

DELEGATED

AGENDA NO

PLANNING COMMITTEE

12 APRIL 2017

**REPORT OF DIRECTOR,
ECONOMIC GROWTH AND DEVELOPMENT
SERVICES**

17/0079/REM

Dairy Site Car Park, Bishop Street, Stockton-on-Tees

Reserved matters application for the access, appearance, landscaping, layout and scale, for the erection of 128 bed hotel and car park, the enhancement of the adjacent former dairy car park site and demolition of existing Kwik Fit building.

Expiry Date: 24 APRIL 2017

SUMMARY

Outline planning consent remains extant for residential (Class C3), employment (Class B1), health care facility (Class D1), leisure (Class A3, A4, A5, C1 and D2), ancillary retail and services (Class A1 and A2) and car dealership (sui generis) with car parking and associated landscaping and infrastructure improvements (08/3644/EIS) on land to the north of the River Tees, to the south of A1046 and Church Road, and east of the Square.

The principle of the development has therefore been established.

This application is a reserved matters application for the access, appearance, landscaping, layout and scale, for the erection of 128 bed hotel and car park, the enhancement of the adjacent former dairy car park site and demolition of the existing Kwik Fit building.

A total of 24 comments have been received and are set out in full within the consultation section of this report. The objections raised relate primarily to the principle of development and the Council's involvement/investment and associated risk with the proposed hotel. In response, the principle of development of the site for a hotel has already been established by the granting of outline planning permission. The funding of a development is not a material planning consideration and is not relevant in the determination of this application for the Reserved Matters.

External consultees have confirmed that they are satisfied with the details of the proposal and raise no objections.

The proposal is considered to be in line with general planning policies as set out in the Development Plan and is recommended for approval with conditions.

RECOMMENDATION

That planning application 17/0079/REM be approved subject to the following conditions and informatives below;

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

Plan Reference Number	Date on Plan
6981-DR-ATR-002	12 January 2017
6981-DR-ATR-003	12 January 2017
6981-DR-ATR-004	12 January 2017
6981-DR-D-001 REV B	12 January 2017
L-1579-GAP-001	12 January 2017
NSH-COL-00-ZZ-DR-L-3001	12 January 2017
NSH-COL-00-ZZ-DR-L-3002	12 January 2017
NSH-COL-00-ZZ-DR-L-3003	12 January 2017
NSH-RYD-00-00-DR-A-3002	12 January 2017
NSH-RYD-00-B1-DR-A-3001	12 January 2017
NSH-RYD-00-XX-DR-A-0001	12 January 2017
NSH-RYD-00-XX-DR-A-0002	12 January 2017
NSH-RYD-00-XX-DR-A-0003	12 January 2017
NSH-RYD-00-XX-DR-A-3601	12 January 2017
NSH-RYD-00-XX-DR-A-3801	12 January 2017
NSH-RYD-00-XX-DR-A-3802	12 January 2017
NSH-RYD-00-XX-DR-A-3901	12 January 2017
NSH-RYD-00-XX-DR-A-3902	12 January 2017
NSH-RYD-00-ZZ-DR-A-2002	12 January 2017
NSH-RYD-00-ZZ-DR-A-3011	12 January 2017
NSH-RYD-00-ZZ-DR-A-3903	12 January 2017
NSH-RYD-00-ZZ-DR-A-3904	12 January 2017

Reason: To define the consent.

- 02 Conditions 16 (Materials), 17 (Boundary Treatment), 18 (Street Furniture), 25 (Soft and Hardstanding Materials), 26 (Soft and Hardstanding Management), 29 (Tree Protection), 43 (Lighting), 45 (Geo-Environmental Assessment), 46 (Further Contamination Finds), 47 (Piling), 49 (Construction Environmental Management Plan) and 50 (Site Waste Management Plan) contained in Planning Approval reference 08/3644/EIS decision dated 20 August 2009 remain to be discharged.

Reason: For the avoidance of doubt.

- 03 Prior to occupation of the Hotel a Car Parking Management Plan (CPMP) shall be submitted to and approved in writing by the Local Planning Authority. The CPMP should include the management of both the car park associated with the proposed hotel and the car park to the rear of the hotel site (known as The Dairy car park). The car park management plan shall be implemented as approved at all times thereafter.

Reason: In order to minimise any potential impact associated with the loss of The Square car park.

INFORMATIVE OF REASON FOR PLANNING APPROVAL

Informative: Working Practices

The Local Planning Authority found the submitted details satisfactory subject to the imposition of appropriate planning conditions and has worked in a positive and proactive manner in dealing with the planning application.

BACKGROUND

1. Outline planning consent is extant for residential (Class C3), employment (Class B1), health care facility (Class D1), leisure (Class A3, A4, A5, C1 and D2), ancillary retail and services (Class A1 and A2) and car dealership (sui generis) with car parking and associated landscaping and infrastructure improvements (08/3644/EIS) on land to the north of the River Tees, to the south of A1046 and Church Road, and east of the Square. The principle of the development has therefore been established; all matters were reserved as part of the original approval.

SITE AND SURROUNDINGS

2. The site is bounded by Church Road to the north, The Square to the west, Bishop Street to the south and the gyratory to the east. The site is a split-level site with the top plateau located adjacent the Council municipal buildings and is occupied with the former Kwik Fit building (to be demolished) and a public car park operated by the council. The lower plateau, known as the former dairy site is located adjacent the gyratory to the west of the site and is currently used as a council staff car park.

3. The properties located along the western edge of Church Road are Grade II listed and fall within the Stockton Town Centre Conservation Area. The façades are Georgian in character, three storey in scale. Towards the east end of Church Road the properties reduce in scale to two storey and are of no architectural merit. The Council municipal buildings and the Baptist Tabernacle are located to the west and south of the site respectively.

4. The main vehicular access to the upper site is directly off The Square. The main vehicular access to the lower site is via Bishop Street. The site is accessible to pedestrians with access via Church Road, The Square, Bishop Street and the gyratory. Pedestrian and vehicular movement is confined to the perimeter of the site however the redevelopment offers an opportunity to create improved, more direct pedestrian links from the town centre to Northshore and the riverside.

PROPOSAL

5. This application is a reserved matters application for the access, appearance, landscaping, layout and scale, for the erection of 128 bed hotel and car park, the enhancement of the adjacent former dairy car park site and demolition of the existing Kwik Fit building.

6. The application site boundary covers an area of approximately 0.95ha which includes the hotel, dedicated hotel customer car park and the car park on the former dairy site. The gross external area of the hotel measures approximately 5,770sqm, providing a gross internal area of approximately 5,360sqm over seven storeys, including the lower ground floor level.

7. The proposed external landscaping scheme provides 67 car parking spaces and eight cycle parking spaces. The proposed parking on the former dairy site includes 114 car parking spaces.

8. The building has been orientated on a north south axis, running from Church Road to the north to Bishop Street and the riverside to the south. The building has been set back from Church Road to clearly define an entrance plaza. The plaza helps signify the hotel's main entrance and links directly through to the hotel car park and the public realm running north south along the eastern façade of the hotel. The public realm design promotes a safe and direct route from Church Road down to Bishop Street, the gyratory and onto Northshore and the riverside.

9. The ground floor includes the entrance, work zone, seating areas, reception desk, main restaurant, breakfast area, bar, kitchen, laundry and toilets. The eastern elevation of the ground floor has been fully glazed to promote views to the east (down river), towards the Infinity Bridge.

The topography of the site results in the ground floor being elevated to the south and as such an external terrace has been provided to exploit southern panoramic views of the River Tees. The lower ground floor accommodates ancillary hotel accommodation including staff offices, stores, changing rooms, refuse store and plant rooms. A gymnasium on the lower ground helps animate the public realm links from Church Road to Bishop Street. The five upper floors accommodate 128 bedrooms. The roof area over the western wing accommodates the majority of the roof top plant and is screened with a 2m high perimeter enclosure, which is a continuation of the external elevation.

