

VEHICLE STORAGE LAND, LINLEY ROAD, TALKE
NEIL LAWSON, ARNOLD CLARK AUTOMOBILES

24/00307/FUL

Full planning permission is sought for a new HGV service centre building at a vehicle storage area which is located on Linley Road Talke. The application site is located within the urban area of the Borough, as indicated on the Local Development Proposals Framework Map.

The 13-week period for the planning application expired on the 30th August 2024 however an extension of time has been agreed until 13th of September.

RECOMMENDATIONS

PERMIT subject to conditions relating to the following matters:

- 1. Time limit**
- 2. Approved plans**
- 3. Materials**
- 4. Parking and turning spaces**
- 5. Limit on construction hours**
- 6. Limit on operational hours**
- 7. Construction and Environmental Management Plan**
- 8. Dust control and mitigation**
- 9. Noise details of any refrigeration and air conditioning units**
- 10. Contaminated Land**
- 11. Waste Storage**
- 12. Surface water drainage design**

Reason for Recommendations

The development is located within a highly sustainable location and would continue to support the provision of commercial development on the site and contribute to the economic prosperity of the Borough, with no adverse impacts identified.

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

Additional information has been requested and received and the proposal is now considered to be a sustainable form of development in compliance with the provisions of the National Planning Policy Framework.

Key Issues

This proposal is seeking full planning permission for a new HGV service centre building comprising a service workshop and administration spaces, additional external vehicle storage, customer HGV parking and staff parking. The site is currently a vehicle distribution and storage compound for Arnold Clark Automobiles Ltd, one of the largest car dealer groups in Europe.

The application site is located within the urban area of the Borough, as indicated on the Local Development Proposals Framework Map. The site is accessed via Linley Road which is located to the south of the site.

The key issues to consider in the determination of this application are: -

- The principle of development,
- Impact on the character and appearance of the area,
- Impact on amenity
- Highway safety and parking

The principle of development

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Paragraph 85 of the NPPF outlines that planning policies and decisions should help 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.

The application site forms part of the Linley trading estate and has historically been used for commercial purposes. There are a variety of B1, B2 and B8 uses within the locality.

Given the mixture of nearby commercial units and the existing function of the site, it is considered that the proposal would comply with paragraph 85 of the NPPF and therefore the principle of development is considered acceptable.

Any impact on the character and appearance of the area

Paragraph 131 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 135, 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 application site is bounded by Linley Road to the south, industrial and commercial development to west and south east and by residential development to the north east. The site is clearly visible from Linley Road however it does benefit from a good amount of screening to the west, east and north in the form of an established tree line. No trees are proposed to be removed as part of the development.

The proposal would comprise of a large warehouse style building which would measure 25m x 35m. It would feature a dual pitched roof arrangement which would have an eaves height of 6m and a total ridge height of 7.2m. The building would have an appearance based on functional requirements. The walls would comprise powdercoated aluminium curtain walling with brickwork at base level with an anthracite-coloured roof constructed of insulated cladding panels. The materials are considered appropriate choices given the surrounding built context.

The overall appearance of the proposal would not be dissimilar to the other nearby industrial and commercial units and whilst the development would be clearly visible from the nearby highways, the application site can comfortably accommodate the proposal without it appearing as overdevelopment.

Whilst a new turning area would be created and some existing parking spaces removed to accommodate the proposed development, the visual changes of these alterations would be negligible when seen in context with the wider site.

Therefore, in light of the above the proposed development is not considered to raise any adverse implications in relation to the character or appearance of the wider landscape and would accord with the policies of the development plan and the NPPF.

Impact on Amenity

Paragraph 135 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. It further sets out at paragraph 191 that decisions should also ensure that new development reduces potential adverse

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impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and quality of life.

The closest residential dwellings lie approximately 60m to the south and are separated from the site by Linley Road. No objections to the proposal have been received from local residents.

