

DELEGATED

**AGENDA NO
PLANNING COMMITTEE
16 APRIL 2014
REPORT OF CORPORATE DIRECTOR,
DEVELOPMENT AND NEIGHBOURHOOD
SERVICES**

14/0650/FUL

**Former English Martyrs Roman Catholic Church Site, Hardwick Road, Stockton-on-Tees
Part retrospective application for construction of new Car Parking to Vacant site**

Expiry Date 9 May 2014

SUMMARY

Approval is sought for the operation of a public car park on the site of the former English Martyrs church site. The church has been demolished and the car park is currently operating on a temporary surface. Therefore the application is part retrospective as the proposed development includes a formal surface to provide 128 spaces, landscaping belt adjacent to the west of the site with barriers controlling the access point and exit points. The retaining wall will be restored and railings (which are subject to a means of enclosure condition) will be erected.

Five letters of objection have been received from residents and a further letter of objection has been received from the Ward Councillor. These are largely on the impact upon highway safety, visual impact and impact upon amenity of neighbouring properties.

There are residential properties to the west of the application site and residential properties approved to the north which have not yet been constructed. Owing to the layout of the proposed car park, the means of enclosure and the provision of landscaping which will provide screening it is not considered that the proposed car park will result in a detrimental impact upon the amenity of neighbouring residential properties.

The Environmental Health Unit have commented that they have no objections on noise or light nuisance grounds taking into account the existing car park opposite and busy highway adjacent. Furthermore any issues can be dealt with by management controls in place and a car park management condition is recommended.

The applicant has submitted a plan demonstrating sufficient visibility splay. The Head of Technical services has advised that as the car park will increase pedestrian movements across Hardwick Road toward the hospital there are currently no pedestrian crossing points within the vicinity of the site. The applicant should fund the construction of a pedestrian crossing point with dropped kerbs/tactile paving at a location to be agreed with Network Safety (likely to cost in the region of £2000). The applicant is therefore required to enter into a Section 278 agreement which will be secured by planning condition. Therefore subject to conditions relating to the management of the operation of the car park and details of the finishing materials being submitted the Head of Technical Services raises no objections in terms of highway safety.

The Head of Housing has commented that the site is adjacent to an important area of housing regeneration. Therefore the visual impact of the development should be carefully considered. The layout of the car park has been amended to include a 3 metre wide buffer strip, adjacent to the southern and western boundaries of the car park, which will allow for meaningful planting to be provided. The Council's Landscape Architects consider that this will allow for sufficient screening to

soften the appearance of the development. Therefore taking into account the mixed use nature of the surrounding area it is not considered that the development will result in an incongruous feature or appear out of keeping with the surrounding area.

As such, whilst objectors' comments are noted it is considered that the proposed car park is acceptable in terms of impact upon the amenity of neighbouring residential properties, character of the surrounding area and highway safety. Therefore the proposal accords with policy CS2 and CS3 of the adopted Core Strategy. As such the application is recommended for approval subject to conditions.

RECOMMENDATION

That planning application 14/0650/FUL be approved subject to the following conditions and informatives

01 *The development hereby approved shall be in accordance with the following approved plan(s);*

<i>Plan Reference Number</i>	<i>Date on Plan</i>
<i>SBC0002</i>	<i>14 March 2014</i>
<i>SBC0001</i>	<i>13 March 2014</i>
<i>01B</i>	<i>4 April 2014</i>

Reason: To define the consent.

02. *Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans within 28 days of the date of this decision details of proposed hard landscaping shall be submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. The scheme shall be completed to the satisfaction of the Local Planning Authority according to the approved details within a period of 12 months from the date on which the development commenced or prior to the occupation of any part of the development. Any defects in materials or workmanship appearing within a period of 12 months from completion of the total development shall be made-good by the owner as soon as practicably possible.*

Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity which contributes positively to local character of the area.