10. Careful consideration has been given to the building's relationship with the properties along Church Road, the Baptist Tabernacle and the Council's municipal buildings. The building is six storeys against Church Road. The Eastern wing has been designed to be lower than the western wing, this is in direct response to context of the existing building following the topography along Church Road. The stepping up in scale from the east towards the west, responds to the height of the adjacent Baptist Tabernacle and the Council's municipal buildings. This arrangement ensures the building does not detract from the context of the listed Georgian façades along Church Road, the Baptist Tabernacle and the Council's municipal buildings.

11. The landscape and public realm is designed to connect the new Hotel with Church Road and the town centre, and the River frontage pedestrian walkways to the Northshore development. A new customer hotel car park area to the west of the new Hotel is designed as a public space to allow flexibility and space for events to take place. The old Dairy car park to the east of the building is formalised as a surfaced car park with new soft landscape treatment allowing flexibility to form a future development site.

12. The proposed material palette seeks to create a striking contemporary building that will sit well within its sensitive context adjacent the listed Georgian façades along Church Road and portrays the required aesthetic for a new hotel in the town centre.

CONSULTATIONS

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

Historic England

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Natural England (Summary)

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites - no objection

Natural England has assessed this application using the Impact Risk Zones data (IRZs). Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Teesmouth and Cleveland Coast SPA and Ramsar has been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.

SBC Highways Transport And Environment

Executive Summary

This application is for Reserved matters approval (access, appearance, landscaping, layout and scale) for the erection of 128 bed hotel and car park, the enhancement of the adjacent former dairy car park site and demolition of existing Kwik Fit building pursuant of outline planning consent (08/3644/EIS). The principle of the development has therefore already been considered and agreed as a part of the outline planning consent (08/3644/EIS).

A Construction Management Plan should be agreed prior to construction commencing on the site and this should be secured by condition as attached to the outline planning consent (08/3644/EIS).

The existing Traffic Regulation Order (TRO) will need to be amended accordingly, to allow for the introduction of the proposed layby on Church Road, and the cost associated with this (estimated at £2,000) should be met by the applicant.

A Car Parking Management Plan (CPMP) should be agreed prior to the building being brought into use and this should be secured by condition. The CPMP should include the management of both the car park associated with the proposed hotel and the car park to the rear of the hotel site (known as The Dairy car park).

In terms of vehicle access, layout and car parking the proposals, shown on drawing ref L-1579-GAP-001 Rev 09, are considered to be suitable for the scale and nature of the development.

The proposed hotel building and its associated public spaces will offer high quality levels of architecture and design that will provide a new landmark building for the town centre. Careful consideration has been given to the buildings relationship with the Grade II Listed Georgian terrace providing an appropriate response to orientation, scale, massing and materials.

Notwithstanding the information provided on the Landscape Masterplan, drawing number L-1579-GAP-001 and details the submitted in the Landscape Design Supplementary Planning Information document and Design and Access Statement, the following information should be secured by condition as attached to the outline planning consent (08/3644/EIS):

- Full hard landscaping details including enclosure and street furniture;
- Full soft landscape details including planting and maintenance specifications;
- Full scheme for illumination details including aesthetic lighting of the proposed hotel building.

Insufficient detail has been provided regarding the management of surface water runoff from the proposed development has been provided and this should therefore be secured by condition as attached to the outline planning consent (08/3644/EIS).

Detailed comments are included below in Appendix 1. No conditions have been requested in relation to this Reserved Matters application as those required have already been attached to the outline planning consent (08/3644/EIS).

Appendix 1 – Detailed Comments

Highways Comments

This application is for Reserved matters approval (access, appearance, landscaping, layout and scale) for the erection of 128 bed hotel and car park, the enhancement of the adjacent former dairy car park site and demolition of existing Kwik Fit building pursuant of outline planning consent

(08/3644/EIS). The principle of the development has therefore already been considered and agreed as a part of the outline planning consent (08/3644/EIS).

A Construction Management Plan should be agreed prior to construction commencing on the site and this should be secured by condition as attached to the outline planning consent (08/3644/EIS).

Vehicle Access

The site will be accessed from:

- The Square, via two new simple T junctions which will operate as an in/out, to serve the hotel car park and
- Bishop Street, via a simple T junction, to serve the proposed service area for the hotel.

The proposed site access arrangements, which are shown on drawing ref L-1579-GAP-001 Rev 09, are considered to be suitable for the scale and nature of the development. Vehicle tracking information has also been provided demonstrating, for both the car park and service area for the hotel, that they are capable of accommodating the types of vehicles which would utilise the respective access points. It is therefore considered that the proposed site access arrangements are acceptable.

Access to serve the car park to the rear of the hotel site (known as The Dairy car park) from Bishop Street will be maintained with re-positioned barriers to the entrance to the car park. The access arrangements to serve the car park are also considered acceptable.

Layout/Parking

The applicant has submitted a proposed Landscape Masterplan, as shown on drawing ref L-1579-GAP-001 Rev 09, which also provides information on the internal layout, car parking provision and servicing arrangements.

As a part of the proposals it is intended to introduce a layby on Church Road. The introduction of this layby will require the existing Traffic Regulation Order (TRO) to be amended accordingly. The cost associated with amending the existing TRO (estimated at £2,000) should be met by the applicant.

Having reviewed the proposals, against the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition and Supplementary Planning Document 3: Parking Provision for New Developments (SPD3), it is considered that the internal layout, car parking provision and servicing arrangements are acceptable.

It is however noted that the proposals will remove an existing short stay public use car park (The Square car park) and that comments have been received objecting to the loss of this car park and the inconvenience this may cause. Whilst the loss of this car park will remove approximately 44 spaces (including 1 disabled bay), The Square car park is privately owned and its use as a public car park can be extinguished without the need for planning approval. In terms of alternative town centre public parking the loss of these spaces can be accommodated by the existing Council operated, other public car parks or the existing on-street provision within the vicinity of the proposed development.

The nearby public car parks, all of which are within a 400m walking distance of the existing car park at The Square, include:

- Bath Lane North, Splash, (97 spaces)
- Bath Lane East (16 spaces)
- Bishop Street (73 spaces)
- High Street (23 spaces)

- Riverside (110 spaces)
- Municipal Buildings (Weekends only - 82 spaces)

The town centre is well served by other Council operated and other public car parks and there is also on-street parking provision on Bishop Street which is capable of accommodating 26 vehicles.

Therefore the loss of The Square car park, as a private owned facility and due to the proximity of alternative parking provision, is not considered to be a material consideration in relation to the proposed development.

However, in order to minimise any potential impact associated with the loss of The Square car park it is proposed that a Car Parking Management Plan (CPMP) is provided by the applicant and this should be secured by condition. The CPMP should include the management of both the car park associated with the proposed hotel and the car park to the rear of the hotel site (known as The Dairy car park).

Landscape, Visual & Built Environment Comments

Scale, Massing & Visual Impact

The building suggests a high quality piece of architecture and one that will provide a new landmark building for the town centre.

The building is orientated in a north/south linear direction, which provides a sensitive response to the existing Grade II listed Georgian terrace that runs along the northern side of Church Road. Careful consideration has been given to the buildings relationship along Church Road both in scale, architecture and materials.

Although the building reads as one built structure, the design has sought to breakdown the mass by introducing a split in building design to provide what could be perceived as two separate wings. The eastern wing responds to its riverside aspect by providing a contemporary but classic architectural approach, whilst the western wing provide a palette of materials which reflect the brick vernacular of the Grade II listed terrace. The western wing of the building also extends beyond the structural roofline to provide a designed response to enclosing the rooftop plant area, which reduces its visual impact.

With the resulting demolition of the existing garage and the positioning the proposed hotel building in a north/south orientation, a new square is created. This coupled with the new hotel building and existing group of buildings, the Masterplan for the site is attempting to bring some much needed urban grain to this area whilst enhancing the setting of the existing Grade II listed terrace.

