and/or invasive species. Rhododendron and sycamore are highly invasive and the creation of gaps by self-thinning is likely to promote the spread of both species. Therefore, a programme of targeted thinning of canopy trees and control of rhododendron is recommended.

Conifer stands will be gradually thinned by the removal of up to 60% of the existing resource over a 20 year period. All viable timber should be removed from site and sold, but brash can be left in-situ. Broadleaved and mixed stands will also be thinned, but sycamore will be targeted for removal rather than native species such as pedunculate oak and silver birch.

The shrub layer will be gradually cleared of bramble and rhododendron over a 20 year period. The clearance of rhododendron will be carried out over a five-year period. Each year, a third of the existing rhododendron cover will be cut and the materials collected and burned on-site at specific pre-selected locations. Cut stumps will be treated with a suitable herbicide such as Ammonium sulphonate, in order to prevent vegetative regeneration. It is anticipated that follow-up treatments by herbicide application during years four and will be sufficient to control regeneration from seed.

The removal of rhododendron is likely to provide opportunities for the further spread of bramble. Bramble is desirable in small quantities, but control will encourage botanical diversity, if shade from the tree canopy is not too extensive. Therefore, 75% of the bramble cover will be cut annually and the cuttings will be collected and burned on-site at specific pre-selected locations. The remaining 25% of the bramble cover should be retained as a few large patches, rather than numerous small stands. This will be of ecological benefit and make future control of bramble easier to carry out.

### 10.2 Oak Copse (TN4)

The oak copse is located in a hollow with seasonally wet soils. The canopy is dominated by mature pedunculate oaks, with small quantities of immature holly, hawthorn and rowan on the periphery of the stand. The field layer vegetation consists of commonly-occurring tall-herbs and grasses that are indicative of disturbed and/or nutrient-rich soils.



The mature oaks are the most significant ecological feature of this woodland. Some of the trees are now developing features such as stag-heading and crown-thinning, which can provide a resource for deadwood invertebrates and birds. With time, further development of deadwood features will occur and the ecological value of the trees will be further enhanced. With crown thinning and stag-heading, the canopy will become discontinuous, which will promote the growth of shrubs and trees including pedunculate oak. Therefore, unless trees become a safety risk, non-intervention management will be implemented. If trees have to be felled or de-limbed for safety reasons, then cut materials should be left in-situ, preferably at the edge of the woodland.

It is proposed that this woodland will be expanded through the planting of oak, holly and hawthorn to the west.

### **10.3 Wellingtonia Stand (TN5)**

This plantation is a significant landscape feature and the trees are in good condition. The plantation is of low botanical interest, but is of ecological significance, because it supports a very large badger sett. As a consequence, management of the stand is not required. However, maintenance of the perimeter fence and routine inspection of the condition of the trees will be carried out. If any trees become unsafe and require removal, then a suitably qualified ecologist will be consulted, in order to ensure that the required works are carried out in a lawful manner that minimises the potential of disturbing or harming badger.

### **10.4 Byrkley Gorse (TN6)**

The woodland is artificial in origin, but natural regeneration of native species has occurred. The canopy is dominated by common lime, with smaller quantities of sycamore and horse chestnut. Below the canopy hawthorn and blackthorn shrubs are present. To the north the canopy is less extensive and this area supports stands of scrub including hawthorn, blackthorn, bramble, and European gorse. The woodland has a relatively low floral diversity, which is typical of relatively immature (<100 years) plantations and management is unlikely to significantly increase the number of desirable plant species. However, the structural variation of the woodland is likely to provide a wide range of opportunities for fauna, particularly birds, small mammals and invertebrates. Therefore, it is recommended that the woodland is managed by non-intervention, but if any trees or shrubs located on the periphery of the woodland become hazardous, then appropriate works should be carried out to remove the hazard.

### **10.5 Northwest Woodland (TN7)**

The woodland is a mature broadleaved plantation that consists of native and non-native broadleaved trees. The dense canopy of the trees has suppressed the development of shrub and field layers, so structural and botanical diversity are poor. Although the woodland is of relatively low ecological value, it is a prominent landscape feature and also contributes to the continuity of woodland cover in the local area. Therefore, unless there is need to manage for safety reasons, no other intervention is recommended during the lifetime of this plan.

### **10.6 Southwest Woodland (TN8)**

This woodland is located in a valley with a stream and pond. The woodland supports a mix of mature trees and shrubs such as pedunculate oak, alder and hawthorn, and plantation trees and shrubs, which are planted higher up the slopes, or on the banks surrounding the pond. The woodland supports an active badger sett, which is probably a subsidiary sett from the main sett located in the Wellingtonia stand (TN5). Although the woodland has a fairly open canopy the mix of trees and shrubs has created a diverse structure and a dense field layer of tall-herbs, bracken and bramble. Therefore, given the presence of badger, and the existing ecological interest of the woodland, further intervention during the lifetime of this plan is not recommended.