03. *Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, within 28 days of the date of this decision details of the enclosure shall be submitted to and approved in writing by the Local Planning Authority. Such means of enclosure shall be erected before the development hereby approved is occupied.*

Reason: In the interests of the visual amenities of the locality.

04. *Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, within 28 days of the date of this decision full details of Soft Landscaping shall be submitted to and approved in writing by the Local Planning Authority. This will be a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and*

planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed unless otherwise agreed with the LPA in writing in the first planting season following: commencement of the development or agreed phases or prior to the occupation of any part of the development and the development shall not be brought into use until the scheme has been completed to the satisfaction of the Local Planning Authority.

Reason: To ensure a high quality planting scheme is provided in the interests of visual amenity which contributes positively to local character and enhances bio diversity.

05. Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, a soft landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas/ retained vegetation, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or approved phases.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season unless the Local Planning Authority gives written consent to any variation.

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

06. Notwithstanding details on the plans hereby approved, all hard surfacing within the site will be in accordance with details which are to be submitted to and approved in writing by the Local Planning Authority within 28 days of the date of this decision. The car park shall be constructed in accordance with the approved details and shall be maintained as such thereafter.

Reason: In order to ensure suitable hard surfacing treatments for the site in accordance with the requirements of Stockton on Tees Core Strategy Development Plan Policy CS3 (Sustainable Living and Climate Change).

07. Notwithstanding the submitted details within 28 days of the date of this decision notice a scheme detailing the lighting scheme to illuminate the site shall be submitted to and agreed in writing with the Local Planning Authority. The scheme shall include details of how the lighting will be shielded and aligned to avoid the spread of light. The agreed scheme shall then be implemented and remain in perpetuity for the life of the development.

Reason: To illuminate the site and prevent light intrusion and in the interest of the amenity of neighbouring residential properties.

08. A scheme for the management of the car park shall be submitted to and approved in writing by the Local Planning Authority within 28 days of the date of this decision. The scheme shall include but not be restricted to signage, hours for lighting and any car park control procedures including its use for long stay parking. The scheme shall include a

complaints procedure in the event of complaints being received from residents in the vicinity of the car park relating to the use of the car park outside of the permitted hours, and mitigation measures in the event that the local planning authority deem that use to be detrimental to the amenity of the neighbours/complainant, including use of a car park barrier system. The scheme shall include details of the barrier type, its automated operation and timescales for its installation if required by the local planning authority. The car park shall be managed in accordance with the agreed scheme for the operational life of the car park and, if installed, the barrier shall be operated in accordance with the agreed scheme thereafter for the operational life of the car park.

Reason: In order to ensure the car park adequately provides for its impacts taking into account its location and complies with safer Parking standard.

19. Within 28 days of the date of this permission the applicant shall submit to and obtain the written agreement of the Local Planning Authority to a timeframe for the completion of a section 278 agreement or other mechanism for an acceptable programme of works to fund the construction of dropped kerb pedestrian crossings on Hardwick Road . The agreed works shall be carried out with two months from the date of this permission.

Reason: To ensure the provision of a suitable pedestrian access arrangements for the development in the interests of highway safety.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

The Local Planning Authority has implemented the requirements of the National Planning Policy Framework.

Informative: the applicant should contact Technical Services (technicalservices@stockton.gov.uk 01642 526709) regarding the construction of the dropped pedestrian crossing.

BACKGROUND

1. On land to the north of the application site residential development, which is currently under construction, was originally approved under planning reference 06/3822/FUL Residential development comprising construction of 626 no. new dwellings consisting of 1 and 2 bed apartments, 2 , 3, 4 bed houses, all necessary road closure and engineering work, construction of new drainage and other services, associated landscaping and car parking and demolition of 142 no. properties on 15th March 2007
2. There have since been a number of variation applications to the approval under the following reference numbers

10/1089/VARY approved 16th August 2010
11/1371/VARY approved 7th September 2011
12/1669/VARY approved 26th September 2012
13/1795/FUL approved 8th January 2014
3. The car park currently has signs adjacent to the boundaries. The applicant has been advised that a further application for advertisement consent is required for the signage. The advertisement application has been submitted however is currently invalid. The agent has confirmed that the required information is being prepared.

