

DELEGATED

AGENDA NO

PLANNING COMMITTEE

4 FEBRUARY 2015

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

14/3295/FUL

Preston Park, Yarm Road, Eaglescliffe

Proposed improvements to the car parking area in the southern field to create a larger area of permanent parking with the opportunity to use existing grass field during summer months and upgrading of the existing surface of the northern field for car parking during events and improved surface and connection between the northern field and main gate, which includes railings and gates

Expiry Date : 24 March 2015

SUMMARY

This application is being brought to the Planning Committee for determination as it is the Council's own development.

Preston Park is a premier location for events, however the existing car park and overflow space within the southern field are unable to cope with the demands of high numbers of vehicles during regular park opening hours, particularly during the school summer holidays, and the problem is exacerbated during events in the Park.

In order to support the continued growth and success of Preston Park in line with Council Policy, it is essential to provide appropriate car parking facilities for visitors. Planning permission is therefore sought to improve car parking arrangements at this visitor attraction with a scheme comprising three elements:

- improvements to the car parking area in the southern field, to create a larger area of permanent parking with the opportunity to spill out onto the existing grassed field during the summer months;
- improvements to the Northern Field, to upgrade the existing surface for car parking during events in the Park; and
- improved surface and connection between the northern field and main gate to allow better circulation when this is in use, including new railings and gates (See Appendix 2 – Proposed Layout).

It is considered the proposal is in line with general planning policies set out in the Development Plan; is acceptable in terms of highway safety and would improve the parking arrangements; would preserve the character and appearance of the Grade II Listed Preston Hall, does not adversely impact on the residential amenities of the occupiers of surrounding properties, would not result in the loss of open space, does not adversely impact on ecological habitat, flooding

and would enhance this important recreational facility to the long term benefit of the users of this attraction.

RECOMMENDATION

That planning application 14/3295/FUL be approved subject to the following conditions and informatives:

- 01** *The development hereby permitted shall be begun before the expiration of Three years from the date of this permission.*

Reason: *By virtue of the provision of Section 91 of the Town and Country Planning Act 1990 (as amended).*

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

Plan Reference Number	Date on Plan
TS10287-00-01A	23 December 2014
TS10287-00-03	19 December 2014
TS10287-00-04A	23 December 2014
TS10287-00-06	19 December 2014
TS10287-00-05B	23 January 2015

Reason: *To define the consent.*

- 03.** *Unless otherwise approved in writing by the Local Planning Authority, the North Field car park shall only be opened to provide additional car parking from the 1st March to 31st October (inclusive). Outside of these times there shall be no parking of any kind of vehicle or siting of any temporary structure on the North Field car park and the access and egress points to the North Field car park shall be secured to prevent inappropriate use by the public, unless previously approved in writing by the Local Planning Authority.*

Reason : *In the interests of the amenity of the users of the Park, the amenity of neighbouring occupiers and to retain the openness of this area.*

- 04.** *Details of an appropriate surface water drainage solution shall be submitted to and approved by the Local Planning Authority before development commences and the development shall be completed in accordance with the approved scheme. The design shall also ensure that storm water resulting from a 1 in 100 year event, surcharging the drainage system, can be stored on site without risk to people or property. The flow path of flood waters exiting the site as a result of a rainfall event exceeding the 1 in 100 year event should also be provided.*

Reason: *To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area.*

- 05.** *Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, no development shall commence until full details of Soft Landscaping has been 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:

- a) commencement of the development**
 - b) or agreed phases**
 - c) 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.

- 06. Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans no development shall commence until a scheme for the protection of trees (Section 7, BS 5837:2005 and Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) – Operatives Handbook 19th November 2007) has been submitted to and approved in writing by the Local Planning Authority. The requirements of Stockton-On-Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection), which is available upon request. Any such scheme agreed in writing by the Local Planning Authority shall be implemented prior to any equipment, machinery or materials being brought to site for use in the development and be maintained until all the equipment, machinery or surplus materials connected with the development have been removed from the site. Any works the applicant wishes to carry out within the root protection area of any protected tree on site must be agreed by the Local Planning Authority.**

Reason: To protect the existing trees on site that the Local Planning Authority consider to be an important visual amenity in the locality which should be appropriately maintained and protected.