### 10.7 Copse 1 (TN9)

This small stand is immature with an open canopy of hawthorn and elder and the undisturbed areas of field layer vegetation supports common nettle. The habitat is low botanical diversity, but it has ecological value, because of the presence of an active badger sett. Therefore, intervention is not recommended, other than maintenance of the perimeter fence to exclude livestock.

### 10.8 Copse 2 (TN10) and Copse 3 (TN11)

Both stands are small plantation woodlands surrounded by arable habitat. They are low botanical and structural diversity and consequently of limited ecological value. However, they are significant landscape features and contribute to the overall cover of woodland in the local area and could act as 'stepping stones' for the dispersal of species. Management is unlikely to significantly increase the ecological value of these stands because of their small size and composition. Therefore, intervention is not recommended unless trees become hazardous or fall into the neighbouring arable habitat. If trees or branches fall into the arable field, then these should be removed and the cut materials left at the edge of the stand, below the tree canopy.

### 10.9 New Tree Planting

Alongside the southeast, south-west and south boundaries of the site and close to the derelict Well-house, new woodland has been planted. The woodland consists of native broadleaved trees with a composition akin to that of semi-natural oak woodland on clay soils in the British lowlands. The plantations have been intensively managed during the early years to ensure successful establishment, but further protection and support is no longer required. Within the lifetime of this plan, the woodland will be selectively thinned to open up gaps between trees and shrubs, in order to promote the growth and development of retained trees and shrubs. It is recommended that 30% of the existing trees and shrubs are removed, targeting smaller trees and shrubs, or diseased and damaged specimens. Long-term thinning over a 70 year period will require up to 60% removal of the planted trees and shrubs.

## 11 Infrastructure Planting

At this stage, firm proposals for landscaped areas within the development footprint have not been finalised. However, it is anticipated that grassland areas adjacent to football pitches, on-site facilities, access roads and footpaths will be kept short for both practical and safety reasons. In addition, it is also expected that the development will include ornamental planting close to the proposed buildings, housing units and on-site facilities. The ecological interest of the development can be enhanced by the careful selection of plants. For example, avoiding varieties with sterile F1 hybrid flowers, which have no value to pollinating insects. In addition, native trees and shrubs, or trees and shrubs that produce edible fruits for birds should be included within planting schemes.

The proposed housing development will provide the opportunity to create wetland habitats within the parkland habitat. The primary purpose of the wetland will be drainage and treatment of surface waters from areas of hard-standing and grey-water that will originate from the housing development. With careful design, the wetland provides opportunities to enhance on-site biodiversity and enhance the landscape appeal of the parkland, through creation of reed-bed and open water habitat, located alongside the Lin Brook.

## 12 Species Management

### 12.1 Bats

In order to further enhance the value of the site for bats, the installation of bat boxes on selected trees within woodland and wood pasture/parkland will be carried out. Forty bat boxes will be installed, to provide roosting opportunities for a number of bat species, including pipistrelle, brown long-eared and noctule.

## **12.2 Birds**

In order to enhance the site for birds, it is proposed that eighty bird nest boxes will be erected on selected trees within the woodlands and wood pasture/parkland habitats to provide new nesting and roosting opportunities.

The habitat creation proposals for great crested newts will include hedgerow, scrub and tree planting, which will enhance the site for nesting and foraging birds.

The new area of wetland habitat to the north of the hotel will include an area of shingle beach habitat to try to replicate the nesting habitat currently used by little ringed plover and lapwing. Public access to this area will be controlled to prevent disturbance to nesting birds and will be managed to prevent encroachment by scrub and trees.

The arable fields to the east of the Lin Brook will be enhanced for species such as lapwing, little ringed plover, grey partridge and skylark through a change to spring-sown and over-winter stubble fields.

## **12.3 Barn Owl**

In order to enhance the site for barn owls, it is proposed that two barn owl nest boxes will be erected within the wood-pasture to the west of the site. An area of currently intensively managed grassland to the southern boundary of the site close to two football pitches will be less intensively managed to encourage small mammals and therefore provide a new foraging area for barn owl.

## **12.4 Brown hare**

The site will be enhanced for brown hare through changes to the existing arable land and less intensive management to a strip of grassland to the southern boundary of the site.

## **12.5 Great crested newts**

Survey work has identified the presence of a medium great crested newt population with the concrete linear ponds within the centre of the site. The development proposals will have a direct impact on these breeding ponds and associated terrestrial habitats.

To derogate from the legal protection afforded to great crested newts, a mitigation strategy has been prepared that will be submitted as part of a European Protected Species Licence to Natural England. This plan includes the creation of new ponds and terrestrial habitats, including hibernacula, scrub planting, hedgerow creation and tree planting. The receptor site will be located on the east side of the Lin Brook. For further details, see Appendix 3.

## **12.6 Invertebrates**

The creation of new ponds to the east of the Lin Brook and a new wetland area to the north of the hotel will be of value for a range of invertebrates including dragonflies and damselflies. It is proposed that an un-vegetated invertebrate embankment, which faces east to south-east, will provide warm conditions in sunny weather, to provide a variety of invertebrate microhabitats, will be created adjacent to the new wetland area to provide replacement habitat for the loss of the existing habitat to the north of the hotel. This will provide habitat for species such as solitary bees and wasps.