SITE AND SURROUNDINGS

4. The application site consists of an area of land which was previously a Roman Catholic Church which has recently been demolished. The site has been temporarily surfaced and is currently operating as a public car park. However there is currently no barrier control of the entrance or exit and the car parking spaces are not marked out.
5. Directly to the north of the site is open land which has previously received planning permission for residential development. Directly to the south of the site is Hardwick Road, beyond which is North Tees Hospital and the car park serving the existing hospital. There are terraced residential properties to the west of the site which front on to Whessoe Road. To the east is a social club.

PROPOSAL

6. Approval is sought for the operation of a public car park on the site of the former English Martyrs church site. The church has been demolished and the car park is currently operating on a temporary surface. Therefore the application is part retrospective as the proposed development includes a formal surface to provide 128 marked spaces, landscaping belt adjacent to the west and south of the site with barriers controlling the access point and exit points. The retaining wall, adjacent to the boundaries of the car park will be restored.

CONSULTATIONS

7. The following Consultees were notified and comments received are set out below:-

8. Councillor Nigel Cooke (Summarised)

Submitting comments on behalf of engagement with constituents in addition to individual comments which have been submitted.

Concerns regarding the car park;

whilst I am aware of parking problems with workers and visitors choosing to park in residential areas rather than pay for parking. Concerns are raised as the car park may cause as many problems as it resolves.

The hospital car park operates a barrier entry system which causes traffic to back up on to Hardwick Road. I believe this may also happen at the proposed car park which would also back up on to Hardwick Road and cause a highway concern.

I am concerned that this may cause an obstruction to ambulances.

The car park would need to be screened by planting of shrubs for neighbouring residents.

The wall should be restored to prevent vehicles crossing the footpath to Hardwick Road.

I am concerned that there is no safe pedestrian crossing point between the hospital and the car park. Pedestrians wish to cross to the hospital are unlikely to be motivated to walk to the current crossing near St Johns Church.

I am not convinced that the car park will alleviate the car parking problems at the hospital. I am of the believe that people who park in residential areas and at the community centre are looking for free parking and are unlikely to pay £2 fee.

9. Environmental Health Unit

I have no objection in principle to the development, however, I do have some concerns and would recommend the advisory condition as detailed be imposed on the development should it be approved.

Construction Noise

Further comments

We would not have many concerns regarding this car park providing it is barrier controlled, pay to park as this will effectively manage use of the site. Main problem with car parks at night is use for anti-social behaviour purposes. Use of the car park would reduce the likelihood of this. Use at night would be limited as main car park will be more accessible. Noise disturbance should therefore be no more significant than from the existing main car park and road traffic.

Light nuisance from car headlights shining directly into properties may be an issue but can be reduced by the proposed in out layout and provision of bushes as landscaping to the north and west boundary. I understand this has been conditioned.

Environmental Health have no objections on noise or light nuisance grounds as any issues are better dealt with by management controls in place.

10. Head Of Housing

Adjoining this site is one of the Council's major housing regeneration scheme, this will see the construction of 760 new homes, the scheme is well progressed and construction of new homes is now underway in close proximity to this site. Consideration needs to be given to the visual impact this proposal would have due to its location on the scheme frontage and that it sits adjacent to new homes on this high profile housing scheme.

11. Head Of Technical Services

Subject to the amendment/comments below the Head of Technical Services raises no objections.

12. Highways Comments

The amended plan shows visibility splays of 2.4m x 43m and the proposed railing above the low boundary wall which will provide pedestrian visibility at the exit. Landscaping should be maintained no higher than 600mm for 2m either side of the exit to ensure pedestrian visibility.

