

The application seeks retrospective planning permission for a temporary structure for machining and fabrication, proposed to be in use for a total of 5 years.

The site is located on the Garner Street Business Park in the urban area of Newcastle, as indicated on the Local Development Framework Proposals Map.

**The 13 week period for the determination of this application expires on the 13<sup>th</sup> January 2020.**

### **RECOMMENDATIONS**

**PERMIT subject to conditions relating to the following matters:-**

- 1. Approved plans**
- 2. Five year temporary period**
- 3. Cycle parking**

### **Reason for Recommendation**

Policies of the Core Spatial Strategy support proposals for employment provision. The design of the building is acceptable in the context of the existing surroundings and there would be no impact on highway safety. The proposal represents a sustainable form of development which complies with the guidance and requirements of the National Planning Policy Framework.

### **Statement as to how the Local Planning Authority has worked in a positive and proactive manner in dealing with the planning application**

The development is considered to be a sustainable form of development in accordance with the National Planning Policy Framework.

### **Key Issues**

The application seeks retrospective planning permission for a temporary structure for machining and fabrication, proposed to be in use for a total of 5 years. The site is located on the Garner Street Business Park in the urban area of Newcastle, as indicated on the Local Development Framework Proposals Map.

The key issues in the determination of this planning application are considered to be;

- Principle of the proposed development,
- Design and appearance, and
- Car parking and the impact on highway safety.

### **Principle of the proposed development**

Paragraph 80 of the National Planning Policy Framework (NPPF) states that planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

At Paragraph 82 it indicates that planning decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

Policy SP1 of the Core Spatial Strategy indicates that new development will be prioritised in favour of previously developed land where it can support sustainable patterns of development and provides access to services and service centres by foot, public transport and cycling. It also states that employment provision will be focused towards sites accessible to and within the North Staffordshire Regeneration Zone. Policy SP2 of the CSS also indicates that economic development should capitalise on North Staffordshire's potentially strong geographical position, its people and its productive asset base.

The application site is within the established Garner Street Business Park. The development provides further business and employment opportunities on an established industrial estate in a sustainable location. It also promotes sustainable economic growth in accordance with Policy SP1 of the CSS and the guidance of the NPPF. The principle of this application should therefore be supported.

### Design and appearance

Paragraph 124 of the Framework states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It goes on to say at paragraph 130, that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

CSS Policy CSP1 states that new development should be well designed to respect the character, identity and context of Newcastle and Stoke-on-Trent's unique townscape and landscape and in particular, the built heritage, its historic environment, its rural setting and the settlement pattern created by the hierarchy of centres.

The Urban Design Supplementary Planning Document indicates at Policy E3 that business development should be designed to contribute towards improving the character and quality of the area.

The structure measures 80m x 15m in plan with a maximum height of 6.3m. The materials comprise grey composite horizontal cladding panels with a white pvc roof covering. There are a number of other substantial 2 and 3-storey buildings on the site and the scale and the design of the building is considered appropriate in the context of an established industrial estate. There is mature landscaping along the boundaries and the building does not harm the visual amenity of the area. The development is therefore considered to comply with Policy CSP1 of the CSS and the guidance and requirements of the NPPF.

### Is the proposal acceptable in terms of highway safety?

The NPPF indicates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. At paragraph 106 the Framework states that maximum parking standards for residential and non-residential development should only be set where there is clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.

Saved Policy T16 of the NLP states that development which provides significantly less parking than the maximum specified levels it refers to will not be permitted if this would create or aggravate a local on-street parking or traffic problem, and furthermore that development may be permitted where local on-street problems can be overcome by measures to improve non-car modes of travel to the site and/or measures to control parking and waiting in nearby streets.

There are approximately 95 parking spaces on the site which are considered to be adequate and the Highway Authority raises no objections subject to a condition requiring the provision of secure weatherproof parking for 5 cycles. Although a temporary consent is requested, 5 years is a reasonably long period of time and therefore such a condition to secure such provision is considered

reasonable and necessary in the interests of sustainability and to reduce the dependency on the motor vehicle.

It is not considered that the application raises any highway safety issues.

## APPENDIX

### Policies and proposals in the approved development plan relevant to this decision:-

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

Policy SP1: Spatial Principles of Targeted Regeneration  
Policy SP2: Spatial Principles of Economic Development  
Policy SP3: Spatial Principles of Movement and Access  
Policy ASP5: Newcastle and Kidsgrove Urban Neighbourhoods Area Spatial Policy  
Policy CSP1: Design Quality  
Policy CSP3: Sustainability and Climate Change

[Newcastle-under-Lyme Local Plan \(NLP\) 2011](#)

Policy T16: Development – General Parking Requirements

### Other Material Considerations include:

[National Planning Policy](#)

[National Planning Policy Framework](#) (February 2019)

[Planning Practice Guidance](#) (March 2014)

[Supplementary Planning Guidance/Documents](#)

[Newcastle-under-Lyme and Stoke-on-Trent Urban Design Guidance Supplementary Planning Document](#) (2010)

[Relevant Planning History](#)

None relevant.

[Views of Consultees](#)

The **Highway Authority** has no objections subject to a condition requiring details of secure weatherproof parking for 5 cycles.

The **Environmental Health Division** makes no comments on the application.

The **Landscape Development Section** raises no objection and requests that trees that surround the site be retained and protected in the event of future works.

The **Environment Agency** raises no objections.

The County Council as the **Mineral and Waste Planning Authority** has no comments on the application.

No comments have been received from **Stoke City Council** and given that the date for comments has passed, it must be assumed that they have no comments to make.

[Representations](#)

None received.

[Applicant's/Agent's submission](#)

The submitted plans are available for inspection at Castle House and on <http://publicaccess.newcastle-staffs.gov.uk/online-applications/plan/19/00805/FUL>

Background papers

Planning files referred to  
Planning Documents referred to

Date report prepared

13<sup>th</sup> December 2019