- 07. No construction/building works or deliveries shall be carried out except between the hours of 8.00am and 6.00pm on Mondays to Fridays and between 9.00am and 1.00pm on Saturdays. There shall be no construction activity including demolition on Sundays or on Bank Holidays.**

Reason: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties.

- 08. Precise details of the surfacing materials, fencing and gates shall be submitted to and approved in writing before construction works commence.**

Reason: In the interests of visual amenity.

Informative 1: National Planning Policy Framework

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

BACKGROUND

1. Preston Park is one of the premier visitor attractions in the Tees Valley, attracting 600,000 visitors a year. The 2015 events programme is already in place and large numbers of visitors are expected to visit the park as new attractions are opened and further improvements made. To continue to support the growth of Preston Park in line with Council Policy, it is considered essential to provide appropriate car parking facilities for visitors.
2. Preston Park is served by regular bus services from Stockton and Yarm, and cycleway and footpath links to Stockton, Yarm and Ingleby Barwick are well used. However, the majority of visitors continue to arrive by car.
3. The existing car park and overflow space within the southern field are unable to cope with the demands of high numbers of vehicles during regular park opening hours, particularly during the school summer holidays, and the problem is exacerbated during events in the Park.
4. The Council has received numerous complaints from local residents and the Police regarding the current access and car park provision and now seek to alleviate these problems by formalising car parking.

SITE AND SURROUNDINGS

5. Preston Park is located in the south of the borough off the A135 Yarm Road, and is home to the recently renovated Preston Hall Museum, a Grade II Listed Building with its popular Victorian Street and extensive landscaped grounds which extend to the banks of the River Tees.
6. The park is surrounded by residential properties to the north, south and west, and by the River Tees to the east. There are also two residential properties within the boundary of the park, The Lodge and the North Lodge (See Appendix 1 – Site Location Plan).
7. The south field car park within the southern field is currently an open field with an area of existing bitmac surfacing. The western boundary of the field is a belt of woodland adjacent Quarry Road Allotments. To the south Quarry Wood Nature Reserve forms a wooded boundary. To the east and north, the boundary is defined by woodland planting. Vehicular access to the field is via an internal bitmac surfaced park road.
8. The North Field is currently used for events car parking and comprises a large grassed field at the northern edge of Preston Park. The field is separated from Yarm Road to the west by a woodland belt. To the north the field is overlooked by residential properties on Preston Lane with some partial screening by mature tree planting scattered along the northern edge of the field. The field is accessed from Yarm Road via Preston Lane and then via a single lane bitmac surfaced park road which serves Preston Hall and Preston Lane Allotments on the edge of the Park.

PROPOSAL

9. Car parking at Preston Park is currently limited to two permanent areas, the main car park in front of the Hall and the overflow area in the southern field. During large events, the north field is opened to visitors for additional car parking, but this is an informal use which has grown as Park events have become more popular, and has also been highly weather dependent due to current drainage issues, leaving it operational only during extended dry periods.
10. To provide appropriate car parking provision the proposal comprises three elements:

- improvements to the car parking area in the southern field (improved drainage and reinforcement mesh), to create a larger area of permanent parking (provide up to 252 spaces in two parallel lanes using existing vehicular access) with the opportunity to spill out onto the existing grassed field during the summer months;
- improvements to the Northern Field, to upgrade the existing surface for car parking during events in the Park (estimated up to 750 cars could be accommodated during an event). There will be no permanent surface markings so the area will have the appearance of a grassed field as existing (S.
- A gate will be installed on the internal park road close to Preston Lane to control access outside of events. Vehicular access will continue via the existing route along Preston Lane with vehicles leaving the field via a new park track; and
- improved surface and connection between the northern field and main gate to allow better circulation when this is in use, including new railings and gates. The new route would be screened from Preston Hall by a mound planted with occasional trees.

CONSULTATIONS

10. The following Consultations were notified and any comments received are set out below:-

Head of Technical Services General Summary

The Head of Technical Services, subject to the conditions set out in Appendix 1, has no objections to the proposed development.