The proposed car park would use take access from Whessoe Road with vehicles exiting onto Hardwick Road using existing dropped vehicle crossings, which is considered to be acceptable. The one-way system must be clearly signed and enforced to ensure vehicles are not waiting or forced to reverse into Hardwick Road.

The existing signs appear to obstruct visibility and should be relocated.

No details of surfacing materials have been provided however it is noted that the site currently operates with unbound surfacing. These unbound materials get carried on the highway causing a trip hazard for pedestrians and potential damage to the highway. The proposed parking bays should be clearly marked to ensure proper operation of the car park. The applicant should provide surfacing details.

The proposed car park will increase pedestrian movements across Hardwick Road toward the hospital however there are currently no pedestrian crossing points within the vicinity of the site. The applicant should fund the construction of a pedestrian crossing point with dropped kerbs/tactile paving at a location to be agreed with Network Safety (likely to cost in the region of £2000), this will require the applicant to enter into a Section 278 agreement.

Informative: the applicant should contact Network Safety (technicalservices@stockton.gov.uk 01642 526709) regarding the construction of the dropped pedestrian crossing.

13. Landscape & Visual Comments

The proposed timber knee rail is visually unacceptable in relation to the street scene. The general boundary treatment along this stretch of Hardwick Road consists of walls and railings with planting behind or railings with planting. The former boundary treatment to this site needs to be re-established to retain a constant frontage treatment and design standard. It is recommended that a basic steel railing is installed on top of the rebuilt wall ensuring that a minimum height of 900mm is achieved, details of which can be conditioned.

The revised plan shows a 3m landscape buffer around the boundary of the site which will soften the visual impact of the site, full details of the planting should be conditioned.

Subject to the amendment above there are no landscape or visual objections.

14. Cleveland Police

Any car park developments within the Stockton Borough Council area should comply with the requirements of the Safer Parking award which has been proven to reduce opportunities for crime and vastly reduce the fear of crime.

Given that the car parks in the immediate area are to this standard and have the accreditation as do all public car parks run by SBC if this development was allowed to go ahead without complying to these required standards this facility will become a potential target for criminality.

I would therefore recommend that if this is passed it should be conditional on reaching the safer Parking standard.

PUBLICITY

Neighbours were notified and comments received are set out below :-

15. Mr Lee Dobbing

10 Wynyard Road Wolviston

I would like to object to this development:

The development is not suitable for the area, there is a car park already provided for at North Tees Hospital, also behind the Nisa and Subway/ Greggs, and at the Walk in clinic and to a lesser degree in the urban roads throughout Hardwick.

There is no provision to cross Hardwick road currently and at peak times, the traffic is heavy with vehicles pulling in and out of the hospital site, added to deliveries to Nisa/ Greggs this area, which is a route to school for many primary school children will become very dangerous. Also this is a 'blue light' route which is in constant use for this purpose as a

result of the A&E department. The road is very narrow and in times of congestion 'blue light' vehicles cannot pass other road users. To further increase traffic in this area and the access and egress onto and from Hardwick road would, in my view, create a hazard.

The site will be overdeveloped once existing planning consent in the surrounding area is developed upon. This is not required.

16. Mrs D Flynn

1 Whessoe Road Stockton-on-Tees
(Summarised)

I would not principle object to the proposed redevelopment of the car park but i feel that the appearance should be screened through fencing and that all debris from the pavement (such as bricks) should be removed. I also have safety concerns as young children use the car park as a shortcut.

Traffic is of a great concern because of the heavy wagons and lorries using the road for access to development sites. Along with the car park this is causing highway obstructions. I therefore feel my quality of life is non-existent. With existing cars being parked on the pavement, Whessoe road is unacceptable. I use a walking frame and i am disables however I am forced to use the road.

