

LAND WEST OF PIT HEAD CLOSE, LYMEDALE BUSINESS PARK
PEVERIL SECURITIES LTD

20/00123/OUT

The application seeks outline planning permission for the erection of business/industrial development of B1(c), B2 and/or B8 uses, on the site of the former Loomer Road Speedway Stadium.

Vehicular access from the highway network to the site is for consideration as part of this application with all other matters (appearance, landscaping, layout and scale) reserved for subsequent approval.

The application site is located in the urban area of Chesterton, Newcastle, as indicated on the Local Development Framework Proposals Map.

The application site extends to approximately 6.5 hectares in size.

Vehicle access to the site is proposed off Pit Head Close via Lymedale Business Park.

The 13 week period for the determination of this application expires on the 26th May.

RECOMMENDATIONS

A. Subject to the receipt of no objections from the Coal Authority by the date of the Committee meeting that cannot be overcome through the imposition of conditions or, if no comments are received by that date, the Head of Planning being given the delegated authority to determine the application after the 2nd June 2020 upon receipt and consideration of the Coal Authorities comments, and

B. Subject to the applicant first entering into a Section 106 obligation by the 1st July 2020 to secure a contribution sum of £2,407 towards Travel Plan monitoring,

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

- 1. Standard time limits for submission of applications for approval of reserved matters and commencement of development;**
- 2. Approved plans;**
- 3. Any reserved matters application to comply with principles of the Design and Access Statement;**
- 4. The building(s) shall have a maximum height of 22 metres;**
- 5. Prior approval of full site access details, including the footway / cycle path;**
- 6. Traffic Regulation Order (at the southern end of Pit Head Close) revoked;**
- 7. The existing site access on Loomer Road permanently closed off;**
- 8. Secure weatherproof cycle parking facility;**
- 9. Implementation of Travel Plan Framework;**
- 10. Prior approval of access gates;**
- 11. Highway & Environmental Construction and Demolition Management Plan (CMP)**
- 12. Reserved matters application to be accompanied by a noise assessment and noise a management plan;**
- 13. Prior approval of external lighting**
- 14. Electric vehicle charging provision**
- 15. Land contamination investigations and mitigation measures;**
- 16. Unexpected ground water contamination;**
- 17. Reserved matters application to include a detailed surface water drainage scheme (SuDS);**
- 18. Reserved matters application to be accompanied by a landscape masterplan;**
- 19. TV reception mitigation measures;**
- 20. Reserved matters application to include refuse collection arrangements;**
- 21. Intrusive coal mining site investigations and remedial works implementation;**
- 22. Recommendations as per the submitted ecological report**

C. Should the matters referred to in (B) above not be secured within the above period, then the Head of Planning be given delegated authority to refuse the application on the grounds that without such matters being secured the development would fail to secure sustainable development objectives, or, if he considers it appropriate, to extend the period of time within which the obligation can be secured.

Reason for Recommendation

The redevelopment of the site for employment provision is considered acceptable on the basis that it would promote sustainable economic growth, that it has been demonstrated that the loss of the former stadium as a motor sport facility would not be contrary to paragraph 97 of the NPPF and that the retention of the site for community and recreational uses is not justified. The proposed access arrangements are acceptable subject to conditions and a S106 obligation to secure a travel plan monitoring fee. It is therefore accepted that the proposed development is a sustainable form of development that accords with the development plan policies identified and the guidance and requirements of the National Planning Policy Framework and should be approved.

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

Officers have requested further information to be submitted during the consideration of the application to address concerns and information has been submitted for consideration and approval.

Key Issues

1.1. The application seeks outline planning permission for the erection of business/industrial development of B1(c), B2 and/or B8 uses, on the site of the former Loomer Road Speedway Stadium.

1.2. Vehicular access from the highway network to the site is for consideration as part of this application with all other matters (appearance, landscaping, layout and scale) reserved for subsequent approval.