The management of existing grassland as described in previous sections and the creation of new habitats such as parkland, hedgerows and scrub will have a positive impact on invertebrates.

## 13 Monitoring

In order to determine the effectiveness of management, key habitats and species will be monitored at regular intervals upon completion of the proposed development.

### 13.1 Habitats

The JNCC Common Standards Monitoring method<sup>6</sup> will be used to determine the condition of a habitat type. Wood pasture, neutral grassland and Lin Brook carr woodland will be assessed during the third and fifth year upon completion of the proposed development and habitat management works. The results of the assessments will be used to review the progress of the habitat management work, and if necessary adjust the methods in order to achieve targets.

### 13.2 Species

#### 13.2.1 Bats

All of the bat boxes will be inspected by a licensed ecologist, during the third, fifth, tenth, fifteenth and twenty years following installation. Any broken or fallen bat boxes will be replaced. If bats are located, details such as species, numbers and age will be recorded and the details forwarded to Staffordshire Ecological Record, Natural England and County Ecologist.

#### 13.2.2 Birds

The bird boxes will be cleaned out every two years (outside the bird nesting season) to prevent a build up of parasites in nesting material to encourage use. Any broken or fallen bat boxes identified will be replaced.

#### 13.2.3 Barn owl

Barn owl boxes will be observed by a suitably qualified ecologist during the nesting season to determine occupancy and activity of the occupants. If barn owls are located, details such as adult numbers, observed activities and presence of chicks or immature birds will be recorded and the details forwarded to Staffordshire Ecological Record, Natural England and County Ecologist.

#### 13.2.4 Great crested newt

The proposed translocation of great crested newts to receptor sites on the east side of Lin Brook will require population monitoring for a period of four years following translocation. Four evening visits will be made between April and June, in order to determine presence, activity and population size class. The monitoring programme is a statutory requirement of a European Protected Species Licence, which will be required to permit the translocation to proceed.

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<sup>6</sup> <http://www.jncc.gov.uk/page-2217>



## 14 Appendix 1 Phase 1 Habitat Plan





**Legend**

	Ownership boundary		Unimproved neutral grassland		Standing water
	Target Note reference number		Semi-improved neutral grassland		Amenity grassland
	Individual tree		Marshy grassland		Artificial football pitch
	Scattered scrub		Improved grassland		Tall ruderal vegetation
	Species-poor hedgerow		Plantation broadleaved woodland		Ephemeral/short perennial
	Species-poor hedgerow with trees		Plantation mixed wood and		Hard standing
	Running water		Broadleaved woodland		Building
	Fence		Dense scrub		Development area
	Species-rich hedgerow with trees				

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shepherd  
gillespie**  
ECOLOGICAL CONSULTANTS  
Ltd

Office: Bakewell Tel: 01629 815544

**NATIONAL FOOTBALL CENTRE**

**Phase 1 Habitat Survey Plan and Pond Location Plan**

Date	JAN '10	Checked	KS	Scale	NTS
Drawn	LRJ	Approved	KS	Job Ref	3776
Amended	SM				
Status	FINAL	Dwg No.		FIGURE 2	

## 15 Appendix 2 Parkland Creation



**Legend**

	Ownership boundary		Unimproved neutral grassland		Standing water
	Target Note reference number		Semi-improved neutral grassland		Amenity grassland
	Individual tree		Marshy grassland		Artificial football pitch
	Scattered scrub		Improved grassland		ruderal vegetation
	Species-poor hedgerow		Plantation broad leaved woodland		hermiferous or perennial
	Species-poor hedgerow with trees		Plantation mixed woodland		aid standing
	Running water		Broadleaved woodland		Building
	Fence		Dense scrub		Development area
	Species-rich hedgerow with trees				

