

**PLOTS D2 AND D3, CHATTERLEY PARK, PEACOCK HAY ROAD, TALKE  
HARWORTH ESTATES INVESTMENTS LTD**

**25/00316/REM**

This application is for the approval of reserved matters (appearance, landscaping, layout, scale and access) for plots D2 and D3 for buildings in Use Classes E(g)(ii), E(g)(iii); and/or B2 and/or B8 pursuant to outline element 19/00846/OUT of hybrid planning application 21/00595/FUL.

The application site forms part of the wider Chatterley Valley development site which has a long-standing employment allocation and has previously been subject to planning permission for its redevelopment.

Plots D2 and D3 extend to approximately 4.07ha.

**The 13-week period for the determination of this application expires on the 22<sup>nd</sup> July 2025.**

**RECOMMENDATION**

**Permit subject to the following conditions:**

- 1. Link to outline planning permission and conditions**
- 2. Approved plans**
- 3. Facing and roofing materials**
- 4. Boundary treatments**
- 5. Hardstandings**
- 6. Soft landscaping**
- 7. No external storage**
- 8. Provision of car parking, access, servicing and circulation areas**
- 9. Provision of secure, covered and safe cycle parking facilities**

**Reason for Recommendation**

The proposed development represents a good quality design and there would be no significant harm to the visual amenity of the area, including views from the wider landscape. All technical issues have been addressed within this application or are covered by conditions of the hybrid planning application. 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**

The proposed development is considered to be a sustainable form of development and so complies with the provisions of the National Planning Policy Framework.

**Key Issues**

This application is for the approval of reserved matters (appearance, landscaping, layout, scale and access) for plots D2 and D3 for building in Use Classes E(g)(ii), E(g)(iii); and/or B2 and/or B8 pursuant to outline element 19/00846/OUT of hybrid planning application 21/00595/FUL.

Plots D3 and D2 extend to approximately 4.07ha and form part of the wider Chatterley Valley development site which has a long-standing employment allocation and has previously been subject to planning permission for its redevelopment. Therefore, the principle of employment development has been established on the site.

While it is noted that Network Rail has requested that a Basic Asset Protection Agreement (BAPA) be put in place restricting development until approvals are gained from them, given that the principle of the development has been approved, this is not considered reasonable at this stage.

The key issues for consideration are now limited to: -

- The design and landscaping of the scheme and the impact on the form and character of the area
- Access, parking and highway safety matters

The design and landscaping of the scheme and the impact on the form and character of the area

Paragraph 131 of the National Planning Policy Framework states that good design is a key aspect of development, creates better places in which to live and work and helps make development acceptable to communities. Furthermore, paragraph 135 of the framework lists 6 criteria, a) – f) with which planning policies and decisions should accord and details, amongst other things, that developments should be visually attractive and sympathetic to local character and history, including the surrounding built environment and landscape setting while not preventing or discouraging appropriate innovation or change.

Policy CSP1 of the Core Spatial Strategy (CSS) lists a series of criteria against which proposals are to be judged including contributing positively to an area's identity in terms of scale, density, layout and use of materials. This policy is considered to be consistent with the revised NPPF.

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 proposed buildings would be located on Plots D2 and D3 which are on the southern side of the future spine road which will serve plots on the wider Chatterley Valley development site. The site would be served by a single point of access and the car parking and servicing areas would be to the front and side of the buildings.

The building proposed on plot D2 is the smaller of the two units. It would have a total floor space of 5,387 m<sup>2</sup> spread over two floors and the building would measure 54m x 95m in plan whilst having a ridge height of approximately 15.7 metres. This unit would have 61 parking spaces which would include 12 electric vehicle charging bays, 3 accessible parking spaces, and 3 motorcycle parking spaces.

The building proposed on plot D3, would have a total floor space of 10,091 m<sup>2</sup> also spread over two floors and the building would measure 62m x 155m in plan with a ridge height of approximately 15.9 metres. Unit D3 would have 105 parking spaces in total to include 20 electric vehicle charging bays, 5 accessible parking spaces and 5 motorcycle parking spaces. Sheltered cycle spaces would also be provided for both units.

The application is supported by a Design and Access Statement (DAS) along with site sections and hard and soft landscaping details. The appearance of the buildings would be comparable to other modern large commercial buildings, and whilst the design is still largely based on functional requirements, the use of colour banding and the relatively modest height for buildings of this nature, would ensure that the proposal is seen in context with the wider development site. The DAS notes that the choice of materials is consistent with modern industrial developments and are resilient options, ensuring that they will support the buildings for the lifetime of the development.

With respect to the choice of colour, it is considered that the use of greys and blues would create interest and rhythm by breaking up the elevations both horizontally and vertically which would ensure the avoidance of any blank façades. As the middle and upper horizontal bands are lighter shades of greys with a blue hue, this would create less contrast between the building and its surroundings from eye level, helping the building to sit more subtly in the surroundings. The vertical feature bands are placed on the corners of each elevation creating visual interest at the most critically visible points of the building.

The majority of the existing hedgerows and trees are to be retained within the proposed scheme and would be protected in accordance with BS5837:2012 throughout the construction process.