Highways Comments

This proposal formalises existing overflow car parking provision thereby increasing the car parking capacity within the site. This will reduce the number of visitors to the site parking in nearby residential streets. The improvements to the existing South Field will increase the number of permanent parking spaces available, with access taken from the main park entrance on Yarm Road, and will be available throughout the year. The improved North Field overflow will be used for events only, with access from the existing gated entrance on Preston Lane and egress via the main park entrance onto the A135 Yarm Road, between the months of March and October (inclusive). A one way system will be implemented directing drivers via the new one-way track to exit the site onto the A135 Yarm Road thereby reducing the congestion on Preston Lane previously experienced during events. The use of the North Field overflow car park should be controlled by condition.

Condition wording for the control of the North Field overflow car park is included in Appendix 1.

Landscape & Visual Comments

The proposed car park improvements are appropriate in scale and design to the park setting. The improvements have been sensitively designed to minimise the visual impact upon the park, and particularly views of Preston Hall. The materials selected are appropriate to a public park and will integrate with the existing materials and layout.

A detailed landscape plan is required to identify the location of the species and number of trees to be planted on site. The proposed tree planting scheme should reflect the existing vegetation mix already found on site. All existing mature planting that surrounds the site should be retained within the scheme (subject to satisfactory tree health conditions) and tree protection should be provided during any construction work in line with BS5837:2012 Trees in relation to design, demolition and construction – Recommendations.

Condition wording is included in Appendix 1.

Flood Risk Management

The Flood Risk Assessment that supported the application identified that there is an existing waterlogging issue on the north field and proposes a drainage solution to improve these current conditions.

Whilst the field drainage proposal is welcomed, this drainage must not increase the risk of surface water runoff from the site or cause any increased flood risk to neighbouring sites. Any increase in surface water generated by the development or existing surface water/groundwater issues on the site must be alleviated by the installation of an appropriate surface water drainage solution.

Further details regarding an appropriate surface water drainage system are required. This information is to be secured by condition.

Condition wording for securing an appropriate surface water drainage solution is included in Appendix 1.

Appendix 1 - Conditions

North Field Car Park – Restricted Usage Unless otherwise approved in writing by the Local Planning Authority, the North Field car park shall only be opened to provide additional car parking from the 1st March to 31st October (inclusive). Outside of these times there shall be no parking of any kind of vehicle or siting of any temporary structure on the North Field car park and the access and egress points to the North Field car park shall be secured to prevent inappropriate use by the public, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the appropriate use of the North field car park.

Surface Water Drainage Details of an appropriate surface water drainage solution shall be submitted to and approved by the Local Planning Authority before development commences and the development shall be completed in accordance with the approved scheme. The design shall also ensure that storm water resulting from a 1 in 100 year event, surcharging the drainage system, can be stored on site without risk to people or property. The flow path of flood waters exiting the site as a result of a rainfall event exceeding the 1 in 100 year event should also be provided.

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area.

UDLV06 Landscaping Softworks Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans, (whichever is applicable) No development shall commence until full details of Soft Landscaping has been 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:

- a) commencement of the development
- b) or agreed phases
- c) 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.

UDLV09 Tree Protection Notwithstanding the proposals detailed in the Design and Access Statement/ submitted plans (whichever is applicable). No development shall commence until a scheme for the protection of trees (Section 7, BS 5837:2005 and Volume 4: NJUG Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2) Operatives Handbook 19th November 2007) has been submitted to and approved in writing by the Local Planning Authority. The requirements of Stockton on Tees Borough Council in relation to the British Standard are summarised in the technical note ref INFLS 1 (Tree Protection), which is available upon request.

English Heritage

On the basis of the information provided, we do not consider that it is necessary for this application to be notified to English Heritage under the relevant statutory provisions.

Northern Gas Networks

No objection and standard mains record shown.

Northumbrian Water Limited

I can confirm that SBC has established the line of the water main and that a 6m standoff is going to be present, that we accept your proposals and just await the CCTV survey.

Preston on Tees Parish Council

This Council is concerned that any hardening of the grassed surfaces of the park will lead to an increased amount of water lying around the trees on the Yarm Road boundary of the park. There has already been a greater incidence of flooding in the woodland since the last drainage work and this has led to the death of several of the mature lime trees and the necessity of their removal.

We would urge a great deal of caution lest you endanger further what is a great asset to the "jewel in the crown" of Stockton.

Tees Archaeology

The northern car park has no impact on any known archaeological remains. The southern car park will impinge slightly on the remains of a ridge and furrow field system. I think that this impact is negligible and hopefully the formalisation of the car park in this area will stop vehicle movements over the ridge and furrow field as a whole.