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**ST. GEORGE'S PARK**

**Proposed Area for Parkland Creation**

Date MAY '10 Checked KS Scale NTS

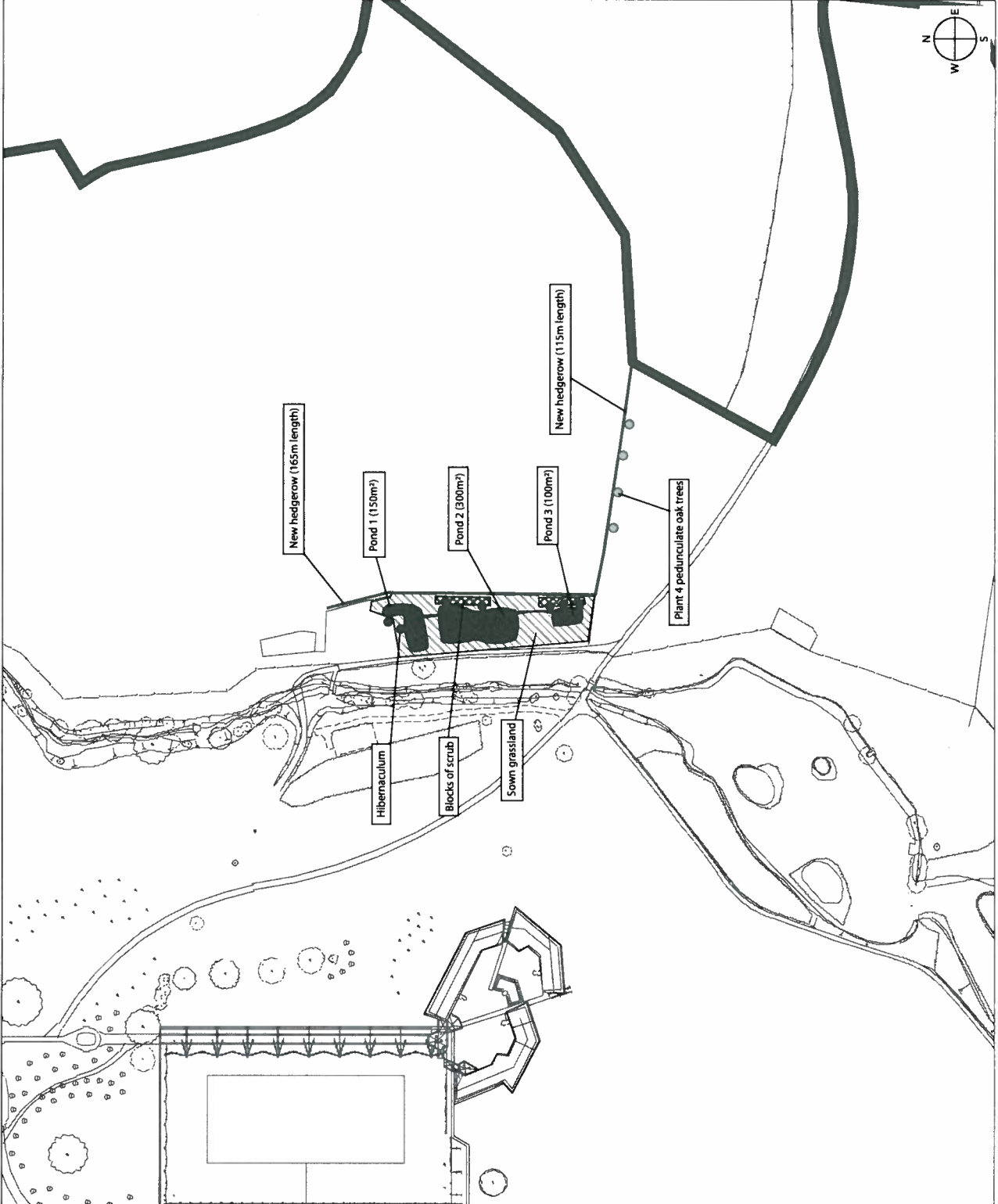
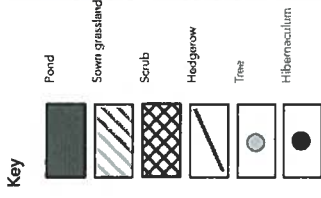
Drawn LRJ Approved KS Job Ref 3776.15  
Amended SM