Public Realm & Landscape

The new square and hotel plaza will provide a high quality piece of public realm along Church Road and one that will contribute to a series of high quality public spaces within the wider town centre. The proposed street tree planting will enhance the site and contribute to the wider green infrastructure of the town centre.

The proposed customer car park is designed as a public space to allow greater flexibility, with materials that compliment the adjacent hotel plaza. The hotel plaza, which 'wraps' around the building to lead people along its eastern elevation and towards the wider North Shore and riverside area, is designed to ensure that it provides a sense of arrival for the proposed hotel.

The palette of materials suggested in the submitted Landscape Design Supplementary Information document reflect the principles and guidance set out in the Stockton Town Centre Urban Design Guide and compliment the recently completed public realm works to Stockton High Street.

Notwithstanding the information provided on the Landscape Masterplan, drawing number L-1579-GAP-001 and details the submitted in the Landscape Design Supplementary Planning Information document and Design and Access Statement, the following information should be secured by condition as attached to the outline planning consent (08/3644/EIS):

- Full hard landscaping details including enclosure and street furniture;
- Full soft landscape details including planting and maintenance specifications;
- Full scheme for illumination details including aesthetic lighting of the proposed hotel building.

Flood Risk Management

The Local Lead Flood Authority has reviewed the Drainage Statement Report No 6981-RE-01 Northshore Hotel, submitted in support of the application, and this does not provided sufficient detail regarding the management of surface water runoff from the proposed development and this should therefore be secured by condition as attached to the outline planning consent (08/3644/EIS).

Spatial Planning & Regeneration

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires an application for planning permission to be determined in accordance with the Development Plan, unless the material considerations surrounding the proposal indicate otherwise. The development plan for Stockton on Tees Borough is made up of policies from the adopted Core Strategy (2010) and saved policies from the Local Plan (1997) and Local Plan Alteration Number One (2006).

The NPPF also includes a presumption in favour of sustainable development which requires proposals in accordance with the development plan to be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF, or specific policies in the NPPF indicate development should be restricted.

The principle of this development was accepted under the original outline planning application (08/3644/EIS). This application allocates 12,600 m² to a hotel (C1) use. Therefore the Economic Strategy and Spatial Planning Team support the application and the economic and regeneration benefits which the hotel will bring to the town centre.

In addition, the determination of the application should consider other planning policies and material considerations relating to the design of the development, amenity of residents, highway impact, amongst other things.

Tees Archaeology

Thank you for the consultation on this reserved matters application. I have no comments on this application.

Northern Gas Networks

No objection and standard mains record shown.

Canal & River Trust (Former British Waterways)

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across

England and Wales. We are among the largest charities in the UK. Our vision is that "living waterways transform places and enrich lives".

The Trust has reviewed the application. Based upon the information available we have the following general advice to offer:

We note the comments of Northumbrian Water and the condition requested in relation to a detailed drainage scheme and ask that any scheme agreed in discharging such a condition should seek to separate foul and surface water in order to minimise any risk of pollution to the River Tees. It would be preferable for surface water to be attenuated on site or diverted separately from the foul sewer so that the clean surface water does not contribute to sewer flooding.

Northumbrian Water Limited

In making our response to the local planning authority Northumbrian Water will assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

Having assessed the proposed development against the context outlined above I can confirm that at this stage we would have the following comments to make:

We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted drawing entitled 6981-DR-D-001. In this document it shows that foul water will discharge to the agreed manhole 8209 and surface water will discharge to the agreed 1500mm CSO overflow via a new manhole. Through our pre-development enquiry process it has been agreed that surface water will discharge at a restricted rate of 95.5 litres per second if it is proven that there is no other option for the disposal of surface water.

We would therefore request that the following condition be attached to any planning approval, so that the development is implemented in accordance with this document:

CONDITION: Development shall be implemented in line with the drainage scheme contained within the submitted drawing entitled 6981-DR-D-001 dated December 2016. The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 8209, and ensure that surface water discharges to the CSO overflow via a new manhole at a maximum restricted rate of 95.5 l/sec.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

It should be noted that we are not commenting on the quality of the flood risk assessment as a whole or the developers approach to the hierarchy of preference. The council, as the Lead Local Flood Authority, needs to be satisfied that the hierarchy has been fully explored and that the discharge rate and volume is in accordance with their policy. The required discharge rate and volume may be lower than the Northumbrian Water figures in response to the National and Local Flood Policy requirements and standards. Our comments simply reflect the ability of our network to accept flows if sewer connection is the only option.

Stockton Police Station - Stephen Davies

I would recommend that car parking areas following the principles laid down in in the Police owned Park Mark initiative which helps to ensure a safe and secure parking facility. Further information can be found at www.ParkMark.co.uk.

I am aware that you have designed the site to be very accessible to pedestrians however it is important not to create any desire lines through actual parking areas. There will be overnight parking which will have an increased risk which requires consideration. I would therefore recommend monitored CCTV for the Hotel parking area. The car park requires to be lit to the requirement of BS5489: 2013. Any landscaping should not conflict with proposed lighting or CCTV

along with natural surveillance from the Hotel and nearby Church Road. I would recommend that clear demarcation is in place to the car parking places to deter casual intrusion of the parking areas this can be achieved by low growing planting material max height 1metre. Any planters should not create seating opportunities.

Cycle Storage;

Requires to be secure area overlooked by occupied rooms with CCTV coverage preferable in a secure roofed building.

Lighting;

Lighting to car parking areas along with pedestrian walkways require to be well lit Police would always recommend that this complies with the requirements of BS5489 : 20013. I understand that bollard lighting is proposed Police would not normally recommend this owing to it can be at risk of damage and the lighting qualities are not compliant with BS5489:2013. I would recommend all entrances are fitted with dusk dawn security lighting.

Service Areas;

These areas need to be secure with no public access

Building Security;

With these type of premises there is always a risk of casual intrusion to private areas of the facility. I would recommend measures are put in place to prevent this which would include access control to accommodation areas. Reception always staffed with clear view of public entrances to Hotel along with entrances to customer accommodation areas. Ground floor and easily accessible windows are normally recommended to be laminated to a minimum thickness of 6.4mm however when large glazed panels elevations are south facing incidents of gazing failure due to thermal stress it is therefore recommended that the inner pane of glass in a double glazed unit is laminated toughened. For Secured by Design the minimum requirement is BS EN356 200 P1A. Internal and external doors are normally recommended to a minimum standard of PAS24:2012 however if the main entrance doors are to be kept open but monitored by reception this would not be required. You may wish to consider use of door viewers to internal doors to accommodation rooms Fire Escape doors can provided a weakness in security these require to be alarmed and able to deter forced access.

CCTV;

I would recommend CCTV is installed an operational requirement should be carried out to ensure the system carries out what is required. The system should cover as a minimum car parking areas all entrances, reception and licensed areas. Any CCTV installation requires to comply with requirements of Data Protection. Any CCTV should be installed to BS EN 50132-7: 2012+A1:2013 and provide images of an evidential value.

Environmental Health Unit

I have assessed the documentation provided by the applicant including the air quality report and have found no grounds for objection in principle to the development. I have the following comments to make regarding the submitted air quality report.

-Air Quality Report

The report has considered both existing air quality and the impact from the development, its construction and associated plant upon local air quality. I have assessed the report and agree with the findings that the proposed development complies with the national and local policy for air quality. As such I have no additional comments to make regarding air quality.

I do have some concerns regarding the short term impact from construction and demolition operations at the site. However I am satisfied that this can be adequately controlled through the implementation of the following condition should the application be approved:

-Construction/ Demolition Noise

I am concerned about the short-term environmental impact on the surrounding dwellings and premises 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 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.

Further to your memorandum regarding the above application.