I have no objection to the proposal and have no further comments to make.

The Environment Agency

Having assessed the supporting documents I can confirm that we have no objections to the proposed development and have the following comments/advice to offer:

Flood Risk - Advice

No objections to the proposal provided the drainage strategy is followed in accordance with the submitted FRA. All additional surface water is to be controlled on site via SuDS (Sustainable Urban Drainage Systems). If detailed designs prove that SuDS are not feasible and discharge to watercourse is preferred instead then we ask to be reconsulted.

Environmental Health Unit

I have no objection in principle to the development, however, I have requested this case be referred to the contaminated land officer for further comments.

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

- **Construction/Demolition Noise**

I am concerned about the short-term environmental impact on the surrounding dwellings during construction/Demolition, should the development be approved. My main concerns are potential noise, vibration and dust emissions from site operations and vehicles accessing the site. I would recommend that the working hours of all Construction/Demolition operations including delivery/removal of materials on/off site shall be restricted to 08:00 - 18:00Hrs on weekdays, 09.00 - 13:00Hrs on a Saturday and no Sunday or Bank Holiday working. Should works need to be undertaken outside of these hours the developer should apply for consent under Section 61 Control of Pollution Act 1974. This would involve limiting operations on site that cause noise nuisance.

Cleveland Police Architectural Liaison Officer

Police have no objections to the proposed car parking improvements. My understanding the Park is closed during hours of darkness and no cars will be allowed to park overnight.

There have been no incidents of vehicle crime during the past 12 months.

The additional car parking will be mainly used during summer months and for events which are in the main attended by families and during these busy times I believe there is normally additional staff to help ensure the safe use of the parking facilities.

PUBLICITY

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

Mr Andrew Popple, The Hay Barn, Preston Lane

Whilst welcoming the upgrade of fields that have sadly been neglected (drainage) for many years on this North Car Park location, the traffic flow for continued use of this area is not supported.

Preston Lane is already impassable at times and should only be considered if the lane (into a road with pavement) is upgraded.

In less than a year the increased traffic for near daily bin collection from the Museum at the North entrance has damaged the newly laid tarmac.

The more users to this area, the more annoying and unsafe parking practices will occur down Preston Lane

We cannot see any Park and Ride facility or alternative transportation plan - Rail and Bus shuttle that would have a greener effect on the location. Have you missed something?

We need to protect Preston Park and the surrounding areas which give it its uniqueness.

Stockton Council seems to "rent out" the Park to ring fenced money making enterprises that remove the facilities from the local residents and import visitors from afar to block up the local infrastructure should also be challenged based on the carbon footprint generated from such events.

Barry Heath, 1 Preston Lane, Stockton-on-Tees

Object to any development in North Field unless the following assurances are fulfilled:-

-North Field only used for special event days;

- Access not available, particularly from Preston Lane unless special event day;
- On any event day, Preston Lane is installed with traffic cones and correctly policed;
- Signage in Preston lane/Yarm Road displayed on permanent basis to indicate no parking unless for residential use.

Support the South Field development proposal.

Sarah Skelton, 2 The Courtyard, Preston Lane

Excess traffic will be caused on Preston Lane which will be disruptive for those who live on this street.

Existing field is an important area of the Park where dog walkers can benefit from wide open space away from main park area and families can enjoy sports etc.

A car park here will attract unsocial behaviour on an evening with 'people hanging around in cars' and could result in unsavoury activities such as joy riding and car racing.

Mrs Susan Smith, 15 Preston Lane, Stockton on Tees

As a Homeowner in Preston Lane, and a business owner at Preston Farm I am in favour of improving the car parking arrangements at Preston Park, for too long "The Public" have been parking in Preston Lane and obstructing the local traffic during events.

But I am very concerned about the access to the proposed North Field car park.

Preston Lane is not suitable for the volume of traffic indicated in the proposal, and I believe this will only get worse as events at Preston Hall increase in future.

The surface of the road is already cracking and shifting at the Preston Park/North Field entrance.

We farm the agricultural land at Preston Farm and our only access is along Preston Lane.

Our peak time is August & September during the harvest period which involves driving large farm machinery:-tractors/trailers/wagons/combines up and down Preston Lane in order to gather the harvest.