Status FINAL Dwg No. FIGURE 2

## **16 Appendix 2 Great Crested Newt Receptor Site Habitat Creation Proposals**



Receptor Site 1



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gilliespie**

**ecological consultants**  
United Liability Partnership

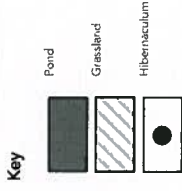
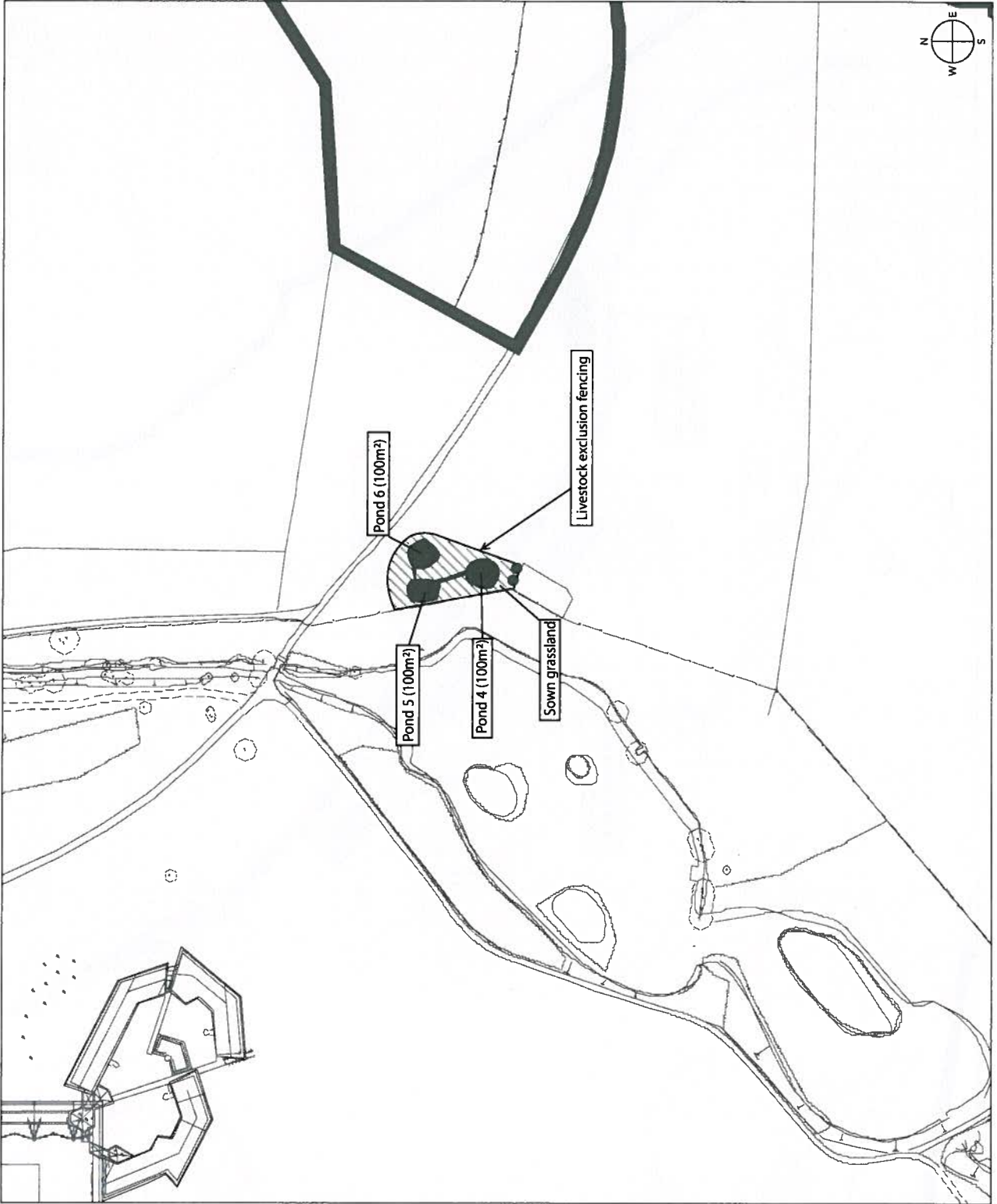
Office: Baleswell  
Tel: 01629 815544

Date	DEC'09	Checked	KS	Scale	NTS
Drawn	SM	Approved		Job Ref	3776.07
Status	FINAL				

Dwg No.

NATIONAL FOOTBALL CENTRE

Receptor Site 2



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gillespie**

ECOLOGICAL CONSULTANTS  
Limited Liability Partnership

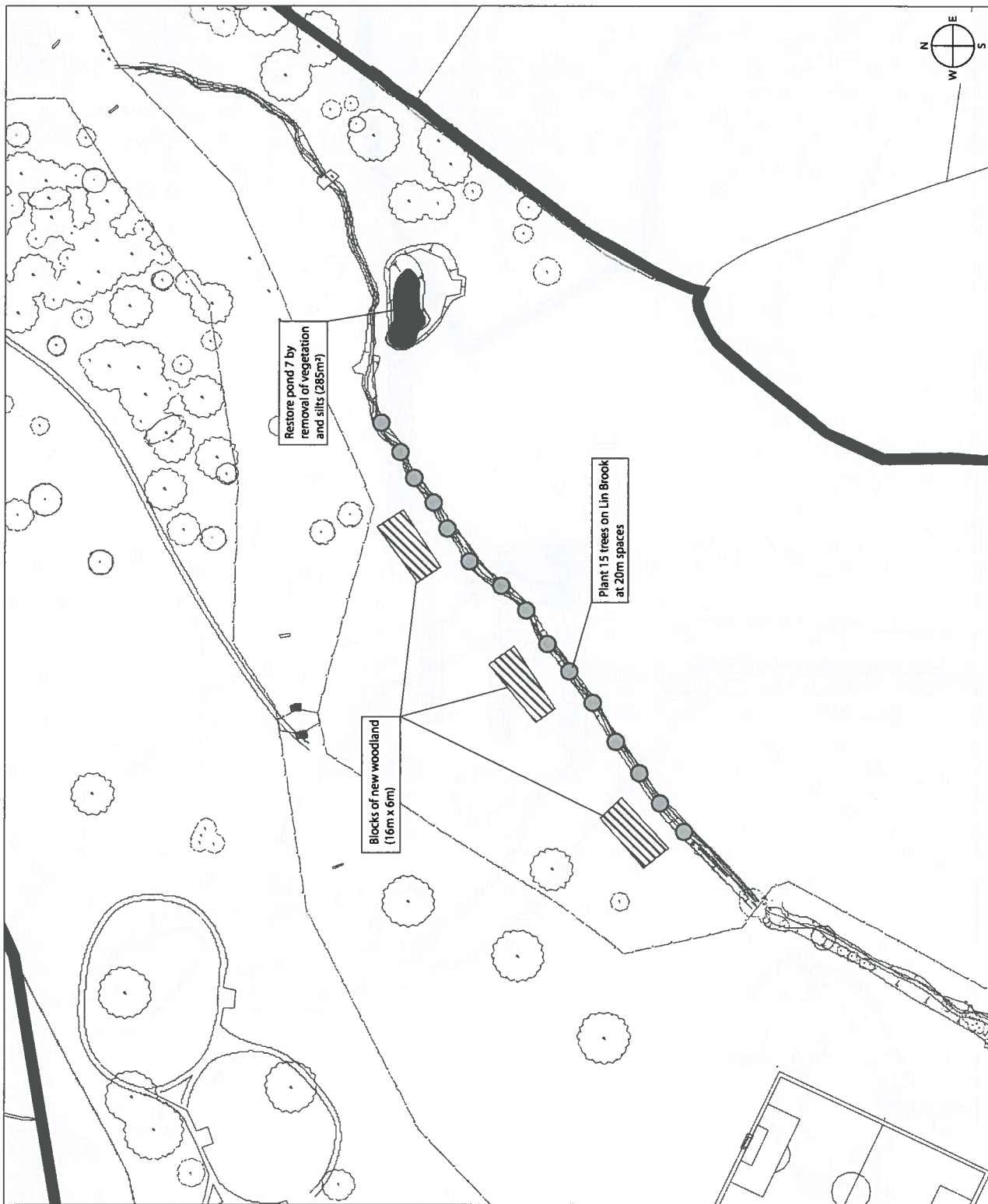
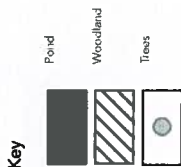
Office: Bakeswell  
Tel: 01629 815544