The Council's Environmental Health Division have raised no objections to the application subject to a number of conditions which relate to the submission of a Construction Environmental Management Plan, dust suppression, noise control and contaminated land. Details of waste storage are also requested.

Given the scale of the proposed development and the proximity of the site to nearby dwellings, the proposed conditions suggested by the Environmental Health Team are considered appropriate and necessary. Subject to these conditions it is considered that the development would not have any significant effect on the living conditions of nearby residential properties and the proposal would accord with the guidance and requirements of the NPPF.

Highway safety and parking implications

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. The NPPF also 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.

At the request of the Highway Authority, a detailed Transport Statement has been submitted in support of the application which sets out the highway implications of the proposal. The Transport Statement notes that it is estimated that 10 full time employees would work at the site which would result in 10 additional two-way peak hour light vehicle movements to and from the site. Government guidelines set a threshold of 30 two-way vehicle trips as being considered to be the minimum threshold for which more detailed consideration may be required, however the proposal in this case would clearly fall below this threshold. It is also evident that the existing on-site parking provision (1100 spaces) to support the operation of the Vehicle storage and distribution centre is well in excess of current requirements.

The proposed site layout confirms that manoeuvrability of HGV/LGV movements within the site can be safely accommodated within circulation routes/ turning areas without causing congestion and negatively impacting the local highway network.

Based on the additional information provided, the Highway Authority is satisfied that the proposal is acceptable in respect of parking provision and vehicle trip generation.

It is therefore considered that subject to conditions to secure appropriate cycle storage that the development would not result in any adverse implications in relation to parking or highway safety and so would accord with the policies of the development plan as well as the aims and objectives of the NPPF.

Reducing Inequalities

The Equality Act 2010 says public authorities must comply with the public sector equality duty in addition to the duty not to discriminate. The public sector equality duty requires public authorities to consider or think about how their policies or decisions affect people who are protected under the Equality Act. If a public authority hasn't properly considered its public sector equality duty it can be challenged in the courts.

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The duty aims to make sure public authorities think about things like discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions.

People are protected under the Act if they have protected characteristics. The characteristics that are protected in relation to the public sector equality duty are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

When public authorities carry out their functions the Equality Act says they must have due regard or think about the need to:

- Eliminate unlawful discrimination
- Advance equality of opportunity between people who share a protected characteristic and those who don't
- Foster or encourage good relations between people who share a protected characteristic and those who don't

With regard to this proposal it is considered that it will not have a differential impact on those with protected characteristics.

APPENDIX

Policies and Proposals in the approved Development Plan relevant to the decision on the planning application:-

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
Policy T18: Development – Servicing Requirements

Other Material Considerations include:

National Planning Policy Framework (NPPF) (2023)

Planning Practice Guidance (NPPG) (2019)

Supplementary Planning Documents (SPDs)

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

Relevant Planning History

16/00367/FUL - Formation of vehicle distribution and storage compound and erection of a building to be used as storage and vehicle preparation, with offices and facilities – permitted

17/00616/FUL - 6 bay vehicle preparation building and separate modular offices/canteen and welfare facilities building, all associated with approved motor vehicle storage/distribution centre – permitted

20/00145/FUL - Relocation of existing Adblue and Diesel tanks – permitted

Views of Consultees

Naturespace raise no objections subject to an informative being added to any decision notice.

The **Environmental Health Division** raise no objections to the proposal subject to conditions relating to the submission of a CEMP, dust suppression, noise control and contaminated land.

The **Lead Local Flood Authority** raises no objections to the proposal subject to a condition which would require the submission of a detailed surface water drainage design.

The **Highway Authority** raise no objections to the proposal.

No comments have been received from **The Woodland Trust** or from **Kidsgrove Town Council** by the given deadline and therefore it must be assumed that they have no comments to make.

Representations

None received.

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Applicant's/Agent's submission

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/24/00307/FUL>

Background Papers

Planning files referred to
Planning Documents referred to

Date report prepared

27th August 2024

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