How do you propose to manage the legitimate movement of Preston Farm/Preston Lane residents traffic on an Event Day when 750 vehicles are travelling One-Way down Preston Lane into the North Field?

PLANNING POLICY

11. 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 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

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

1. 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.
2. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and the provisions of DfT Circular 02/2007, 'Planning and the Strategic Road Network', and a Travel Plan, in accordance with the Council's 'Travel Plan Frameworks: Guidance for Developers'. The Transport Assessment will need to demonstrate that the strategic road network will be no worse off as a result of development. Where the measures proposed in the Travel Plan will be insufficient to fully mitigate the impact of increased trip generation on the secondary highway network, infrastructure improvements will be required.
3. 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.
4. Initiatives related to the improvement of public transport both within the Borough and within the Tees Valley sub-region will be promoted, including proposals for:
 - i) The Tees Valley Metro;
 - ii) The Core Route Corridors proposed within the Tees Valley Bus Network Improvement Scheme;
 - iii) Improved interchange facilities at the existing stations of Thornaby and Eaglescliffe, including the introduction or expansion of park and ride facilities on adjacent sites; and
 - iv) Pedestrian and cycle routes linking the communities in the south of the Borough, together with other necessary sustainable transport infrastructure.
5. Improvements to the road network will be required, as follows:
 - i) In the vicinity of Stockton, Billingham and Thornaby town centres, to support the regeneration of these areas;
 - ii) To the east of Billingham (the East Billingham Transport Corridor) to remove heavy goods vehicles from residential areas;
 - iii) Across the Borough, to support regeneration proposals, including the Stockton Middlesbrough Initiative and to improve access within and beyond the City Region; and
 - iv) To support sustainable development in Ingleby Barwick.
6. The Tees Valley Demand Management Framework will be supported through the restriction of long stay parking provision in town centres.
7. The retention of essential infrastructure that will facilitate sustainable passenger and freight movements by rail and water will be supported.
8. This transport strategy will be underpinned by partnership working with the Highways Agency, Network Rail, other public transport providers, the Port Authority, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, to develop a sustainable

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

1. All new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.

2. All new non-residential developments will be completed to a Building Research Establishment Environmental Assessment Method (BREEAM) of 'very good' up to 2013 and thereafter a minimum rating of 'excellent'.
3. The minimum carbon reduction targets will remain in line with Part L of the Building Regulations, achieving carbon neutral domestic properties by 2016, and non domestic properties by 2019, although it is expected that developers will aspire to meet targets prior to these dates.
4. To meet carbon reduction targets, energy efficiency measures should be embedded in all new buildings. If this is not possible, or the targets are not met, then on-site district renewable and low carbon energy schemes will be used. Where it can be demonstrated that neither of these options is suitable, micro renewable, micro carbon energy technologies or a contribution towards an off-site renewable energy scheme will be considered.
5. For all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least 10% of total predicted energy requirements will be provided, on site, from renewable energy sources.
6. All major development proposals will be encouraged to make use of renewable and low carbon decentralised energy systems to support the sustainable development of major growth locations within the Borough.
7. Where suitable proposals come forward for medium to small scale renewable energy generation, which meet the criteria set out in Policy 40 of the Regional Spatial Strategy, these will be supported. Broad locations for renewable energy generation may be identified in the Regeneration Development Plan Document.
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.
9. The reduction, reuse, sorting, recovery and recycling of waste will be encouraged, and details will be set out in the Joint Tees Valley Minerals and Waste Development Plan Documents.

Core Strategy Policy 4 (CS4) - Economic Regeneration

1. A range of opportunities will be provided within the employment land portfolio to meet the requirement set out in the Regional Spatial Strategy, as follows:
 - _ General Employment Land 255 hectares (ha)
 - _ Key Employment Location (Wynyard) 70 ha
 - _ Durham Tees Valley Airport 50 ha
 - _ Land for Chemical and Steel Industries, up to 445 ha
2. The main locations for general employment land will be:
 - _ Durham Lane Industrial Estate. 40 ha
 - _ Belasis Technology Park 20 ha
 - _ Teesside Industrial Estate 30 ha
 - _ Urray Nook 20 ha
 - _ Core Area 10 ha
3. Land for general employment uses will be released in phases as follows:
 - a. 2004 - 2011 0 ha

- b. 2011 - 2016 60 ha
- c. 2016 - 2021 60 ha
- d. 2021 - 2024 40 ha

4. The target for the annual average development of all types of employment land is 13 hectares over the life of the Core Strategy.