This application has submitted a Phase I Assessment which covers the issues of potential land contamination, (WSP Parsons Brinckerhoff, Report NO 70016981 of December 2016) and as detailed within Section 7, proposes the requirements of a subsequent ground investigation (Phase II Assessment). The detail of such a proposal needs to be confirmed and approved but subject to this I have no objection to the proposal as part of the general approach to be adopted, namely -

It is recommended that no development shall be permitted to start until a staged approach to the investigation, carried out by a qualified environmental consultant, is carried out. This would normally include the following steps: -

- Phase 1 desk study and site reconnaissance including conceptual site model, which may lead to,
- Phase 2 staged intrusive site investigation and characterisation, which in turn may lead to,
- Phase 3 risk management (which may involve remediation and validation).

PUBLICITY

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

Mrs Claire Bourne, 12 West Garth, Carlton

Stockton council should not be in competition with profit making businesses, this is not the way to bring money in to the borough, they should be looking at savings or doing things differently. Creating a place where businesses flourish should be No 1 priority. I work for a hotel chain, which has a hotel in Stockton and think it's disgraceful that they may lose business to a hotel that could potentially make future planning decisions for its own gain; there's a reason that solicitors won't take on cases where there's a conflict of interest and that I say is why councils should not run profit making businesses. As a Stockton resident I don't want to be left holding the bill if this goes pear shaped, I don't want a hand in driving other hotels to the wall or worst of all stamping out interest from national chains that have more to offer the local area than the council would.

Ms Gillian Barnes, 1 Kirk Street, Stillington

Rather risky endeavour if the occupancy is not reached, the Tax payer will inevitably end up indirectly having to shoulder the expense of running this hotel.

Anne Clayton, 18 Ludham Grove, Stockton-on-Tees

I am writing to oppose this application. SBC cannot afford £17,000,000 for this project. You need to improve the Town by lowering rents for shops and small businesses to encourage more people to come here first. No-one has missed the Swallow Hotel so why build another?

Mr Robert Morrison, 16 Springfield Avenue, Stockton-on-Tees

I object to this development for the following reasons:

1. It appears to be a plan with no logical or financial reasoning to support it

2. If it is such a good development as SBC claim, why does this hotel need Stockton taxpayers money to support it, indeed normally if a business venture is solid Hilton or any other hotel group would be lobbying the council for planning to build such a hotel, not seeking financial support
3. Any plan or financial forecast, which it is said has been done, why is it being kept secret from public scrutiny? This is wrong and smells of something bad. If it is such a good plan it should be open to public examination
4. What figures support that this high number of hotel visitors is actually probable, 85% room occupancy for a hotel is an extremely high figure usually achieved only in highly touristic cities
5. It is an unacceptable risk of a huge amount, over a long term, of Stockton taxpayers money and in event of it being wrong might require even more financial support in future
6. If the existing large hotel in the town centre - The Swallow - has failed, why should another new build get any customers.

Mr John Latimer, 1A Countisbury Road, Norton

Stockton BC should test public opinion via a referendum before borrowing £17m, with taxpayer as ultimate guarantor, to fund the construction of this hotel. North Shore Development Partnership Ltd were the applicant for planning application 08/3644/EIS, upon which Stockton BC is piggy backing 17/0079/REM. 08/3644/EIS gave North Shore Development Partnership, wholly owned by Muse Developments permission for development of up to two hotels (planning category C1) on land within the boundary of the planning application. North Shore Development Partnership nor any other Muse Development company has anything at all to do with the development of the hotel proposed by Stockton BC, i.e. it is not funding in any way a private enterprise venture that will be leased to a hotel operator. Clearly, Muse Developments do not see what Stockton BC is about to embark upon as being a supportable commercial venture from its risk assessment perspective, so why do the Executive and Cabinet of Stockton BC see that it is so?

Peter J Chapman, Baptist Tabernacle, Bishop Street

These Representations are made on behalf of SBT. We are broadly supportive of the improvements it will bring to this particular gateway to the town; of the added facility it will provide as a well known brand of hotel, in the heart of the town; and for the jobs it will create. We wish it success.

We are located on the same island site as the proposed hotel development, and as such have an intense interest in this planning application, and some of the implications for the way our church functions, if the hotel is actually developed. We have concerns about the impact that the withdrawal of Church Square Car Park has on our activity, without the development of a like for like replacement and we do not think these issues have been covered adequately or proportionately in the extensive planning application documents.

Background

SBT has been in the town since it was founded in 1741 and based on its current site for the best part of 20 years. From here it has developed its ministry as a Christian Church, served the community, and been an open welcoming place to all comers.

Open all week

One of the distinctive features of SBT is that it is open to the public seven days a week - on weekdays throughout the morning and afternoon; and then it opens most evenings in response to a multiplicity of meetings and events that go on regularly throughout the year. On Sundays it is open for a morning service at which the attendance is normally between 325 and 375; in the

evenings attendance is around 75, and there are other times during Sunday afternoon when the Church is used for services arranged by other organisations and groups.

Weekly Visitor numbers to SBT : 1,500 to 2,000

In a normal week there are around 1,500 visits to the building. This number increases when there is a large funeral, wedding, concert (particularly when Cleveland Philharmonic hold a concert), services (e.g. Cleveland Police Carol Service), visits from schools across Teesside either to hire our 550 seater auditorium or as part of their school education programme, and so on. From time to time visitor numbers can exceed 2,000 in a week.

An estimate of visitor numbers to the hotel: 1,000 to 1,250?

We estimate that the number of actual guests/customers might be in the region of 175 to 200 per day. If the hotel consistently achieves a 90% occupancy rate for 7 days a week then total visitor numbers are likely to be no more than 1,000 to 1,250 per week.

Observation

The hotel visitor numbers may well be substantially less than the visitor numbers applying to SBT on the adjacent site. Furthermore SBT's statistics represent our existing experience whereas the numbers in relation to the hotel are a best estimate at this stage. SBT is growing in numbers and range of activities so it is important that the development of the hotel is not carried out on a basis that exclusively considers the position of the hotel to the detriment of SBT on the adjacent site.

It is recognised that the Planning Committee does its work in relation to planning criteria, and that your principal focus will be on the hotel, but in your wider role as Councillors, we believe you will be interested in the consequential impact of your decisions on the wider community - and in this instance the special issues for the hotel's immediate neighbour - SBT.

So firstly we make a plea that wherever appropriate the specific impact on Stockton Baptist Tabernacle, on the adjacent site to the proposed hotel, are recognised on an even handed basis, and that whatever decision is made by the planning committee, presumably in favour of the hotel, is not on a basis that undermines the ability of the Tabernacle to function effectively and develop reasonably.

PARKING RELATED ISSUES

Profile of visits to SBT - determining Parking needs

We are a Town Centre Church, so the majority of those who visit us, whether to visit our Coffee House or Bookshop, or to attend a service or other regular event or activity, have to travel. There are few residents in the immediate vicinity, and therefore only a minority of people actually walk here (mainly asylum seekers and refugees). Some come by bus, and a number cycle - something we are encouraging as part of a developing eco policy. The majority come by car, and therefore need to park.

Clearly we have a strong need for parking spaces in the general vicinity of our building. Because of infirmity or disability of some of our visitors (likely to be a disproportionate number compared with the hotel's guests of that profile), or families or carers with Toddlers etc, it is crucial that some of that parking facility needs to be immediately adjacent to the church building. Parking arrangements on our site are sufficient for the needs of a basic team of staff and volunteers, some customers to the Bookshop and Coffee House, as well as trades people coming to service the building. It is not sufficient to accommodate the range of visitors who need to park close to the building - and the number of such visitors is growing.

Lack of Transport Impact Report in the Planning Application

The issue of parking is self evidently fundamental, in logistical terms, to our ability to sustain and develop our activities. We are therefore surprised that there does not appear to be a Transport Impact Report with the Planning Application. We understand that there was a submission on

Transport Impact when outline planning permission was granted for the North Shore some 8 years ago. However it is surprising that a new piece of work on Transport Impact was not conducted in respect of this specific application, bearing in mind the significance for the centre of town, with its businesses, and for SBT on the immediately adjacent site.