A landscaping scheme has been proposed to soften the appearance of the proposed buildings, particularly on the northern and southern boundaries. The new landscaping would consist of native planting with a mix of hedgerows, mixed scrub and tree planting. There is less opportunity for soft

landscaping on the western and eastern boundaries due to the position of other plots and highways within the wider site layout. However, the topography of the land ensures that the buildings would be sunken into the landscape.

It is important to note that more substantial landscaping would also be added around the perimeter of the wider Chatterley Valley site as required by the original outline permission.

Subject to conditions which would ensure the provision of the approved landscaping scheme, along with the details set out within the application regarding facing materials, boundary treatments and hard surfaces, it is considered that the proposed development represents a good quality design and accords with Policy CSP1 of the CSS and the guidance and requirements of the NPPF.

#### Access, parking and highway safety matters

The principle of the wider access works via Peacock Hay Road have been accepted in consideration of the outline application for the wider site. Details of the internal access roads, parking and turning arrangements are now submitted for approval.

The proposed access point for both plots would be located at the northwestern corner of the application site, off the main spine road, connecting to the wider roads and footways to support movement to the proposed buildings for pedestrians and cyclists. The hybrid application also secured the submission and approval of a travel plan prior to the occupation of any of the buildings.

The Highway Authority have raised no objections to the proposal subject to a condition requiring that the access, parking, servicing and turning areas be provided in accordance with the approved plans prior to the first use of the buildings.

Subject to the above condition recommended by the Highway Authority, the proposed development is considered acceptable, and it has been demonstrated that suitable access, parking, servicing and turning areas can be achieved. On this basis the proposed development is in accordance with policies of the development plan and 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.

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

The scheme has been developed embracing good design and access and it is therefore 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 this decision:-**

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

Policy CSP1: Design Quality  
Policy CSP3: Sustainability and Climate Change  
Policy CSP4: Natural Assets

#### Newcastle-under-Lyme Local Plan (NLP) 2011

Policy E2: Chatterley Valley  
Policy T16: Development – General Parking Requirements  
Policy N3: Development and Nature Conservation – Protection and Enhancement Measures  
Policy N4: Development and Nature Conservation – Use of Local Species  
Policy N17: Landscape Character – General Considerations

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

#### National Planning Policy Framework (July 2024)

#### Planning Practice Guidance (2024 as updated)

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

### **Relevant Planning History**

In 2019 a hybrid planning permission, 18/00736/OUT, was granted for the following: -

- A. full planning permission for earthworks associated with the creation of development plateaus, access roads and associated works; and
- B. outline planning permission for development of buildings falling within Use Classes B1b (research and development), B1c (light industry), B2 (general industrial and B8 (storage and distribution), and ancillary A3 (Restaurants and cafes) and A5 (hot food takeaways) uses. All matters of detail are reserved for subsequent approval.

Application 19/00846/OUT permitted the removal of condition B23, relating to pedestrian and cycleway enhancements, of planning permission 18/00736/OUT and variation of condition A1 relating to timescales for completion of earthworks; variation of conditions A8, B1 and B10 with regards to reference to Green Infrastructure Strategy; variation of condition B3 regarding requirements for the reserved matters application/s; and variation of reason for condition B25 relating to permitted use classes on the plots.

A further application, 21/00595/FUL, was permitted for the removal and variation of a number of conditions of 19/00846/OUT.

Application 21/00570/FUL, for full planning permission for the formation of development platforms, provision of access road and accompanying infrastructure and ecological enhancements has also been permitted.

Application 21/00595/NMA for a non-material amendment relating to the Electric Vehicle Charging Infrastructure as required by condition B18 of planning permission 21/00595/FUL is pending consideration.

25/00317/REM - Application for approval of reserved matters (access, appearance, landscaping, layout and scale) for Plot C, for two buildings (units C1 and C2) in Use Classes E(g)(ii), E(g)(iii); and/or B2 and/or B8 pursuant to outline element 19/00846/OUT of hybrid planning application 21/000595/FUL – not yet determined.

### **Views of Consultees**

The **Coal Authority** request that a plan showing the extent of any mine entries and the extent of any shaft capping works be provided in support of the application.

A plan showing these details has since been provided to the Coal Authority, however no further responses have been received.

The **Public Rights of Way Team** note that public footpath no.2 runs through the site but note that an application to divert the footpath has been approved in principle by the County Council.

**Network Rail** have requested that a Basic Asset Protection Agreement (BAPA) to be put in place restricting development until approvals are gained from them.

The **County Archaeologist** has no objections to the proposal.

The **Highway Authority** raises no objections to the proposal subject to a condition requiring that the access, parking, servicing and turning areas be provided in accordance with the approved plans prior to the first use of the buildings.

No comments have been received from the **County Minerals**, the **Environmental Health Team**, **Naturespace**, the **Landscape Team**, **Stoke on Trent City Council**, the **Environment Agency**, **Active Travel England** or **Waste Services**.

### **Representations**

None received.

### **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/25/00316/REM>

### **Background papers**

Planning files referred to  
Planning Documents referred to

### **Date report prepared**

1<sup>st</sup> July 2025