

DELEGATED

AGENDA NO . 9.

**PLANNING COMMITTEE
10th January 2006**

**REPORT OF CORPORATE DIRECTOR
OF DEVELOPMENT AND
NEIGHBOURHOOD SERVICES.**

06/3323/FUL

**SITE A, LAND AT PORTRACK ROUNDABOUT, BILLINGHAM
ERECTION OF BUILDING TO PROVIDE DEALERSHIP FOR SERVICING AND
MAINTAINING HEAVY GOODS VEHICLES TOGETHER WITH ANCILLARY
PARTS, MOT TESTING, SALES, BODY REPAIRING AND SPRAYING, OFFICES,
TRAINING BAY AND TRUCK PARK, CIRCULATION AND PARKING WITH
SEPERATE WASH FACILITY, IMPROVED ACCESS ROAD.
EXPIRY DATE: 25th January 2006**

Summary:

Since the previous report to members of the planning committee additional plans have been submitted by the applicants for consideration (these are attached to the rear of this update report).

Since the original report comments have been received from the Tees Valley Joint Strategy Unit, while the Highways Agency have also amended their comments since the original report and one letter of representation has also been received from a neighbouring business.

No new issues have been raised since the previous report to members of the planning committee, therefore the recommendation and material planning considerations remain the same as previously outlined.

The Proposal:

1. The main changes to the original scheme from the revised plans as follows;
 - Main building height increased by 300mm
 - Rear bay reduced in height to single storey
 - Storage tanks now external with roof carried over
 - Minor adjustments to windows

Consultations

2. The following Consultees were notified and any comments they made are below;

Highways Agency

Based on the information provided t us within the Transport Assessment I would make the following recommendations:

- Parking should be provided at or below the local highway authority maximum standard as set out in the Stockton on Tees Council design guide and details of parking provision should be provided within the Transport Assessment;

- ❑ The proposed trip distribution should be reviewed against the existing distribution to ensure that the proposed distribution is an accurate representation of the origin and destination of development traffic. Detail of the gravity model used to determine the distribution should be provided.
- ❑ The TRANSYT modelling of the A19 Portrack Interchange should be revised to run on an agreed 90-second cycle time with the additional stop and delay weightings removed.

Tees Valley Joint Strategy Unit

I refer to your letters of the 6th November 2006 consulting the Tees Valley Joint Strategy Unit on the above applications.

The applications do not raise an major strategic planning issues and I therefore have no comments to make on the planning aspects.

With regard to the transport and highway aspects, the Traffic Impact Assessment submitted with the application provides a robust assessment of the traffic impact of the proposed development on the local road network. I note that there have been consultations with all the relevant authorities including the Highways Agency. The Traffic Assessment has used the existing traffic patterns as the input to the study which is likely to promote a better estimate of traffic levels than alternative methods.

3. Since the previous report to members one letter of representation has been received to the proposed development (in summary).

Jacqui Reed – Terra Nitrogen (UK)

Concern other the impacts the development may have on existing consents for the storage of hazardous substance consent on the Portrack site and nearby locations and impacts on possible future applications to increase the consent should it be required at a future date. If the HSE can confirm the developments will not affect this right then we will have no further objections.

Corporate Director of Development & Neighbourhood Services
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