1.3. The application site extends to approximately 6.5 hectares in size and is located in the urban area of Chesterton, Newcastle, as indicated on the Local Development Framework Proposals Map.

1.4. Vehicle access to the site is proposed off Pit Head Close via Lymedale Business Park.

1.5 It is not considered that the application raises any issues of land contamination, air quality or impact on ecology that cannot be addressed through the imposition of conditions and therefore the main issues to consider in this application are as follows;

- The principle of the development in terms of both the loss of the sporting facility and the acceptability of the proposed uses
- Access and car parking arrangements and the impact on highways safety
- Design and impact on visual amenity
- Impact on the amenity of the area and neighbouring residential properties, including the impacts on TV reception in the area
- Surface water drainage matters
- Coal mining legacy
- Other matters

2. The principle of the development in terms of both the loss of the sporting facility and the acceptability of the proposed uses

The loss of the sporting facility

2.1 The application site was previously occupied by the former Loomer Road Speedway Stadium until activities ceased at the end of 2019.

2.2 The National Planning Policy Framework (NPPF) emphasises the importance of high quality open spaces and opportunities for sport and physical activity as an important contributing factor to the health and well-being of communities. It states in paragraph 97 that existing open space, sports and recreational buildings should not be built on unless (inter-alia), an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements.

2.3 Saved Policy C22 of the NLP seeks to protect important community facilities and where loss is proposed the need for the facility and its possible replacement will be a material consideration. It also states that where the community facility is a commercial enterprise, planning permission for alternative use may not be given unless the applicant can demonstrate that the business is not commercially viable.

2.4 The application is supported by a detailed assessment which considers the impact of the loss of the sporting facility. This document also includes a sporting needs assessment.

2.5 Sport England has not objected to the application because the proposed development does not fall within their statutory or non-statutory remit. However, they advise that full consideration should be given to whether the proposal meets paragraph 97 of the National Planning Policy Framework (NPPF)

and whether the loss of the sports facility is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

2.6 Consultation responses have been received from a number of organisations associated with speedway and motor sport. These responses express their disappointment at the closure of the stadium and suggest that the Local Authority should consider re-homing the facility elsewhere.

2.7 It is clear from the submitted assessment that the loss of speedway facilities and uses are part of a national trend due to their decline in popularity and the financial implications that this has on their operations, which makes them unviable to be retained for such uses. In particular this site would require significant investment to improve its facilities which are of a poor quality primarily due to their age and a lack of meaningful investment in recent years. There is limited demand for such investment which makes the future use of the site for motorsport unviable. Furthermore, it has to be accepted that due to the decline of the sport and other factors, a suitable site elsewhere in the borough is unlikely to be viable also.

2.8 The application has also been supported by a sporting needs assessment which considers whether the site can be used for open space, sports (other than motorsport), recreational buildings or as playing fields. This assessment demonstrates that the local community is well served by open space, sporting facilities/playing fields and recreational buildings and the loss of this site to the proposed development would not result in a shortage of facilities for the community. Furthermore, the site has also recently been the subject of an application to list the site as an asset of community interest (Asset of Community Value) on the Borough Council's Assets of Community Interest Register. The Council has rejected this application on the basis that the community use of the site would not further benefit the social wellbeing or social interests of the community based on the current state of the site.

2.9 It is clear that the physical condition of the site and its past use would restrict its future use for sport and/or recreation and the site would require significant investment before it could be used for community use, which again would not be viable. It has been demonstrated that the proposed loss of the existing sporting facility would not be contrary to paragraph 97 of the NPPF and no objection is raised therefore.

Proposed business/industrial development of B1(c), B2 and/or B8 uses

2.10 Paragraph 80 of the National Planning Policy Framework (NPPF) states that 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.

2.11 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.

2.12 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.

2.13 A small part of the site is also covered by Saved NLP Policy E3 which encourages development for Class B uses as an extension to Lymedale Business Park.