We have conducted our own research to gain an impression of the impact on our church and its visitors, and this influences the comments we make below. The research consisted of a Questionnaire completed by 83 individuals who drive to the church; visiting all 10 car parking locations in the general vicinity to understand spare capacity during morning, afternoon and evening in each location, on each weekday, and to record the usage of our own car park each day.

Strategic Value of Church Square Car Park for SBT

This car park is of particular value to our visitors. Not only is it right next door, therefore highly convenient, but it means that people can reach the entrances to the church without having to cross a road. This is particularly helpful for those people who are infirm, or elderly, or suffering some disability that impedes their ability to walk fast and confidently but is not sufficient to entitle them to a blue badge; and parents or carers who are bringing young children - and often more than one child. Apart from this being a general problem for Sunday morning services, and to some extent for Sunday evenings, it is a particular problem for:

- (a) The Toddlers' Groups on Tuesdays and Wednesdays (up to 50 Toddlers plus carers and volunteers)
- (b) Senior Citizens Luncheon Club on Thursday (up to 100 senior citizens plus volunteers)

All other public car parks in the general vicinity (say within 200 metres) will necessitate people crossing at least one road to reach SBT. Church Road can be very busy; Church Square and Bishop Street are used by fast moving blue light Police vehicles emerging from the Police Station. There are no pedestrian crossings on these routes.

Major weekday services or events at SBT

On those occasions when SBT hosts a major event (e.g. a large funeral with many hundreds attending, or a major conference or other event) then weekday parking availability in the general vicinity (say within 200 metres) is unlikely to be adequate.

Parking on the new Hotel Plaza (67 spaces)

We anticipate that this car park will be mainly used by hotel guests from late afternoon through until say 9.30am the following morning. For a large part of the working day there will potentially be a significant number of unused parking spaces. It seems incompatible with the general parking problems in the town, and not least for SBT, that the pressure for spaces in our area of the town is exacerbated by the withdrawal of the Church Square car park - yet the replacement Plaza car park will have plenty of vacant spaces during the middle part of the working day.

In our view there should be room for agreement between SBT and the hotel, brokered by Stockton Borough Council, that meets some of the Church's needs. We are probably only talking of a maximum of 15 spaces.

In the absence of a Transport Impact Report, Stockton Borough Council should use its best endeavours to find solutions for SBT that mitigate the negative impact of the withdrawal of the Church Square Car Park.

OBJECTIONS TO THE WITHDRAWAL FROM PUBLIC USE OF THE CHURCH SQUARE CAR PARK, WITHOUT A LIKE FOR LIKE REPLACEMENT

-The withdrawal of the Church Square (Kwik Fit) Car Park from public use, in order to develop a plaza car park for the exclusive use of the hotel, is a damaging development for SBT.

-In the absence of an up to date Transport Impact Report the consequences for SBT cannot properly be measured by the Planning Committee, so we have highlighted parking issues that concern SBT.

-The inevitable availability of many car parking spaces in the Hotel Car Park during the middle of the working day should enable Stockton Borough Council to broker an arrangement between the hotel management and SBT.

-On those occasions when we anticipate a surge of hundreds of visitors to SBT, during the working week, we ask the Planning Committee to grant a right of access to park on the hotel car park for a limited period of time, say 3 hours, by prior arrangement with the hotel - permission not to be unreasonably withheld.

-We request the Planning Committee put a condition on any approval of the planning application, that the Hotel Management and Stockton Borough Council find solutions to the parking problems identified by SBT, before building work proceeds, so that SBT's current activities are not damaged, nor the development of its site unreasonably impeded.

CAR PARKING SPACES IMMEDIATELY ADJACENT TO SBT'S BUILDING

The siting of car parking spaces immediately adjacent to the windows of SBT's Lower Hall We are concerned that hotel visitors using parking spaces that are located immediately adjacent to our building will:

-cause noise which SBT can't control

-be intrusive (people can look in because of the change in levels between the car park, and our Lower Hall)

-increase the level of unhealthy fumes that will penetrate the building if windows need to be open;

-may reduce the level of natural light in that well used room (for example 100 meals are served there to our senior citizens on a Thursday).

In the current layout there are no parking spaces adjacent to SBT's building - it is a roadway.

OBJECTION AND A SOLUTION

We object to the siting of car parking spaces immediately adjacent to SBT's building for the exclusive use of hotel guests and ask that those parking spaces be dedicated for use by SBT.

OTHER CAR PARK OPTIONS

Old Dairy Site Car Park

We note that there is to be a properly formed car park on that part of the dairy site that is not occupied by the footprint of the hotel but that this will only be available for Council employees who hold a permit. The plans in the Documents indicate 114 parking spaces. Our research indicates that there are generally only 100 spaces occupied. It should therefore be possible to allocate a limited number of permits to SBT visitors for use in this car park during weekdays - and for this car park to be available to SBT visitors at any time during weekends.

Whilst in the short term that may provide the potential of a small number of spaces for our visitors, this is not a long term solution as we understand that Stockton Borough Council have a 5 year lease over this land and that the site is ultimately earmarked for development leading to the withdrawal of this car park.

OBJECTION

We continue to need long term sustainable solutions for the parking issues relating to Stockton Baptist Tabernacle and object to the absence of any arrangements for SBT to use this car park during the working week and at weekends.

An alternative idea for access to the old dairy site.

Could there not be an entry/exit directly to/from the gyratory system or to/from Church Road to this site?

This would reduce the additional traffic down Church Square and then Bishop Street so reducing the hazard associated with blue light police vehicles regularly speeding down that stretch of road. In addition there could be an increase in blue badge vehicles parked on the SBT side of the road, and an increase in people needing to be dropped off, if there is no like for like replacement of Church Square car park, immediately adjacent to SBT.

The alternative entry/exit suggested would result in significantly less cumulative mileage, with a favourable impact on CO2 emissions and other fumes.

A by-product of such a change would result in the part of Bishop Street immediately in front of SBT becoming a cul de sac used only by commercial vehicles servicing the hotel, and visitors to the Church. The potential for introducing many more parking spaces in this stretch of road would be much enhanced.

FUTURE DEVELOPMENT OF THE SBT SITE

Issues relating to the potential expansion of the SBT building

SBT is an active church. Its involvement in serving the community has led to pressure on its current facilities. There are ongoing discussions as to how to add rooms, and to develop more welcoming space for the community. Part of the need to develop a community centre type facility is driven by the initiative to offer friendship to many asylum seekers and new refugees (we engage regularly through the week with folk from over 35 nations, and have 60 or so volunteers from the congregation); there is also a Job Club and Money advice course under the auspices of Christians Against Poverty; and other initiatives.

We wish to work with the hotel management, in order to make our distinctive contribution to the development of a strong and healthy community in Stockton. Their 128 bedrooms and our 550 seater auditorium, plus the potential of more conference rooms should enable us to work for each others benefit - but it would be helpful if this had been reflected in the application for planning permission - so that the logistic connections between the two sites was addressed. Despite making those points at a meeting of Stockton's Cabinet (19 May 2016), and airing those possibilities with the Project Lead from Stockton Borough Council and MUSE's Development Director the planning application makes no reference to such possibilities.

The easiest way for SBT to expand is over our existing car park and draft plans have been drawn up by an architect, who is also considering a range of alternative developments. One of the key problems we confront is parking - and although there are ways of re-siting our existing small car park, the immediate loss of Church Square Car Park diminishes our own prospects for development in an effective way.

It is recognised that the Planning Committee cannot take these matters into account directly, but when we eventually submit our own planning application, we hope that there will be a willingness to find solutions to the problems that become so much greater because of the loss of the Church Square Car Park, and that these issues are recognised whilst you consider the application for the hotel.