5. To maximise opportunities for the delivery of the Regional Spatial Strategy requirements land will be safeguarded for chemical production and processing, subject to environmental constraints, in the following locations:

- a. North Tees Pools up to 100 ha
- b. Seal Sands up to 175 ha
- c. Billingham Chemical Complex up to 65 ha

If evidence comes forward that the Billingham Chemical Complex (formerly known as the ICI Process Park) is not suitable for these purposes, other specialist uses will be considered, such as reprocessing industries and biotechnology laboratories. These are also suitable locations for the installation of new, or expansion of existing potentially hazardous or polluting industries, although these will need to be sensitively and safely located.

6. Land will also be safeguarded on the north bank of the River Tees in the Haverton Hill and Port Clarence areas. Priority will be given to developments requiring a port or river-based site. No port or river based development will be permitted on, or on land immediately adjacent to, the North Tees Mudflat component of the Tees and Hartlepool Foreshore and Wetlands Site of Special Scientific Interest (SSSI).

7. Employment sites which are viable and attractive to the market will be protected from increasing pressure for redevelopment for alternative uses which may secure higher land values, for example housing.

8. Additionally, support will be given to:

- i) Suitable enterprises that require a rural location and which support the rural economy and contribute to rural diversification; ii) The establishment of new enterprises, particularly where related to existing industries, assisting them to evolve with advancing green technologies; iii) The expansion of research-based businesses associated with Durham University's Queen's Campus;
- iv) Growth in sustainable tourism, particularly in the following locations:
 - a. The River Tees as a leisure, recreation and water sports destination, with regard given to the protection and enhancement of the character of tranquil areas along the river corridor between the towns of Stockton and Yarm;
 - b. Preston Park;
 - c. Sites linked to the area's industrial heritage, including early history, railway and engineering heritage and the area's World War II contribution; and
 - d. Saltholme Nature Reserve.
- v) The creation of employment and training opportunities for residents by developers and employers.

Core Strategy Policy 6 (CS6) - Community Facilities

1. Priority will be given to the provision of facilities that contribute towards the sustainability of communities. In particular, the needs of the growing population of Ingleby Barwick should be catered for.

2. Opportunities to widen the Borough's cultural, sport, recreation and leisure offer, particularly within the river corridor, at the Tees Barrage and within the Green Blue Heart, will be supported.

3. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be protected and enhanced. Guidance on standards will be set out as part of the Open Space, Recreation and Landscaping Supplementary Planning Document.

4. Support will be given to the Borough's Building Schools for the Future Programme and Primary Capital Programme, and other education initiatives, the expansion of Durham University's Queen's Campus, and the provision of health services and facilities through Momentum: Pathways to Healthcare Programme.

5. Existing facilities will be enhanced, and multi-purpose use encouraged to provide a range of services and facilities to the community at one accessible location, through initiatives such as the Extended Schools Programme.

Core Strategy Policy 10 (CS10) Environmental Protection and Enhancement

1. In taking forward development in the plan area, particularly along the river corridor, in the North Tees Pools and Seal Sands areas, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European sites, either alone or in combination with other plans, programmes and projects. Any proposed mitigation measures must meet the requirements of the Habitats Regulations.

2. Development throughout the Borough and particularly in the Billingham, Saltholme and Seal Sands area, will be integrated with the protection and enhancement of biodiversity, geodiversity and landscape.

3. The separation between settlements, together with the quality of the urban environment, will be maintained through the protection and enhancement of the openness and amenity value of:

i) Strategic gaps between the conurbation and the surrounding towns and villages, and between Eaglescliffe and Middleton St George.

ii) Green wedges within the conurbation, including:

_ River Tees Valley from Surtees Bridge, Stockton to Yarm;

_ Leven Valley between Yarm and Ingleby Barwick;

_ Bassleton Beck Valley between Ingleby Barwick and Thornaby;

_ Stainsby Beck Valley, Thornaby;

_ Billingham Beck Valley;

_ Between North Billingham and Cowpen Lane Industrial Estate.

iii) Urban open space and play space.

4. The integrity of designated sites will be protected and enhanced, and the biodiversity and geodiversity of sites of local interest improved in accordance with Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM Circular 06/2005 (also known as DEFRA Circular 01/2005) and the Habitats Regulations.