2.14 The application is for a proposed business/industrial development of B1(c), B2 and/or B8 uses on the site which is located immediately adjacent to Lymedale Business Park with the proposed access proposed off Pit Head Close, which provides wider access from the business park.

2.15 The development would result in an additional 27,725 square metres of employment development that would provide an additional 400 jobs.

2.16 It is considered that the proposed development for employment purposes would provide a number of benefits and it would promote sustainable economic growth in accordance with policy SP1 of the CSS and the guidance of the NPPF. The principle of the proposed uses should therefore be supported.

3. Access and car parking arrangements and the impact on highways safety

3.1 Access for the proposed development is for consideration as part of this outline planning application with the layout of the site, including parking, turning and servicing arrangements, reserved for subsequent approval.

3.2 Vehicular access to the site is proposed via Pit Head Close, which serves the wider Lymedale Business Park. The existing site entrance along Loomer Road will be closed off as part of the proposals which will ensure that all vehicles are prevented from accessing the site from Loomer Road.

3.3 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.

3.4 Representations received on the application have identified access to the site and on-street car parking on Loomer Road as potential issues that need to be addressed before the redevelopment can be considered acceptable.

3.5 The proposed access off Pit Head Close is considered acceptable for the type of business/ industrial use proposed and the development would also allow footpath/cycle path connection improvements from Loomer Road to the business park. The proposals would also remove traffic from Loomer Road which was previously generated by the operation of the stadium.

3.6 The application is supported by a Transport Assessment (TA) which concludes that the proposed access arrangements and the impact from vehicle movements generated by the proposed development can be accommodated on the road network of the existing business park.

3.7 As discussed, the layout of the site, including parking, turning and servicing arrangements, are reserved for subsequent approval but it is appropriate to identify whether the site can accommodate the level of development proposed. In this respect the submitted TA identifies that approximately 220 car parking spaces can be provided within the site.

3.8 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.

3.9 The submitted TA acknowledges that the level of proposed car parking is 37% below the maximum parking standards set out in T16 of the NLP. However, the TA identifies that the site is within a highly sustainable location and that other similar units on the wider business park have large car parks that are underutilised. The TA also states that an assessment of demand has been undertaken that has demonstrated that the maximum level of car park occupancy is expected to occur between 13:00-14:00 with a maximum parking demand of 130 vehicles in any one hour. On this basis the TA concludes that the indicative parking provision of approximately 220 parking spaces would be more than sufficient to accommodate the proposed redevelopment demands, and would also cater for any occasional spikes in demand that might occur from time to time.

3.10 The application is also supported by a Travel Plan which sets out how future users of the development will be encouraged to limit the number of single occupancy car trips and maximise the use of sustainable travel, such as walking, cycling, public transport and car sharing. This can be

designed and implemented to reduce vehicle trips and car parking demand associated with the proposed development.

3.11 The Highways Authority (HA) have raised no objections to the application subject to conditions. In particular they have requested conditions which will secure full details of the proposed site access off Pit Head Close, including the footway/cycle path, in terms of the construction, surface water drainage, street lighting, signing and road markings and the implementation of the arrangements. The Traffic Regulation Order restricting vehicle access at the southern end of Pit Head Close will also need to be revoked to allow access to the site. The travel plan can be secured by condition and a monitoring fee will need to be secured by a S106 obligation.

3.12 The Environmental Health Division (EHD) have requested a condition to secure electric vehicle charging provision for all staff car parking spaces. The Council currently has no adopted policy relating to electric vehicle charging. However, a Government consultation document 'Electric Vehicle Charging in Residential and Non-Residential Buildings' indicates that for new non-residential buildings with more than 10 parking spaces, it is proposed to introduce a requirement to have at least one chargepoint and cabling routes for every five spaces. It is considered that this would be a reasonable request for this proposed development and a condition will secure this level of provision.