CONCLUSION

The Representation set out above, together with the list of Objections, is offered in the context of support, in principle for the hotel. We make no comment about design, height, location on the site etc because these appear to be well thought through, and we wish the hotel every success, and hope that it is the means of adding further value to the community, and attracting business and jobs to the area.

Mr Martin Greenwood, 14 The Green, Kirklevington

It is very regrettable that a charitable organisation that has been at the centre of Stockton for over 200 years is being compromised by the removal of the council's car park off The Square. Stockton Baptist Tabernacle operates seven days a week with over 350 attending on a Sunday morning with many elderly and infirm who are currently grateful for the adjacent Council car park. This facility also comes in to play when the premises are used for weddings and funerals.

It is also extremely useful when the premises are used by other organisations for events in the evening and at weekends that can attract over 400 people. Indeed, one of the users is Stockton Borough Council itself, as well as Cleveland Police, Cleveland Philharmonic Choir, local schools and other charities.

I fear that the Council's support for an unproven enterprise will have a negative effect on a thriving organisation that has and continues to provide Stockton with a richness of community activity.

Mr Steve Walker, 19 Northumberland Road, Thornaby

I do not understand how the council can justify spending tax payers money to build such a hotel when the swallow has stood empty all these years.

It also concerns me at the lack of transparency with the deal between the Hilton and council. Surely if this was such a great business proposition Hilton themselves would be wanting to build the hotel.

The council are not business people they are councillors looking after our the publics interests and I don't feel they are doing this in this case.

If they are desperate to have a hotel in the town centre let's refurb there swallow. I seem to recall planning permission for a hotel on the site where barker and stone house stands being refused planning permission due to the vacant swallow. What has changed? The planned conversion into student accommodation has yet to materialise.

I feel that going ahead with this plan will cause issues for generations to come.

Mr John Ryan, 3 Rotherham Avenue, Stockton-on-Tees

I strongly object to this hotel. I feel it is a waste of money and is going to end up a bigger flop than the swallow hotel. Continue to improve stockton until there is something here to actually attract people first. Then the hotel would be justified and even have a fighting chance.

Mrs Susan Johnson, 19 Mowbray Grove, Stockton-on-Tees

Why do we need more hotels in the area when we have plenty ranging from budget to high class. Surely if this was such a good proposition hotel chains would be falling over themselves to build it themselves.

At a time when the council are cutting back on services making people redundant how can they justify borrowing that amount of money.

I as a council tax payer strongly object to my council tax being used in this way as no doubt the council tax will be increased to pay for it.

If the council want to build something on that site why not flats to help the housing shortage!

Mr Nick Sutton, 6 The Orchard High, Church Wynd

Public money should not be spent on such schemes.

Mr Charles Bowell, 132 - 134 Billingham Road, Norton

I think Stockton Council could find better ways of spending the taxpayers money then on this hare-brained scheme to build a hotel with such a high cost to the taxpayer I think we could find better ways of spending money it will take too long to pay the debt and the interest on the Debt will be out of this world stop wasting the taxpayers money I think again.

Mrs Karen Richardson, 64 Gilmour Street, Thornaby

Object. SBC could have acquired The Swallow Hotel at a fraction of cost. It had parking spaces already and would only have needed a refurbishment. Instead the council wants to borrow council tax money on another white elephant.

Mr Tony Richardson, 1 Rhyl Close, Stockton-on-Tees

This is not a development will not be beneficial to Stockton or surrounding area it's to high a cost when we had a hotel which could not survive

Mr Edward Strike, 7 Claydon Grove, Ingleby Barwick

I speak as an individual NOT as an elected Town Councillor for Ingleby Barwick, ALL views I post are my personal views.

I am 100% against this proposal. The cost of £17m in loans will result in £30m being repaid over 35 years. This is approximately £830,000 pa repayments, add to this the rent for the leasehold of the land, a figure SBC refused to disclose via FOI, then add the franchise fee to the Hilton group for using their name, along with the management costs of the company being brought in to run this. As my requests for information on break even figures etc. were not answered (confidentiality was the excuse). Then there are the ongoing costs of replacing broken and worn out furniture and fixtures and fittings as well as painting programmes etc. to be factored into the equation.

I do not have the full facts and figures, however The Northern Echo have reported that it will require an 85% occupancy at £80 per night to break even. I stayed in a premier inn in London last year for only £66 per night.

Why are inexperienced councillors taking such a risk with council tax payers money? The Swallow Hotel closed down a number of years ago after decades of being in Stockton High Street as it was making a loss. If this crackpot idea goes ahead who will foot the bill for the loss? The councillors? No way! It will be the council tax payers who are already paying excessive amounts of council tax. When will SBC put out a full list of expenses and proposed incomes for this venture and also provide evidence from independent financial companies of the viability of this proposed venture?

The council tax payers are fed up of Labours tax and spend policies. It is time to ditch this idea. If a Hotel in Stockton was such a money maker why haven't any of the main hotel chains invested in one here? I look forward to your answers.

Mr Al Milton, Ingleby Residence, Hardwick Road

As a council/cabinet decision I am surprised that this application has made it to the planning process. As this is what i would deem to be a "high risk" investment, of which should not be taken by the Local Authority. The net returns or 1.2 million are not guaranteed, as the market has not truly established a need, and the only recent example of need being developed in the Town centre for Stockton has proved unsuccessful (Swallow Hotel) The example of Middlesbrough Holiday Inn, is not best to use as this is a different Brand and more budget based hotel. Rather than the Hampton brand. With the loan being on 35 year term, demands/needs could easily change within this timescale.

I have tried contacting Hampton several times to see what there thoughts/commitment to this venture are and have had no response, nothing even generic to say this is commercially sensitive, which makes me feel there is very little open commitment from the Chain. Which could give implications as to what would happen if Hampton withdraw and building is left empty, Stockton would then have 2 large size empty hotels.

As a general Application - I would reject this on terms that there is to be extensive vehicle accommodation/parking made.

However all nearby routes are one ways system, that can be very busy during peak times and I believe this would have a serious impact on the nearby highways including riverside road, portrack lane, stockton High street, with added traffic volume. Adequate investment into these roads would be needed.

As mentioned above as this is a council risk, and the closure of the Swallow Hotel, leads me to believe the development is not suitable for the area as there has been no demonstration of demand or need for any budget sized hotel within this area.

Furthermore for this to be created I believe would have a negative impact on the several independent b&bs within the borough that provide excellent value for money service and help fulfil any demands.

Mr Jason Hadlow, 46 Spitalfields, Yarm

This is complete madness, the cost of this White Elephant will be up to £30million with no plausible business case in evidence. SBC are making decisions no private developer would. Whilst quite happy to acknowledge that there was no commercial case for the Swallow or Tall Trees in Yarm and with a 108 Bedroom hotel in Darlington (Blackwell) forced onto the market at just over 3 million because it doesn't make money SBC seem determined to 'buck the trend' and enter the Hotel business. If Members are so confident of success then why don't they secure the borrowings against their homes, thus the electorate will at least know they are sharing the risk!

Mr Geoffrey Cook, 44 Falcon Walk, Hilton

High risk use of ratepayers money, with long term effects. particularly when there is an urgent need to support social care in the area.

Mrs Carolyn Casey, 9 Kingsdale Close, Yarm

This development is likely to have a detrimental effect on small local hotel businesses. Small hotels are currently struggling for bookings in the present economic climate. There is little likelihood of numbers of people requiring rooms increasing substantially no matter what the council's business case says. This means that these small businesses are likely to be starved of business to a point which may be their demise. Stockton Borough Council should not be setting businesses up in competition to the local businesses that they should be supporting.

Mr John Quigley, 26 Newham Grange Avenue, Stockton-on-Tees

I regard this proposal by the council to build a hotel is a very big mistake. There are questions the council need to answer.

Why are hotel development companies not building this hotel? Why is the Council borrowing 17 million pounds having to pay back approx 30 million pounds over 30 years when they have this money in a reserve fund?

Who has been appointed to the management board?