Date	DEC'09	Checked	KS	Scale	NTS
Drawn	SM	Approved	KS	Job Ref	3376.07
Status	FINAL				

Dwg No.



Pond 7 enhancement and habitat creation:  
Northwest of receptor site 1



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gillespie**

ecological consultants  
Limited Liability Partnership

Office: Bolewell  
Tel: 01629 815544

Date	DEC'09	Checked	KS	Scale	NTS
Drawn	SM	Approved	KS	Job Ref	3776.07
Status	FINAL				

Dwg No.

**DEVELOPMENT SERVICES**

**TOWN AND COUNTRY PLANNING ACT 1990  
PERMISSION FOR DEVELOPMENT**

**The development is subject to a Section 106 Agreement  
under the Town and Country Planning Act 1990.**

Date valid application received :29-JUN-2001 Application No PA/16573/010

Name and address of Agent:

For the attention of Francis Glare  
Building Design Partnership  
Sunlight House  
Quay Street  
P.O. Box 85  
Manchester  
M60 3JA

Name and address of Applicant:

England Football Enterprises Ltd  
25 Soho Square  
London  
W1D 4FA

The BOROUGH OF EAST STAFFORDSHIRE in pursuance of powers under the above mentioned Act hereby **PERMITS**:

**Development of the National Football Centre to include the erection of buildings to accommodate an indoor synthetic pitch and related activities, short term residential accommodation, media and office accommodation, associated facilities, the erection of three dwellings for staff accommodation, and the provision of outdoor pitches, car parks and the creation of a new access,  
at Byrkley Park, off B5234, Burton upon Trent**

in accordance with the submitted documents and plans and subject to the conditions specified hereunder:

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990.

2. Prior to the commencement of any work on site details of the proposed access shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These details shall include all road construction, streetlighting, highway signage peculiar to the new junction and drainage details including longitudinal/horizontal sections.

..... Continued





PA/16573/010  
Continued:

- Reason: In the interests of highway safety and to comply with Staffordshire County Council's requirements for access, and as required by Policy T3 of the Local Plan.
3. Prior to the commencement of any work on site, details of measures required to prevent sediment run-off to the Lin Brook during the construction of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority, and the approved scheme implemented in accordance with the approved details prior to the commencement of ground works.
- Reason: In order to protect the water quality of the Lin Brook, as requested by English Nature in accordance with Policy En12 of the Local Plan.
4. Prior to the commencement of any work on site the applicant shall secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has first been submitted to and approved in writing by the Local Planning Authority.
- Reason: To ensure that no development shall take place which may adversely affect any items of archaeological interest without adequate prior investigation in accordance with Policy En24 of the Local Plan.
5. Prior to the commencement of any work on site, trees and areas of woodland which are to be retained in accordance with details set out in the agent's letter of 27th July 2001, shall be protected during construction work in accordance with a scheme which shall be first submitted to and approved in writing by the Local Planning Authority.
- Reason: To ensure that adequate measures are taken to preserve trees and hedges on site, in accordance with Policy En31 of the Local Plan.
6. Prior to the commencement of any above ground work on any building or structure, excluding demolition, hereby approved samples or details of all materials to be used externally shall be submitted to and approved in writing by the Local Planning Authority and the development shall only be carried out using the agreed materials.