3.13 In consideration of the applicant's submitted TA and the views of the HA it is accepted that the proposed development is unlikely to lead to significant highway safety concerns. It is accepted that the additional trip generation of the scheme would not be significant and the location of the application site within a sustainable urban area would encourage walking, cycling and the use of public transport. A travel plan, which will be secured via a Grampian condition, would also encourage future employees to use non-car modes of travel to further minimise the impact of the development on the highway network, as well as car parking demand within the estate/business park and on Loomer Road.

4. Design and impact on the visual amenity

4.1 The appearance, layout, scale and landscaping of the development are reserved for subsequent approval but it is appropriate to consider whether a development of this nature and size can be accommodated on the site and can be designed so that it does not harm the visual amenity of the area.

4.2 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.

4.3 The indicative details show two possible schemes that could be accommodated on the site, one for two units (option 1) and one for a larger single building (option 2).

4.4 The application site is located adjacent to an existing business park and other industrial and commercial buildings on Loomer Road. Therefore, the proposed development would be seen within the context of the existing industrial land uses and the existing large expansive units that form part of the business park immediately to the east.

4.5 Indicative details of the potential height of both schemes has been provided which indicate that any buildings would be a maximum of 22 metres in height, which the applicant indicates is comparable to existing units on the business park when ground levels are factored into the assessment. The height of the proposed development can be restricted if necessary but scale is reserved for subsequent approval.

4.6 It is acknowledged that the proposed development would be viewed from the public open space to the south, including the Apedale Country Park. Therefore, the facing and roofing materials, particularly those of the southern elevations, will need to be designed to respect any views and

minimise the impact of the large building. In this respect a design and access statement (DAS) has been submitted which illustrates how a final building could be designed to minimise its impact. A condition which ensures that the principles of the DAS are followed as part of any reserved matters submission is considered justified.

4.7 The two options include a landscape buffer zone adjacent to the southern boundary of the site designed to soften views of the development. The Council's Landscape Development Section (LDS) have raised concerns regarding the landscaping proposals, particularly the loss of vegetation both within the site and beyond the site boundary. They have also raised concerns about the space available for a meaningful landscape buffer.

4.8 The landscaping of the site is reserved for subsequent approval and the level of information submitted to date is limited. Whilst it is accepted that the landscape buffer indicated on the plan for option 1 is limited, sufficient space is available to provide a soft buffer of some depth between the site and the open space beyond the southern boundary. This buffer would be greater than that provided for other buildings on the business park and it is considered that an appropriately worded condition, which secures a landscape masterplan as part of the reserved matters submission, can be secured. In particular the landscape masterplan should secure an acceptable landscape buffer on the southern boundary and landscaping improvements to the embankment of the brook that is located near to the northern boundary of the site. Also landscaping will be important adjacent to the proposed cycle footway.

4.9 In consideration of the above, your officers accept that either of the two schemes can be designed to respect the scale and appearance of the surrounding industrial units and visual amenity of the area. Therefore, your officers are content that a suitably designed building or buildings can be achieved on the site. These matters will be agreed as part of a reserved matters application.

5. Impact on the amenity of the area and neighbouring residential properties, including the impacts on TV reception in the area

5.1 Paragraph 127 of the NPPF lists a set of core land-use planning principles that should underpin decision-taking, one of which states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

5.2 The NPPF further states at paragraph 180 that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. The aim is to mitigate and reduce the potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

5.3 The application site was previously operated as a speedway/motorsport track which would have generated some level of noise and disturbance to the local area. Likewise the proposed redevelopment of the site would also generate some level of noise and disturbance to the local area.

5.4 A noise assessment has been submitted to support the application and the Environmental Health Division has raised no objections, subject to conditions. Given that design and layout is only indicative at this stage it is considered appropriate to secure additional noise assessment information as part of the reserved matters application so that noise impacts can be designed out at an early stage. The applicant agrees with this approach and on this basis it is accepted that the proposals are unlikely to harm the residential amenity of nearby residential properties, which is in accordance with paragraph 180 of the NPPF.

5.5 A further issue to consider is the impact of the proposed development on television and radio broadcast service reception in the local area.

