

HARTSHORNE PROPERTIES LTD, ROSEVALE ROAD, CRACKLEY, NEWCASTLE

HARTSHORNE CROSSROADS PROPERTIES LIMITED

25/00443/FUL

This application seeks permission for the demolition of the existing workshop and industrial building at Hartshorne Potteries Ltd, Rosevale Road, Crackley, and the erection of a replacement workshop and associated office, HGV Sales, service areas and car parking and refurbishment of the existing MOT facilities.

The application site forms part of the Parkhouse Industrial Estate, with the company, Hartshorne Potteries Ltd (HCPL) providing affiliated motor services and truck sales to the wider Volvo Group in the UK from the application site. The proposed new and refurbished buildings would provide a more efficient and modern facility for the business.

The statutory 13-week period for the determination of this application expires on 9 September 2025.

RECOMMENDATION

Permit, subject to the following conditions:

- 1. Time limit**
- 2. Approved plans**
- 3. Facing/roofing materials as set out in the application documents**
- 4. Construction of vehicular access**
- 5. Surfacing/drainage of parking, turning and circulation areas**
- 6. Secure cycle shelter details**
- 7. Dust mitigation measures during demolition/construction works**
- 8. Construction hours**
- 9. Boundary treatments constructed in accordance with approved details**
- 10. Construction environmental management plan**
- 11. Noise mitigation measures outlined in the Noise Impact Assessment**
- 12. Implementation of landscaping scheme**
- 13. Habitat management plan**

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. 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 seeks to construct a new workshop building, refurbish 2 MOT buildings located on the southern part of the site, and demolish an existing single storey workshop on the northern part of the HCPL land holdings. The company, which is based in the Parkhouse Industrial Estate, provides motor services and truck sales to the wider Volvo Group in the UK. The proposed new and refurbished buildings would provide a more efficient and modern facility for the business. The new facility will employ 10-12 staff, in addition to the existing 28 employees which are based at the site, taking the total number of employees to 40.

Although the existing access would be utilised, a new internal access road and parking, turning and circulation areas will be provided within the site. A Transport Statement (TS) has been submitted to assess the impact of the development on the local highway network. Additionally, noise and air quality assessments also accompany the application to assess the impact of the proposal on the local environment.

In terms of flood risk, the site lies in flood zone 1, land with a low risk of flooding. Following comments from the LLFA, a detailed drainage strategy/FRA has also been prepared, to set out how the site will be drained.

In relation to biodiversity net gain, additional on-site landscaping will be provided, with a biodiversity metric setting out how the development will achieve the required 10% increase in BNG.

Taking account of the above background, the key issues in this case are:

- The principle of development;
- The effect of the proposal on the character and appearance of the area;
- The impact of the proposal on highway safety/parking;
- Residential amenity;
- Flood risk and drainage;
- Ecology/biodiversity net gain; and
- Ground conditions/former mining workings.

Principle of development

The site is within an established industrial and employment area in Newcastle-under-Lyme with a range of employment uses within the surrounding area.

The proposed development will continue to be occupied by HCPL for their truck facility, and therefore it represents a clear and significant employment use. Indeed, the proposal would generate a further 10-12 FTE jobs, taking the total number of employees on site to 40, also safeguarding these local jobs.

The proposal involves the re-arrangement of the applicant's existing facility on the same site, which establishes the principle of development and would provide economic benefits to the local area. As such, it would accord with paragraph 85 of the National Planning Policy Framework (NPPF) which seeks to ensure that planning decisions help create the conditions in which businesses can invest, expand and adapt, with significant weight placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Thus, the principle of development is considered acceptable.

Character and appearance

Paragraph 131 of the NPPF 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 NPPF 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 (UDSPD) indicates at Policy E3 that business development should be designed to contribute towards improving the character and quality of the area.

This proposal seeks to make physical improvements to the overall appearance of the site by refurbishing and recladding the two existing ageing workshop buildings on the southern part of the site. This would involve attaching grey composite sheet cladding to the existing structures, which would enhance the appearance of the buildings. It is also proposed to replace the main workshop/office with

a new building housing modern workshop and office space which is more efficient and meets the future needs of the business. This structure would occupy a roughly L-shaped footprint and be located in a similar position to the structure it is replacing adjacent to the site entrance. The new building would have a shallow pitched roof with a catslide element which extends out to the side of the main structure. As with the refurbished buildings, it would also be faced in grey composite sheet cladding. As such, a consistent design approach would be achieved across the site, enhancing its overall appearance.

Given that the site is located within an established industrial estate, and that the proposed development would replicate the scale and form of other existing buildings in the locality and enhance the overall appearance of the premises, it is considered that the proposal would preserve the character and appearance of the area, in accordance with paragraphs 131 and 135 of the NPPF, Policy CSP1 of the CSS and Policy E3 of the UDSPD.