..... Continued



PA/16573/010

Continued:

Reason: These details have not yet been submitted for approval and the Local Planning Authority wishes to ensure the materials are appropriate for the locality as required by Policy En16 of the Local Plan.

7. Prior to the commencement of any above ground work on any building or structure, excluding demolition, hereby approved, further details of the siting, design and external appearance of the dwellings, kit research building and maintenance building shall be submitted to and approved in writing by the Local Planning Authority and the development shall only be carried out in accordance with the approved details.

Reason: The Local Planning Authority wishes to ensure that details which have not yet been submitted are satisfactory, in the interests of the amenities of the area.

8. Prior to the commencement of any above ground work on any building or structure, excluding demolition, hereby approved, details of the siting, design and external appearance of the energy generation buildings, fuel store, water storage and treatment facilities and dirty seminar rooms shall be submitted to and approved in writing by the Local Planning Authority and the development carried out in accordance with the approved details.

Reason: The Local Planning Authority wishes to ensure that details which have not yet been submitted are satisfactory, in the interests of the amenities of the area.

9. Prior to the commencement of any above ground work on any building or structure, excluding demolition, hereby approved, a scheme for the provision of surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The scheme so approved shall be implemented before the development is first brought into use.

Reason: In order to prevent the increased risk of flooding and to protect the water quality of the Lin Brook by ensuring the provision of a satisfactory means of surface water disposal, as required by the Environment Agency and to comply with Policy En41 of the Local Plan.

..... Continued





PA/16573/010

Continued:

10. Prior to the commencement of any above ground work on any building or structure, excluding demolition, hereby approved details of works necessary for the treatment and disposal of foul sewage shall be submitted to and approved in writing by the Local Planning Authority. The details so approved shall be implemented and available for use prior to the development being first brought into use.

Reason: In order to prevent pollution of the water environment in accordance with Policy En41 of the Local Plan.

11. Prior to the commencement of any above ground work on any building or structure, excluding demolition, hereby approved, notwithstanding the submitted details, full details of both hard and soft landscaping works including a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented in accordance with the timetable so approved.

Reason: To ensure that a landscaping scheme to enhance the development is provided in accordance with Policy En32 of the Local Plan.

12. Prior to the commencement of any above ground work on any building or structure, excluding demolition, hereby approved the proposed site access road, details of which are required to be approved by Condition 2, shall be laid to at least base course and available for use to the written satisfaction of the Local Planning Authority. The approved details of the proposed access shall be completed prior to the development first being brought into use.

Reason: In the interests of highway safety.

13. Prior to the development being first brought into use, details of all external lighting including pitch floodlighting shall be submitted to and approved in writing by the Local Planning Authority. Such lighting shall be installed in accordance with the details so approved and no further external lighting shall be installed without the prior written consent of the Local Planning Authority.

Reason: In order to protect the environmental quality of the area, and to avoid undue pollution in accordance with Policy En38 of the Local Plan.

..... Continued



PA/16573/010

Continued:

14. Prior to the development first being brought into use, a detailed scheme of all fencing including pitch side fencing, tennis courts perimeter fences, and access barrier shall be completed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. No further fencing, walling or other means of enclosure shall be erected without the prior written consent of the Local Planning Authority.

Reason: In the interests of the amenities of the area, in accordance with Policy En16 of the Local Plan.

15. Prior to the development first being brought into use the access, parking and turning areas shall be surfaced in accordance with details to be first submitted to and approved in writing by the Local Planning Authority and thereafter maintained.

Reason: In the interests of highway safety and to comply with Staffordshire County Council's requirements for access.

16. No outside public address system shall be used on the site before 0800 hours on weekdays and 0900 hours on all other days nor after 2000 hours on weekdays and 1900 hours on all other days, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of nearby residents, in accordance with Policy En38 of the Local Plan.

17. No pitch floodlighting shall be used on the site after 2130 hours and safety lighting to the pitches shall be switched off no later than 2200 hours unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of nearby residents, in accordance with Policy En38 of the Local Plan.

..... Continued



PA/16573/010

Continued:

18. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses shall be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund.

Reason: To prevent pollution of the water environment as recommended by the Environment Agency and in accordance with Policy 38 of the Local Plan.

19. The access road shall have a minimum width of 7.3 metres for the first 50 metres rear of the highway boundary, with any gates located a minimum of 25 metres rear of the highway boundary. The gates shall open away from the highway.

Reason: In the interests of highway safety and to comply with Staffordshire County Council's requirements for access.

20. The access gradient shall not exceed 1 in 20 for the first 25 metres rear of the highway boundary.

Reason: In the interests of highway safety and to comply with Staffordshire County Council's requirements for access.

21. The visibility splays indicated on the submitted plans shall be provided and thereafter safeguarded with nothing placed or allowed to remain forward of the said splays that exceeds 600mm in height above the adjacent carriageway.

Reason: In the interests of highway safety and to comply with Staffordshire County Council's requirements for access.