Who is the Council borrowing the money from?

If this project fails as it may do, are the rate payers left with a large debt?

There are other projects this amount of money could be put to that would benefit the rate payers.

R Davies, 53 Falcon Walk, Hilton

I wish to register my objection to the above planning application, my reasons for doing so are :-

1. To borrow such a vast sum of money @ this time for such a scheme, is not a risk that the Borough council should take.
2. If there was a requirement for a hotel in the centre of town, hotel developers would have made enquiries previously
3. The town is serviced by medium priced accommodation currently, whilst they may be on the outskirts, there does not appear to be a definitive need for another.
4. The previous Swallow hotel could not sustain its retention and the council could still make a claim on the building at a lower cost than proposed
5. A new hotel for the town was allowed by the previous Teesside Development board, this was to be centred on the currently vacant land opposite the Castle Shopping centre, a riverside location.

6. Pride has been taken in opening the river up to the high street this blot on the landscape would prevent views from properties on the road behind for the future, reducing options for redevelopment of those buildings.

Finally, I am of the opinion that the council members time would be better spent in attracting retail businesses into the town centre and a priority of attracting industry into the brownfield sites that exist in the borough,

Mrs Pauline Stevenson, 39 Palm Grove, Stockton-on-Tees

I am extremely suspicious of such a huge financial commitment which is not being published to allow detailed public scrutiny .The council should have been shouting from the rooftops if this development was such a sound investment designed to improve Stocktons image with little risk to the public purse . The Council are subject to savage government cuts ,affecting services to vulnerable and elderly residents ,if this plan is designed to generate income for our area which will provide much needed additional resources to improve services ,why are they not proudly sharing this ,by way of publicising the plans with residents?

Mr Gordon Parkin, 21 Ragpath Lane, Stockton-on-Tees

This is a development that has not been discussed with the public and cannot display that it is a viable venture.

No costs have been revealed as to the hire of the land, royalties for use of the name,cost of the compulsory purchase of the Kwikfit Garage, cost related to the executives sitting on the board, cost of surveys and planning allready undertaken

The achievement of 80% occupancy rate is extremely unlikely given that the average for Stockton & Middlesbrough is far lower than than that stipulated by the Council.

This will be putting the taxpayer of the Borough into large debt and over a long period without the mandate of the People themselves.

This is a risk too far and I strongly oppose this project.

Mr Terry Chapman, 162 Davenport Road, Yarm

The proposals represent too great a financial risk for the residents to take and is therefore not an appropriate scheme for the Council to undertake.

PLANNING POLICY

15. 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

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.

Local Planning Policy

The following planning policies are considered to be relevant to the consideration of this application.

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.

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.

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.

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.

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 5 (CS5) - Town Centres

1. No further allocations for retail development will be made other than in or on the edge of Stockton Town Centre during the life of the Core Strategy.

2. Stockton will continue in its role as the Borough's main shopping centre. Up to 2011, the need for additional capacity can mostly be met through committed developments and the occupation and reoccupation of vacant floorspace. Beyond 2011, there may be a requirement to bring forward new retail developments within the town centre in the first instance, to improve quality and widen the range of the shopping offer in the Borough. The creation of specialist roles for Stockton, for example as a sub-regional historic market town, or through the concentration of a mix of ethnic retailers or small independent chrysalis stores, will be supported. Other initiatives will include:

- i) Improving the main approaches to the town via the Southern, Eastern and Northern Gateways, through creating new development opportunities and promoting environmental improvements;
- ii) Promoting a balanced and socially inclusive cultural sector and 24-hour economy across the town centre, particularly in the vicinity of Green Dragon Yard;
- iii) Providing additional leisure opportunities, and other town centre uses, in accordance with Planning Policy Statement 4: Planning for Sustainable Economic Growth;
- iv) Improving pedestrian links to the riverside.

7. Should any planning application proposals for main town centre uses in edge or out-of centre locations emerge, such proposals will be determined in accordance with prevailing national policy on town centre uses as set out in Planning Policy Statement 4: Planning for Sustainable Economic Growth or any successor to Planning Policy Statement 4.

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 11 (CS11) - Planning Obligations

1. All new development will be required to contribute towards the cost of providing additional infrastructure and meeting social and environmental requirements.

2. When seeking contributions, the priorities for the Borough are the provision of:

- _ highways and transport infrastructure;
- _ affordable housing;
- _ open space, sport and recreation facilities, with particular emphasis on the needs of young people.

Saved Policy EN28

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

Saved Local Plan Alteration Number 1 Policy S6

Development and change of use within the wider Stockton town centre boundary

MATERIAL PLANNING CONSIDERATIONS

15. The main planning considerations of this application are the impacts of the development on planning policies, regeneration aspirations, the character of the area, the amenity of the neighbouring properties, heritage, access and highway safety and other material considerations.

Principle of Development

16. Members will be aware that outline planning consent is extant for residential (Class C3), employment (Class B1), health care facility (Class D1), leisure (Class A3, A4, A5, C1 and D2), ancillary retail and services (Class A1 and A2) and car dealership (sui generis) with car parking and associated landscaping and infrastructure improvements (08/3644/EIS). All matters were reserved and therefore the principle of the development has been established by the Outline planning permission and this application is purely concerned with the Reserved Matters details required to be submitted for approval.

17. In granting outline approval for the North Shore Development Site, the Council as the local planning authority, had regard to planning policies at the national and local level. This consent included the provision of major hotel accommodation alongside commercial accommodation including offices, retail and leisure and up to 1000 new homes. To date a number of schemes have been delivered including family houses; a flagship headquarters building and accommodation providing flexible space for newly established businesses.

18. The application site lies within the limits to development in a highly sustainable location. National Planning Guidance set out with the NPPF sets out 12 core principles that planning should follow and take into consideration, including a need to proactively drive and support sustainable economic development and always seek to secure high quality design and a good standards of amenity. More specifically paragraph 18 sets out that Government is committed to securing economic growth in order to create jobs and prosperity, whilst paragraph 19 states that that the planning system should do everything it can to support sustainable economic growth and not act as an impediment to sustainable growth. Paragraphs 57 and 70 specifically encourage that development; is of a high quality and creates inclusive design for all, thereby establishing a strong sense of place and creating attractive and comfortable places to live, work and visit; creates safe and accessible environments.

Site Characteristics, Detailed Design and Residential Amenity

19. The overall objective of the Masterplan that accompanied the Outline Planning Application is to make Northshore a unique and distinctive place within Stockton and the masterplan sets out a number of design principles and it is considered that the proposed scheme has satisfactorily incorporated these requirements into the design and treatment.

20. The North Shore Gateway Site is seen as pivotal in creating connections between Northshore and the Town Centre and this was fully recognised in Northshore masterplan. Redevelopment of this underutilised and partly derelict site is a major piece of the development jigsaw that will replace existing poor quality buildings which are poorly related to the wider street scene and allow for a comprehensive redevelopment of the site thus providing a responsive development that not just acts as a major arrival point for visitors travelling into Stockton from the A19, but also as a

prominent linkage site drawing both pedestrians from the riverside into the town centre and also attracting footfall from the High Street to Northshore.

21. The 'former Kwik Fit site' adjoins Stockton Town Centre Conservation Area's northern boundary. Immediately opposite the site is a row of listed Georgian terraced buildings. Visually it detracts from the character of the surrounding area and the wider Stockton Town Centre Conservation Area. Redevelopment would provide for significantly improved pedestrian connections set within a high quality public realm along with the delivery of a prestigious hotel thereby fulfilling a key regeneration objective of the Council and building upon the significant investment made to date. Heritage assets currently overlook the dilapidated former garage, car park, and vacant plot. The quality of the new development and public realm replacing this will vastly improve the setting of the listed buildings.