There is limited existing landscaping on the boundaries of the site comprising modified grassland, heathland and shrubs, urban trees and other woodland. These landscaped areas are being retained and enhanced, with the submitted landscaping strategy and BNG metric setting out how new tree planting would be added and enhancements made to the existing scrub planting in the south-west corner, together with a new hedgerow to be planted centrally within the site. These measures would help soften the visual impact of the development within what is a primarily urban setting. A condition is recommended to ensure that the proposed landscaping works are implemented.

Access, parking and highway safety matters

The existing vehicular access from Hammond Road would be utilised to serve the redeveloped site. Hammond Road leads onto Rosevale Road, which provides access to the wider Parkhouse Industrial estate. Although the main access would be retained, a new access road will be provided within the site, leading to a new staff parking area, providing 33 parking spaces and EV charging facilities. In total, 22 lorry 'lay over bays' of varying sizes would be located on the northern part of the site, together with 6 accessible/staff parking spaces adjacent to the new workshop/office building in this area. Swing gates would also be erected within the site, controlling access to the different areas of the business. As up to 27 staff members would be on shift at any one time, taking account of the submitted Travel Plan (TP) and Transport Statement (TS), the Highway Authority is satisfied that the proposed level of parking provision would be acceptable. The site's sustainable location with public transport links within a reasonable walking distance and on-site cycle parking provision, also provides the opportunity for staff/visitors to access the site by alternative means to the private car.

The submitted TS demonstrates how the proposed development will only generate a low level of additional trips per day (26 movements) compared to the existing operations on site. The analysis within the TS also shows that the proposed development will have a low impact during the typical AM and PM network peaks, generating a total of 12 trips during the AM and PM peak hours. In addition, swept path analysis details how a 16.5m articulated HGV can access and egress via Hammond Road in a forward gear and safely manoeuvre around the site.

The Highway Authority has requested that, amongst other things, a condition is imposed confirming that no gates are erected within 5m of the highway boundary. As the highway approaching the site is an 'unadopted' private road, this condition is not considered necessary.

Given the above factors, subject to appropriate conditions, the proposed development would provide safe and suitable access to the site in accordance with the NPPF.

Residential 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.

Supplementary Planning Guidance (SPG) Space about Dwellings provides advice on environmental considerations such as light, privacy and outlook.

The site lies within an established industrial area, surrounded by existing commercial units. The nearest residential properties lie on Crackley Road to the north/north-west, with a park and woodland positioned between the site and these dwellings. Given the separation distance involved and the fact that this proposal only seeks to replace/refurbish existing buildings on the site, it is not considered that the proposal would adversely impact on the outlook from these properties.

A Noise Impact Assessment (NIA) and Air Quality Assessment (AQA) accompany the application. These documents set out how the redevelopment of the site would not cause undue noise or disturbance to sensitive receptors including residential properties or impact on air quality in the area. The Environmental Health Officer concurs with this assessment. Subject to conditions regarding dust mitigation measures during demolition/construction works and restrictions on construction working hours, it is considered that the proposal would not adversely impact on residential amenity and would accord with paragraph 135 of the NPPF in this respect.

Flood risk and drainage

Paragraph 167 of the Framework outlines that when determining any planning applications, local planning authorities should ensure that flood risk is not increased on the site or elsewhere.

The LLFA have confirmed that as the proposal relates to a major application and the site area is over 0.5 hectares in size, a detailed surface water drainage strategy is required. This should include, amongst other things, surface water runoff attenuation storage, full design calculations to demonstrate conformity with the national non-statutory technical standards for SuDS, plans illustrating flooded areas and flow paths in the event of exceedance of the drainage system, and provision of an acceptable management and maintenance plan for surface water drainage.

The applicant has now prepared a detailed FRA for the development, which confirms that following infiltration testing, SuDs including soakaways would not provide a viable option for the disposal of surface water. As such, surface water will continue to be discharged to the existing private drainage network within Hammond Road to the south of the site. Attenuation storage systems, interceptors and permeable paving for the staff parking areas will be deployed to reduce run off, with waste water from the vehicle washing area to be passed through a silt trap and proprietary separator before discharge to the foul sewer network. Foul effluent will be discharge via gravity to the existing onsite private foul water drainage network in the site entrance before ultimately discharging to the 300 mm public foul water sewer in Rosevale Road south of the site. This is subject to detailed design and approval from the private sewer owner and Severn Trent Water.

The LLFA has been re-consulted on the above drainage details, and their comments will be reported to committee via a supplementary report.