..... Continued





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Continued:

22. This consent shall relate to the application as amended by the following plan references:

- (95)C 001 (Rev B);
- (0-)L 001 (Rev H);
- (0-)L 002;
- (0-)L 003 A;
- (10)A 00B (Rev P1);
- (10)A 00G (Rev 1);
- (10)A 001 (Rev P1);
- (10)A 002 (Rev P1);
- (10)A 003 (Rev P1);
- (10)A 004 (Rev P1);
- (10)A 00R (Rev P2);
- (10)A 020 (Rev P2);
- (10)A 021 (Rev P2);
- (10)A 030 (Rev P2);
- (10)A 031 (Rev P2);
- (0-)L 015 (Rev A);
- (0-)L 016 (Rev D);
- (SK)L 023 (Rev A);
- (0-)SS 001 (Rev A);
- (SK)E 250;
- (10)A 60G (Rev P1);
- (10)A 601 (Rev P1);

..... Continued



PA/16573/010

Continued:

(10)A 60R (Rev P1); and

(10)A 630 (Rev P1)

Amongst other matters these show the deletion of the pitch and putt course, the deletion of the helipad and the relocation of car parking areas, dwellings, maintenance building and kit research facility.

Reason: To define the permission and to accord with the revised plans submitted by the agents.

#### Informatives

1 The Environment Agency advises that:

`Foul sewage from the development should be discharged to the main foul water sewage system. If this requires the construction of a sewage pumping station, then this must be of a sufficient standard to be adopted by Severn Trent Water Ltd.

The Agency would only consider the development being served by a private sewage treatment plant if the cost of connection to the foul sewer is proved to be prohibitive and it is guaranteed that the treatment plant can cope with the variable nature of the loadings it is likely to receive.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.'

2 The Environment Agency advises that:

`The veteran trees provide the most significant element of ecological importance on the site. The Agency supports the retention of the veteran trees. Each should be adequately protected by fencing off at least 5m beyond the existing tree canopy. Access must be prevented to any tree that may pose a safety hazard.

..... Continued



PA/16573/010

Continued:

The Lin Brook wetland corridor should be retained in its existing state. Some additional planting along the course of the brook towards the upstream of the site may be appropriate. This would improve the value of the brook as a wildlife corridor across the site. The Agency would also support the creation of additional ponds or wetlands along the course of the stream.

The woodland around the pools is currently an important area of established woodland cover adjacent to the wetland. This will provide important habitat for a range of species, including otters and should be retained in its current state.'

3 Staffordshire County Council as Highway Authority advises that:

- `A The proposed access should be completed and available for use prior to construction work within the site as HGV's manoeuvring to/from B5234 at the existing access will represent a potential highway danger to other road users.
- B The proposed access will involve construction work within the adopted highway. As such the applicant will need to enter into a Section 111 Agreement with the Highway Authority in order to complete the works. Please advise the applicant that the visibility splays indicated on the submitted drw. no. 95 C001 rev. B should be freely dedicated into the adopted highway.'

4 Staffordshire Police's Architectural Liaison Officer comments that:

`I note from the "DESCRIPTION OF DEVELOPMENT" within the planning application that provision for 250 car parking spaces has been allocated. As a result it must be accepted that there is scope for criminal activity to occur.

Taking into account the fact that the development will be high profile and, therefore, is likely to attract a level of inquisitive crime, on behalf of Staffordshire Police, I request that a planning condition be imposed to the effect that `Secured Car Parks' status be achieved.

..... Continued





PA/16573/010

Continued:

I would emphasise that with regard to the site specific nature of the development, any form of fencing will not be required within the criteria.

I would welcome the opportunity for consultation in these matters at the appropriate time and trust that this correspondence will be filed pending further deliberations.'

5 The Head of Regeneration and Partnerships comments that:

'the development presents considerable job opportunities for East Staffordshire residents and I would like to see some provision to assist getting local residents into the new jobs'

and the applicant is requested to contact Mr Mahmood Azam on 01283 508621 to discuss this issue.

This consent is given in pursuance of the relevant Planning Legislation and does not entitle you to do anything for which the consent of some other landowner, person, public authority, or department of the council is required.

Dated .....14th September 2001.....

Signed ..... *M.R. Waldron* .....



## **PLANNING DECISION – NOTES**

### **Appeals to the Secretary of State**

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for the Environment under Section 78 of the Town & Country Planning Act 1990.

If you want to appeal, then you, must do so within six months of the date of this notice, using a form which you can get from the Department of the Environment at Tollgate House, Houlton Street, Bristol, BS2 9DJ

The Secretary of State can give a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed having regard to the statutory requirements to the provisions of the development order and to any directions given under the order.

In practice the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.

### **Purchase Notes**

If either the Local Planning Authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions the owner may claim that he can neither put the land to a reasonable beneficial use in its existing state nor can he render the land capable of a reasonable beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the District Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town & Country Planning Act 1990

### **Compensation**

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him.

These circumstances are set out in Part V of the Town & Country Planning Act 1990.