17. Mrs S Slater

1A Whessoe Road Stockton-on-Tees
(Summarised)

The situation regarding the car park is the traffic on Whessoe Road, now reaching a critical point with heavy machinery and Lorries from the building sites. With additional cars using the car park which is up and running it is creating problems at the junction with Hardwick Road. There are bricks and hard-core all over the pavement and no screening has been provided for the proposed car park. I would not have bought a house which looked on to the car park.

workers and visitors to the hospital park directly outside properties on Whessoe Road. The residents therefore have to walk on the roads. These cars block my drive and prevent me from leaving my house.

18. Peter Bell

7 Whessoe Road Stockton-on-Tees
(Summarised)

Traffic using Whessoe Road from the building site has increased traffic dramatically. This along with workers from the hospital who park on the pavement outside the properties leave no room for vehicles to pass. This creates a traffic hazard on to Hardwick Road.

The retaining wall is wrecked and allows hard-core to fall on to the pavement. This, along with rubbish is picked up by children and thrown into the gardens ad at our windows. The car park should be screened and a proper entry and exit system should be put in place.

19. Mr Peter Mitchell

North Wing University Hospital of North Tees

I am concerned that the car park is unsafe for public users as it is currently who then walk to the hospital. The surfaces are uneven, there is no defined walkway, no supplementary lighting, no convenient road crossing, users are likely to be infirm. Hardwick Road is at times very busy and also a 'blue light' route.

PLANNING POLICY

20. Where an adopted or approved development plan contains relevant policies, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permissions shall be determined in accordance with the Development Plan(s) for the area, unless material considerations indicate otherwise. In this case the relevant Development Plan is the Core Strategy Development Plan Document and saved policies of the Stockton on Tees Local Plan
21. Section 143 of the Localism Act came into force on the 15 Jan 2012 and requires the Local Planning Authority to take local finance considerations into account, this section s70(2) Town and Country Planning Act 1990 as amended requires in dealing with such an application [planning application] the authority shall have regard to a) the provisions of the development plan, so far as material to the application, b) any local finance considerations, so far as material to the application and c) any other material considerations
22. The following planning policies are considered to be relevant to the consideration of this application:-

National Planning Policy Framework

Paragraph 14. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking;

For decision-taking this means:

approving development proposals that accord with the development without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Core Strategy Policy 2 (CS2) - Sustainable Transport and Travel

Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes, fully integrated into existing networks, to provide alternatives to the use of all private vehicles and promote healthier lifestyles.

The number of parking spaces provided in new developments will be in accordance with standards set out in the Tees Valley Highway Design Guide.

Further guidance will be set out in a new Supplementary Planning Document.

Core Strategy Policy 3 (CS3) - Sustainable Living and Climate Change

8. Additionally, in designing new development, proposals will:

- _ Make a positive contribution to the local area, by protecting and enhancing important environmental assets, biodiversity and geodiversity, responding positively to existing features of natural, historic, archaeological or local character, including hedges and trees, and including the provision of high quality public open space;
- _ Be designed with safety in mind, incorporating Secure by Design and Park Mark standards, as appropriate;
- _ Incorporate 'long life and loose fit' buildings, allowing buildings to be adaptable to changing needs. By 2013, all new homes will be built to Lifetime Homes Standards;

_Seek to safeguard the diverse cultural heritage of the Borough, including buildings, features, sites and areas of national importance and local significance. Opportunities will be taken to constructively and imaginatively incorporate heritage assets in redevelopment schemes, employing where appropriate contemporary design solutions.

MATERIAL PLANNING CONSIDERATIONS

23. The main issues for consideration when assessing this application are the principle of development, potential impact upon the amenity of neighbouring properties, character of the surrounding area and implications for highway safety.
24. Five letters of objection have been received from the neighbouring residents and a further letter has been received from the Ward Councillor. These objections are largely based on concerns regarding highway safety, particularly as the site is accessed along a road which is a 'blue light route'. Concerns are also raised that the proposal constitutes overdevelopment of the plot, will result in a detrimental impact upon the amenity of residential properties and appear out of keeping with the character of the surrounding area. A number of the objectors note that there is an existing car parking problem in the residential areas surrounding the hospital however concerns are raised that the proposed development will not improve the situation as people park in residential areas for free car parking.