Subject to the updated comments from the LLFA, it is not considered that the proposed development would create any additional risk of flooding on site or surrounding land.

Ecology/Biodiversity Net Gain

A Preliminary Ecological Appraisal (PEA) has been provided which confirms that there are no special areas of conservation or special protection areas which will be directly affected by the proposed development.

The nearest local nature reserve is Bradwell Woods, located around 0.6km northeast of the site with no direct connectivity or impact pathways. A CEMP including measures for root protection, dust and noise suppression and sensitive lighting is recommended due to works occurring in proximity to urban trees and broadleaved woodland.

The PEA confirms that the site has the potential to support nesting birds, with best practice to be included within a CEMP to mitigate this impact. The existing buildings are categorised as having negligible potential for bat roosting suitability and no further surveys are therefore required. There is also low potential for foraging and commuting resource to bats, with mitigation measures set out in the PEA to mitigate this impact.

Subject to conditions securing the above, and requiring the demolition and construction works to be undertaken in accordance with the recommendations and mitigation measures contained in the PEA, the proposal would not adversely impact on ecology on the site or its boundaries.

A Biodiversity Net Gain (BNG) assessment has been undertaken to evaluate the ecological impact of the proposed development. The baseline biodiversity value of the site, prior to development, was calculated at 1.10 habitat units and zero hedgerow units. Following the completion of the proposed development, the on-site biodiversity value is projected to increase to 1.32 habitat units and 0.13 hedgerow units. This equates to a 20.89% increase in habitat value, which clearly exceeds the minimum 10% requirement set out in the regulations.

The submitted landscaping strategy and Biodiversity Gain Assessment details how the on-site BNG would include on-site tree planting, enhancements made to the existing scrub planting in the south-west corner, together with a new hedgerow to be planted centrally within the site. These on-site enhancements are a post-determination matter which will be resolved through submission of the Biodiversity Gain Plan prior to commencement, this, together with a habitat management plan (HMP) can be secured via condition. A landscape and ecological management plan should also be submitted prior to first occupation to ensure that the on-site wildflower planting and urban trees are correctly established and maintained for the necessary 30-years.

Ground conditions/former mining workings.

A Phase 1 Geotechnical and Geo-environmental site investigation (GGEI) has been undertaken which confirms that precautions against the effects of shallow coal mining are not required, given the thickness and depths of the coal seams beneath the site. The Coal Authority have raised no objections to the proposal on this basis. As such, the development conforms with paragraph 196a of the NPPF as the proposed development takes into account the ground conditions and any risks from former activities such as mining.

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

Classification: NULBC UNCLASSIFIED

- 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.

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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 SP2: Spatial Principles of Economic Development
Policy SP3: Spatial Principles of Movement and Access
Policy CSP1: Design Quality
Policy CSP3: Sustainability and Climate Change
Policy CSP4: Natural Assets

Newcastle-under-Lyme Local Plan (NLP) 2011

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 (2024)

Planning Practice Guidance (2024 as updated)

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

Relevant Planning History

00/00651/FUL - Proposed workshop bay extension – Approved

Views of Consultees

The **Coal Authority** raise no objections to the proposal, subject to an informative requiring the applicant to contact the Mining Remediation Authority if any unexpected mine workings are encountered.

The **Highway Authority** raises no objections to the proposal subject to conditions regarding the construction of the vehicular access, surfacing and drainage of parking, turning and circulation areas, no gates being erected within 5m of the highway boundary, and the provision of secure cycle storage facilities.

Naturespace raise no objections to the proposal, which will not directly impact on great crested newts

The **Lead Local Flood Authority** has requested that a detailed drainage strategy is provided for the proposed development. The applicant has prepared a drainage strategy/FRA and the revised comments from the LLFA will be reported to committee.

The **Environmental Health Team** raise no objections, subject to conditions regarding dust mitigation measures during demolition/construction and restrictions on construction working hours.

The **Environment Agency** have commented that it is unclear why they have been consulted on this application.

Cadent Gas raise no objections to the proposal, subject to an informative, advising the applicant that the development should not have an adverse impact on their infrastructure network,

Staffordshire Police request that the development is constructed to secured by design standards.

The **Landscape Development Section** raise no objections, subject to a tree protection condition.

No comments have been received from **Staffordshire Wildlife Trust, Natural England, Waste Services, and Severn Trent Water.**

Representations

None received.

Applicant's/Agent's submission

The submitted documents and plans are available for inspection on the Council's website via the following link: -

<http://publicaccess.newcastle-staffs.gov.uk/online-applications/PLAN/25/00443/FUL>

Background papers

Planning files referred to
Planning Documents referred to

Date report prepared

29th July 2025