5. Habitats will be created and managed in line with objectives of the Tees Valley Biodiversity Action Plan as part of development, and linked to existing wildlife corridors wherever possible.

6. Joint working with partners and developers will ensure the successful creation of an integrated network of green infrastructure.

7. Initiatives to improve the quality of the environment in key areas where this may contribute towards strengthening habitat networks, the robustness of designated wildlife sites, the tourism offer and biodiversity will be supported, including:

i) Haverton Hill and Seal Sands corridor, as an important gateway to the Teesmouth National Nature Reserve and Saltholme RSPB Nature Reserve;

ii) Tees Heritage Park.

8. The enhancement of forestry and increase of tree cover will be supported where appropriate in line with the Tees Valley Biodiversity Action Plan (BAP).

9. New development will be directed towards areas of low flood risk, that is Flood Zone 1, as identified by the Borough's Strategic Flood Risk Assessment (SFRA). In considering sites elsewhere, the sequential and exceptions tests will be applied, as set out in Planning Policy Statement 25: Development and Flood Risk, and applicants will be expected to carry out a flood risk assessment.

10. When redevelopment of previously developed land is proposed, assessments will be required to establish:

_ the risks associated with previous contaminative uses;

- _ the biodiversity and geological conservation value; and
- _ the advantages of bringing land back into more beneficial use.

Saved Policy EN28

Development which if likely to detract from the setting of a listed building will not be permitted.

Saved Policy EN30

Development, which affects sites of archaeological interest, will not be permitted unless:

- (i) An investigation of the site has been undertaken; and
- (ii) An assessment has been made of the impact of the development upon the remains; and where appropriate;
- (iii) Provision has been made for preservation 'in site'.

Where preservation is not appropriate, the Local Planning Authority will require the applicant to make proper provision for the investigation and recording of the site before and during development.

MATERIAL PLANNING CONSIDERATIONS

12. The main planning considerations of this application are the impacts on the character of the area; the amenity of neighbouring residents; access and highway safety and the setting of the listed building and other material considerations.

13. The application site is an existing leisure and recreational facility and Preston Hall is a listed building.

14. Objective 6 of the Stockton Borough Council Adopted Core Strategy (2010) identifies the desire for Preston Park and Hall to develop into a regional attraction, whilst Core Strategy Policy 4 on Economic Regeneration also pledges support for the Park as a site for the growth of sustainable tourism.

15. It is considered that the provision of appropriate car parking facilities for visitors and improved car parking arrangements would support the continued growth and success of Preston Park in line with Council Policy.

16. The development site is designated open space and is also located within an area identified as part of the Tees Heritage Park. Core Strategy Policy CS10.7 supports initiatives to improve the quality of the environment in the area. Council policy is to seek to maintain and increase public access to open space and whilst the proposal will result in restriction of public access to part of the southern field and the northern field during events, the proposal will provide improved parking facilities which would benefit those attending the park and given the limited period that the car park would be used and the proposed landscape enhancement it is considered to be acceptable and would not impact on the openness of the park. There will be no loss of open space as a result of the proposal to change the existing informal parking area to a seasonal overflow car parking area since use will simply change between different open space types.

Residential Amenity, Site Characteristics and Detailed Design

17. The north field is an area currently used for events car parking with access from Yarm Road via Preston Lane which is a residential road serving approximately 20 properties. The car parking area has been sited as far as practicable from the residential properties to minimise any potential impact on the amenity of the residents. The residential properties are partially screened by mature tree

planting scattered along the northern edge of the field and additional planting is proposed to provide a landscape buffer and soft edge to the field.

18. The proposal will formalise existing overflow car parking provision thereby increasing the car parking capacity within the site. The improved North Field overflow will be used for events only and a one way system will be implemented directing drivers via the new one-way track to exit the site onto the A135 Yarm Road thereby reducing the congestion on Preston Lane previously experienced during events. It is also recommended that the use of the North Field overflow car park is restricted to between the months of March and October (inclusive). To safeguard residential amenity the car parking area will be managed to ensure any activity does not give rise to unacceptable impacts on nearby residents during events. Furthermore Cleveland Police have raised no objection in respect of the proposed development.