22. In terms of impact on Stockton Town Centre Conservation Area, the views are limited with a distinct separation of the high street and the river, with few views or vistas between them. The key view of the conservation area is from the high street looking either southwards or northwards towards the town hall. The parish church and gardens are a particularly important piece of townscape within the conservation area, being the main informal recreational space. It is not considered that the setting of Stockton Parish Church will be affected by the proposals due to the distance between the church and the development site and the modern buildings along this stretch of Church Road, particularly the leisure centre and Municipal Buildings which separate the Grade 1 church from the historic environment at the eastern end of Church Road.

23. In terms of scale and massing, careful consideration has been given to the building's relationship with the properties along Church Road and the wider conservation area. The building is six storeys facing onto Church Road and defines the new square. The eastern wing steps down in response to the context of the existing buildings, following the topography along Church Road. This arrangement ensures the building does not detract from the context of the listed Georgian buildings along Church Road. Furthermore the massing has been designed to ensure that the hotel is not a monolithic block dominating the heritage assets; instead it comprises two slender wings at different heights, its form clearly distinct from the listed terrace opposite.

24. The proposed development reinstates a building front to this street, addressing Church Road, and the boulevard tree planting and green wall / screen helps to strengthen this edge. The proposed building is set back so as not to dominate the historic row directly opposite and complements the existing strong streetscape character of the heritage assets, whilst allowing them breathing space and the opportunity to appreciate their heritage value as distinct from the new development. The hotel building has also been orientated to create a public square and an entrance plaza, enhancing the setting of the heritage assets.

25. The architectural design is complementary and innovative, and is clearly contemporary adjacent the historic terrace. The proposed material palette is simple, ensuring the building does not compete with the Georgian detailing of the heritage assets opposite. The west elevation features brickwork with punched openings, a subtle architectural gesture to the adjacent listed Georgian façades along Church Road.

26. In terms of wider amenity issues, the surrounding area is made up of a mix of commercial premises with some residential units. The proposed development is considered to be a suitable type of development for the town centre and should not unduly affect the surrounding area or surrounding premises. It is considered that the siting and design of the building seeks to minimise any potential impact on the amenity of neighbouring properties through loss of privacy, noise pollution etc. It is considered that the scale and appearance of the building is appropriate within the context of the surrounding area and the proposed layout has been designed with adequate distances and designed to negate any overlooking and would not be visually intrusive or overbearing. Therefore the proposed development is not considered to have a detrimental impact

on existing levels of amenity and the future users of the development will benefit from an acceptable standard of amenity.

27. In respect of the materials and design, it is considered that the proposal would create a contemporary building which whilst distinct from its immediate surroundings reflects an innovative building fit for the modern operational function of a contemporary hotel.

28. A number of sustainable building measures are incorporated into the design of the building and will satisfy BREEAM rating 'very good'. In order to fully reflect the objectives of development plan policy, the development proposals have embedded within them a minimum of 10 percent of their energy from renewable energy sources.

Other Matters

29. The site lies within Flood Zone 1 and is therefore not subject to flood risk. A flood risk assessment accompanies the application and NWL and the Council's Surface Water Management Team has no objection to the proposal subject to appropriate controlling conditions.

30. In terms of ecology an ecological / biodiversity assessment has been submitted which provides detail in this regard. The site is considered to contain habitats of low to moderate ecological value with recommendations given for the timings and process of construction work to minimise habitat impact and a bat survey to the former Kwik Fit building will be undertaken prior to its demolition.

31. In terms of site contamination Environmental Health has no objection to the proposal subject to appropriate controlling conditions. Accordingly the proposal does not conflict with Planning Guidance in respect of contaminated land.

32. In respect of air quality and likely noise impact the Environmental Health Manager has considered the proposal and raises no objection on these matters subject to a controlling condition.

33. A number of comments have been made in respect of the principle of development and the Council's involvement/investment and associated risk with the proposed hotel. In response, the principle of development of the site for a hotel has already been established by the granting of outline planning permission. The funding of a development is not a material planning consideration and is not relevant in the determination of this application.

34. As part of the outline consent, the applicant entered into a Section 106 Agreement to provide a financial contribution for the local labour agreement and highway mitigation works. A number of conditions were also attached to the consent covering amongst others flooding, ecology, drainage and contaminated land. These conditions will still be required to be fully met by the developer.

Means of Access, Parking and Traffic Issues

35. The Baptist Tabernacle has raised a number of concerns which are set out in full within the consultation section of this report. Their main concern is the impact that the withdrawal of The Square Car Park has on their activity, without the development of a like for like replacement.

36. These concerns have been fully considered by the Highways, Transport and Environment Manager who has provided the following comments.

37. The site will be accessed from:

- The Square, via two new simple T junctions which will operate as an in/out, to serve the hotel car park and
- Bishop Street, via a simple T junction, to serve the proposed service area for the hotel.

38. The proposed site access arrangements are considered to be suitable for the scale and nature of the development. Vehicle tracking information has also been provided demonstrating, for both the car park and service area for the hotel, that they are capable of accommodating the types of vehicles which would utilise the respective access points. It is therefore considered that the proposed site access arrangements are acceptable.

39. Access to serve the car park to the rear of the hotel site (known as The Dairy car park) from Bishop Street will be maintained with re-positioned barriers to the entrance to the car park. The access arrangements to serve the car park are also considered acceptable.

40. Having reviewed the proposals, against the Council's Design Guide and Specification (Residential and Industrial Estates Development) current edition and Supplementary Planning Document 3: Parking Provision for New Developments (SPD3), it is considered that the internal layout, car parking provision and servicing arrangements are acceptable.

41. It is however noted that the proposals will remove an existing short stay public use car park (The Square car park) and that comments have been received objecting to the loss of this car park and the inconvenience this may cause. Whilst the loss of this car park will remove approximately 44 spaces (including 1 disabled bay), The Square car park is privately owned and its use as a public car park can be extinguished without the need for planning approval. In terms of alternative town centre public parking the loss of these spaces can be accommodated by the existing Council operated, other public car parks or the existing on-street provision within the vicinity of the proposed development.

42. The nearby public car parks, all of which are within a 400m walking distance of the existing car park at The Square, include:

- Bath Lane North, Splash, (97 spaces)
- Bath Lane East (16 spaces)
- Bishop Street (73 spaces)
- High Street (23 spaces)
- Riverside (110 spaces)
- Municipal Buildings (Weekends only - 82 spaces)

43. The town centre is well served by other Council operated and other public car parks and there is also on-street parking provision on Bishop Street which is capable of accommodating 26 vehicles.

44. Therefore the loss of The Square car park, as a private owned facility and due to the proximity of alternative parking provision, is not considered to be a material consideration in relation to the proposed development.

45. However, in order to minimise any potential impact associated with the loss of The Square car park it is proposed that a Car Parking Management Plan (CPMP) is provided by the applicant and this should be secured by condition. The CPMP should include the management of both the car park associated with the proposed hotel and the car park to the rear of the hotel site (known as The Dairy car park).

46. In conclusion the Highways Transport and Environment Manager raises no objection on highway grounds to the proposed development. However it is acknowledged that the Baptist Tabernacle is a community asset and the Council will continue to work with the Church to meet its contribution to the community.

CONCLUSION

47. Material considerations have been considered in detail and 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 any adjacent neighbours and will provide economic and social benefits and does not conflict with policies in the Development Plan. It is considered that there are important material benefits arising from the proposed development and that the presumption in favour of sustainable development applies and there are not any adverse impacts from the proposed development that would significantly or demonstrably outweigh the benefits when assessed against the policies in the framework taken as a whole. Therefore the application is accordingly recommended for approval with conditions. Accordingly it is recommended that the application be approved with Conditions for the reasons specified above.

Director of Economic Growth and Development Services
Contact Officer Mr Gregory Archer Telephone No 01642 526052

WARD AND WARD COUNCILLORS

Ward Stockton Town Centre

Ward Councillor(s) Councillor P Kirton

Ward Councillor(s) Councillor Di Hewitt

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

Supplementary Planning Document 3: Parking Provision for New Developments