5.6 Similar planning applications on the adjoining business park have been the subject of television signal reception surveys and this application is also supported by a survey. The survey investigates whether the proposed development would cause interference to television and radio broadcast service reception in the area and concludes that there would be some minor interruption to reception of residential dwellings to the north-west of the site. This is on the basis of a 22 metre high building

and therefore conditions that restrict the height to a maximum of 22 metres, and require further investigations and potential mitigation measures, are necessary to mitigate any impact on neighbouring properties.

6. Surface Water Drainage matters

6.1 Paragraph 165 of the NPPF advises that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should take account of advice from the lead local flood authority; have appropriate proposed minimum operational standards; have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and where possible, provide multifunctional benefits.

6.2 The application is supported by a Flood Risk Assessment (FRA) and Surface Water Drainage Strategy.

6.3 The FRA concludes that the site has a low risk of flooding but the Local Lead Flood Authority (LLFA) has indicated that the submission does not provide sufficient information to fully demonstrate that the proposed development will meet the technical standards for sustainable urban drainage.

6.4 The applicant has submitted further information to address the concerns of the LLFA and their further comments are awaited. It is anticipated that the matters will be resolved prior to the committee meeting. However, a condition which secures acceptable details as part of a future reserved matters application can be imposed that would ensure that an acceptable sustainable drainage strategy for the site is achieved prior to development commencing.

7. Coal Mining Legacy

7.1 The site lies within a High Risk Coal Mining Area and the application is supported by a Coal Mining Risk Assessment, a Coal Mining Status Report and a ground investigations report which all highlight the risks from recorded historic coal mining activities, which are generally considered to be low. However a moderate risk has been assigned to potential mine gas emissions, and a moderate risk from unrecorded mine entries.

7.2 Paragraph 178 of the NPPF advises that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation). It also requires that adequate site investigation information, prepared by a competent person, is available to inform these assessments.

7.3 Whilst the comments of the Coal Authority are awaited it is likely that appropriately worded conditions which secure further site investigations and remediation can be imposed to overcome any concerns. Also, the layout of the scheme is reserved for subsequent approval which would allow coal mining issues to be addressed prior to the approval of reserved matters and development commencing on site to address risks posed.

8 Other matters

8.1 A number of representations have been received which identify matters associated with anti-social behaviour, security and litter. The redevelopment of the site will address many of these concerns and other matters can be addressed as part of a reserved matter submission. However, a number of requests, such as the creation of a wildflower meadow on verges and the community being able to inspect future buildings are not considered matters that can be reasonably required as part of the proposed development and they have not been considered further.

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
Policy CSP5:	Open Space/Sport/Recreation

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

Policy E3:	Lymedale Park Extension
Policy T16:	Development – General Parking Requirements
Policy C22:	Protection of Community Facilities

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

The site has been operating as a sports stadium since the 1970s with various planning applications for associated buildings and structures during this time, the most recent being in the 1990s.

Views of Consultees

The **Highways Authority** raises no objections subject to conditions which secure the following matters;

- Full details of the proposed site access off Pit Head Close and the footway / cycle path, including details of construction, surface water drainage, street lighting, signing and road markings,
- Submission and approval of layout of the site including disposition of buildings and provision of parking, turning and servicing within the site curtilage, surfacing materials for the parking, servicing and turning areas, means of surface water drainage for the parking, servicing and turning areas, and delineation of parking and servicing areas,
- The Traffic Regulation Order restricting vehicle access at the southern end of Pit Head Close shall be revoked,
- The existing site access on Loomer Road shall be permanently closed and the access crossing reinstated as verge and footway,
- Cycle parking provision,
- Implementation of agreed Travel Plan,
- Submission and approval of a Construction Management Plan (CMP), and
- Submission and approval of any access gates.

A S106 obligation for a travel plan monitoring fee of £2,407 has also been requested.

