

**LAND AT CHEMICAL LANE, TUNSTALL, STOKE-ON-TRENT**

**LAND RECOVERY LIMITED**

**SOTCC ref 61315/FUL (NuIBC ref 348/243)**

The Borough Council has been consulted by the City Council on an application for full planning permission for the redevelopment of the former Esso Depot off Chemical Lane in the City Council's area and the construction of a rail freight terminal to provide recyclable materials transfer and general storage and distribution facilities, associated offices, parking, landscaping, vehicular access and retrospective permission for the erection of 3m high security fencing and the operating of outside storage areas. The application also includes a change of use to accept waste ballast, stone and hardcore (including those contaminated with hazardous substances) for the purpose of re-cycling, erection of a re-cycling facility including waste containment and transfer buildings.

The site is located within the Stoke-on-Trent Inner Urban Core Area as indicated on the Local Development Framework Proposals Map. The site is also within the Ceramic Valley Enterprise Zone, forming part of the Highgate / Ravensdale site.

**For any comments that the Borough Council may have on these proposals to be taken into account, they have to be received by the City Council by no later than 11th October.**

**RECOMMENDATION**

**That the City Council be informed that the Borough Council has no objections to the proposed development subject to the City Council assessing the impact of air quality and noise on the residential amenity of a residential caravan on Copp Lane, which lies to the south east of the most westerly Tunstall Bypass roundabout on the site (sometimes known as Chatterley Gateway) and controlling lighting through a condition of any permission in accordance with the recommendations of the Borough Council's Environmental Health Division.**

**Reason for Recommendation**

The supporting information indicates that the development will not affect the interests of the Borough by virtue of highway impacts and flood risk. There is the potential, however, for the residential amenity of a residential caravan on Copp Lane to be adversely affected by air quality and noise arising from the development and this should be assessed and considered. In addition lighting could have an impact on amenity within the adjacent part of the Borough and should be controlled through condition.

**Key Issues**

As indicated above, the Borough Council has been consulted by the City Council on an application for full planning permission for the redevelopment of the former Esso Depot and the construction of a rail freight terminal to provide recyclable materials transfer as described above.

The Borough Council has been asked for its views on this proposal – the City Council being the Planning Authority. The Planning Committee, with respect to “major developments”, is the part of the Borough Council which decides what comments are to be put to the City Council in response to such consultations. The boundary between the borough and the City lies on the western side of the application site, on the other (western) side of the West Coast Main railway line.

The total site area is 4.7 hectares. Vehicular access to the site is taken via Chemical Lane.

The Trent and Mersey Canal is located approximately 200m east of the site and is designated as a Conservation Area.

The site is located within the Stoke-on-Trent Inner Urban Core Area as indicated on the Local Development Framework Proposals Map. The site is also within the Ceramic Valley Enterprise Zone, forming part of the Highgate / Ravensdale site.

The Borough Council is not the local planning authority for the area. The only considerations are the issues which might affect the interests of the Borough. Such issues do not include a consideration of the principle of the development, including the proposed rail freight terminal. Highway impacts, environmental issues and potential flood risk are issues that potentially affect the interests of the Borough and are considered below.

#### Impact on the highway network

Access to the site from Chemical Lane is via a narrow bridge over the adjacent West Coast Mainline. Given the narrowness of the bridge, which only allows single way movement it is intended to introduce a signalised junction.

The recyclable material is to arrive into the site via rail before being processed and recycled and exiting the site either by road or rail.

The capacity of the site access junction onto Chemical Lane and the Chemical Lane/A500/A527 junction has been analysed within a Transport Assessment which has been submitted in support of the application. The information provided indicates that such junctions can accommodate the additional traffic generated and that the impact of development traffic is not significant and would not materially affect the operation of the strategic road network.

The proposal does not, therefore, raise any highway safety concerns that could affect the interests of the Borough.

#### Environmental Issues

The Borough Council's Environmental Health Division have already commented directly to the City Council upon this application requesting that consideration is given, via assessment, to the effects of construction dust, operational dust and vehicle related emissions and noise on a residential caravan which is located some 200+ metres to the north west from the application site. In addition they have indicated that it is imperative that lighting of the railway sidings and the extended site area is controlled through condition in order to safeguard amenity.

#### Flood Risk

Currently there are understood to be frequent incidents of flooding that affects Chemical Lane and consequently the businesses located on Chemical Lane. The application is supported by a Flood Risk Assessment which indicates that such issues will not be exacerbated by the development – the site itself being situated in Flood Risk Zone 1. This Assessment has been considered by the Environment Agency who makes no comment. In light of that it is considered that the proposal does not raise any flood risk concerns that could affect the interests of the Borough.

## **APPENDIX**

### **Policies and proposals in the Development Plan relevant to this recommendation:**

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy 2006-2026 (CSS)

Policy SP1 - Spatial Principles of Targeted Regeneration  
Policy SP2 - Spatial Principles of Economic Development  
Policy SP3 – Spatial Principles of Movement and Access  
Policy ASP3 - Stoke-on-Trent Outer Urban Core Area Spatial Policy

### **Other Material Considerations include:**

National Planning Policy Framework (March 2012)

Planning Practice Guidance (2014)

### Relevant Planning History

The site has in the past been granted permission for employment, and more recently in 2014 planning permission was granted for the change of use of part of the site to accept waste ballast, stone and hardcore for the purposes of recycling to produce aggregates and concrete products. The Borough Council was not consulted on that particular application.

### Applicants Submission

The application is supported by a number of documents including:-

- Transport Statement
- Planning Statement
- Flood Risk Assessment
- Heritage Impact Assessment
- Noise Impact Assessment

All these documents, and other application documents, are available to view on Stoke City Council's website <https://planning.stoke.gov.uk/online-applications/> using the City Council reference 61315/FUL. The website also shows the comments of the Environmental Health Division.

### **Background Papers**

Planning Policy documents referred to  
Planning files referred to

### **Date Report Prepared**

25<sup>th</sup> September 2017