Amenity of neighbouring land users

25. There are existing residential properties to the west of the application site which front on to Whessoe Road. The properties face directly on to the western boundary of the car park. The proposed western boundary includes a landscaping belt which will provide some screening from the neighbouring properties to the west. A condition is recommended to ensure the details of the landscaping scheme is submitted and approved. Given that the surrounding area is mixed use in nature with North Tees Hospital and the existing hospital car park towards the south of the dwellings (on the opposite side of Hardwick Road). As such, subject to the imposition of conditions restricting the hours of operation and hours of construction of the proposal, it is not considered that the proposal will result in a detrimental impact upon the amenity of the neighbouring properties in terms of additional noise and general disturbance.
26. To the north of the site approval has been granted on the land for residential properties (the most recent layout was approved under reference 13/1795/FUL which sought to vary the layout approved under the original application 06/3822/FUL (74.no dwellings) with construction of 74no. new dwellings consisting of two storey 2 & 3 bed houses and all necessary engineering work, construction of new drainage and other services, associated landscaping and car parking). The approved layout (which has not yet commenced) shows the side elevations of two properties and rear gardens of terraced properties adjacent to the northern boundary of the application site. The properties which have rear boundaries adjacent to the application site will have some separation, provided by rear gardens. However the side elevation of the properties will be adjacent to the shared boundary of the site. Furthermore the boundary treatment adjacent to the northern boundary of the site is subject to a condition which requires details to be submitted in order to discharge the means of enclosure condition. As such the Local Planning Authority retains control over the means of enclosure adjacent to the proposed car park. The proposed layout does not include any car parking spaces which will face directly on to the shared boundary with these neighbouring properties. As such it is not considered that the proposed development will result in a detrimental impact upon the amenity of the neighbouring properties to the north once they are constructed.

27. Directly to the south of the application site is Hardwick Road, beyond which is a large car park and North Tees Hospital. Given that the commercial nature of this neighbouring land user, and the presence of an existing car park, it is not considered that the proposed car park will result in a detrimental impact upon the hospital to the south of the application site.
28. To the east of the application site is a social club however there is a large separation distance to this neighbouring property from the proposed car park, provided by a grassed area adjacent to the boundary with the site. Given the commercial nature of the building it is not considered that the proposal will result in a detrimental impact upon the amenity of this neighbouring land user.
29. The Environmental Health Unit have commented that there would be no objections to the development providing it is barrier controlled, pay to park as this will effectively manage use of the site. Therefore it is not considered that the impact would be more significant than from the existing main car park and road traffic.
30. With regard to light nuisance from car headlights shining directly into properties may be an issue but can be reduced by the proposed in out layout and provision of bushes as landscaping to the north and west boundary which is controlled by condition. As such the Environmental Health Unit have no objections on noise or light nuisance grounds as any issues are better dealt with by management controls in place.

Character of the surrounding area

31. The area consists of a mixed use character, with commercial properties directly to the east and the existing hospital car park directly to the south. There are existing residential properties to the west, which front on to Whessoe Road and approval has been given for residential properties adjacent to the northern boundary of the proposed car park. As such the proposed car park is considered to be an appropriate use which is in keeping with the mixed use character of the surrounding area.
32. The Council's Head of Housing has commented that the adjoining this site is one of the Council's major housing regeneration scheme, this will see the construction of 760 new homes, the scheme is well progressed and construction of new homes is now underway in close proximity to this site. Consideration needs to be given to the visual impact this proposal would have due to its location on the scheme frontage and that it sits adjacent to new homes on this high profile housing scheme, therefore consideration has been given the overall design of the proposal.
33. The general boundary treatment along this stretch of Hardwick Road consists of walls and railings with planting behind or railings with planting. The Council's Landscape Architects have commented that the former boundary treatment to this site needs to be re-established to retain a constant frontage treatment and design standard. It is recommended that a basic steel railing is installed on top of the rebuilt wall ensuring that a minimum height of 900mm is achieved. The agent has been made aware of this requirement, therefore a condition relating to the means of enclosure is recommended accordingly.
34. A revised plan has been submitted which demonstrates a 3m landscape buffer around the boundary of the site. It is considered that this will allow for planting which will soften the visual impact of the site. Landscaping conditions are recommended accordingly.
35. Therefore, whilst it is noted that the site is adjacent to a major housing regeneration scheme, the proposed layout of the car park is considered to be acceptable as it is not considered that the proposed development will result in an incongruous feature or be out of keeping with the character and appearance of the surrounding area.