19. In terms of landscape impact, whilst it is accepted that some elements of the proposed improvements will have a minor detrimental effect on the Park landscape, including the loss of part of the 'ridge and furrow' definition in the south car park, and the installation of the new track along the western edge of the main field. The proposed design minimises the impact of these features by limiting the area of ridge and furrow to be lost. Tees Archaeology acknowledges that the impact is negligible and the formalisation of the car park in this area will minimise vehicle movements over the ridge and furrow field as a whole.

20. Similarly the proposed new track access across the main field area has been located on the very edge of the field at the furthest point from Preston Hall. The proposed mounding and new planting will screen the new track from views from the Hall and will be integrated into the existing landscape and its wooded backdrop. Furthermore the track bed of the historic Stockton and Darlington Railway which lies within this wooded backdrop is unaffected by the proposals.

21. The materials used have been selected to be in keeping with the sensitive nature of the Park including gravel and timber log edging for the south field and reinforced mesh which will be completely hidden by the grass sward within 2-3 weeks and will not be apparent to visitors.

22. New gates and railings inside the main entrance will be fabricated by the Park's resident Blacksmith and are traditional in design and in keeping with the character of the Park. Whilst there would be some change in character and appearance within parts of the park the materials selected are appropriate to a public park and will integrate with the existing materials and layout. Overall it is considered that the proposed development is not so significant in scale that this change in the appearance of these parts of the park would detrimentally impact on the character and appearance of the park as a whole and the setting of the Listed Building.

Other Matters

23. An assessment of the site has been undertaken to identify and assess nature conservation of the site including any potential impact of the proposal on protected species, habitats and local biodiversity in general. None of the habitats on the site have been identified with species rare, threatened or protected with statutory designations

24. In terms of flood risk, a Flood Risk Assessment accompanies the application and identifies the site falls within Flood Zone 1 (the lowest risk) with a need to demonstrate a satisfactory management of surface water. The Environment Agency, NWL and the Council's Surface Water Management Team have no objection to the proposal subject to appropriate controlling conditions.

Means of Access, Parking and Traffic Issues

25. The Head of Technical Services has considered the proposal and raises no objection on highway grounds to the proposed development.

26. Whilst a number of initiatives have been implemented to minimise visitor journey by car, including the introduction of a park and ride service which has proved successful for some events. The Council is also committed to a detailed feasibility study for a river crossing thereby creating a further sustainable link to the Park. Designated cycle lanes along Yarm Road also provide good links to the park together with a number of public footpaths. The Park is also well served by public transport, nevertheless the majority of visitors arrive by car.

27. This proposal formalises existing overflow car parking provision thereby increasing the car parking capacity within the site. This will reduce the number of visitors to the site parking in nearby residential streets. The improvements to the existing South Field will increase the number of permanent parking spaces available, with access taken from the main park entrance on Yarm Road, and will be available throughout the year. The improved North Field overflow will be used for events only, with access from the existing gated entrance on Preston Lane and egress via the main park entrance onto the A135 Yarm Road, between the months of March and October (inclusive). A one way system will be implemented directing drivers via the new one-way track to exit the site onto the A135 Yarm Road thereby reducing the congestion on Preston Lane previously experienced during events.

CONCLUSION

Overall the nature and scale of the development is acceptable and parking provision and access is satisfactory. It is considered that the site could satisfactorily accommodate the proposal without any undue impact on the amenity of adjacent neighbours and does not conflict with policies in the Development Plan. This proposal is acceptable in design terms, and would preserve the character and appearance of the Grade II Listed Building and surrounding parkland and would not result in the loss of any open space, and would provide essential recreational facility enhancements to the long term benefit of the users of the park.

Accordingly it is recommended that the application be approved with conditions for the reasons specified above.

**Corporate Director of Development and Neighbourhood Services
Contact Officer Mr Gregory Archer Telephone No 01642 526052**

WARD AND WARD COUNCILLORS

**Ward Eaglescliffe
Ward Councillor Councillor A L Lewis**

**Ward Eaglescliffe
Ward Councillor Councillor Mrs M. Rigg**

**Ward Eaglescliffe
Ward Councillor Councillor Phillip Dennis**

IMPLICATIONS

Financial 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

The Town and Country Planning Act 1990.

National Planning Policy Framework

Stockton on Tees Local Plan Adopted Version June 1997

Core Strategy Development Plan Document March 2010