The **Environmental Health Division** raises no objections subject conditions that secure matters relating to the following;

- Prior approval of external lighting,
- Electric vehicle charging provision,
- Prior approval of a construction management plan
- Prior approval of a noise impact assessment,
- Prior approval of a noise management scheme,
- Refrigerated deliveries mitigation/ management,
- Land contamination investigations and mitigation measures

Staffordshire County Council as the **Lead Local Flood Authority** currently objects on the grounds that the submitted information does not provide sufficient information to fully demonstrate that the proposed development will meet the technical standards for SuDS.

The **Environment Agency** raises no objections subject to a condition regarding unexpected groundwater contamination.

The Council's **Waste Management Section** advise that refuse and recycling collection vehicles need to be able to access bin storage areas without having to drive through areas used by the freighters collecting from or delivering to the site.

Natural England advises that they have no comments to make.

The **Landscape Development Section** have concerns about the loss of trees inside and outside of the site boundary and about a lack of space for any landscaping boundary/buffer treatment, and for replacement tree planting. They request additional detail of the treatment of the bankside next to the brook, particularly during construction and details of planting around the new cycle link. The proposed footpath should be lit also. Finally, the large car parking areas should be broken up by soft landscaping.

Sport England advises that the proposed development does not fall within their statutory or non-statutory remit, therefore they only wish to provide advice on the application. In particular they advise that if the proposal involves the loss of a sports facility then full consideration should be given to whether the proposal meets paragraph 97 of the National Planning Policy Framework (NPPF), is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

The **Oval Racing Council** advises that they are concerned and disappointed about the loss of another motor racing stadium and facilities. They encourage the local authority to assist in re-homing the facility within the area.

British Speedway Promoters Association advises that they have no observations to make on the application.

British Stock Car Association (Startrax Oval Motorsport Ltd) advises that they are disappointed that motorsport has ceased after a 46 year history at Loomer Road and their tenure as promoters since 1996 - 2019, but they have no material grounds as to be qualified to comment on its future redevelopment. They also advise that a Section 106 agreement to provide funding to replace the venue elsewhere within the area should be secured.

Comments were also invited from the Council's **Economic Regeneration Section**, the **Greater Chesterton Local Area Partnership** and **British Stock Car Drivers Association** and in the absence of any comments from them by the due date it must be assumed that they have no observations to make upon the application.

Comments from the **Coal Authority** are awaited.

Representations

Twenty-four representations have been received making the following comments;

- New jobs are supported
- Business development on land is supported
- Retail development on the site would be more appropriate
- Long term redevelopment of the site is supported
- Access should be via Lymedale Business Park to reduce existing congestion and pollution
- No traffic on Loomer Road is supported
- There are existing car parking problems on Loomer Road
- Proposed parking could be an issue if not enough is proposed
- Development will tidy up the site and be more secure to prevent anti-social behaviour
- Litter and waste should be managed
- CCTV should be proposed to cover Loomer Road
- Delivery times should be restricted
- Lighting should be restricted
- Install measures to stop travellers
- Roads should be swept during construction
- The community should be able to inspect the building once completed
- Landscaping should be maintained in the future
- The brook should be cleared of rubbish and debris
- Parking restrictions should be extended up Loomer Road,
- HGV's should be prevented from parking on the highway overnight
- A wildflower meadow should be created on grass verges
- The height of the building may affect television reception

Applicant's/Agent's submission

The application is accompanied by a Design and Access Statement, Planning Statement, Transport Statement, Travel Plan Framework, Noise Assessment, Flood Risk Assessment, Drainage Strategy, Sporting Needs Assessment, Ecological Appraisal, Air Quality Assessment, Coal Mining Risk Assessment, and Phase 1 Environmental Report.

All of the application documents can be viewed on the Council's website using the following link:
<http://publicaccess.newcastle-staffs.gov.uk/online-applications/plan/20/00123/OUT>

Background papers

Planning files referred to
Planning Documents referred to

Date report prepared

14th May 2020