Highway Safety

36. The amended plan shows visibility splays of 2.4m x 43m and a low retaining wall being replaced which will provide pedestrian visibility at the exit. Furthermore control is retained over the railing detail to be installed by means of a planning condition relating to the means of enclosure.
37. The proposed car park would take access from Whessoe Road with vehicles exiting onto Hardwick Road using existing dropped vehicle crossings, which is considered to be acceptable. The Head of Technical Services has commented that the one-way system must be clearly signed and enforced to ensure vehicles are not waiting or forced to reverse into Hardwick Road. The existing signs appear to obstruct visibility and should be relocated. The applicant has been made aware of this and the signs will be subject to an advertisement consent application which the agent has submitted and is currently invalid. However the agent is preparing the required information. Furthermore a condition is recommended to ensure car park management plan is submitted to agree details as requested.
38. No details of surfacing materials have been provided however it is noted that the site currently operates with unbound surfacing. These unbound materials get carried on the highway causing a trip hazard for pedestrians and potential damage to the highway. The proposed parking bays should be clearly marked to ensure proper operation of the car park. Therefore a condition is recommended with regard to the finishing materials of the car park.
39. Pedestrian safety has been raised as a matter of concerns by objectors. The Head of Technical Services has commented that the proposed car park will increase pedestrian movements across Hardwick Road toward the hospital however there are currently no pedestrian crossing points within the vicinity of the site. The applicant should fund the construction of a pedestrian crossing point with dropped kerbs/tactile paving at a location to be agreed with Network Safety (likely to cost in the region of £2000), this will require the applicant to enter into a Section 278 agreement. This is controlled by means of a planning condition to ensure that the applicant enters into an agreement and works are carried out within 2 months. It has been confirmed with network safety that this timeframe is appropriate in terms of a timescale to implement the required works.

Residual Matters

40. Cleveland police were consulted on the application and have raised no objections subject to the car park complying with the requirements of the Safer Parking award which has been proven to reduce opportunities for crime and vastly reduce the fear of crime. Therefore a condition is recommended to ensure management details and a scheme of lighting is submitted for approval.
41. Concerns raised regarding existing car parking problems affecting access to residents' driveways are a civil matter and are not material planning considerations when assessing the current planning application.

CONCLUSION

42. It is considered that the proposed car park is acceptable in terms of impact upon the amenity of neighbouring residential properties, character of the surrounding area and highway safety. Therefore the proposal accords with policy CS2 and CS3 of the adopted Core Strategy. As such the application is recommended for approval subject to conditions.

**Corporate Director of Development and Neighbourhood Services
Contact Officer Mrs Helen Heward Telephone No 01642 526063**

WARD AND WARD COUNCILLORS

**Ward Hardwick and Salters Lane
Ward Councillor Councillor Nigel Cooke**

**Ward Hardwick and Salters Lane
Ward Councillor Councillor Norma Stephenson**

IMPLICATIONS

Financial Implications: As report

Legal Implications: As report

Environmental Implications: As report

Human Rights Implications: The provisions of the European Convention of Human Rights 1950 have been taken into account in the preparation of this report.

Community Safety Implications: The provisions of Section 17 of the Crime and Disorder Act 1998 have been taken into account in the preparation of this report.

Background Papers: 14/0650/COU